

# Airports News



## From The Last Frontier

### ALASKAN REGION AIRPORTS DIVISION

#### Content

#### From the Manager's Desk

Greetings one and all and welcome to this edition of the Alaskan Region Airports Newsletter. It looks like Déjà vu all over again for our annual AIP program as we are beginning this fiscal year once again under a series of continuing resolutions. As I write this piece, we are on our third Continuing Resolution (CR) of the year and just got enough funding authority to run a Part A program. The staff has been busy programming funding and preparing grant offers which we must get out before the current funding expires on March 4, 2011.

We are hopeful that we will get a long term CR, or maybe even a reauthorization bill before the current CR runs out. In any case, whether it is another CR, short-term or long-term or a reauthorization bill, rest assured that my staff and I are committed to serving our Alaska Airport Customers to the best of our ability and we will do our level best to make the uncertainty inside the FAA impact you as little as possible.

We do ask, however that you be patient with us as we work (Cont. . . Pg. 2)

# Airports News “The Last Frontier”

## From the Manager’s Desk

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our way through these tenuous times. We remain committed to doing everything within our power to continue to improve the aviation safety environment in our great state. We remain focused on improving the runway safety areas at our Part 139 airports, staying focused on capacity enhancing projects, rehabilitation of runways and working with our other safety related Lines of Business (LOBs) to identify and resolve safety issues when they arise. We continue to focus on reducing runway incursions, irrespective of the cause; we want to ensure the runways at all of our airports are as safe as possible.

As always, we welcome your input and insight on the program we oversee and implement. Please give us your feedback on the articles presented in this edition of our annual newsletter. Unfortunately, due to the uncertainty of this year’s budget with the multiple short-term CRs and the possibility that our funding may be cut when we get a long term budget, we are postponing our conference until next fiscal year. While this is a move that I regret making, in the uncertain times we face it was the prudent move to make.

Sincerely,

Byron K. Huffman

## New Faces, New Places within the Airports Division

### Mike Edlmann

Mike Edlmann is our newest Project Manager. He came to us from Tech Ops, in October 2009. He is well qualified and has been a wonderful addition to our staff. Welcome Mike. We’re glad to have you.

### Connie Dale

Connie Dale has been selected as Management & Program Analyst to replace DeeDee Rutledge. She has occupied this position since October 2009, and we are glad to have her. She hit the ground running, quickly taking on the Customer Service, Time Keeping and Travel portion of the Front Desk responsibilities. It was her clear and direct efforts that awarded our office with an “Excellent” rating during our 2010 Security Audit. She has been quite active and instrumental in a variety of other duties, too many to name. We plan to keep Connie as long as she’s willing to stay. Thanks Connie for all your hard work, so far.

### Stephen Powell

Stephen Powell, Compliance/Safety/Certification Inspector has taken a job with the FAA International Aviation Office. He will be serving his duty in Kabul, Afghanistan, starting the end of February. We wish Steve well in his new assignment and wish for a safe return.

Submitted by: Annie Aquino-Bernaldo



Benihana for Steve's Farewell Luncheon, Feb 16, 2011

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## Are You Prepared for Next Year’s (2012) Airport Improvement Program?

With the 2011 Airport Improvement Program (AIP) well underway, now is the time to make preparations for the 2012 program. The FAA has an established national Airports Capital Improvement Plan (ACIP) that systematically identifies and prioritizes anticipated AIP-funded initiatives. The ACIP is an ongoing needs-based program that acts as the foundation for identifying and prioritizing airport planning and development to be undertaken within the next 3 to 5 years.

So how is the FAA’s ACIP developed? It starts from the coordination and feedback that we get from Airport Sponsors. It is important that all Sponsors maintain an ongoing needs-based capital improvement plan (CIP) that outlines both the near-term and long-term priorities of the airport. CIP’s are typically based upon needs identification tools such as: airport master plans, system plans, joint Sponsor/FAA planning conferences, pavement condition surveys, Part 139 inspections, and land-use inspections. Although the FAA utilizes the National Priority System (NPS) for prioritizing AIP-funded projects, we also consider State and local priorities when formulating the ACIP. Take some time, therefore, to visit with your FAA Airport Planning and Program Managers when formulating the upcoming airport needs. Furthermore, as these needs change it is important to let us know in a timely manner so that the ACIP can be restructured to account for these changes.

In early **July 2011**, the FAA will validate Sponsor CIP's and perform an initial approval of the FAA ACIP. It is at this time that the FAA establishes an initial focus on next year’s 2012 projects; financial planning also occurs for remaining "out year" needs. It is important, therefore, that Sponsors submit/update their CIP's **prior to July**. Although the FAA revalidates the ACIP again in early October; the later that an initiative is identified, the greater the chance that it could be delayed for funding consideration.

An integral part of developing a CIP is the ability for projects to meet requisite AIP deadlines. Important upcoming deadline dates for those projects anticipating AIP grant funding in 2012 include:

- o **October 1** - - final environmental document(s) submitted to FAA for approval
- o **October 1** - - accurate up-to-date “CIP Data Sheet(s)” submitted to FAA
- o **January 1** - - land acquisition and right-of-way actions completed
- o **April 1** - - construction projects ready to bid (summer work)
- o **May 1** - - Sponsor declaration on the use of entitlement funds
- o **July 1** - - construction projects ready to bid (winter work)

It is the intent of the ACIP process and deadlines to ensure that AIP funds are used in a timely manner and contribute to the safety, security, capacity, and efficiency of the Nation's system of airports.

Submitted by: Brad Garland

Year	Number of Grants	Entitlements	Discretionary	Other	Total	Notes
2001	66	\$102,315,478	\$40,225,753		\$142,541,232	
2002	62	\$107,930,249	\$47,358,616		\$155,288,866	
2003	60	\$120,088,579	\$52,417,794		\$172,506,373	
2004	63	\$130,509,072	\$92,112,787		\$222,621,858	"Vision 100" Reauthorization
2005	53	\$124,068,744	\$77,806,635		\$201,875,378	
2006	47	\$136,756,467	\$94,410,944		\$231,167,411	
2007	51	\$114,798,238	\$87,514,759		\$202,312,997	
2008	48	\$119,919,134	\$105,847,133		\$225,766,267	
2009	73	\$118,704,396	\$88,324,119	\$82,054,301	\$289,082,816	Recovery Act (ARRA)
2010	58	\$108,661,333	\$126,971,621		\$235,632,954	

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## Wildlife Hazard Assessment for General Aviation Airports

Most people remember the Miracle on the Hudson where wildlife hazard (bird) activity caused a major accident. Fortunately, there was no loss of life only damage to the aircraft during the accident. As attention focused on what could be done better to manage wildlife hazards at the nation’s certificated airports, the public also questioned the level of safety as it related to wildlife hazards at general aviation airports. Hearing and understanding the public concerns about wildlife hazards at general aviation airports, the Federal Aviation Administration (FAA) took immediate action by initiating a “Call to Action” for wildlife hazard assessments at general aviation airports.

During the FAA Alaskan Region Airport Conference scheduled for May 2012, HQ FAA Airport Safety and Operations will give the latest status of the wildlife hazard management program on a national level while United States Department of Agriculture (USDA), Fish and Wildlife will focus on wildlife activities impacting the Alaskan region. Some of the topics for the wildlife hazard management session will cover such areas as effective parts of a wildlife hazards management program, new initiatives to conduct wildlife hazard assessments at general aviation airports, mandatory training requirements, and other critical topics that are of interest to the public.



Dual engine failure caused by multiple bird ingestion is the suspected cause of downed US Airways 1549. Source: FAA Bulletin No. 09-001, Feb 4, 2009

We encourage each and every one of you to plan ahead and participate in next year’s airport conference. In turn, we can build a better relationship and learn how to be a more effective member of the Alaskan Region community when combating wildlife hazard activities. Remember aviation safety is everyone’s business. See you all at the airport conference next year.

Submitted by: Maverick Douglas

## WHAT ARE REIMBURSABLE AGREEMENTS & WHY?

When an airport sponsor proposes any construction project on airport property, an important consideration to investigate is what impact the project might have on any FAA owned facility and operations currently working on airport property. The FAA owns and operates a variety of facilities. They are the air traffic control towers, flight services stations, navigational systems [localizers, VHF Ominidirectional Range (VOR), Non-directional Beacon (NDB), glide slopes, etc. . . .] visual aids [Visual Approach Slope Indicator (VASI), Precision Approach Path Indicator (PAPI), Runway End Identification Light (REIL), approach lighting system Medium Intensity Approach Lighting System with RAIL (MALSR), Approach Lighting System (ALS)], and weather systems [Automated Weather Observation System (AWOS), Automated Weather Sensors System (AWSS)], to name a few. The FAA also publishes terminal procedures and approach plates for individual runways. Many of these facilities have underground utilities such as electrical power and communications lines. Once it is determined that an airport project will have an impact on FAA facility and operations, a Reimbursable Agreement should be developed.

The purpose of a Reimbursable Agreement is identify and coordinate the impact to FAA owned (Cont . . . Pg. 5)



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## WHAT ARE REIMBURSABLE AGREEMENTS & WHY?

(cont. . .)

facilities and operations and to draft terms, conditions, and appropriate financial obligations of the airport sponsor(s). For example; if your project involves moving a threshold, new approach plates will have to be developed and flight checked by FAA aircraft. If your project has any grading work near any navigational antenna (glide slope or localizer), these systems will have to be studied or flight checked to see if your airport project has any effect on their operation.

The Reimbursable Agreements are drafted by the FAA Western Service Area Planning and Requirement Branch in Seattle and include an estimated cost section. After there is an agreement between the parties the agreement is signed by the FAA and the airport sponsor. The airport sponsor is required to pay up front for the total cost of the agreement before the agreement can take effect.

Submitted by: John Lovett



## Agency Consultation

FAA’s primary mission is to assure aviation safety and efficiency. Compliance with the National Environmental Policy Act (NEPA) and other environmental responsibilities are integral to implementation of that mission. Included in this responsibility is compliance with special purpose laws. Special purpose laws are Federal, State and local laws, regulations, executive orders, or departmental orders. These special purpose laws are administered by Federal, State, and Local agencies and most airport projects in Alaska have the potential to impact resources that are addressed by these laws.

The environmental documents that FAA reviews and approves must provide an interdisciplinary analysis showing that FAA officials have taken “a hard look” at avoidance, minimization, and the remaining environmental consequences of the proposed action and reasonable alternatives. Scoping for the proposed project initiates the interdisciplinary analysis that continues throughout the environmental review process. The FAA consults with agencies that have jurisdiction over and special expertise in resources potentially affected by the project. Consistent with environmental laws and regulatory procedures, FAA respects resource agencies' professional expertise and views it as critical to FAA decision making. Agency consultation is effective when environmental documents contain agency input that is incorporated into a thorough analysis of alternatives, a factual evaluation of environmental consequences, and proposed mitigation that effectively resolves the environmental impacts.

Some special purpose laws require public involvement procedures to ensure that the public is given the opportunity to see how Federal agencies have met their obligations for compliance with these laws. The FAA requires its NEPA documents demonstrate to the public that FAA has concurrence from agencies with jurisdiction and consulted with agencies of special expertise.

When Alaskan Region, Airports environmental staff review draft environmental assessments (EA) or documented categorical exclusions (CE), we ensure that (a) appropriate agencies are consulted, (b) there is resolution of their concerns, (c) their input is incorporated into EA or CE, and (d) the correspondence with these agencies is included in the appendix to fully document consultation. Documents written for FAA should ensure consistency between the environmental

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## Agency Consultation

(cont. . .)

cedural and substantive requirements of special purpose laws to avoid, minimize, and mitigate resource impacts. Without this level of documentation the EA or CE will not meet the test of FAA policy to have the special purpose laws fully integrated.

Not fully understanding special purpose law requirements and failure to initiate analysis and complete consultations required to comply with these laws can add additional time to the NEPA process and can ultimately affect your project delivery schedule.

Here is a summary of the major points addressed above:

- A. The Council on Environmental Quality Regulations implementing NEPA state/require consultation with agencies with jurisdiction (e.g. the U.S. Army Corps of Engineers 404 permit authorizations) and special expertise (e.g. NMFS, USFWS, and ADF&G for their wildlife expertise). FAA’s Environmental Orders 5050.4B and 1050.1E as well as FAA’s Environmental Desk Reference address resource and regulatory agency consultation and comment resolution.
- B. To ensure compliance with Environmental laws and regulations (Special Purpose Laws), documents prepared for FAA’s environmental findings must ensure consistency between environmental consequences sections; documented agency coordination; and specific procedural and substantive requirements of applicable environmental laws and regulations.
- C. Agency Consultation and Resolution is necessary to demonstrate compliance with NEPA Agency Consultation & Special Purpose Laws (e.g. Clean Water Act, Natural Historic Preservation Act).
- D. FAA Environmental Specialist – reviews focus on consistency between environmental consequences and Agency consultations and Specific Requirements of Special Purpose Laws.
- E. Environmental Consequences section must be consistent with the views of agencies with both jurisdiction and special expertise. Demonstration of appropriate consultation and resolution of agency comments in the agency coordination appendix resource species appendices must be included in NEPA documents – letters, email, and records of meetings and phone conversations.

The environmental staff in Airports Division is available to address any questions regarding NEPA or special laws as it relates to FAA guidance.

If you have any questions about FAA's environmental policy and special purpose law requirements, please contact Patti Sullivan, Bruce Greenwood or Leslie Grey.

Submitted by: Patricia Sullivan and Bruce Greenwood

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## Alaska Aviation System Plan (AASP):

As mentioned in the articles above, our Alaskan Airports Conference has been postponed. Still available to you is the Alaskan Aviation System Plan website. Recent work has included completing an inventory of the system, database development, classification of airports, and economic surveys.

Go to <http://www.alaskaasp.com> to see more.

**ALASKA Aviation System Plan** Home Schedule Meetings Documents Contacts Comments Did You Know?

### What is the Alaska Aviation System Plan?

The State of Alaska Department of Transportation and Public Facilities (DOTBPF) statewide aviation is launching an Alaska Aviation System Plan (AASP). The AASP sets the vision for the Alaska aviation network by addressing Alaska's aviation infrastructure and policy needs. The plan will:

- Identify airport improvements needed
- Set priorities for funding
- Propose aviation policy
- Document the existing system with photos, maps, and data

### Why is an AASP needed?

Aviation is a critical component of Alaska's transportation system. Whether we live in Anchorage or the smallest community at the tip of the Aleutians, air service is the lifeline that connects all Alaskans to other communities in the state, to the Lower 48, and to the world. Alaska needs a sensible and adaptable statewide aviation system plan that recognizes Alaska's dependence on aviation, unique operating environment, lack of basic infrastructure, financial constraints, and regional diversity. The Alaska Aviation System Plan is a key component of the DOTBPF's Statewide Transportation Plan. You can view this plan at the following link: [Statewide Transportation Plan](#)

**Did You Know?**  
Anchorage is Federal Express' No. 2 hub in the world in terms of air cargo volume, and UPS' No. 3 hub by volume worldwide.

### Headlines

8/12/10 - Economic Analysis of Runway Extensions - Documents now available

3/26/09 - APRN piece: Study Shows Importance of Aviation to Alaska

### Aviation Links

[www.dot.alaska.gov/airport-portal.shtml](http://www.dot.alaska.gov/airport-portal.shtml)  
Alaska DOT & PF

Submitted by: Patricia Oien

# Airports News “The Last Frontier”

## Airport Geographic Information System (AGIS) Implementation Guidance Overview

Future guidance from Headquarters will define expectations to sponsors that accept AIP planning and development grants. Since there is much GIS data to gather throughout the nation, a phased implementation is proposed to support this program.

The world is moving fast with a need to share quick accurate spatial data to support NextGen, other lines of business, and industry. Planned for late fiscal year 2012, Large and Medium Hub Airports (Anchorage) must start submitting GIS data to the AGIS website. During the coming years, non-primary airports will be required to comply with this requirement, as well. Since there are a large number of non-primary and general aviation airports in Alaska, other triggering events (case-by-case) will be used to start collecting GIS data.

Once national policy is implemented, future grant offer transmittal letters will identify Airport GIS requirements and grants will include special conditions to support this program, based on the implementation guidance above.

Data requirements to support AGIS are defined in Advisory Circulars (AC’s) 150/5300-16 (Aeronautical Survey, Establishing Geodetic Control), 150/5300-17 (Airport Imagery Acquisition and Submission), and 150/5300-18 (Specifications for Field Data Collection and GIS Standards). These AC’s establish a standard methodology to capture survey data for submission into Airport GIS. Collection and dissemination of spatial airport data will be held in one centralized location.

For those of you who have not read the AC’s listed above, please consider taking the Integrated Distance Learning Environment (IDLE) training. Taking IDLE training gives an overview, or detailed view of each of the AC’s, depending upon the level of training taken. There are three levels of training for each AC. Level 1 is designed for high level managers, Level 2 gets more specific (Project Managers), and Level 3 gets into the details (Data Providers). (Cont. . Pg. 9)

For more information on AGIS, or to register for FAA IDLE training courses, please visit the FAA AGIS website at the following address: <https://airports-gis.faa.gov/airportsgis>

The screenshot shows the FAA AGIS website interface. At the top, it says "Federal Aviation Administration" and "Welcome, [User Name]". Below the header, there is a navigation menu with "Student" selected. The main content area is titled "Click a course to see the sections" and lists several courses under the heading "FAA IDLE":

- A Brief Introduction to IDLE
- AC 150/5300-16 - Survey Control (Level 1)
- AC 150/5300-16 - Survey Control (Level 2)
- AC 150/5300-16 - Survey Control (Level 3)
- AC 150/5300-17 - Photogrammetry (Level 1)

At the bottom of the page, there is a "My Blackboard" section with a "Content Manager" tab. It displays a "Course List" with the following items:

- A Brief Introduction to IDLE (Section Instructor: Juliana Castillo)
- AC 150 5300-16 - Survey Control (Level 3) (Section Instructor: Juliana Castillo)
- AC 150 5300-17 - Photogrammetry (Level 3) (Section Instructor: Juliana Castillo)

The screenshot shows the FAA AGIS website interface. At the top, it says "Federal Aviation Administration" and "Welcome, [User Name]". Below the header, there is a navigation menu with "Home" selected. The main content area is titled "Airports GIS Home" and contains several sections:

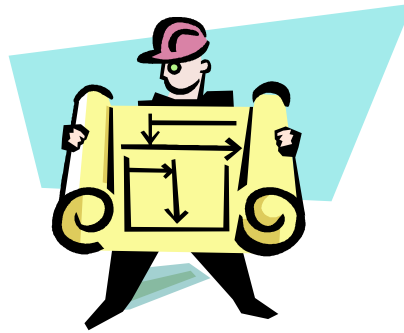
- My Account:** Welcome, Update Account Information, Change Password.
- Survey Projects:** Manage your survey projects, My Survey Projects, Create New Survey Project, Test a Survey File.
- eALP Projects:** Manage your electronic Airport Layout Plan (eALP) projects, My eALP Projects, Create New eALP Project.
- Help & Training:** Support Desk, Online Help, IDLE Training Site (points to production IDLE system).
- Resources:** About Airports GIS, National Geodetic Survey (NGS), Aviation System Standards (AVN), FAA Advisory Circulars.
- System Information:** Version 2.5 - deployed 01/15/2010, View release history and notes.

At the bottom of the page, there are several utility sections:

- Calendar Day:** You currently have no entries for today.
- To Do List:** You currently have no items.
- My Grades:** You currently have no new grades.
- Campus Announcements:** 60 minutes of inactivity = Automatic Log Out.
- Personal Bookmarks:** You currently have no bookmarks.
- Campus Bookmarks:** Designee Training & Seminars Web site, Aircraft Certification Technical Training Web site.



# Airports News “The Last Frontier”



## Airport Geographic Information System (AGIS) Implementation Guidance Overview

(cont. . .)

The State of Alaska Northern Region accepted grants for two AGIS projects; Nome and Fairbanks International Airport. In addition to providing an aeronautical survey, the airport sponsor will collect non safety related data. Safety-critical data generally is defined as runway end positions, runway profiles, and NAVAIDS.

These AGIS projects will include collection of runways, taxiway, aprons, buildings, and roads data for airport imagery. Property surveys, land parcels, environmental, underground utilities, and wetlands should be incorporated if acceptable data is available. Both the FAA and sponsors expect to learn and improve the process of data collection, verification, serving data back to the users, and to improve guidance.

Once an airport sponsor commits to providing spatial data (Nome and Fairbanks), all future planning and development projects must be submitted to the AGIS website before a grant can be administratively closed.

The vision for this AGIS program is to create an electronic Airport Layout Plan (eALP), to coordinate reviews within FAA for comments, and to approve data that supports creating the eALP. In the interim, we will use hard copies for the official ALPs. Additionally, PDF copies of ALPs will be saved on the FAA national drive for ease of internal coordination.

Complex AGIS projects may require a Request For Qualifications (RFQ) to identify consultants that are capable of providing this service. Once a draft Statement of Work (SOW) is prepared, it should be submitted to the AGIS website. Airports Division will review and approve the plan. All the features displayed on a paper ALP will be captured by imagery or other means and posted on the AGIS website. Table 2-1 in AC 5300-13 is the source for describing this task. Also, a scoping meeting is recommended, to assign responsibility for data capture.

There is a requirement to use a high level geodetic control, either Primary Access Control System (PACS) or Secondary Access Control System (SACS). However, most smaller airports in Alaska don't have this luxury. The AC's do allow temporary control in order to make projects affordable. For example, areas with permafrost will unlikely require establishment of PACS and SACS.

Non-obligated airports that don't require high accuracy, or lack funding resources, can't afford to conform to robust data requirement defined in 5300-16, -17, and -18, may be able to use future A/C 5300-19 to support AGIS efforts.

Submitted by: Matthew Freeman

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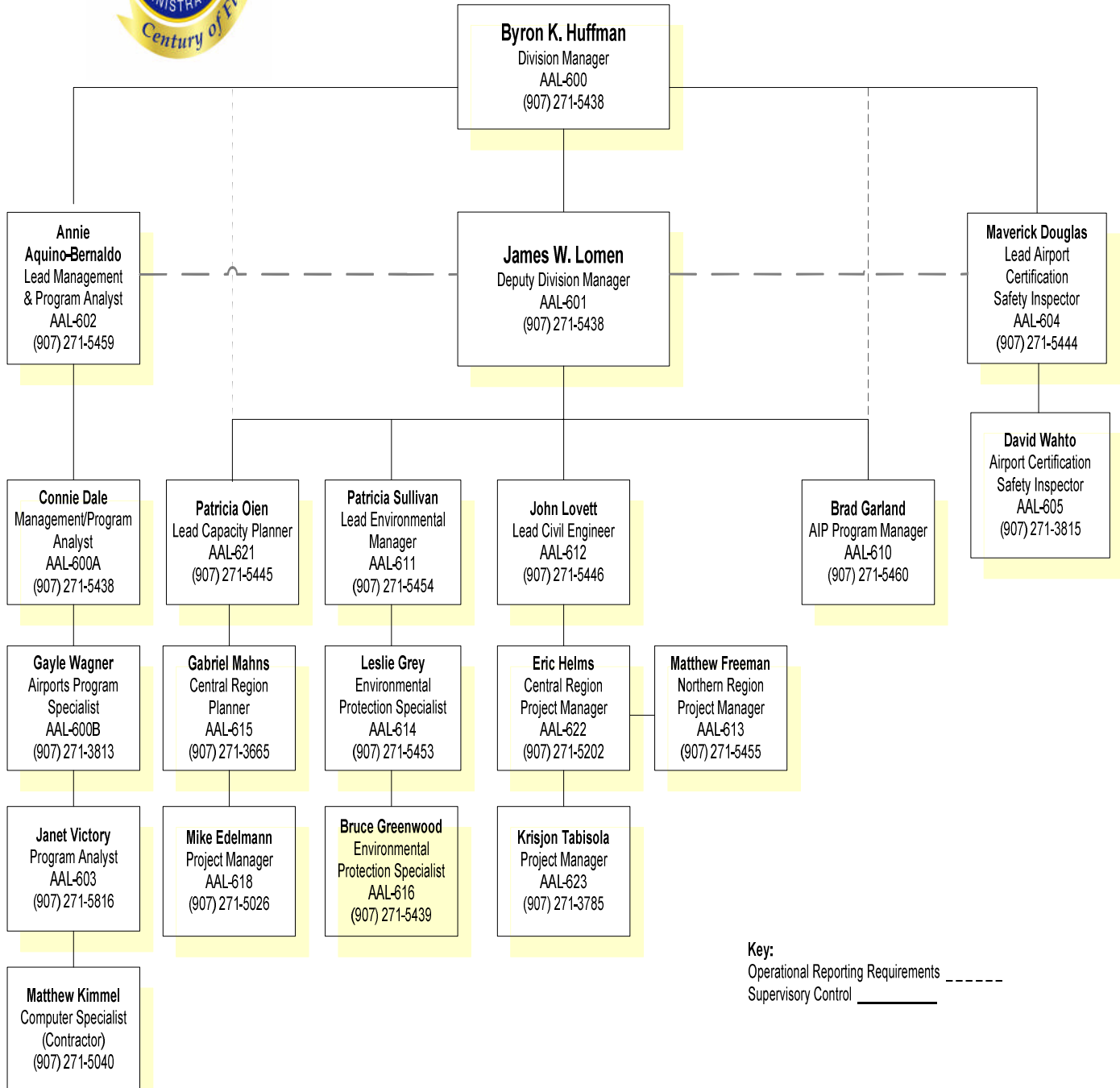
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# Airports News “The Last Frontier”



## FAA Alaskan Region Airports Division Organizational Chart



# Airports News “The Last Frontier”

## ALASKAN REGION AIRPORTS DIVISION

### CODE OF CONDUCT

**WE ARE THE FAA ALASKAN REGION AIRPORTS DIVISION,  
STRIVING TO BECOME A HIGHLY MOTIVATED, DEDICATED AND COHESIVE TEAM OF AVIATION PROFESSIONALS  
KEENLY ATTUNED TO EACH OTHER.**

**WE WILL COMMIT TO THE FOLLOWING CODE OF CONDUCT:**

#### **BE RESPECTFUL OF EACH OTHER**

**Respect others views and opinions.**

#### **SEEK TO UNDERSTAND**

**Consider others perspective in your response and approach.**

#### **BUILD ON THE POSITIVE**

**Look for the positive in each other’s viewpoint and build from there.**

#### **VALUE EACH INDIVIDUAL’S CONTRIBUTION AND PERSPECTIVE**

#### **SHARE THE LOAD**

**Be willing to actively be part of the team. Recognize opportunities to help those around you.**

#### **HONOR YOUR COMMITMENTS AND OBLIGATIONS**

**Demonstrate integrity effectively by honoring your commitments.**

#### **FOCUS ON SOLUTIONS**

**Look beyond what’s broken and what obstacles lay ahead and seek solutions.**

#### **TAKE OWNERSHIP FOR YOUR OWN ACTIONS**

**Take responsibility for seeking resolutions in group or individual conflict.**

#### **APPROACH RATHER THAN ATTACK**

**Understand that your behavior may be perceived differently to others than you intended.**



# Airports News “The Last Frontier”



## ***Our Mission***

- To provide our customers with guidance and leadership in the planning, development, and operation of the Alaska airport system.
- Enable air transportation services to be delivered in a safe and efficient manner, incorporating community and environmental needs.

## ***Our Vision***

- Our staff will be vital resources and experts to our customers who depend on us for useful and accurate information.
- We will create an environment where customer's expectations will be exceeded with confidence.

## ***ALASKAN REGION***

## ***AIRPORTS DIVISION***

Thank you for taking the time to read our newsletter. If you have any suggestions or comments, please send them to me at [Connie.Dale@faa.gov](mailto:Connie.Dale@faa.gov) or mail it to: Alaskan Region FAA, Airports Div., 222 West 7<sup>th</sup> Ave., M/S 14, Anchorage, AK, 99513-7587, Attn: Connie Dale, AAL-600a.

Connie Dale  
Editor