



PLANE TALK

Publication of Statewide Aviation



Spring 2015

Lake Hood Seaplane Base A Gem In The City of Anchorage

Lake Hood Seaplane Base (LHD) has been serving Alaska's general aviation needs for generations. On a busy summer day, LHD seaplane base and 2,200' gravel runway can see more than 400 operations by float and wheeled aircraft. Tim Coons, LHD Manager says, "we're so fortunate to have this airport right in the heart of Anchorage, providing the economic engine that provides jobs for Alaskans, recreation activities for residents and visitors, and serving dozens of communities that are only accessible by air."

A *Master Plan Update* was initiated in 2014 to reassess LHD issues, needs, and priorities, and provide a blueprint for responsible airport development and operation for the next 20 years. Public involvement is critical and there will be multiple opportunities to participate in the coming months. Visit the project website at www.lhdmasterplan.com to learn more about the project and to join the automatic email update list.

The Federal Aviation Administration recommends that a master plan be completed for busy airports every 5-7 years. A master plan was last completed for the Lake Hood Seaplane Base in 2006.

Did you know:

- *LHD is the busiest seaplane base in the world!*
- *Supports 230 Jobs with earnings of \$14 Million*
- *More than 750 aircraft are located here*
- *Has over 67,000 take-offs & landings annually*



Above photo courtesy Doug Robertson

Message from DC Binder:



As spring comes to Alaska we're reminded that change is happening all around us. The state's fiscal challenges, as evidenced by a lively legislative session and rigorous budget development, serve to reinforce the importance of constantly pursuing more efficient and innovative ways of doing business, as this edition of Plane Talk reveals. Ensuring the long-term sustainability of our aviation system, while also meeting the present safety and operational needs of the communities served, presents a significant challenge.

The Alaska Aviation System is the largest in North America and includes 249 state owned and operated airports, of which 247 are part of the rural system. The Department is involved in the day to day operations and maintenance, as well as the lease, permit, and fee management of the rural airports. The recent landing fee proposal at the Deadhorse Airport has triggered many suggestions on various ways to generate aviation revenue, and subsequent questions related to how it can be spent. I thought it would be helpful to explain what the state can and can't do with revenue generated at airports.

ADOT&PF receives federal airport improvement program (AIP) funding annually that is limited, in general, to use for airfield capital improvements or repairs. Once the state accepts these funds the respective airport is considered "obligated" to very specific [grant assurances](#), or Federal Aviation Administration (FAA) rules that must be followed. In part, Grant Assurance 25 Airport Revenue says that

all revenues generated by the airport, and any local taxes on aviation fuel established after December 30, 1987, will be expended for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport. Essentially, the revenue earned at our airports must stay at the airport or within the aviation system, and is used to offset the annual maintenance and operating costs. DOT&PF will be working hand in hand with the governor's Aviation Advisory Board over the next several months to investigate potential revenue generation and cost reduction options that will help ensure the long-term sustainability of our essential aviation system, regardless of the state's fiscal environment.

Cargo activity at the International Airports continues to experience positive growth with a 29% increase this February over the same period last year. We're excited to welcome AirBridgeCargo Airlines operating 747 freighters into Anchorage on Thursdays and Sundays, where they will refuel and be serviced before continuing on from Shanghai to Los Angeles and Chicago. They are the largest scheduled freight carrier in Russia with a fleet of 14 Boeing 747s and have operated throughout Europe and Asia for over a decade. Anchorage is viewed as an important part of their expansion into North America.

Finally, I want to congratulate the Ted Stevens Anchorage International Airport for winning, for the fourth year in a row, the International Air Transport Association's Air Cargo Excellence award for being the top rated air cargo airport in North and South America. The sustained excellence recognized by this award is a true testament to the tremendous team that keeps TSAIA operating at peak performance day in and day out. Well done folks!

Have a great summer, and Fly Safe!

John Binder
Deputy Commissioner

ADOT&PF's Flying Foreman

The Department's "Flying Foreman" have increased the level of service at the state's owned and operated rural airports. By using their own or leased small aircraft they are able to cover a wide range of services in a timely and cost effective manner including visiting multiple airports in one day. Another big benefit is maximizing the efforts of the few airport electricians working for DOT and runway lighting repairs.

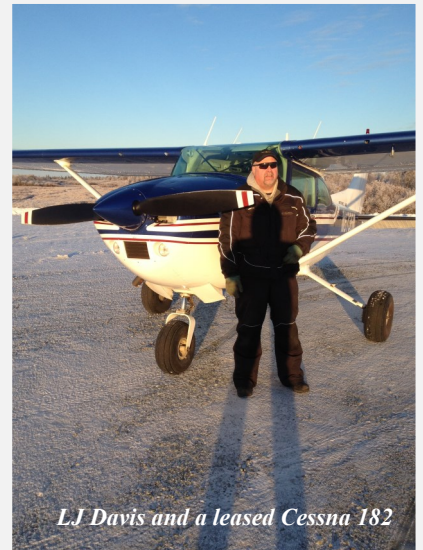
Mike Fanning, Equipment Operator with the Kotzebue Airport provides a good example - "last fall an air carrier called DOT to let us know that a large rock had surfaced in the mid-point area of the Buckland Airport. There were no commercial flights scheduled and DOT didn't want to have to close part or all of this airport. Charlie Gallahorn and I loaded buckets of road base in my Cessna 172 and took off to Buckland. While I manned the radio in the plane, Charlie pried the rock up and poured in the road base, smoothed and packed it and then we were off. The runway was fixed within two hours."

LJ Davis, Bethel Airport Manager, flies a Cessna 182 to 64 airports in the Southwest District. He's able to perform runway inspections, repairs and equipment maintenance.

Kenneth Rodriguez, works with Building Maintenance in the Northern Region and flies a Cessna 206 to the state's 66 airports in his region.

King Salmon Airport Manager, Kyler Hylton, has his own Cessna 180 that he uses to oversee 10 remote airports along the Alaska Peninsula only accessible by aircraft.

Norman Heyano, Dillingham Airport Manager, has been flying his own plane a Piper Archer for about 25 years from Dillingham to Iliamna, Cold Bay, Bethel, Aniak Anchorage and St Mary's and the villages.



LJ Davis and a leased Cessna 182



Ken Rodriguez and a leased Cessna 206



Norman Heyano with his Piper Cherokee ARCHER II



Kyler Hylton and his Cessna 180



Mike Fanning & his Cessna 172



Airport Highlight

Hats off to the King Salmon Station Crew!

(Special thanks to Kyler Hylton and Michael Cook for contributing to this article)

The King Salmon Maintenance and Operation Station is located approximately 300 miles southwest of Anchorage on the Alaska Peninsula, in the Bristol Bay Borough. The station is made up of eight equipment operators, one mechanic and an office assistant. The King Salmon Station's duties encompass 11 airports: King Salmon, Naknek, Levelock, South Naknek, Ugashik, Pilot Point, Port Heiden, Chignik Lake, Chignik Lagoon, Chignik Bay and Perryville.

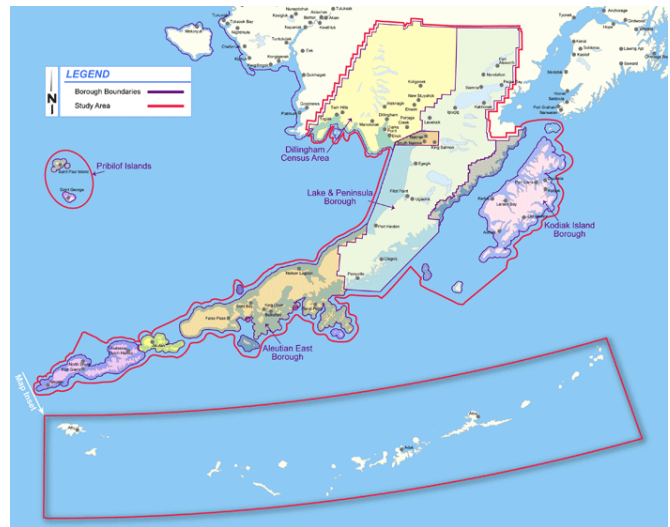
All of these airports, including King Salmon, are only accessible by aircraft. The crew maintains the state-owned airport surfaces at King Salmon and Naknek airports while contractors maintain the other airports. The State has a federal contract to maintain United States Air Force ramps and taxiways at the King Salmon airport. The station crew provides for equipment maintenance of federal and state assets. The staff also maintains 15 miles of the Alaska Peninsula Highway providing a critical link between King Salmon and the village of Naknek.

The King Salmon Station has a highly experienced and talented crew with knowledge in almost every maintenance and operations field. Our snow and ice removal program is second to none, and station personnel have been told by multiple airlines and air taxis the King Salmon Airport is always in great condition during winter months.



L-R David Reed, Chris Drews, Michael Swain (SEF), Del Pacheco, Dale Myers, Carl Zimin, and Micah Estrada Not shown: Kyler Hylton (Airport Manager), Paul Hansen and Karleen Laufenburger

Southwest Alaska Transportation Plan



The Southwest Alaska Transportation Plan (SWATP) is a 20-year regional transportation plan used to guide future public investments in transportation infrastructure. The state regularly reevaluates regional transportation needs and possible projects that serve the economy and population of the area. The study area consists of the Lake and Peninsula Borough, Kodiak Island Borough, Aleutians East Borough (AEB), Aleutians West Borough, Bristol Bay Borough (BBB), and some areas outside the organized boroughs (the communities of the Aleutian chain, Dillingham Census Area, Adak, and the Pribilof Islands). As a regional area plan, the focus of the SWATP will be on regional transportation needs, such as movements between communities and in and out of the region.

The process began in 2011 with fact-finding and community visits. Phase 2 started in February 2014 and will continue into early 2015. Phase 2 will include analysis of airport runway lengths and runway approaches, ferry service to Bristol Bay and the Aleutians/Kodiak, safety and emergency response in the region, and land transportation priorities.

Public [comments](#) are encouraged and may be submitted throughout the duration of the project. More information available at www.swaktransplan.com

New Stairs for the Cold Bay Airport



2015 International Aviation Art Contest State Winners!



Thank you Delta Airlines for providing and shipping a new set of stairs for the Cold Bay Airport. "The new stairs replace a very old set and will be used for international flights that occasionally "drop-in" to this airport."

Airport Manager Hap Kremer and his team reassembled and serviced the stairs and they are now ready for use.

ADOT&PF owns and operates the Cold Bay Airport which has the state's fifth-largest runway. For more than 70 years this strategically located airport has supported emergency landings, military exercises, and air carriers that fly up and down the chain daily.

Congratulations to Abigail McMahan (top) and Kirriakia Basargin (bottom) for their first place entries in this year's contest "World Air Games". Both students won the State's contest that is then submitted to [NASAO](#) where judges determine U.S. winners and then forward those to the Federation Aeronautique Internationale in Switzerland for the International judging in April.

ADOT&PF In The Classroom!

By Todd Hanley, Statewide Heavy Equipment Training Coordinator

In February a group from ADOT&PF's State Equipment Fleet and Maintenance and Operations made a presentation to students at Wendler Middle School promoting careers within the Department.

The presenters each shared their stories along with showing several interesting pictures to about 50 students. Other activities included disassembling and reassembling toy engines as well as climbing in an M-series grader, a forestry fire truck, and an airport sand truck.

The main jobs that were represented were equipment operators and mechanics. Also mentioned were laborers, electricians, building maintenance, and contracting. Contracting Officer, Kristi Futrel, told how she started her career buying office supplies to, several years later, buying millions of dollars worth of equipment each year. One of our goals was to impress on the students that there are many ways to advance your career within DOT.

The kids seemed to enjoy sitting in the equipment as well as putting the engines back together and seeing them run. We have done three of these presentations and have two more scheduled for this school year, one at Begich Middle School and the other at Central Middle School.

Listed below are those who made this possible and many thanks go out to all of them: Brian Flaherty, Jeremy Brooking, Phil James, Tim Hanley, Andy Sterba, Kristi Futrel, Todd Hanley, and Dan Sage (ASD Teacher).

Photos courtesy ADOT&PF (top-bottom) students at Wendler Middle School outside on the heavy equipment and in the class room putting an engine back together.





Upcoming Events

APRIL

25 Seaplane Safety Seminar - Loussac Public Library - 8:00am - 4:00pm

MAY

9-10 Valdez Fly-In and Airshow

16 Fairbanks Aviation Day

What: Fairbanks Aviation Day
Where: East Ramp, Fairbanks International Airport, 3504 South University Avenue
When: Saturday, May 16th, - 7 a.m. to 2 p.m.
Who: Youth, adults and anyone who is just "plane crazy."

FREE Admission

Curious about what happens at Fairbanks International Airport? Would you like to get up close to real airplanes? Receive instructions from an FAA Air Traffic Controller? Plan a flight-seeing trip for this summer? You will be able to do all these things, and a lot more on Saturday, May 16th at Fairbanks Aviation Day. This one-day event includes airport tours, mini-seminars, a pancake breakfast, free flights for youth, ages 8-17, display aircraft, and a chance to take a tour "behind the scenes."

A [sponsor and exhibitor packet](#) is available, if you wish to be involved in this event.

Mark your calendar to come to the airport!

30th Annual Seaplane Safety Seminar



The Alaska Aviation Safety Foundation invites you to participate in their Seaplane Safety Seminar on April 25th at the Loussac Public Library. The seminar will feature guest speakers and a fishing trip to Twin Lakes simulation scenario, and the latest in seaplane safety.

For more info call 262-3872 or 398-6228



Arctic Thunder 2014 - photo credit Liz Matzelle

The Alaska Air Show Association (AASA) is excited to announce that Arctic Thunder 2016 Air Show and Open House is scheduled for July 30 & 31, 2016 and will feature the Blue Angles as the jet team! The 2014 Arctic Thunder was ranked Third Best in the World by the International Conference of Air Shows.

This airshow is the largest event in Alaska open to the public; thousands of people enjoy demonstrations by the Air Force, acrobatic airplanes, static displays of old and new aircraft, World War II aircraft and the Confederate Air Force. The core mission of the airshow association is to bring together the flying community and the civilian community.

AASA is a proud member of Alaska's aviation community. Contact information for the show or sponsorship opportunities is:

Board@alaskaairshow.org

dvdtpeters@gmail.com

www.alaskaairshow.org



Our mission is to:

“Keep Alaska Moving through

service and infrastructure.”

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

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