



PLANE TALK

Publication of Statewide Aviation



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FLYING IN ALASKA

Aviation is a way of life for Alaskans. There are over 10,000 pilots registered here— more private pilots per capita than anyplace else in the world! Alaska is still a true frontier offering pilots a sense of adventure and freedom. DOT&PF supports numerous aviation events at our airports and encourage all to participate in and enjoy the rich history and spirit of aviation in our state.

On the horizon is the *Valdez May Day Fly-In and Air Show* to be held May 11th and 12th. This fly-in started in Gulkana and ran from 1980 to 1994. In 2004, a few dedicated aviator volunteers decided to resurrect the old “Gulkana Fly-in”. It’s grown from 60 aircraft that first year to well over 300 aircraft from all over the state of Alaska and the lower 48. The fly-in features a poker run with a beach landing on Hinchinbrook Island, STOL (short take off and landing) competitions, and Flour Bombing (trying to hit a target with a sack of flour from an airplane). There are pilot seminars and many fun things for the non-aviators alike. For more information contact Steve Searles, Valdez Airport Manager at (907)835-5658

The *Hudson Memorial Fly-In* will be held May 19th and 20th in Talkeetna. Events include a free pancake breakfast, overnight airport camping, tour of airplanes, free activities for kids, free showing of the Cliff Hudson movie, booths featuring local and aviation items, performance demonstration and a fly over. Young Eagles will be available for free-of-charge introductory flight lessons for kids 8-17. For more information contact Drew Haag at 907-355-4808 or www.abovealaska.com/flyin.htm



Under-the-wing camping at the Talkeetna Fly-In

A beautiful day for the Valdez Fly-In

Message From Deputy Commissioner



Greetings and Best Wishes to All!

It's hard to believe it's already time for our quarterly edition of *Plane Talk!* The winter months have been demanding, both in terms of snow-laden weather and in relation to our aviation team's workload with the legislative session driving much of our schedule and efforts.

But demanding certainly does not equal discouraging! My team and I are just so blessed to live in this great state while appreciating the privilege of participating as state employees in our uniquely American democratic process. I never tire of watching the branches of government interact with the ever consistent goal of best leveraging state resources to make our aviation system better for all Alaskans.

In addition to our communications with legislators focused on the Governor's priorities and our DOT&PF role in accomplishing those priorities, I've spent much of my time pursuing our Alaska International Airports (AIAS) Strategic Agenda born in our AIAS System Planning work.

We've been hard at work coordinating and negotiating a new AIAS operating agreement with the Alaska Airport Affairs Committee (AAAC)—comprised of 31 Signatory Carriers. The goal is to have the new agreement take effect in 2013.

We're also accomplishing a zero-based budgeting initiative for the system in keeping with our strategic plan goals. I offer a hearty "hats off" to our Ted Stevens Anchorage International Airport and Fairbanks

International Airport leadership and management teams in supporting this effort. We've made a very good start that I believe the AAAC will appreciate and value, especially as it relates to the setting of our FY 13 rates and fees. We're postured to continue moving this and our nine other strategic initiatives ahead as 2012 continues to unfold.

We've also made significant strides within our Alaska Aviation System Plan (AASP) with the most significant development being the final production and distribution of our "*Aviation Lifeline*" video. If you haven't seen the video yet, we strongly encourage you to check it out at:

<http://www.youtube.com/watch?v=TDGw09IuApE>

<http://vimeo.com/39894638>

This 8-minute clip is designed to make the compelling case for continued federal, state, and local aviation investment in, and attention to, our Alaska rural airports. They truly are the single lifeline enabler that connects these communities to the rest of the state and the world. Our planned follow-on video will focus on the fiscal and logistical challenges we face in Alaska to build and sustain this lifeline.

I'd also like to offer how pleased we are to see a FAA Authorization Bill get signed into law. The stability such federal legislation will provide for at least the next four years is vitally important as we seek Alaska's share of federal capital funds needed to meet the priorities and needs of America's largest and most diverse aviation system.

As we all transition into what I'm counting on being a beautiful and much appreciated Alaska spring and summer, please keep aviation safety in the forefront!

Steve Hatter

Deputy Commissioner - Aviation

Aviation Cameras Support Safety

In its ongoing effort to improve aviation safety in Alaska, the Federal Aviation Administration (FAA) has been installing weather cameras around the State of Alaska. The cameras are positioned to view sky conditions around airports, air routes and mountain passes. They provide pilots with critical weather information that help them decide whether it's safe to fly. "Rapidly changing weather across Alaska's rugged terrain can make aviation hazardous," said Bob Lewis, FAA Regional Administrator for Alaska. "Weather cameras are our eyes in the sky and have become a critical part of aviation in Alaska."

In addition to helping prevent weather-related accidents, the camera program can help aircraft operators save fuel and labor costs by eliminating situations where pilots take off only to find they have to return due to bad weather.

The FAA and the National Weather Service started the Aviation Camera Program in 1997 after determining the Alaska aviation community would benefit from pictorial views of current weather conditions. The cameras are designed as an aid to pilots operating under Visual Flight Rules. Camera images are updated every 10 minutes and are disseminated to the public through the FAA's aviation camera website at <http://avcams.faa.gov>.

The FAA plans to install 24 additional weather cameras this year and have 221 cameras in place by the end of 2014.



Talkeetna is a good example of a site where the State of Alaska and the FAA Aviation Camera Program are working together to improve and promote aviation safety .

NextGen Technology - It started in Alaska

Alaska was the testing ground for NextGen technology and it all started with the Capstone Program. To help improve aviation safety, the Federal Aviation Administration, in cooperation with the aviation industry, began testing new technology in the Yukon-Kuskokwim Delta region in 1999.

Phase 1 of the new program known as Capstone involved equipping commuter airlines, air taxis and other operators with avionics that show pilots their location and information about nearby terrain, other aircraft, and weather. Phase 2 of Capstone was introduced to southeast Alaska in 2003 and included the installation of global position system (GPS)/wide area multilateration (WAM) alleviating congestion and delays into Juneau and several surrounding airports. In 2006 the FAA integrated Capstone into the national Automatic Dependent Surveillance Broadcast (ADS-B) program.



NextGen equipped airplanes have a "moving map" video display screen which shows the pilot his own location relative to terrain, weather, and equipped airplanes in the vicinity.

NextGen in Alaska is a cooperative effort by the FAA, Alaska aviation industry, and the State of Alaska to improve aviation safety and community access by using a suite of new technologies providing better flight information to pilots.

More information about NextGen technology is available at this link: <http://www.faa.gov/nextgen/>

Airport Spotlight

Kotzebue Airport—Gateway To The Arctic

The Kotzebue DOT&PF Airport Station is responsible for the Kotzebue Wien Memorial Airport and twelve other airports throughout the NANA Region and Point Hope. Point Hope and, Kotzebue have asphalt/paved runways while the other airports are all gravel. In any given year there are several projects going on at the airports. (construction and/or maintenance.)

With a crew of eight, these men are responsible for maintaining the airports for the public. There are no roads between the communities, so people rely heavily on the airports to remain open especially for spur of the moment medevac flights that tend to the injured and sick.

Airport Manager Calvin Schaeffer describes the duties of the airport crew—“Rural airport employees perform a broad range of duties as first responders to firefighting and rescue services, airport security, building maintenance, runway surfaces, mechanics and administrative roles. The airport crews also travel to village airports to ensure they are operating safely. When duty calls, there is never a question from any of the crew to travel out and fix broken runway lights (underground wires), almost always at negative 30 to 40 degree temperatures. In most cases all have to work with a few hand tools they carry along and maybe a snow machine or four wheeler for transportation. They still find time to participate with the local elementary students providing tours of the fire station and other airport facilities.”

Kotzebue Airport is the primary transportation hub for Northwest Alaska communities. A recent airport economic study reported the following:

- 1 in 14 jobs attributable to the airport (~7% of local employment)
- \$24 million statewide economic output + \$22 million out-of-state economic contribution
- \$52.6 million in enplanement, mail, and cargo expenditures

Complete report available at: www.alaskaasp.com



Kotzebue Airport employees receive extensive training for firefighting and rescue services ensuring the safety of the traveling public.

Construction projects at the Kotzebue Airport include the addition of a runway safety area (RSA) that involves a major road realignment and expanding the runway out into the water. This is a challenging project still in the design stage that has involved numerous public meetings. Development of standard RSA at all Part 139 certificated airports is one of the FAA’s priorities.

The runway resurface project should be completed this summer adding a total of 4 inches of asphalt.

Future plans include expanding the east ramp to accommodate the demands of general aviation.



Elementary students receive a tour of the Kotzebue Airport fire station.

Alaska Aviation Career and Anchorage Airport Job Fair



DOT&PF Commissioner Marc Luiken, High School Student/Pilot Samuel Warner, and Colonel Carlisle Lincoln with the Alaska Air National Guard participated in the Aviation Career & Airport Job Fair

More than 1,000 people attended the Alaska Aviation Career and Airport Job Fair held on March 24th at the Anchorage Airport.

Representatives from airlines, state and federal agencies, and airport businesses participated in the job fair hoping to fill over 300 available jobs.

Speakers at the Career Fair included pilots, an air traffic controller, an airport police & fire investigator, and the Commissioner of DOT&PF. They shared information about their careers, what got them started, and gave advice on how to prepare for their type of work.

Recurring messages for students interested in aviation were to stay on top of academics - especially math and science - and that anything worthwhile takes a lot of work!

Alaska students have many avenues to get involved with aviation starting with a summer job! Or they could look into the Civil Air Patrol's cadet training program. UAF and UAA both offer aviation programs. In fact, students in UAA's air traffic control program are in such high demand that the FAA often hires UAA graduates right out of the program.

Upcoming Events

APRIL

21 - AASF Spring Float Flying Seminar (Lake Hood)

MAY

3 - Aviation Advisory Board Meeting, Palmer, AK

5-6 Alaska State Aviation Conference and Tradeshow (FedEx Hangar)

8-9 FAA Conference- UAA Campus

11-12 Valdez May Day Fly-In

19-20 Hudson Memorial Fly-In, Talkeetna Airport



*Watch the weekly show **Hangar Flying** on public television to learn more about aviation in Alaska and upcoming events: <http://www.aasfonline.org/hangar-flying.html>*



***Heavy Snow Lifts C-130!** This aircraft is on loan to the Alaska Aviation Museum and is located on the south shores of Lake Hood . Museum staff plan to locate the airplane along Postmark Drive so visitors can see a real piece of aviation history.*

Aviation Stakeholder Spotlight

Medallion Foundation—*Aviation Safety Through System Enhancements*

By Rob Stapleton, Communications Specialist, Medallion Foundation

Alaska's vast size and limited transportation infrastructure has rural residents relying heavily on air transportation. According to US Department of Transportation figures aviation transportation in Alaska is responsible for moving 90 percent of passenger traffic, and 98 percent of the mail statewide.

To meet a federal mandate the aviation industry through the Alaska Air Carriers Association created the Medallion Foundation in 2001.

The formation of the Medallion Foundation triggered an agenda among Alaskan aviators and airline officials that has significantly improved both commercial and general aviation flight safety.

Raising The Safety Bar

Formed as a not for profit under the wing of the Alaska Air Carriers Association, the Medallion Foundation quickly organized to create a one-of-a-kind Foundation with programs to help the state's aviation industry not only improve safety but to raise the bar of safety above FAA regulatory standards.

Today the foundation offers a progressive series of audits of voluntarily participating air carriers called the Star and Shield program. The Star Program leads to the coveted Shield after attaining five stars for audits of the following:

- Safety Program
- CFITA (controlled flight into terrain avoidance)
- Operational Control
- Maintenance/Ground Service
- Internal Audit System

After obtaining each Star and maintaining those with yearly audits a carrier can then request an audit for a Shield.

In its eleventh year of operations Medallion has quantified results among its carriers with other safety programs that have improved aviation safety among participating carriers by 39 percent.

Medallion Foundation programs are credited along with industry participation, with reducing commercial CFIT accidents 57 percent from 2000-2009. (<http://medallionfoundation.org/Documents/CDCPNIOSHCFITAccidents2000-2009.pdf>)

In addition to the Star and Shield programs Medallion offers: Single Pilot Operator Program, Best Practices, Safety Management Systems, CFI/DPE & PA18 Program, and Visual Q-based Training Program.

In cooperation with certain air carriers and the FAA, Medallion established the Aviation Safety Action Program (ASAP) for cabin crews, dispatchers, flight crews, mechanics and ground crews. ASAP participants voluntarily report unsafe operations or safety violations with no retribution for their action, in order to identify and reduce possible flight safety concerns.

Operating with federal funding the Medallion Foundation has worked hard for the last decade with other government entities to craft, develop and implement one of Alaska's most important mandates: better aviation safety.



Alaska Airlines Chief Pilot Sean Ellis and Regional V.P. Marilyn Romano receive the company's 2011 Medallion Shield.

Meet the Team



Roger Maggard is a 35-year veteran with the State of Alaska and fortunately for DOT&PF 30 of those years have been with this department.

Fresh out of college, Roger traveled to Alaska in 1977 to work for the Department of Natural Resources as a land use and resource planner. Three years later he moved to the Department of Community and Regional Affairs where he worked as a community development and coastal management planner before accepting a position with DOT&PF as a multi-modal area transportation planner in 1982.

Today he serves as the Airport Development Manager, a position that oversees the Airport Improvement Program that exceeds \$150M annually for rural airport projects. This spending plan is constantly updated to reflect the latest project cost estimates, expected project delivery schedules and program funding expectations. He also coordinates the Airport Project Evaluation Board (APEB) meetings and advises on policy issues and FAA mandated funding projects in the spending plan.

Deputy Commissioner Hatter says, "I'm so pleased to recognize Roger Maggard and his 30-plus years of dedicated service to the state. Roger's reputation as THE corporate memory on all things aviation is truly incomparable. He is literally a priceless asset whose impact is profound and appreciated."

Alaska Aviation Museum 2012 Aviation Hall of Fame

Aviation in Alaska has a long and colorful history filled with adventures and first-time achievements by bush pilots and entrepreneurs. The Alaska Aviation Museum preserves, displays and honors this key element of Alaska history with airplane displays, artifacts and memorabilia, and events.

The Museum recently inducted the following pioneer aviators into the 2012 Hall of Fame:

Lowell Thomas Jr. was awarded the Lifetime Achievement Award honoring his contributions to Alaska as an author, film producer, lecturer, public official, adventurer and bush pilot.

Pioneer aviator A.A. Bennett was inducted into the Hall of Fame in recognition of his years as an "Explorer and Pathway Pilot".

Wilfred and Eva Ryan, lifelong Alaskans, received the Entrepreneur and Builders Award. They started Unalakleet Air Taxi in 1953 and today it operates as Ryan Air with three generations of "Flying Ryan's" involved in the business.

The Museum is open to the public and has many events planned throughout the year. For more information contact them at www.alaskaairmuseum.org



Members of the Ryan Family at the Hall of Fame event honoring Wilfred and Eva Ryan with the Entrepreneur and Builders Award.



Our mission is to:

“Get Alaska Moving through

service and infrastructure.”

To learn more visit our website: www.dot.alaska.gov

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