

APPENDIX A

Individual Airport and Seaplane Base Summaries
(will be available with the final report as a stand-alone document)

APPENDIX B

Inventory of Air Carrier Operations by Airport

Developed by Southeast Strategies, 2007

The following tables were developed from inventories of air carriers serving Southeast Alaska. This inventory does not include every certified airport within the region, as some airports had neither based air carriers nor scheduled air service. In addition, some of these air carriers provided scheduled service to airports that are not certified with the Federal Aviation Administration.

Angoon SPB

Carriers	Alaska Seaplane Services
Location of home office	Juneau
Facilities	
Office/Agent	Office
Hangar/float	No
Maintenance Shop	No
Fuel	No
Service Aircraft	
Type and number	3 Beavers
Landing Gear	Floats
Navigational Aids	Capstone
Type and number	1 C-180
Landing Gear	Floats
Navigational Aids	Capstone
Based Aircraft	
Summer	None
Winter	None
Charters	Yes
Destinations	Anywhere
Clients	Anyone
Freight	Yes
Winter Service	Less than summer
Tours	No
Percent	
Scheduled Service	Yes
Destinations	Juneau and Tenakee Springs
Minimum Service Frequency	
Summer	4 times Daily
Winter	2 times Daily
Freight	Yes
Mail	Yes
ESA Contract	No

Coffman Cove SPB

Carriers	Taquan
Location of home office	Ketchikan
Facilities	
Office/Agent	Agent
Hangar/float	No
Maintenance Shop	No
Fuel	No
Service Aircraft	
Type and number	8 Beavers
Landing Gear	Floats
Navigational Aids	Capstone
Based Aircraft	
Summer	None
Winter	None
Charters	Yes
Destinations	Anywhere
Clients	Anyone
Freight	Yes
Winter Service	Yes
Tours	None
Percent	
Scheduled Service	Yes
Destinations	Ketchikan
Minimum Service Frequency	
Summer	4 times Weekly
Winter	4 times Weekly
Freight	Yes
Mail	Yes
ESA Contract	No

Craig SPB

Carriers	Taquan	Pacific Airways	Promech	Scott Air
Location of home office	Ketchikan	Ketchikan	Ketchikan Harbor	El Capitan Lodge
Facilities				
Office/Agent	Agent	Office	Office	No
Hangar/float	No	No	Float	No
Maintenance Shop	No	No	No	No
Fuel	No	No	No	No
Service Aircraft				
Type and number	8 Beavers	7 Beavers	6 turbo Otters	1 C-206
Landing Gear	Floats	Floats	Floats	Floats
Navigational Aids	Capstone	All but one has Capstone	Capstone	Capstone
Type and number			3 Beavers	
Landing Gear			Floats	
Navigational Aids			Capstone	
Type and number			1 C-185	
Landing Gear			Floats	
Navigational Aids			Capstone	
Based Aircraft				
Summer	None	None	None	As above part-time
Winter	None	None	None	As above part-time
Charters	Yes	Yes	Yes	Yes
Destinations	Anywhere	Anywhere	Mainly remote fishing lodges	Lodges, KTN, PSG SPB
Clients	Anyone	Anyone	Lodges	Lodges, other
Freight	Yes	Yes	Some	Yes
Winter Service	Yes	Less than Summer	Less than Summer	Less than summer
Tours	No	No	Yes	Yes
Percent			80% in summer	
Scheduled Service	Yes	Yes	Yes	No
Destinations	Ketchikan	Ketchikan	Ketchikan	
Minimum Service Frequency				
Summer	6 times Weekly	3+ times Daily	4 times per day	
Winter	6 times Weekly	2+ times Daily	3 times per day	
Freight	Yes	Some	Yes	
Mail	Yes	No	Yes	
ESA Contract	No	No	No	

Elfin Cove SPB

Carriers	Alaska Seaplane Services
Location of home office	Juneau
Facilities	
Office/Agent	Agent
Hangar/float	No
Maintenance Shop	No
Fuel	No
Service Aircraft	
Type and number	3 Beavers
Landing Gear	Floats
Navigational Aids	Capstone
Type and number	1 C-180
Landing Gear	Floats
Navigational Aids	Capstone
Based Aircraft	
Summer	None
Winter	None
Charters	Yes
Destinations	Anywhere
Clients	Anyone
Freight	Yes
Winter Service	Less than summer
Tours	No
Percent	
Scheduled Service	Yes
Destinations	Juneau
Minimum Service Frequency	
Summer	3 times Daily
Winter	1 time Weekly
Freight	Yes
Mail	Yes
ESA Contract	Yes
Destinations	Pelican
Minimum Service Frequency	
Summer	3 times Daily
Winter	1 time Weekly
Freight	Yes
Mail	No
ESA Contract	No

Excursion Inlet SPB

Carriers	LAB Flying Service
Location of home office	Juneau
Facilities	
Office/Agent	Agent
Hangar/float	No
Maintenance Shop	No
Fuel	No
Service Aircraft	
Type and number	7 P-Cherokee 6s
Landing Gear	Wheels
Navigational Aids	Capstone, 1 has IFR
Type and number	2 P-Archers (PA28)
Landing Gear	Wheels
Navigational Aids	Capstone
Type and number	1 P-Navajo Chieftan twin
Landing Gear	Wheels
Navigational Aids	Capstone and IFR
Type and number	1 Britten-Norman Islander twin
Landing Gear	Wheels
Navigational Aids	Capstone and IFR
Type and number	1 Helio Courier 250
Landing Gear	Wheels
Navigational Aids	Capstone and IFR
Based Aircraft	
Summer	None
Winter	None
Charters	Yes
Destinations	Anywhere
Clients	Gvt agencies, recreationists, etc.
Freight	Yes
Winter Service	Less than Summer
Tours	No
Percent	
Scheduled Service	Yes
Destinations	Juneau
Minimum Service Frequency	
Summer	3 times weekly
Winter	1 time weekly
Freight	Yes
Mail	Yes
ESA Contract	Yes

Funter Bay SPB

Carriers	Ward Air
Location of home office	Juneau
Facilities	
Office/Agent	Agent
Hangar/float	No
Maintenance Shop	No
Fuel	No
Service Aircraft	
Type and number	4 Beavers
Landing Gear	Floats/wheels/skis
Navigational Aids	Capstone
Type and number	2 Otters
Landing Gear	1 Floats/1 Amphib
Navigational Aids	Capstone
Type and number	2 C-206s
Landing Gear	1 Floats/1 Amphib
Navigational Aids	Capstone
Type and number	1 C-185
Landing Gear	Floats/wheels/skis
Navigational Aids	Capstone
Type and number	1 C-310
Landing Gear	Wheels
Navigational Aids	Capstone
Based Aircraft	
Summer	None
Winter	None
Charters	Yes
Destinations	Anywhere
Clients	Anyone
Freight	Yes
Winter Service	Less than summer
Tours	No
Percent	
Scheduled Service	Yes
Destinations	Juneau
Minimum Service Frequency	
Summer	Once Weekly
Winter	Once Weekly
Freight	Yes
Mail	Yes
ESA Contract	Yes

Gustavus Airport - Page 1 of 2

Carriers	Alaska Airlines	Wings of Alaska	LAB Flying Service
Location of home office	Seattle, WA	Juneau	Juneau
Facilities			
Office/Agent	Office/Terminal	Office	Office/counter
Hangar/float	Cargo Facility	No	No
Maintenance Shop	None	No	No
Fuel		No	No
Service Aircraft			
Type and number	1 737-700	3 Cessna 207s	7 P-Cherokee 6s
Landing Gear	Wheels	Wheels	Wheels
Navigational Aids	Heads up and RNP	Capstone	Capstone, 1 has IFR
Type and number		2 Cessna 208s	2 P-Archers (PA28)
Landing Gear		Wheels	Wheels
Navigational Aids		Capstone	Capstone
Type and number			1 P-Navajo Chieftan twin
Landing Gear			Wheels
Navigational Aids			Capstone and IFR
Type and number			1 Britten-Norman Islander twin
Landing Gear			Wheels
Navigational Aids			Capstone and IFR
Type and number			1 Helio Courier 250
Landing Gear			Wheels
Navigational Aids			Capstone and IFR
Based Aircraft		None	None
Summer	None		
Winter	None		
Charters	Yes	Yes	Yes
Destinations	Anywhere	Anywhere	Anywhere
Clients	Anyone	Anyone	Gvt agencies, recreationists, etc.
Freight	Yes	Yes	Yes
Winter Service	None	Less than Summer	Less than Summer
Tours	None	No	Yes
Percent			10-20% of all traffic in summer
Scheduled Service	Yes	Yes	Yes
Destinations	Juneau	Juneau	Juneau
Min. Service Frequency			
Summer	Once daily	3 times daily/ 2 times Sunday	5 times daily
Winter	None	1 time daily except Sunday	3 times daily
Freight	Yes	Yes	Yes
Mail	Yes	No	Yes
ESA Contract	Yes	No	No

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Carriers	Tal Air	Air Excursions	Fjord Flying
Location of home office	Juneau	Gustavus	Gustavus
Facilities			
Office/Agent	Office/counter	Office/counter	Office
Hangar/float	Hangar	Hangar	Hangar
Maintenance Shop	No	No	Yes
Fuel	No	No	No
Service Aircraft			
Type and number	1 C-206	5 Cherokee 6s	2 C-206s
Landing Gear	Floats	Wheels	Wheels
Navigational Aids	Capstone	Capstone	Capstone
Type and number	1 C-210	1 C-206	
Landing Gear	Wheels	Amphib	
Navigational Aids	Capstone	Capstone	
Type and number		1 C-206	
Landing Gear		Floats	
Navigational Aids		Capstone	
Type and number		1 C-172	
Landing Gear		Wheels	
Navigational Aids		Capstone	
Type and number			
Landing Gear			
Navigational Aids			
Based Aircraft			
Summer	As above	Half the fleet (varies)	As above
Winter	As above	1/3 of the fleet (varies)	As above
Charters			
	Yes	Yes	Yes
Destinations	Anywhere	Mainly JNU, HNH, SKG, HNS, AGN, TKE, fishing spots	Anywhere
Clients	Anyone	All, contracts with B&B's	Anyone
Freight	Yes, a little	Yes, lots	Yes
Winter Service	Yes	Less than Summer	Less than Summer
Tours			
Percent	Minimal		Yes
		20%	10% - 15%
Scheduled Service			
	No	No	No
Destinations			
Min. Service Frequency			
Summer			
Winter			
Freight			
Mail			
ESA Contract			

Haines Airport

Carriers	Wings of Alaska	LAB Flying Service	Earth Center Adventures	Mountain Flying
Location of home office	Juneau	Juneau	Haines	Haines
Facilities				
Office/Agent	Office	Office/counter/Accounting Office	Office	Office
Hangar/float	Hangar	Hangar	Hangar	Hangar
Maintenance Shop	No	Yes	No	No
Fuel	No	Yes	No	No
Service Aircraft				
Type and number	3 Cessna 207s	7 P-Cherokee 6s	2 C-206s	1 C-185
Landing Gear	Wheels	Wheels	Wheels/Skis	Wheels
Navigational Aids	Capstone	Capstone, 1 has IFR	Capstone & GPS	2 GPS
Type and number	2 Cessna 208s	2 P-Archers (PA28)	1 C-180	
Landing Gear	Wheels	Wheels	Wheels/Skis	
Navigational Aids	Capstone	Capstone	Capstone & GPS	
Type and number		1 P-Navajo Chieftan twin		
Landing Gear		Wheels		
Navigational Aids		Capstone and IFR		
Type and number		1 Britten-Norman Islander twin		
Landing Gear		Wheels		
Navigational Aids		Capstone and IFR		
Type and number		1 Helio Courier 250		
Landing Gear		Wheels		
Navigational Aids		Capstone and IFR		
Based Aircraft				
Summer	None	2 Cherokee 6s	As above	As above
Winter	None	1 Cherokee 6	As above	None
Charters	Yes	Yes	Yes	Yes
Destinations	Anywhere	Anywhere	Anywhere	Anywhere, Glacier Bay
Clients	Anyone	Gvt agencies, recreationists, etc.	Recreationists, fish processors/sellers, etc.	Anyone, tourists, etc.
Freight	Yes	Yes	Yes - mostly fish	Little
Winter Service	Less than Summer	Less than Summer	Less than Summer	No
Tours	No	Yes	Yes	Yes
Percent		10-20% of all traffic in summer	Minimal	95%
Scheduled Service	Yes	Yes	No	No
Destinations	Juneau, Skagway	Juneau, Skagway		
Min. Service Frequency				
Summer	4 times daily/3 times Sunday	5 times daily		
Winter	3 times daily/2 times Sunday	3 times daily		
Freight	Yes	Yes		
Mail	Yes	Yes		
ESA Contract	No	No		

Notes: Because Skagway Air closed in Summer of 2007, frequencies of service may change as the carriers taking up the slack get adjusted.

Hollis SPB

Carriers	Pacific Airways	Promech
Location of home office	Ketchikan	Ketchikan Harbor
Facilities		
Office/Agent	Agent	Agent
Hangar/float	No	No
Maintenance Shop	No	No
Fuel	No	No
Service Aircraft		
Type and number	7 Beavers	6 turbo Otters
Landing Gear	Floats	Floats
Navigational Aids	All but one has Capstone	Capstone
Type and number		3 Beavers
Landing Gear		Floats
Navigational Aids		Capstone
Type and number		1 C-185
Landing Gear		Floats
Navigational Aids		Capstone
Based Aircraft		
Summer	None	None
Winter	None	None
Charters	Yes	Yes
Destinations	Anyone	Mainly remote fishing lodges
Clients	Anywhere	Lodges
Freight	Yes	Some
Winter Service	Less than Summer	Less than Summer
Tours	None	Yes
Percent		80% in summer
Scheduled Service	Yes	Yes
Destinations	Ketchikan	Ketchikan
Minimum Service Frequency		
Summer	3+ times Daily	4 times per day
Winter	2+ times Daily	3 times per day
Freight	Some	Yes
Mail	No	Yes
ESA Contract	No	No

Hoonah Airport

Carriers	Wings of Alaska	LAB Flying Service
Location of home office	Juneau	Juneau
Facilities		
Office/Agent	Office	Office/counter
Hangar/float	No	No
Maintenance Shop	No	No
Fuel	No	No
Service Aircraft		
Type and number	3 Cessna 207s	7 P-Cherokee 6s
Landing Gear	Wheels	Wheels
Navigational Aids	Capstone	Capstone, 1 has IFR
Type and number	2 Cessna 208s	2 P-Archers (PA28)
Landing Gear	Wheels	Wheels
Navigational Aids	Capstone	Capstone
Type and number		1 P-Navajo Chieftan twin
Landing Gear		Wheels
Navigational Aids		Capstone and IFR
Type and number		1 Britten-Norman Islander twin
Landing Gear		Wheels
Navigational Aids		Capstone and IFR
Type and number		1 Helio Courier 250
Landing Gear		Wheels
Navigational Aids		Capstone and IFR
Based Aircraft		
Summer	None	None
Winter	None	None
Charters	Yes	Yes
Destinations	Anywhere	Anywhere
Clients	Anyone	Gvt agencies, Dry Bay rafters, etc.
Freight	Yes	Yes
Winter Service	Less than Summer	Less than Summer
Tours	No	Yes
Percent		10-20% of all traffic in summer
Scheduled Service	Yes	Yes
Destinations	Juneau	Juneau
Minimum Service Frequency		
Summer	5 times daily/4 times Sunday	5 times daily
Winter	3 times daily/2 times Sunday	3 times daily
Freight	Yes	Yes
Mail	Yes	Yes
ESA Contract	No	No

Hydaburg SPB

Carriers	Taquan
Location of home office	Ketchikan
Facilities	
Office/Agent	Agent
Hangar/float	No
Maintenance Shop	No
Fuel	No
Service Aircraft	
Type and number	8 Beavers
Landing Gear	Floats
Navigational Aids	Capstone
Based Aircraft	
Summer	None
Winter	None
Charters	Yes
Destinations	Anywhere
Clients	Anyone
Freight	Yes
Winter Service	Yes
Tours	None
Percent	
Scheduled Service	Yes
Destinations	Ketchikan
Minimum Service Frequency	
Summer	3 times Weekly
Winter	3 times Weekly
Freight	Yes
Mail	Yes
ESA Contract	Yes

Hyder SPB

Carriers	Taquan
Location of home office	Ketchikan
Facilities	
Office/Agent	Agent
Hangar/float	No
Maintenance Shop	No
Fuel	No
Service Aircraft	
Type and number	8 Beavers
Landing Gear	Floats
Navigational Aids	Capstone
Based Aircraft	
Summer	None
Winter	None
Charters	Yes
Destinations	Anywhere
Clients	Anyone
Freight	Yes
Winter Service	Yes
Tours	None
Percent	
Scheduled Service	Yes
Destinations	Ketchikan
Minimum Service Frequency	
Summer	2 times Weekly
Winter	2 times Weekly
Freight	Yes
Mail	Yes
ESA Contract	No

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Carriers	Alaska Airlines		
Location of home office	Seattle, WA		
Facilities			
Office/Agent	Office & Counter		
Hangar/float	Cargo Facility		
Maintenance Shop	Yes		
Fuel	No		
Service Aircraft			
Type and number	12 737-400s		
Landing Gear	Wheels		
Navigational Aids	Heads Up and RNP		
Type and number	2 737-400 Combis		
Landing Gear	Wheels		
Navigational Aids	Heads Up and RNP		
Type and number	2 737-400 Freighters		
Landing Gear	Wheels		
Navigational Aids	Heads Up and RNP		
Type and number	2 737-800s		
Landing Gear	Wheels		
Navigational Aids	Heads Up and RNP		
Type and number	1 737-900		
Landing Gear	Wheels		
Navigational Aids	Heads Up and RNP		
Based Aircraft			
Summer	3 737-400s RON		
Winter	1 737-400 RON		
Charters	Yes		
Destinations	Anywhere		
Clients	Anyone		
Freight	Yes		
Winter Service	Less than summer		
Tours	No		
Percent			
Scheduled Service	Yes		
Destinations	Anchorage	Petersburg, Wrangell, Ketchikan, Seattle	Sitka, Ketchikan, Seattle
Minimum Service Frequency			
Summer	4 times Daily	Once Daily	Once Daily
Winter	3 times Daily	Once Daily	Once Daily
Freight	Yes	Yes	Yes
Mail	Yes	Yes	Yes
ESA Contract	No	Yes - PSG & WRG	No
Destinations	Gustavus	Seattle	Sitka, Seattle
Minimum Service Frequency			
Summer	Once Daily	8 times Daily	Once Daily
Winter	No	3 times Daily	Once Daily
Freight	Yes	Yes	Yes
Mail	Yes	Yes	Yes
ESA Contract	Yes	No	No
Destinations	Ketchikan, Seattle	Sitka	Yakutat, Cordova, Anchorage
Minimum Service Frequency			
Summer	Once Daily	Once Daily	Once Daily
Winter	Once Daily	None	Once Daily
Freight	Yes	Yes	Yes
Mail	Yes	Yes	Yes
ESA Contract	No	No	Yes, YAK

Notes: Because Skagway Air closed in Summer of 2007, frequencies of service may change as the carriers taking up the slack get adjusted.

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Carriers	Empire Air/Fedex	Alaska Central Express (ACE)	Wings of Alaska
Location of home office	Coeur d'Alene, ID	Anchorage	Juneau
Facilities			
Office/Agent	Agent	Agent	Office/counter
Hangar/float	Rent Hangar Space	No	Hangar and Float
Maintenance Shop	No	No	Yes
Fuel	No	No	No
Service Aircraft			
Type and number	6 ATR-42s	3 Beech 1900 Cargo	3 Cessna 207s
Landing Gear	Wheels	Wheels	Wheels
Navigational Aids	ILS, GPS, VOR	ILS, GPS, VOR	Capstone
Type and number		1 Beech 1900 Combi	2 Cessna 208s
Landing Gear		Wheels	Wheels
Navigational Aids		ILS, GPS, VOR	Capstone
Type and number			5 Otters
Landing Gear			Floats and Amphib
Navigational Aids			Capstone
Type and number			3 Beavers
Landing Gear			Floats
Navigational Aids			Capstone
Based Aircraft			
Summer	1 ATR-42 RON	None	All above but 1 C-207
Winter	1 ATR-42 RON	None	3 C-207s and 2 C-208s
Charters	No	Yes	Yes
Destinations		Anywhere	Anywhere
Clients		Anyone	Anyone
Freight		Mostly	Yes
Winter Service		Yes	Less than Summer
Tours	No	No	Yes
Percent			50-60% of all traffic in summer
Scheduled Service	Yes	Yes	Yes
Destinations	Sitka, Ketchikan, Seattle	Anchorage, Sitka, Petersburg, Wrangell, Ketchikan	Gustavus
Min. Service Frequency			
Summer	August-May, Once Daily	6 times Weekly	3 times daily/ 2 times Sunday
Winter	August-May, Once Daily	6 times Weekly	1 time daily except Sunday
Freight	Yes	Yes	Yes
Mail	Yes	Yes	No
ESA Contract	No	No	No
Destinations	Sitka, Seattle		Haines, Skagway
Min. Service Frequency			
Summer	June-July, Once Daily		4 times daily/3 times Sunday
Winter	None		3 times daily/2 times Sunday
Freight			Yes
Mail			Yes
ESA Contract			No
Destinations			Hoonah
Min. Service Frequency			
Summer			5 times daily/4 times Sunday
Winter			3 times daily/2 times Sunday
Freight			Yes
Mail			Yes
ESA Contract			No

Notes: Because Skagway Air closed in Summer of 2007, frequencies of service may change as the carriers taking up the slack get adjusted.

Juneau Airport - Page 3 of 6

Carriers	LAB Flying Service	Alaska Seaplane Services	Ward Air
Location of home office	Juneau	Juneau	Juneau
Facilities			
Office/Agent	Office/counter	Office/Counter	Office/Counter
Hangar/float	Hangar	Hangar	Hangar
Maintenance Shop	No	Yes	Yes
Fuel	No	No	No
Service Aircraft			
Type and number	7 P-Cherokee 6s	3 Beavers	4 Beavers
Landing Gear	Wheels	Floats	Floats/wheels/skis
Navigational Aids	Capstone, 1 has IFR	Capstone	Capstone
Type and number	2 P-Archers (PA28)	1 C-180	2 Otters
Landing Gear	Wheels	Floats	1 Floats/1 Amphib
Navigational Aids	Capstone	Capstone	Capstone
Type and number	1 P-Navajo Chieftan twin		2 C-206s
Landing Gear	Wheels		1 Floats/1 Amphib
Navigational Aids	Capstone and IFR		Capstone
Type and number	1 Britten-Norman Islander		1 C-185
Landing Gear	Wheels		Floats/wheels/skis
Navigational Aids	Capstone and IFR		Capstone
Type and number	1 Helio Currier 250		1 C-310
Landing Gear	Wheels		Wheels
Navigational Aids	Capstone and IFR		Capstone
Based Aircraft			
Summer	All above but 2 Cherokee 6s	As above	As above
Winter	All above but 2 Cherokee 6s	As above	As above
Charters			
	Yes	Yes - 25% of bus.	Yes
Destinations	Anywhere	Anywhere	Anywhere
Clients	Gvt agencies, recreationists, etc.	Anyone. Business travel to villages, etc.	Anyone. Gvt, lodges, fishers/hunters, etc.
Freight	Yes	Yes	Yes
Winter Service	Less than Summer	Less than summer	Less than summer
Tours			
	Yes	Yes	Yes - Overflow from Wings
Percent	10-20% of all traffic in summer	1% - minimal	
Scheduled Service			
	Yes	Yes	Yes
Destinations	Excursion Inlet	Angoon and Tenakee Springs	Chatham
Min. Service Frequency			
Summer	3 times weekly	4 times Daily	Once every 2 Weeks
Winter	1 time weekly	2 times Daily	Once every 2 Weeks
Freight	Yes	Yes	Yes
Mail	Yes	Yes	Yes
ESA Contract	Yes	No	Yes
Destinations	Gustavus, Hoonah, Haines, Kake, Skagway	Elfin Cove	Funter Bay
Min. Service Frequency			
Summer	5 times daily	3 times Daily	Once Weekly
Winter	3 times daily	1 time Weekly	Once Weekly
Freight	Yes	Yes	Yes
Mail	Yes	Yes	Yes
ESA Contract	No	Yes	Yes
Destinations			
Min. Service Frequency			
Summer		3 times Daily	
Winter		6 times Weekly	
Freight		Yes	
Mail		Yes	
ESA Contract		Yes	

Notes: Because Skagway Air closed in Summer of 2007, frequencies of service may change as the carriers taking up the slack get adjusted.

Juneau Airport - Page 4 of 6

Carriers	Temsco Helicopters	Tal Air	Air Excursions
Location of home office	Ketchikan	Juneau	Gustavus
Facilities			
Office/Agent	Office/counter	Office/counter	Office/counter
Hangar/float	Hanger	Hangar	Hangar
Maintenance Shop	Yes	No	No
Fuel	Yes	No	No
Service Aircraft			
Type and number	16 A-Stars	1 C-206	5 Cherokee 6s
Landing Gear	Skids	Floats	Wheels
Navigational Aids	Capstone & GPS	Capstone	Capstone
Type and number	1 Hughes 500 D	1 C-210	1 C-206
Landing Gear	Skids	Wheels	Amphib
Navigational Aids	GPS	Capstone	Capstone
Type and number			1 C-206
Landing Gear			Floats
Navigational Aids			Capstone
Type and number			1 C-172
Landing Gear			Wheels
Navigational Aids			Capstone
Based Aircraft			
Summer	11 A-stars, 1 Hughes 500 D	As above	Half the fleet (varies)
Winter	16 A-Stars, 1 Hughes 500D	As above	2/3 of the fleet (varies)
Charters	Yes	Yes	Yes
Destinations	Anywhere	Anywhere	Mainly JNU, HNH, SKG, HNS, AGN, TKE, fishing spots
Clients	Gvt, mines, utilities, communications, search and rescue, etc.	Anyone	All, contracts with B&B's
Freight	Yes	Yes, a little	Yes, lots
Winter Service	Less than Summer	Yes	Less than Summer
Tours	Yes	Minimal	
Percent	60% of year around traffic.		0.2
Scheduled Service	No	No	No

Notes: Because Skagway Air closed in Summer of 2007, frequencies of service may change as the carriers taking up the slack get adjusted.

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Carriers	Northstar Trekking	Fly in Fishing	Coastal Helicopters
Location of home office	Juneau	Juneau	Juneau
Facilities			
Office/Agent	Office	Office in Home	Office
Hangar/float	Hanger	Hangar	Hangar
Maintenance Shop	Yes	Yes	Yes
Fuel	No	No	Yes - sell it
Service Aircraft			
Type and number	5 AS 350 A-stars	1 C-206	8 A-Stars
Landing Gear	Skids	Floats	Skids
Navigational Aids	Capstone	Capstone & VOR	Capstone & GPS
Type and number			2 Jet Rangers
Landing Gear			Skids
Navigational Aids			GPS
Based Aircraft			
Summer	As above	As above	As above
Winter	None	A little	As above
Charters	Yes		Yes
Destinations	Anywhere	ABC Islands, remote sites, etc.	Generally remote locations
Clients	Gvt, film crews, photographers, skiers, etc.	Fishers, local in remote sites, etc.	Gvt., utilities, communications, mining, etc.
Freight	little	Yes	Yes
Winter Service	Some Heliskiing	Little	Less than summer
Tours	Yes	Yes	Yes
Percent		90% in summer	30%
Scheduled Service	No	No	No

Notes: Because Skagway Air closed in Summer of 2007, frequencies of service may change as the carriers taking up the slack get adjusted.

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Carriers	Alaskan Outback Adventures	Nordic Air
Location of home office	Juneau	Petersburg
Facilities		
Office/Agent	Home Office	No
Hangar/float	No	Tiedown
Maintenance Shop	No	No
Fuel	No	No
Service Aircraft		
Type and number	1 Piper PA 18	1 C-185
Landing Gear	Wheels/Skis	Amphib
Navigational Aids	Handheld GPS	Capstone & GPS
Type and number	1 Aeronca Champ	
Landing Gear	Wheels/Skis	
Navigational Aids	Handheld GPS	
Based Aircraft		
Summer	As above	Part time
Winter	As above	None
Charters	Yes	Yes
Destinations	Anywhere - ABC Islands, Haines, etc.	Anywhere
Clients	Gvt., lodges, etc. (Contracts)	Anyone, Gvt, Canneries, etc.
Freight	Yes	25% is freight
Winter Service	Less than winter	Less than summer
Tours	No	Yes
Percent		Minimal
Scheduled Service	No	No

Notes: Because Skagway Air closed in Summer of 2007, frequencies of service may change as the carriers taking up the slack get adjusted.

Juneau Heliport (ERA)

Carriers	ERA Helicopters
Location of home office	Juneau
Facilities	
Office/Agent	Office/counter
Hangar/float	Hanger
Maintenance Shop	Yes
Fuel	Yes
Service Aircraft	
Type and number	10 Aerospatiale 350 B-2s
Landing Gear	Skids
Navigational Aids	?
Based Aircraft	
Summer	As above
Winter	None
Charters	Yes - minimal
Destinations	Anywhere
Clients	Various
Freight	Minimal
Winter Service	No
Tours	Yes
Percent	95%
Scheduled Service	No

Kake Airport

Carriers	LAB Flying Service
Location of home office	Juneau
Facilities	
Office/Agent	Office/counter
Hangar/float	No
Maintenance Shop	No
Fuel	No
Service Aircraft	
Type and number	7 P-Cherokee 6s
Landing Gear	Wheels
Navigational Aids	Capstone, 1 has IFR
Type and number	2 P-Archers (PA28)
Landing Gear	Wheels
Navigational Aids	Capstone
Type and number	1 P-Navajo Chieftan twin
Landing Gear	Wheels
Navigational Aids	Capstone and IFR
Type and number	1 Britten-Norman Islander twin
Landing Gear	Wheels
Navigational Aids	Capstone and IFR
Type and number	1 Helio Courier 250
Landing Gear	Wheels
Navigational Aids	Capstone and IFR
Based Aircraft	
Summer	None
Winter	None
Charters	Yes
Destinations	Anywhere
Clients	Gvt agencies, recreationists, etc.
Freight	Yes
Winter Service	Less than Summer
Tours	No
Percent	
Scheduled Service	Yes
Destinations	Juneau
Minimum Service Frequency	
Summer	5 times daily
Winter	3 times daily
Freight	Yes
Mail	Yes
ESA Contract	No

Ketchikan Airport

Carriers	Alaska Airlines	Alaska Central Express (ACE)	Empire Air/Fedex	Columbia Helicopters
Location of home office	Seattle, WA	Anchorage	Coeur d'Alene, ID	Aurora, Oregon
Facilities				
Office/Agent	Office & Counter	Agent	Agent	Office
Hangar/float	Cargo Facility	No	No	Hangar
Maintenance Shop	Yes	No	No	Yes
Fuel	No	No	No	Trucks
Service Aircraft				
Type and number	6 737-400s	3 Beech 1900 Cargo	6 ATR-42s	13 Boeing Vertal 107s
Landing Gear	Wheels	Wheels	Wheels	Skids
Navigational Aids	Heads Up and RNP	ILS, GPS, VOR	ILS, GPS, VOR	Some IFR
Type and number	1 737-400 combi	1 Beech 1900 Combi		5 Chinook 234s
Landing Gear	Wheels	Wheels		Skids
Navigational Aids	Heads Up and RNP	ILS, GPS, VOR		Some IFR
Type and number	1 737-400 Freighter			
Landing Gear	Wheels			
Navigational Aids	Heads Up and RNP			
Type and number	1 737-700			
Landing Gear	Wheels			
Navigational Aids	Heads Up and RNP			
Based Aircraft				
Summer	None	None	None	1 Vertal 107s, 1 Chinook
Winter	None	None	None	None
Charters	Yes	Yes	No	Yes
Destinations	Anywhere	Anywhere		Remote logging & mining camps, etc.
Clients	Anyone	Anyone		Logging, mining, fire, etc.
Freight	Yes	Mostly		Yes - heavy lift
Winter Service	Yes	Yes		None
Tours	No	No	No	No
Percent				
Scheduled Service	Yes	Yes	Yes	No
Destinations	Juneau, Sitka, Anchorage	Anchorage, Juneau, Sitka, Petersburg, Wrangell	Seattle	
Minimum Service Frequency				
Summer	Once Daily	6 times Weekly	2 times Daily	
Winter	Once Daily	6 times Weekly	Once Daily	
Freight	Yes	Yes	Yes	
Mail	Yes	Yes	Yes	
ESA Contract	No	No	No	
Destinations	Juneau, Anchorage		Sitka and Juneau	
Minimum Service Frequency				

Ketchikan Airport

Carriers	Alaska Airlines	Alaska Central Express (ACE)	Empire Air/Fedex	Coumbia Helicopters
Summer	Once Daily		2 times Daily	
Winter	Once Daily		Once Daily	
Freight			Yes	
Mail			Yes	
ESA Contract			No	
Destinations	Wrangell, Petersburg, Juneau, Anchorage			
Minimum Service Frequency				
Summer	Once Daily			
Winter	Once Daily			
Freight	Yes			
Mail	Yes			
ESA Contract	Yes, PSG, WRG			
Destinations	Seattle			
Minimum Service Frequency				
Summer	5 times Daily			
Winter	3 times Daily			
Freight	Yes			
Mail	Yes			
ESA Contract	No			

Notes:

A King Air flies in parts for Temsco.

Ketchikan Harbor SPB - Page 1 of 4

Carriers	Taquan		
Location of home office	Ketchikan		
Facilities			
Office/Agent	Office		
Hangar/float	Float at Harbor, Hangar near Airport		
Maintenance Shop	Yes, near Airport		
Fuel	No		
Service Aircraft			
Type and number	8 Beavers		
Landing Gear	Floats		
Navigational Aids	Capstone		
Type and number			
Landing Gear			
Navigational Aids			
Type and number			
Landing Gear			
Navigational Aids			
Based Aircraft			
Summer	As above		
Winter	4 Beavers		
Charters	Yes		
Destinations	Remote lakes, etc.		
Clients	Hunters/fishers, etc.		
Freight	Yes		
Winter Service	Less than Summer		
Tours	Yes		
Percent	70% in summer		
Scheduled Service	Yes - mostly mail/freight		
Destinations	Cholmondeley Sound and Long Island	Deep Bay	North Whale Pass
Min. Service Frequency			
Summer	Flag Stop (6 weekly)	Once Weekly	3 times Weekly
Winter	Flag Stop (6 weekly)	Once Weekly	2 times Weekly
Freight	Yes	Yes	Yes
Mail	Yes	Yes	Yes
ESA Contract	No	No	No
Destinations	Coffman Cove, Edna Bay, Pt. Baker and Point Protection	Hyder	
Min. Service Frequency			Naukati
Summer	4 times Weekly	2 times Weekly	
Winter	4 times Weekly	2 times Weekly	3 times Weekly
Freight	Yes	Yes	3 times Weekly
Mail	Yes	Yes	Yes
ESA Contract	No	No	Yes
Destinations	Craig, Metlakatla and Thorne Bay	Hydaburg	No
Min. Service Frequency			
Summer	6 times Weekly	3 times Weekly	
Winter	6 times Weekly	3 times Weekly	
Freight	Yes	Yes	
Mail	Yes	Yes	
ESA Contract	No	Yes	

Ketchikan Harbor SPB - Page 2 of 4

Carriers	Promech	Pacific Airways	Pirate Airworks	Misty Fjords Air
Location of home office	Ketchikan Harbor	Ketchikan	Ketchikan	Ketchikan - Doyan's Landing
Facilities				
Office/Agent	Office	Office	Office	Office
Hangar/float	Float at harbor, Hangar at Airport	Float at Harbor, Hangar at Airport	Float	Float
Maintenance Shop	Yes - at Airport	Yes, at Airport	No	No
Fuel	Yes - self	No	No	No
Service Aircraft				
Type and number	8 turbo Otters	7 Beavers	2 Beavers	1 Beaver
Landing Gear	6 on Floats, 2 on wheels	Floats	Floats	Floats
Navigational Aids	Capstone	All but one has Capstone	Capstone	Capstone
Type and number	3 Beavers		1 C-185	1 C-185
Landing Gear	Floats		Floats	Floats
Navigational Aids	Capstone		Capstone	Capstone
Type and number	1 C-185			
Landing Gear	Floats			
Navigational Aids	Capstone			
Based Aircraft				
Summer	All but 2 Otters (SKG)	As above	As above	As above
Winter	All but 3 Otters & 2 Beavers	2 to 3 Beavers	As above	As above
Charters	Yes	Yes	Yes	Yes
Destinations	Mainly remote fishing lodges	Lodges, etc.	Anywhere	Anywhere
Clients	Lodges	Lodges, etc.	Mainly lodges	Gvt, hunters/fishers, business people
Freight	Some	Yes	Yes	Yes
Winter Service	Less than Summer	Less than Summer	Less than Summer	Less than Summer
Tours	Yes	Yes	Yes	Yes
Percent	80% in summer	Minimal	25%	?
Scheduled Service	Yes	Yes	No	No
Destinations	Craig, Hollis, Metlakatla, & Thorne Bay	Craig, Hollis and Thorne Bay		
Min. Service Frequency				
Summer	4 times per day	3+ times Daily		
Winter	3 times per day	2+ times Daily		
Freight	Yes	Some		
Mail	Yes	No		
ESA Contract	No	No		
Destinations	Kasaan, Meyers Chuck, Saltry Cove			
Min. Service Frequency				
Summer	2+ times weekly			
Winter	1+ times weekly			
Freight	Yes			
Mail	Yes			
ESA Contract	No			

Ketchikan Harbor SPB - Page 3 of 4

Carriers	Alaska Seaplane Tours	Carlin Air	Seawind Aviation	Gateway Aviation
Location of home office	Ketchikan Harbor	Ketchikan Harbor	Ketchikan	Ketchikan/Cedar's Lodge
Facilities				
Office/Agent	Office	Office	Office in Home	Office
Hangar/float	Sublets part of a float	Float	No	Float Space
Maintenance Shop	No	No	No	No
Fuel	No	No	No	No
Service Aircraft				
Type and number	1 C-185	1 Beaver	replacing 1Beaver*	1 Otter
Landing Gear	Floats/wheels	Floats	Floats	Floats
Navigational Aids	On Board GPS	Capstone	Capstone	Capstone
Type and number	1 Beaver			
Landing Gear	Floats/wheels			
Navigational Aids	On Board GPS			
Type and number				
Landing Gear				
Navigational Aids				
Based Aircraft				
Summer	As above	As above	As above	As above
Winter	As above	As above	As above	None
Charters				
	Yes	Yes	Yes	Yes
Destinations	Anywhere	Anywhere	Anywhere, Canada	Lodges, remote areas
Clients	Logging/mining camps, hunters/fishers, etc.	Locals, Gvt, fishers, log buyers, etc.	Tug & Barge workers, etc.	Lodges, Gvt., etc.
Freight	Yes	Yes	Some	Yes
Winter Service	Less than summer	Less than Summer	Less than Summer	None
Tours	Yes	Yes	Yes	Yes - overflow from Promech
Percent		0.4	50%	0.5
Scheduled Service	No	No	No	No

Notes:

*Lost Beaver to an accident - will replace it.

Ketchikan Harbor SPB - Page 4 of 4

Carriers	Southeast Aviation	Family Air	Island Wings
Location of home office	Ketchikan	Ketchikan	Ketchikan
Facilities			
Office/Agent	Office	Office	Office
Hangar/float	Float Space	Float Space	Dock & 2 ramps
Maintenance Shop	No	No	No
Fuel	No	No	No
Service Aircraft			
Type and number	2 Beavers	1 C-180	1 Beaver
Landing Gear	Floats	Floats	Floats
Navigational Aids	Capstone	Capstone	Capstone, GSP, ILS, etc.
Type and number			
Landing Gear			
Navigational Aids			
Type and number			
Landing Gear			
Navigational Aids			
Based Aircraft			
Summer	As above	As above	As above
Winter	As above	As above	As above
Charters	Yes	Yes	Yes
Destinations	Anywhere, mining camps, Canada, etc.	Anywhere	Anywhere, Prince of Wales Island
Clients	Anyone	Anyone, lodges, Gvt., loggers, etc.	Gvt, hunters, fishers, etc.
Freight	Yes - groceries to camps, etc.	Yes	Yes
Winter Service	Less than summer	Less than winter	Most charters in winter
Tours	Yes	Yes	Yes
Percent	70% of summer	45% of summer	99% in summer
Scheduled Service	No	No	No

Ketchikan Temsco Helipad

Carriers	Temsco
Location of home office	Ketchikan
Facilities	
Office/Agent	Office
Hangar/float	Hangar
Maintenance Shop	Yes
Fuel	Yes
Service Aircraft	
Type and number	3 Huges 500 Ds
Landing Gear	Pontoons
Navigational Aids	GPS
Type and number	1 Baby Bell Medium
Landing Gear	Pontoons
Navigational Aids	GPS
Type and number	1 A-star
Landing Gear	Pontoons
Navigational Aids	Capstone and GPS
Based Aircraft	
Summer	As above
Winter	9 Hughes 500s, 3 Baby Bells and 1 A-Star
Charters	Yes
Destinations	Anywhere
Clients	Gvt, mines, utilities, communications, search and rescue, etc.
Freight	Yes
Winter Service	Less than Summer
Tours	No
Percent	
Scheduled Service	No

Klawock Airport

Carriers	Scott Air
Location of home office	El Capitan Lodge
Facilities	
Office/Agent	No
Hangar/float	Hangar
Maintenance Shop	Yes
Fuel	No
Service Aircraft	
Type and number	None
Landing Gear	
Navigational Aids	
Based Aircraft	
Summer	None
Winter	None
Charters	
Destinations	
Clients	
Freight	
Winter Service	
Tours	
Percent	No
Scheduled Service	No

Metlakatla SPB

Carriers	Taquan
Location of home office	Ketchikan
Facilities	
Office/Agent	Agent
Hangar/float	No
Maintenance Shop	No
Fuel	No
Service Aircraft	
Type and number	8 Beavers
Landing Gear	Floats
Navigational Aids	Capstone
Based Aircraft	
Summer	None
Winter	None
Charters	Yes
Destinations	Anywhere
Clients	Anyone
Freight	Yes
Winter Service	Yes
Tours	No
Percent	
Scheduled Service	Yes
Destinations	Ketchikan
Minimum Service Frequency	
Summer	6 times Weekly
Winter	6 times Weekly
Freight	Yes
Mail	Yes
ESA Contract	No

Meyers Chuck SPB

Carriers	Promech
Location of home office	Ketchikan Harbor
Facilities	
Office/Agent	Agent
Hangar/float	No
Maintenance Shop	No
Fuel	No
Service Aircraft	
Type and number	8 turbo Otters
Landing Gear	6 on Floats, 2 on wheels
Navigational Aids	Capstone
Type and number	3 Beavers
Landing Gear	Floats
Navigational Aids	Capstone
Type and number	1 C-185
Landing Gear	Floats
Navigational Aids	Capstone
Based Aircraft	
Summer	None
Winter	None
Charters	Yes
Destinations	Anywhere
Clients	Anyone
Freight	Yes
Winter Service	Less than summer
Tours	No
Percent	
Scheduled Service	Yes
Destinations	Ketchikan
Minimum Service Frequency	
Summer	2 times weekly
Winter	1 time weekly
Freight	Yes
Mail	Yes
ESA Contract	No

North Whale Pass SPB

Carriers	Taquan
Location of home office	Ketchikan
Facilities	
Office/Agent	Agent
Hangar/float	No
Maintenance Shop	No
Fuel	No
Service Aircraft	
Type and number	8 Beavers
Landing Gear	Floats
Navigational Aids	Capstone
Based Aircraft	
Summer	None
Winter	None
Charters	Yes
Destinations	Anywhere
Clients	Anyone
Freight	Yes
Winter Service	Yes
Tours	No
Percent	
Scheduled Service	Yes
Destinations	Ketchikan
Minimum Service Frequency	
Summer	2 times Weekly
Winter	2 times Weekly
Freight	Yes
Mail	Yes
ESA Contract	No

Pelican SPB

Carriers	Alaska Seaplane Services	Salmon Air/Air Sitka
Location of home office	Juneau	Sitka
Facilities		
Office/Agent	Office	Agent
Hangar/float	No	no
Maintenance Shop	No	no
Fuel	No	
Service Aircraft		
Type and number	3 Beavers	2 C-185s
Landing Gear	Floats	Floats
Navigational Aids	Capstone	Capstone
Type and number	1 C-180	1 Beaver
Landing Gear	Floats	Floats
Navigational Aids	Capstone	Capstone
Based Aircraft		
Summer	None	None
Winter	None	None
Charters	Yes	No
Destinations	Anywhere	
Clients	Anyone.	
Freight	Yes	
Winter Service	Less than summer	
Tours	No	No
Percent		
Scheduled Service	Yes	Yes
Destinations	Elfin Cove	Sitka
Minimum Service Frequency		
Summer	3 times Daily	Once a week
Winter	1 time Weekly	Once a week
Freight	yes	Yes
Mail	no	No
ESA Contract	no	No
Destinations	Juneau	
Minimum Service Frequency		
Summer	3 times Daily	
Winter	6 times Weekly	
Freight	Yes	
Mail	Yes	
ESA Contract	Yes	

Petersburg Airport - Page 1 of 2

Carriers	Alaska Airlines	Alaska Central Express (ACE)	Temsco Helicopters
Location of home office	Seattle, WA	Anchorage	Ketchikan
Facilities			
Office/Agent	Terminal, Office and	Agent	Office
Hangar/float	Cargo Facility	No	Hanger
Maintenance Shop	No	No	No
Fuel	No	No	No
Service Aircraft			
Type and number	1 737-400	3 Beech 1900 Cargo	1 Hughes 500 D
Landing Gear	Wheels	Wheels	Pontoons
Navigational Aids	Heads Up and RNP	ILS, GPS, VOR	GPD
Type and number	1 737-400 Combi	1 Beech 1900 Combi	
Landing Gear	Wheels	Wheels	
Navigational Aids	Heads Up and RNP	ILS, GPS, VOR	
Based Aircraft			
Summer	None	None	1 Hughes 500 D
Winter	None	None	1 Hughes 500 D
Charters	Yes	Yes	Yes
Destinations	Anywhere	Anywhere	Anywhere
Clients	Anyone	Anyone	Gvt, mines, utilities, communications, search and rescue, etc.
Freight	Yes	Mostly	Yes
Winter Service	Yes	Yes	Less than Summer
Tours	No	No	Minimal
Percent			
Scheduled Service	Yes	Yes	No
Destinations	Petersburg, Juneau, Anchorage	Anchorage, Juneau, Sitka, Wrangell, Ketchikan	
Min. Service Frequency			
Summer	Once Daily	6 times Weekly	
Winter	Once Daily	6 times Weekly	
Freight	Yes	Yes	
Mail	Yes	Yes	
ESA Contract	Yes	No	
Destinations	Wrangell, Ketchikan, Seattle		
Min. Service Frequency			
Summer	Once Daily		
Winter	Once Daily		
Freight	Yes		
Mail	Yes		
ESA Contract	Yes		

Petersburg Airport - Page 2 of 2

Carriers	Pacific Wing Charters	Nordic Air
Location of home office	Petersburg	Petersburg
Facilities		
Office/Agent	Office near Airport	Office
Hangar/float	Hangar at float and airport	Hangar
Maintenance Shop	At airport	No
Fuel	No	No
Service Aircraft		
Type and number	2 C-185s	1 C-185
Landing Gear	Amphib	Amphib
Navigational Aids	GPS, ILS, etc.	Capstone & GPS
Type and number	1 Beaver	
Landing Gear	Floats	
Navigational Aids	GPS, ILS, etc.	
Based Aircraft		
Summer	As above - 185s at airport	As above
Winter	1 C-185 at airport	As above
Charters	Yes	Yes
Destinations	Everywhere - JNU, POWI, KTN, HNH, etc.	Anywhere
Clients	Anyone, Gvt. Lodges, hunters/fishers, etc.	Anyone, Gvt, Canneries, etc.
Freight	A little	25% is freight
Winter Service	Less than summer	Less than summer
Tours	Yes	Yes
Percent	10%	Minimal
Scheduled Service	No	No
Destinations		
Min. Service Frequency		
Summer		
Winter		
Freight		
Mail		
ESA Contract		
Destinations		
Min. Service Frequency		
Summer		
Winter		
Freight		
Mail		
ESA Contract		

Petersburg SPB

Carriers	Kupreanof Air Service	Pacific Wing Charters
Location of home office	Petersburg	Petersburg
Facilities		
Office/Agent	Office	Office near Airport
Hangar/float	Hanger	Hangar at float and airport
Maintenance Shop	No	At airport
Fuel	No	No
Service Aircraft		
Type and number	1 C-180	2 C-185s
Landing Gear	Floats	Amphib
Navigational Aids	GPS	GPS, ILS, etc.
Type and number		1 Beaver
Landing Gear		Floats
Navigational Aids		GPS, ILS, etc.
Based Aircraft		
Summer	As above	As above - 185s at airport
Winter	None	1 C-185 at airport
Charters		Yes
Destinations	Anywhere	Everywhere - JNU, POWI, KTN, HNH, etc.
Clients	Gvt, lodges, fishing fleet, etc.	Anyone, Gvt. Lodges, hunters/fishers, etc.
Freight	A little	A little
Winter Service	No	Less than summer
Tours	Yes	Yes
Percent	30%	10%
Scheduled Service	No	No

Point Baker SPB

Carriers	Taquan
Location of home office	Ketchikan
Facilities	
Office/Agent	Agent
Hangar/float	No
Maintenance Shop	No
Fuel	No
Service Aircraft	
Type and number	8 Beavers
Landing Gear	Floats
Navigational Aids	Capstone
Based Aircraft	
Summer	None
Winter	None
Charters	Yes
Destinations	Anywhere
Clients	Anyone
Freight	Yes
Winter Service	Yes
Tours	No
Percent	
Scheduled Service	Yes
Destinations	Ketchikan
Minimum Service Frequency	
Summer	4 times Weekly
Winter	4 times Weekly
Freight	Yes
Mail	Yes
ESA Contract	No

Port Alexander SPB

Carriers	Harris Aircraft Services
Location of home office	Sitka
Facilities	
Office/Agent	Office
Hangar/float	Yes
Maintenance Shop	Yes
Fuel	No
Service Aircraft	
Type and number	2 Navajo Cheiftans
Landing Gear	Wheels
Navigational Aids	Capstone & IFR
Type and number	1 Beaver
Landing Gear	Amphib
Navigational Aids	Capstone
Type and number	1 C-185
Landing Gear	Amphib
Navigational Aids	Capstone
Based Aircraft	
Summer	None
Winter	None
Charters	Yes
Destinations	Anywhere
Clients	Anyone
Freight	Yes
Winter Service	Less than summer
Tours	No
Percent	
Scheduled Service	Yes
Destinations	Sitka
Minimum Service Frequency	
Summer	2 times Weekly
Winter	2 times Weekly
Freight	Yes
Mail	No*
ESA Contract	Yes

Note: Port Alexander has a mail boat

Port Protection SPB

Carriers	Taquan
Location of home office	Ketchikan
Facilities	
Office/Agent	Agent
Hangar/float	No
Maintenance Shop	No
Fuel	No
Service Aircraft	
Type and number	8 Beavers
Landing Gear	Floats
Navigational Aids	Capstone
Based Aircraft	
Summer	None
Winter	None
Charters	Yes
Destinations	Anywhere
Clients	Anyone
Freight	Yes
Winter Service	Yes
Tours	No
Percent	
Scheduled Service	Yes
Destinations	Ketchikan
Minimum Service Frequency	
Summer	4 times Weekly
Winter	4 times Weekly
Freight	Yes
Mail	Yes
ESA Contract	No

Sitka Rocky Gutierrez Airport - Page 1 of 2

Carriers	Alaska Airlines	Empire Air/Fedex
Location of home office	Seattle, WA	Coeur d'Alene, ID
Facilities		
Office/Agent	Office & Counter	Agent
Hangar/float	Cargo Facility	No
Maintenance Shop	Yes	No
Fuel	No	No
Service Aircraft		
Type and number	5 737-400s	6 ATR-42s
Landing Gear	Wheels	Wheels
Navigational Aids	Heads Up and RNP	ILS, GPS, VOR
Type and number	1 737-400 Freighter	
Landing Gear	Wheels	
Navigational Aids	Heads Up and RNP	
Type and number		
Landing Gear		
Navigational Aids		
Based Aircraft		
Summer	1 737-400 RON	None
Winter	None	None
Charters	Yes	No
Destinations	Anywhere	
Clients	Anyone	
Freight	Yes	
Winter Service	Yes	
Tours	No	No
Percent		
Scheduled Service	Yes	Yes
Destinations	Juneau, Anchorage	Juneau
Minimum Service Frequency		
Summer	3 times Daily	2 times Daily
Winter	2 times Daily	Once Daily
Freight	Yes	Yes
Mail	Yes	Yes
ESA Contract	No	No
Destinations	Ketchikan, Seattle	Seattle & Ketchikan
Minimum Service Frequency		
Summer	2 times Daily	2 times Daily
Winter	Once Daily	Once Daily
Freight	Yes	Yes
Mail	Yes	Yes
ESA Contract	No	No
Destinations	Seattle	
Minimum Service Frequency		
Summer	2 times Daily	
Winter	Once Daily	
Freight	Yes	
Mail	Yes	
ESA Contract	No	

Sitka Rocky Gutierrez Airport - Page 2 of 2

Carriers	Alaska Central Express (ACE)	Harris Aircraft Services
Location of home office	Anchorage	Sitka
Facilities		
Office/Agent	Agent	Office
Hangar/float	No	Yes
Maintenance Shop	No	Yes
Fuel	No	No
Service Aircraft		
Type and number	3 Beech 1900 Cargo	2 Navajo Cheiftans
Landing Gear	Wheels	Wheels
Navigational Aids	ILS, GPS, VOR	Capstone & IFR
Type and number	1 Beech 1900 Combi	1 Beaver
Landing Gear	Wheels	Amphib
Navigational Aids	ILS, GPS, VOR	Capstone
Type and number		1 C-185
Landing Gear		Amphib
Navigational Aids		Capstone
Based Aircraft		
Summer	None	As above
Winter	None	As above - amphib used less
Charters	Yes	Yes
Destinations	Anywhere	Klawock, Kake, Angoon, other
Clients	Anyone	SEARHC, gvt. Lodges, schools, hunters/fishers, etc.
Freight	Mostly	Yes
Winter Service	Yes	Less than summer
Tours	No	Yes - float planes
Percent		0.15
Scheduled Service	Yes	Yes
Destinations	Anchorage, Juneau, Petersburg, Wrangell, Ketchikan	Port Alexander
Minimum Service Frequency		
Summer	6 times Weekly	2 times Weekly
Winter	6 times Weekly	2 times Weekly
Freight	Yes	Yes
Mail	Yes	No*
ESA Contract	No	Yes
Destinations		
Minimum Service Frequency		
Summer		
Winter		
Freight		
Mail		
ESA Contract		
Destinations		
Minimum Service Frequency		
Summer		
Winter		
Freight		
Mail		
ESA Contract		

Sitka SPB

Carriers	Salmon Air/Air Sitka*
Location of home office	Sitka
Facilities	
Office/Agent	Office
Hangar/float	Float and Hangar
Maintenance Shop	Yes
Fuel	No
Service Aircraft	
Type and number	2 C-185s
Landing Gear	Floats
Navigational Aids	Capstone
Type and number	1 Beaver
Landing Gear	Floats
Navigational Aids	Capstone
Based Aircraft	
Summer	As above
Winter	Less than summer
Charters	Yes
Destinations	Anywhere
Clients	Gvt., SEARHC, fishers, etc.
Freight	very little
Winter Service	Less than summer
Tours	Yes - a little
Percent	very little
Scheduled Service	Yes
Destinations	Pelican
Minimum Service Frequency	
Summer	Once a week
Winter	Once a week
Freight	Yes
Mail	No
ESA Contract	No

Note: These two companies recently partnered together.

Skagway Airport

Carriers	Wings of Alaska	LAB Flying Service	Promech	Mountain Flying
Location of home office	Juneau	Juneau	Ketchikan Harbor	Haines
Facilities				
Office/Agent	Office	Office/counter	Office	Office
Hangar/float	Hangar	No	No	rent a Hangar
Maintenance Shop	No	No	No	No
Fuel	No	No	Self	No
Service Aircraft				
Type and number	3 C-207s	7 P-Cherokee 6s	2 Turbo Otters	1 C-185
Landing Gear	Wheels	Wheels	Wheels	Wheels
Navigation Aids	Capstone	Capstone, 1 has IFR	Capstone	2 GPS
Type and number	2 C-208s	2 P-Archers (PA28)		
Landing Gear	Wheels	Wheels		
Navigation Aids	Capstone	Capstone		
Type and number		1 P-Navajo Chieftan twin		
Landing Gear		Wheels		
Navigation Aids		Capstone and IFR		
Type and number		1 Britten-Norman Islander twin		
Landing Gear		Wheels		
Navigation Aids		Capstone and IFR		
Type and number		1 Helio Currier 250		
Landing Gear		Wheels		
Navigation Aids		Capstone and IFR		
Based Aircraft				
Summer	1 C-207	None	As above	None
Winter	None	None	None	None
Charters	Yes	Yes	No	Yes
Destinations	Anywhere	Anywhere		Anywhere, Glacier Bay
Clients	Anyone	Gvt agencies, recreationists, etc.		Anyone, tourists, etc.
Freight	Yes	Yes		Little
Winter Service	Less than Summer	Less than Summer		No
Tours	No	Yes	Yes	Yes
Percent		10-20% of all traffic in summer	1	95%
Scheduled Service	Yes	Yes	No	No
Destinations	Haines, Juneau	Haines, Juneau		
Minimum Service Frequency				
Summer	4 times daily/3 times Sunday	5 times daily		
Winter	3 times daily/2 times Sunday	3 times daily		
Freight	Yes	Yes		
Mail	Yes	Yes		
ESA Contract	No	No		

Notes: Because Skagway Air closed in Summer of 2007, frequencies of service may change as the carriers taking up the slack get adjusted.

Skagway Helipad

Carriers	Temsco
Location of home office	Ketchikan
Facilities	
Office/Agent	Office
Hangar/float	Hangar on Airport
Maintenance Shop	Yes
Fuel	Yes
Service Aircraft	
Type and number	7 A-stars
Landing Gear	Pontoons
Navigational Aids	Capstone and GPS
Based Aircraft	
Summer	As above
Winter	1 A-Star
Charters	Yes
Destinations	Anywhere
Clients	Gvt, mines, utilities, communications, search and rescue, etc.
Freight	Yes
Winter Service	Less than Summer
Tours	Yes
Percent	60% of year around traffic.
Scheduled Service	No

Tenakee Springs SPB

Carriers	Alaska Seaplane Services
Location of home office	Juneau
Facilities	
Office/Agent	Office
Hangar/float	No
Maintenance Shop	No
Fuel	No
Service Aircraft	
Type and number	3 Beavers
Landing Gear	Floats
Navigational Aids	Capstone
Type and number	1 C-180
Landing Gear	Floats
Navigational Aids	Capstone
Based Aircraft	
Summer	None
Winter	None
Charters	Yes
Destinations	Anywhere
Clients	Anyone.
Freight	Yes
Winter Service	Less than summer
Tours	No
Percent	
Scheduled Service	Yes
Destinations	Angoon and Juneau
Minimum Service Frequency	
Summer	4 times Daily
Winter	2 times Daily
Freight	Yes
Mail	Yes
ESA Contract	No

Thorne Bay SPB

Carriers	Pacific Airways	Promech	Taquan
Location of home office	Ketchikan	Ketchikan Harbor	Ketchikan
Facilities			
Office/Agent	Agent	Agent	Agent
Hangar/float	No	No	No
Maintenance Shop	No	No	No
Fuel	No	No	No
Service Aircraft			
Type and number	7 Beavers	6 turbo Otters	8 Beavers
Landing Gear	Floats	Floats	Floats
Navigational Aids	All but one has Capstone	Capstone	Capstone
Type and number		3 Beavers	
Landing Gear		Floats	
Navigational Aids		Capstone	
Type and number		1 C-185	
Landing Gear		Floats	
Navigational Aids		Capstone	
Based Aircraft			
Summer	None	None	None
Winter	None	None	None
Charters	Yes	Yes	Yes
Destinations	Anyone	Mainly remote fishing lodges	Anywhere
Clients	Anywhere	Lodges	Anyone
Freight	Yes	Some	Yes
Winter Service	Less than Summer	Less than Summer	Yes
Tours	None	Yes	No
Percent		80% in summer	
Scheduled Service	Yes	Yes	Yes
Destinations	Ketchikan	Ketchikan	Ketchikan
Minimum Service Frequency			
Summer	3+ times Daily	4 times per day	2 times Weekly
Winter	2+ times Daily	3 times per day	2 times Weekly
Freight	Some	Yes	Yes
Mail	No	Yes	Yes
ESA Contract	No	No	No

Wrangell Airport - Page 1 of 2

Carriers	Alaska Airlines	Alaska Central Express (ACE)
Location of home office	Seattle, WA	Anchorage
Facilities		
Office/Agent	Terminal, Office and Counter	Agent
Hangar/float	Cargo Facility	No
Maintenance Shop	No	No
Fuel	No	No
Service Aircraft		
Type and number	1 737-400	3 Beech 1900 Cargo
Landing Gear	Wheels	Wheels
Navigational Aids	Heads Up and RNP	ILS, GPS, VOR
Type and number	1 737-400 Combi	1 Beech 1900 Combi
Landing Gear	Wheels	Wheels
Navigational Aids	Heads Up and RNP	ILS, GPS, VOR
Based Aircraft		
Summer	None	None
Winter	None	None
Charters	Yes	Yes
Destinations	Anywhere	Anywhere
Clients	Anyone	Anyone
Freight	Yes	Mostly
Winter Service	Yes	Yes
Tours	No	No
Percent		
Scheduled Service	Yes	Yes
Destinations	Ketchikan, Seattle	Anchorage, Juneau, Sitka, Petersburg, Ketchikan
Minimum Service Frequency		
Summer	Once Daily	6 times Weekly
Winter	Once Daily	6 times Weekly
Freight	Yes	Yes
Mail	Yes	Yes
ESA Contract	Yes	No
Destinations	Petersburg, Juneau, Anchorage	
Minimum Service Frequency		
Summer	Once Daily	
Winter	Once Daily	
Freight	Yes	
Mail	Yes	
ESA Contract	Yes	

Wrangell Airport - Page 2 of 2

Carriers	Temsco Helicopters	Sunrise Aviation
Location of home office	Ketchikan	Wrangell
Facilities		
Office/Agent	Office	Office
Hangar/float	Hanger	Hangar
Maintenance Shop	No	
Fuel	No	
Service Aircraft		
Type and number	1 Hughes 500 D	1 Beech Bonanza A36
Landing Gear	Pontoons	Wheels
Navigational Aids	GPD	Capstone & Hand GPS
Type and number		1 C-206
Landing Gear		Amphib
Navigational Aids		Capstone & Hand GPS
Based Aircraft		
Summer	1 Hughes 500 D	As above
Winter	None	As above
Charters	Yes	Yes
Destinations	Anywhere	Anywhere
Clients	Gvt, mines, utilities, communications, search and rescue, etc.	Anyone, Gvt, locals, tourists, etc.
Freight	Yes	Yes - little
Winter Service	Less than Summer	Less than summer
Tours	No	Yes
Percent		0.05
Scheduled Service	No	No
Destinations		
Minimum Service Frequency		
Summer		
Winter		
Freight		
Mail		
ESA Contract		
Destinations		
Minimum Service Frequency		
Summer		
Winter		
Freight		
Mail		
ESA Contract		

Yakutat Airport - Page 1 of 2

Carriers	Alaska Airlines	Arctic Circle Air	Alsek Air Service
Location of home office	Seattle, WA	Anchorage	Yakutat
Facilities			
Office/Agent	Termina./Office/Counter	Agent	Office
Hangar/float	Cargo Facility	No	??
Maintenance Shop	No	No	??
Fuel	No	No	No
Service Aircraft			
Type and number	1 737-400	1 Cessna 402	2 Cessna 206
Landing Gear	Wheels	Wheels	Wheels
Navigational Aids	Heads Up and RNP	Capstone, ILS, RNAV, LOC/DME, VOR	VFR - no Capstone
Type and number	1 737-400 Combi	1 King Air	1 Cessna 185
Landing Gear	Wheels	Wheels	Wheels
Navigational Aids	Heads Up and RNP	Capstone, ILS, RNAV, LOC/DME, VOR	VFR - no Capstone
Type and number		1 Sherpa (SD 330)	
Landing Gear		Wheels	
Navigational Aids		Capstone, ILS, RNAV, LOC/DME, VOR	
Based Aircraft			
Summer	None	None	As above
Winter	None	None	As above
Charters			
Destinations	Yes	Occasionally	Mainly
Destinations	Anywhere	Anywhere	Anywhere
Clients	Anyone	Anyone	Gvt, fishers/hunters, recreationists, anyone
Freight	Yes	Yes	Yes
Winter Service	Yes	Less than summer	Less than summer
Tours			
Percent	No	No	Minimal - on demand
Percent			Minimal
Scheduled Service			
Destinations	Yes	Yes	Yes
Destinations	Cordova, Anchorage	Anchorage	Cape Yakutaga
Minimum Service Frequency			
Summer	Once Daily	6 times per week	3 times per week
Winter	Once Daily	6 times per week	2 times per week
Freight	Yes	Mostly	Yes
Mail	Yes	Priority Mail Contract	Yes
ESA Contract			
Destinations	Yes	No	Yes
Destinations	Juneau	Cordova*	Icy Bay
Minimum Service Frequency			
Summer	Once Daily	6 times per week	3 times per week
Winter	Once Daily	6 times per week	2 times per week
Freight	Yes	Yes	Yes
Mail	Yes	No	Yes
ESA Contract	Yes	No	Yes

*Connects to Tatitlek & Chenega Bay

Yakutat Airport - Page 2 of 2

Carriers	Yakutat Coastal Airlines	Cacade Air
Location of home office	Yakutat	Yakutat
Facilities		
Office/Agent	Office	Office
Hangar/float	??	Large Hangar
Maintenance Shop	??	??
Fuel	No	No?
Service Aircraft		
Type and number	1 Cessna 185	1 DC-3
Landing Gear	Wheels	Wheels
Navigational Aids	Capstone	??
Type and number	1 Beaver	2 Cessna 206s
Landing Gear	Wheels	Wheels
Navigational Aids	Capstone	??
Type and number		1 Cessna 185
Landing Gear		Wheels
Navigational Aids		??
Based Aircraft		
Summer	As above	As above
Winter	As above	As above (not sure)
Charters	Mainly	Yes
Destinations	Anywhere	Anywhere
Clients	Gvt, fishers/hunters, anyone	Mainly Fish Processors?
Freight	Yes	Yes - mainly fish
Winter Service	No	No
Tours	Minimal - on demand	No
Percent	Minimal	
Scheduled Service	No	No
Destinations		
Minimum Service Frequency		
Summer		
Winter		
Freight		
Mail		
ESA Contract		
Destinations		
Minimum Service Frequency		
Summer		
Winter		
Freight		
Mail		
ESA Contract		

APPENDIX C

Historical Federal Aviation Agency Grants for Southeast Alaska Aviation Facilities (FY 1982 - FY 2006)

Historical FAA Funded Capital Projects at Southeast Region Facilities

Airport	Year*	Project	Cost
Angoon	1987	Improve Airport Drainage	\$1,015,532
	1987	Acquire land for development	\$82,717
	1987	Improve Access Road	\$35,500
	2000	Conduct Airport Master Plan Study	\$330,902
	2004	Conduct Airport Master Plan Study	\$500,000
		Total	\$1,964,651
Coffman Cove	1993	Construct apron	\$170,470
	2006	Construct seaplane base	\$1,437,164
		Total	\$1,607,634
Craig	1994	Construct Apron	\$1,429,490
	1994	Acquire land for development	\$101,906
	1995	Construct terminal building	\$792,283
		Total	\$2,323,679
Gustavus	1987	Rehabilitate Runway 1/19	\$411,707
	1987	Extend Runway 10/28	\$10,000
	1987	Rehabilitate apron	\$47,692
	1987	Rehabilitate taxiway	\$5,660
	1993	Conduct Airport Master Plan Study	\$142,351
	1997	Expand apron	\$299,999
	1997	Construct apron	\$2699,985
	1997	Rehabilitate Runway 10/28	\$3422,678
	1997	Construct taxiway	\$699,998
	1998	Acquire security equipment	\$1,073,378
	2005	Rehabilitate Runway 2/20	\$20,000
	2005	Rehabilitate Runway 11/29	\$17,600
	2006	Rehabilitate Runway 11/29	\$57,998
			Total
Haines	1985	Improve Airport Drainage	\$46,387
	1985	Rehabilitate Taxiway	\$59,954
	1985	Rehabilitate Runway	\$280,551
	1987	Expand Apron	\$61,826
	1987	Improve Airport Drainage	\$163,601
	1987	Construct Apron	\$153,264
	1990	Improve Heliport/Helipad 8/26	\$20,625
	1990	Construct Runway 8/26	\$2,837,999
	1990	Construct Taxiway	\$351,562
	1990	Construct Apron	\$2,117,256
	1990	Install Runway Lighting	\$250,000
	1990	Improve Access Road	\$139,687
	1990	Acquire Land for Development	\$191,250
	2002	Update Airport Master Plan Study	\$250,973
	2005	Rehabilitate Runway 08/26	\$17,500
		Total	\$6,942,435
Hollis	2006	Construct Seaplane Base	\$2,475,596
Hoonah	1991	Improve Access Road	\$895,047
	1991	Extend Runway 5/23	\$1,398,797

*Federal fiscal year funds are obligated.

Historical FAA Funded Capital Projects at Southeast Region Facilities (cont'd)

Airport	Year*	Project	Cost
	1991	Acquire Land for Development	\$157,080
	1991	Construct Apron	\$1,256,965
	1991	Construct Taxiway	\$1,079,739
	2001	Conduct Airport Master Plan Study	\$146,937
	2001	Install Taxiway Lighting	\$200,000
	2001	Install Runway Lighting	\$613,067
	2001	Install Miscellaneous NAVAIDS	\$31,287
	2003	Construct Snow Removal Equipment Building	\$1,840,625
	2005	Construct Seaplane Base	\$2,076,714
	2006	Rehabilitate Runway 05/23	\$15,818
		Total	\$15,818
Hydaburg	1994	Acquire Land for Development	\$10,313
	1994	Construct Apron	\$696,279
		Total	\$706,592
Hyder	2002	Improve Seaplane Base	\$213,350
	2002	Rehabilitate Seaplane Base	\$292,962
		Total	\$10,313
Juneau Harbor	1983	Construct Apron	\$331,705
	1983	Expand Apron	\$68,181
	1983	Rehabilitate Apron	\$86,364
		Total	\$486,250
Juneau International	1983	Construct Apron	\$226,218
	1983	Expand Apron	\$192,094
	1983	Construct Apron	\$1,025,649
	1983	Rehabilitate Apron	\$621,827
	1983	Acquire land for development	\$781,310
	1985	Conduct airport master plan study	\$147,652
	1986	Conduct noise compatibility study	\$108,137
	1987	Acquire aircraft rescue & fire fighting safety equipment	\$604,539
	1988	Acquire security equipment	\$336,233
	1988	Acquire snow removal equipment	\$218,645
	1988	Acquire aircraft rescue & firefighting safety equipment	\$47,452
	1989	Construct taxiway	\$268,560
	1989	Construct apron	\$1,174,583
	1989	Construct taxiway	\$4,443,509
	1989	Install runway lighting	\$68,054
	1989	Improve access road	\$202,719
	1991	Acquire snow removal equipment	\$706,553
	1991	Acquire security equipment	\$95,019
	1992	Acquire aircraft rescue and firefighting vehicle	\$314,948
	1992	Install apron lighting	\$11,381
	1992	Acquire snow removal equipment	\$468,117
	1992	Acquire security equipment	\$52,476
	1992	Improve access road	\$146,940

*Federal fiscal year funds are obligated.

Historical FAA Funded Capital Projects at Southeast Region Facilities (cont'd)

Airport	Year*	Project	Cost
	1992	Improve access road	\$70,747
	1992	Rehabilitate taxiway	\$111,398
	1992	Improve terminal building	\$99,938
	1993	Rehabilitate taxiway	\$744,929
	1997	Rehabilitate apron	\$60,028
	1993	Improve access road	\$143,108
	1994	Install guidance signs	\$741,858
	1994	Acquire security equipment	\$23,438
	1994	Acquire snow removal equipment	\$121,848
	1994	Conduct miscellaneous study	\$150,000
	1994	Improve terminal building	\$167,023
	1995	Install runway lighting	\$924,090
	1995	Conduct airport master plan study	\$328,125
	1995	Rehabilitate taxiway	\$738,734
	1995	Expand apron	\$292,950
	1995	Extend runway	\$240,800
	1996	Construct deicing containment facility	\$301,480
	1996	Acquire security equipment	\$147,500
	1996	Acquire snow removal equipment	\$354,892
	1996	Rehabilitate runway 8/26	\$241,650
	1996	Improve terminal building	\$130,964
	1997	Install runway lighting	\$0
	1997	Rehabilitate runway 8/26	\$4,213,475
	1997	Rehabilitate taxiway lighting	\$332,735
	1997	Install runway lighting 8/26	\$795,207
	1997	Acquire snow removal equipment	\$500,664
	1997	Acquire snow removal equipment	\$280,626
	1998	Acquire security equipment	\$81,075
	1998	Improve snow removal equipment building	\$656,196
	1999	Rehabilitate Apron	\$954,491
	1999	Acquire snow removal equipment	\$164,013
	1999	Improve Terminal Building	\$242,725
	2000	Improve Runway Safety Area 08-26	\$3,796,728
	2000	Improve Runway Safety Area	\$700,000
	2001	Improve Runway Safety Area	\$1,000,000
	2001	Improve Terminal Building	\$478,097
	2001	Acquire Land for Noise Compatibility within 65-69 DNL	\$328,958
	2002	Security Enhancements	\$89,554
	2002	Acquire snow removal equipment	\$1,097,972
	2002	Acquire Aircraft Rescue & Fire Fighting Vehicle	\$600,555
	2002	Improve Terminal Building	\$81,442
	2002	Security Enhancements	\$116,041
	2003	Rehabilitate Taxiway A	\$3,292,847
	2003	Security Enhancements	\$372,430
	2003	Improve Runway Safety Area 08-26 Phase 3	\$1,303,125

*Federal fiscal year funds are obligated.

Historical FAA Funded Capital Projects at Southeast Region Facilities (cont'd)

Airport	Year*	Project	Cost
	2004	Rehabilitate Access Road	\$371,816
	2004	Acquire Friction Measurement Equipment	\$79,090
	2004	Acquire snow removal equipment	\$482,480
	2004	Extend Taxiway	\$1,430,793
	2004	Conduct Airport Master plan Study	\$760,000
	2005	Construct Apron	\$1,491,528
	2005	Security Enhancements	\$25,953
	2005	Construct Runway Safety Area 08/26	\$750,000
	2006	Expand Terminal Building	\$1,000,000
		Total	\$46,268,367
Kake	1983	Construct Taxiway	\$471,609
	1983	Construct Runway 10/28	\$3,582,052
	1983	Improve Access Road	\$840,019
	1983	Improve Airport Drainage	\$76,969
	1983	Improve Airport Drainage	\$81,497
	1983	Acquire Land for Development	\$590,625
	1983	Install Runway Lighting	\$267,759
	1989	Rehabilitate Taxiway	\$52,453
	1989	Improve Access Road	\$140,895
	1989	Extend Runway 10/28	\$619,172
	1989	Expand Apron	\$320,229
	1989	Remove Obstructions	\$62,506
	1991	Conduct Airport Master Plan Study	\$120,129
	1995	Extend Runway 10/28	\$50,063
	1995	Improve Airport Drainage	\$585,103
	1997	Install Runway Vertical/Visual Guidance System	\$60,659
	1997	Remove Obstructions	\$267,780
	2002	Update Airport Master Plan Study Update Airport Layout Plan	\$74,976
	2005	Rehabilitate Runway 10/28	\$10,000
		Total	\$8,274,495
Ketchikan	1984	Rehabilitate Runway 29/120	\$1,658,942
	1984	Rehabilitate Taxiway	\$277,983
	1984	Rehabilitate Apron	\$22,036
	1985	Acquire Aircraft Rescue & Fire Fighting Vehicle	\$279,000
	1986	Acquire Land for Development	\$2,673,731
	1987	Conduct Noise Compatibility Plan Study	\$69,375
	1987	Conduct Airport Master Plan Study	\$165,000
	1987	Improve Access Road	\$113,562
	1987	Improve Airport Drainage	\$322,518
	1990	Acquire Aircraft Rescue & Fire Fighting Vehicle	\$414,105
	1990	Acquire Snow Removal Equipment	\$255,110
	1992	Improve Access Road	\$7,127
	1992	Rehabilitate Taxiway	\$919,329
	1992	Improve Airport Drainage	\$409,779
	1992	Rehabilitate Apron	\$1,270,028

*Federal fiscal year funds are obligated.

Historical FAA Funded Capital Projects at Southeast Region Facilities (cont'd)

Airport	Year*	Project	Cost
	1992	Expand Apron	\$862,317
	1996	Rehabilitate Apron	\$421,906
	1996	Rehabilitate Apron	\$3,249,311
	1997	Improve Access Road	\$2,617,595
	1999	Conduct Airport Master Plan Study	\$392,470
	1999	Improve Access Road	\$2,024,478
	2000	Rehabilitate Runway Lighting 11/29	\$1,151,991
	2000	Rehabilitate Taxiway Lighting	\$646,875
	2002	Construct Taxiway	\$9,616,814
	2002	Construct Runway Safety Area Partial RSA development	\$150,000
	2002	Install Miscellaneous NAVAIDS Replace Segmented Circle	\$20,000
	2002	Rehabilitate Seaplane Base	\$150,000
	2005	Rehabilitate Runway 11/29	\$140,100
	2006	Install Emergency Generator	\$259,570
	2006	Rehabilitate Runway 11/29	\$20,577,605
	2006	Rehabilitate Runway 11/29	\$3,581,008
	2006	Acquire Snow Removal Equipment	\$632,511
	2006	Rehabilitate Runway 11/29	\$79,088
		Total	\$55,431,263
Murphy's Pullout	1985	Expand Apron	\$365,038
	1985	Install Apron Lighting	\$11,635
		Total	\$376,673
Klawock	1982	Expand Apron	\$59,518
	1982	Extend Runway 1/19	\$15,198
	1982	Extend Runway 1/19	\$709,845
	1985	Rehabilitate Apron	\$67,492
	1986	Construct Apron	\$567,534
	1986	Construct Taxiway	\$63,900
	1986	Improve Access Road	\$210,406
	1986	Construct Runway 19	\$1,636,006
	1988	Improve Airport Drainage	\$32,193
	1988	Improve Access Road	\$32,194
	1988	Expand Apron	\$160,969
	1988	Expand Apron	\$515,100
	1988	Rehabilitate Taxiway	\$16,097
	1988	Extend Runway 1/19	\$805,782
	1991	Conduct Airport Master Plan Study	\$136,539
	1992	Install Airport Lighting	\$225,104
	1992	Rehabilitate Taxiway Lighting	\$85,071
	1992	Install Runway Lighting	\$363,751
	1994	Acquire Existing Airport	\$42,755
	1999	Install Perimeter Fencing	\$687,558
	2001	Improve Snow Removal Equipment Building	\$440,271
	2004	Update Airport Master Plan Study	\$250,000

*Federal fiscal year funds are obligated.

Historical FAA Funded Capital Projects at Southeast Region Facilities (cont'd)

Airport	Year*	Project	Cost
	2006	Acquire Snow Removal Equipment	\$425,724
		Total	\$7,549,007
Metlakatla	1989	Rehabilitate Apron	\$399,877
	1995	Rehabilitate Runway 10	\$595,277
	2004	Rehabilitate Seaplane Base	\$257,531
		Total	\$1,252,685
North Whales Pass	1991	Improve Airport Drainage	\$537,642
Pelican	2004	Rehabilitate Seaplane Base	\$593,746
Petersburg	1994	Construct Apron	\$1,979,622
	1994	Acquire Land for Development	\$18,750
		Total	\$1,998,372
Petersburg James A Johnson	1985	Acquire Snow Removal Equipment	\$165,144
	1987	Rehabilitate Apron	\$167,762
	1987	Rehabilitate Taxiway	\$9,375
	1987	Rehabilitate Runway	\$299,360
	1987	Improve Airport Drainage	\$9,375
	1988	Conduct Airport Master Plan Study	\$68,476
	1990	Acquire Aircraft Rescue & Fire Fighting Vehicle	\$564,122
	1994	Improve Access Road	\$440,000
	1994	Improve Aircraft Rescue & Fire Fighting Building	\$1,523,018
	1995	Acquire Aircraft Rescue & Fire Fighting Vehicle	\$369,544
	1995	Rehabilitate Taxiway	\$544,621
	1995	Rehabilitate Runway 4/22	\$1,557,679
	1995	Rehabilitate Apron	\$804,745
	1995	Install Runway Lighting	\$375,946
	2002	Update Airport Master Plan Study	\$266,800
	2003	Construct Sand and Chemical Storage Building	\$2,059,375
	2003	Expand Apron	\$2,203,330
	2006	Acquire Snow Removal Equipment	\$235,000
	2006	Rehabilitate Runway 4/22	\$122,849
		Total	\$11,786,521
Point Baker	1994	Construct Apron	\$559,682
	1994	Acquire Land for Development	\$18,750
		Total	\$578,432
Sitka	1983	Improve Aircraft Rescue & Fire Fighting Building	\$509,594
	1983	Improve Aircraft Rescue & Fire Fighting Building	\$504,228
	1988	Extend Runway 11/29	\$30,971
	1988	Acquire Aircraft Rescue & Fire Fighting Vehicle	\$220,589
	1988	Rehabilitate Runway 11/29	\$1,363,329
	1993	Acquire Snow Removal Equipment	\$364,316
	1994	Rehabilitate Taxiway Lighting	\$325,000
	1994	Rehabilitate Runway Lighting	\$1,280,727
	1995	Acquire Snow Removal Equipment	\$500,000
	1998	Conduct Airport Master Plan Study	\$217,975
	1999	Rehabilitate Apron	\$2,484,938

*Federal fiscal year funds are obligated.

Historical FAA Funded Capital Projects at Southeast Region Facilities (cont'd)

Airport	Year*	Project	Cost
	2000	Rehabilitate Apron	\$1,557,480
	2000	Improve Runway Safety Area	\$1,180,247
	2000	Construct Taxiway	\$1,975,610
	2000	Acquire Aircraft Rescue & Fire Fighting Vehicle	\$556,653
	2001	Construct Taxiway	\$2,304,083
	2001	Remove Obstructions	\$21,672
	2001	Conduct Environmental Study	\$1,200,000
	2002	Construct Snow Removal Building Construct Sand & Chemical Building	\$2,195,019
	2002	Remove Obstructions	\$2,040,000
	2002	Acquire Land for Development	\$5,014,424
	2003	Security Enhancements	\$506,250
	2004	Modify Terminal Building	\$590,978
	2004	Update Airport Master Plan Study	\$250,000
	2004	Conduct Environmental Study	\$1,000,000
	2005	Rehabilitate Runway 11/29	\$358,800
	2005	Conduct Environmental Study	\$1,500,000
		Total	\$30,052,883
Skagway	1986	Conduct Airport Master Plan Study	\$82,121
	1992	Conduct Airport Master Plan Study	\$499,990
	1999	Construct Taxiway	\$5,884,104
	1999	Install Perimeter Fencing	\$536,916
	1999	Construct Taxiway	\$2,197,821
	1999	Construct Terminal Building	\$471,577
	2003	Construct Taxiway	\$100,000
	2005	Rehabilitate Runway 2/20	\$16,700
		Total	\$9,789,229
Tenakee Springs	2005	Rehabilitate Seaplane Base	\$1,209,995
Thorne Bay	1991	Improve Airport Drainage	\$437,349
Wrangell	1982	Rehabilitate Runway 9/27	\$1,028,492
	1982	Groove Runway 9/27	\$137,760
	1982	Rehabilitate Apron	\$6,455
	1983	Improve Airport Drainage 9/27	\$389,857
	1987	Extend Taxiway	\$4,688
	1987	Groove Runway 9/27	\$222,975
	1988	Conduct Airport Master Plan Study	\$67,628
	1996	Acquire Aircraft Rescue & Fire Fighting Vehicle	\$366,899
	1996	Improve Aircraft Rescue & Fire Fighting Building	\$1,412,561
	1997	Construct Apron	\$462,497
	1997	Construct Taxiway	\$685,810
	1997	Rehabilitate Apron	\$457,809
	1997	Install Guidance Signs	\$9,375
	1997	Improve Access Road	\$553,430
	2000	Conduct Airport Master Plan Study	\$300,000
	2002	Construct Snow Removal Building Construct Sand & Chemical	\$1,844,178

*Federal fiscal year funds are obligated.

Historical FAA Funded Capital Projects at Southeast Region Facilities (cont'd)

Airport	Year*	Project	Cost
	2004	Modify Access Road	\$2,332,485
	2004	Construct Parking Lot	\$400,000
	2005	Rehabilitate Runway 10/28	\$2,908,793
	2005	Rehabilitate Runway 10/28	\$2,823,191
	2006	Acquire Snow Removal Equipment	\$382,489
	2006	Rehabilitate Runway 10/28	\$21,455,637
		Total	\$38,253,009
Yakutat	1984	Groove Runway 11/29	\$387,045
	1985	Improve Airport Drainage	\$312,838
	1987	Acquire Security Equipment	\$90,574
	1987	Conduct Airport Master Plan Study	\$77,962
	1989	Install Apron Lighting	\$132,627
	1991	Extend Runway 2/20	\$94,871
	1993	Acquire Aircraft Rescue & Fire Fighting Vehicle	\$364,301
	1993	Acquire Snow Removal Equipment	\$499,708
	1994	Remove Obstructions	\$681,059
	1996	Improve Aircraft Rescue & Fire Fighting Building	\$1,194,970
	1998	Acquire Snow Removal Equipment	\$148,127
	1999	Acquire Snow Removal Equipment	\$252,472
	1999	Rehabilitate Runway Lighting 11/29	\$1,348,476
	2001	Conduct Airport Master Plan Study	\$220,000
	2001	Improve Snow Removal Equipment Building	\$6,158,707
	2001	Improve Seaplane Base	\$529,005
	2003	Rehabilitate Apron	\$1,500,000
	2003	Construct Runway Safety Area 11/29	\$4,490,000
	2003	Remove Obstructions	\$500,000
	2003	Rehabilitate Runway 11/29	\$4,469,514
	2003	Rehabilitate Taxiway	\$2,500,000
	2004	Construct Runway Safety Area 11/29	\$1,520,000
	2006	Rehabilitate Runway 11/29	\$79,088
		Total	\$27,551,344

*Federal fiscal year funds are obligated.

APPENDIX D

**Air Traffic for Selected Southeast Alaska Airports, 2004 to 2006
and 2006 City Pair Data for Southeast Alaska Aviation Facilities**

The following four tables present departing flights and enplaned passengers, freight, and mail from selected Southeast Alaska communities from 2004 to 2006.

Table 1
Departing Flights at Major Southeast Alaska Aviation Facilities
from City Pair Data, 2004 to 2006

Community of Origin	2006	2005	2004	Average Annual Change
Angoon	1,162	1,235	1,087	3.4%
Gustavus	1,572	1,555	1,716	-4.2%
Haines	5,570	6,238	7,283	-11.8%
Hoonah	3,225	3,218	4,060	-10.3%
Juneau	19,548	20,904	24,593	-10.3%
Kake	779	979	1,291	-19.8%
Ketchikan	7,349	7,914	8,501	-6.8%
Ketchikan Harbor	8,531	10,278	12,340	-15.4%
Metlakatla	1,242	1,452	1,706	-13.6%
Pelican	587	546	527	5.7%
Petersburg	1,039	1,033	1,237	-8.0%
Prince of Wales Island (Total)	4,638	5,482	5,832	-10.2%
Hollis	805	970	1,073	-12.5%
Coffman Cove	281	305	283	-0.4%
Craig	1,605	1,888	2,133	-12.4%
Hydaburg	128	140	156	-9.0%
Kasaan	166	155	148	6.1%
Klawock	451	682	648	-15.2%
Thorne Bay	1,202	1,342	1,391	-6.8%
Sitka	3,173	3,093	3,073	1.6%
Skagway	4,773	4,934	6,581	-13.7%
Tenakee Springs	787	817	714	5.1%
Wrangell	1,007	994	1,019	-0.6%
Yakutat	1,019	1,045	1,069	-2.3%
Total	66,001	71,717	82,629	-10.1%

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, 2007.

Table 2
Enplaned
Passengers at Major Southeast Alaska Aviation Facilities
from City Pair Data, 2004 to 2006

Community of Origin	2006	2005	2004	Average Annual Change
Angoon	2,346	2,575	2,704	-6.6%
Gustavus	5,013	5,636	5,528	-4.7%
Haines	9,222	10,294	9,494	-1.4%
Hoonah	8,783	9,149	10,917	-9.8%
Juneau	374,858	371,976	365,152	1.3%
Kake	2,403	2,279	2,642	-4.5%
Ketchikan	203,109	215,464	206,405	-0.8%
Ketchikan Harbor	29,872	37,267	49,699	-19.9%
Metlakatla	2,337	3,823	5,039	-26.8%
Pelican	1,182	1,104	968	11.1%
Petersburg	44,176	43,924	38,566	7.3%
Prince of Wales Island (Total)	7,216	9,697	11,423	-18.4%
Hollis	1,672	2,494	2,994	-22.1%
Coffman Cove	173	216	237	-13.5%
Craig	2,662	3,327	4,157	-18.0%
Hydaburg	37	25	58	-18.1%
Kasaan	288	266	312	-3.8%
Klawock	426	776	451	-2.8%
Thorne Bay	1,958	2,593	3,214	-19.5%
Sitka	114,049	114,396	118,180	-1.7%
Skagway	9,479	9,469	9,801	-1.6%
Tenakee Springs	1,310	1,618	1,609	-9.3%
Wrangell	39,588	40,099	35,320	6.0%
Yakutat	25,314	26,345	24,710	1.2%
Total	880,257	905,115	898,157	-1.0%

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, 2007.

Table 3**Enplaned Freight at Major Southeast Alaska Aviation Facilities
from City Pair Data, 2004 to 2006**

Community of Origin	2006	2005	2004	Average Annual Change
Angoon	34,362	25,735	40,246	-7.3%
Gustavus	50,472	27,457	70,844	-14.4%
Haines	179,479	127,982	118,840	25.5%
Hoonah	117,232	62,347	104,056	6.3%
Juneau	17,196,535	15,910,067	17,325,339	-0.4%
Kake	93,214	23,692	28,038	116.2%
Ketchikan	10,229,945	9,119,734	13,080,369	-10.9%
Ketchikan Harbor	350,400	258,108	295,602	9.3%
Metlakatla	12,756	13,408	16,873	-12.2%
Pelican	28,532	28,506	35,497	-9.8%
Petersburg	2,392,210	2,916,176	2,876,833	-8.4%
Prince of Wales Island (Total)	171,408	181,294	200,830	-7.3%
Hollis	28,198	29,764	34,403	-9.0%
Coffman Cove	4,822	2,964	3,065	28.7%
Craig	91,378	76,166	104,080	-6.1%
Hydaburg	2,192	1,672	478	179.3%
Kasaan	10,427	7,657	6,261	33.3%
Klawock	14,538	34,711	30,234	-26.0%
Thorne Bay	19,853	28,360	22,309	-5.5%
Sitka	9,879,815	9,507,605	12,464,807	-10.4%
Skagway	91,650	52,175	66,058	19.4%
Tenakee Springs	22,029	24,548	35,326	-18.8%
Wrangell	2,134,025	2,373,662	2,774,907	-11.5%
Yakutat	2,875,684	3,419,425	3,414,890	-7.9%
Total	45,859,748	44,071,921	52,949,355	-6.7%

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, 2007.

Table 4
Enplaned Mail at Major Southeast Alaska Aviation Facilities
from City Pair Data, 2004 to 2006

Community of Origin	2006	2005	2004	Average Annual Change
Angoon	41,926	38,301	50,905	-8.8%
Gustavus	47,437	44,494	48,588	-1.2%
Haines	265,037	270,456	276,401	-2.1%
Hoonah	65,921	38,595	46,297	21.2%
Juneau	5,595,704	5,869,955	5,379,226	2.0%
Kake	31,841	18,341	22,200	21.7%
Ketchikan	4,661,625	4,827,891	4,017,002	8.0%
Ketchikan Harbor	1,108,806	1,115,775	1,210,130	-4.2%
Metlakatla	39,049	39,507	35,532	4.9%
Pelican	19,926	23,580	22,955	-6.6%
Petersburg	433,866	456,149	386,331	6.2%
Prince of Wales Island (Total)	414,407	453,892	434,314	-2.3%
Hollis	57,454	51,716	49,130	8.5%
Coffman Cove	91,492	100,321	84,550	4.1%
Craig	128,961	149,699	131,140	-0.8%
Hydaburg	14,563	11,752	11,213	14.9%
Kasaan	9,421	10,730	8,772	3.7%
Klawock	15,048	36,086	24,724	-19.6%
Thorne Bay	97,468	93,588	124,785	-10.9%
Sitka	3,263,484	3,229,424	2,629,257	12.1%
Skagway	213,909	201,430	198,977	3.8%
Tenakee Springs	36,229	30,990	40,438	-5.2%
Wrangell	721,873	875,655	658,380	4.8%
Yakutat	101,963	218,125	838,460	-43.9%
Total	17,063,003	17,752,560	16,295,393	2.4%

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, 2007.

City Pair Air Traffic Volume

The following four tables present city pairs with the highest volume of flights, passengers, freight and mail in 2006.

Table 5

**City Pair Air Traffic by Highest Departing Flight Volume Routes
Southeast Alaska, 2006**

Origin	Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Ketchikan Harbor	Ketchikan Harbor	3,692	23,248	1,168	0
Juneau, AK	Haines, AK	3,516	7,701	270,387	489,074
Haines, AK	Juneau, AK	3,389	6,979	80,657	109,037
Juneau, AK	Hoonah, AK	2,949	7,888	227,476	218,003
Hoonah, AK	Juneau, AK	2,947	7,994	109,401	48,995
Juneau, AK	Skagway, AK	2,513	5,898	257,398	216,156
Skagway, AK	Juneau, AK	2,455	6,088	54,929	143,596
Seattle, WA	Ketchikan, AK	2,333	118,819	6,801,226	4,405,241
Haines, AK	Skagway, AK	2,063	1,959	98,770	156,000
Skagway, AK	Haines, AK	1,888	2,018	36,281	70,313
Ketchikan, AK	Seattle, WA	1,782	109,513	4,471,428	142,355
Juneau, AK	Seattle, WA	1,740	123,105	8,295,079	1,562,551
Anchorage, AK	Juneau, AK	1,710	95,945	7,402,628	1,521,125
Juneau, AK	Sitka, AK	1,647	57,922	2,835,306	1,429,650
Sitka, AK	Juneau, AK	1,562	57,070	6,116,079	2,482,239
Juneau, AK	Anchorage, AK	1,448	97,119	1,800,978	769,569
Seattle, WA	Juneau, AK	1,404	122,253	2,590,384	1,049,033
Gustavus, AK	Juneau, AK	1,282	4,457	46,689	45,412
Juneau, AK	Gustavus, AK	1,276	4,749	85,747	192,579
Ketchikan, AK	Ketchikan Harbor	1,261	1,307	35,509	39,070
Ketchikan, AK	Sitka, AK	1,178	39,459	4,390,374	2,481,454
Ketchikan Harbor	Metlakatla, AK	1,124	1,932	75,256	238,711
Ketchikan Harbor	Ketchikan, AK	1,067	1,166	77,136	60,317
Metlakatla, AK	Ketchikan Harbor	1,026	1,631	10,000	35,602
Sitka, AK	Ketchikan, AK	1,023	32,710	1,769,843	706,764

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, 2007.

Table 6**City Pair Air Traffic by Highest Passenger Volume Routes
Southeast Alaska, 2006**

Origin	Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Juneau, AK	Seattle, WA	1,740	123,105	8,295,079	1,562,551
Seattle, WA	Juneau, AK	1,404	122,253	2,590,384	1,049,033
Seattle, WA	Ketchikan, AK	2,333	118,819	6,801,226	4,405,241
Ketchikan, AK	Seattle, WA	1,782	109,513	4,471,428	142,355
Juneau, AK	Anchorage, AK	1,448	97,119	1,800,978	769,569
Anchorage, AK	Juneau, AK	1,710	95,945	7,402,628	1,521,125
Juneau, AK	Sitka, AK	1,647	57,922	2,835,306	1,429,650
Sitka, AK	Juneau, AK	1,562	57,070	6,116,079	2,482,239
Ketchikan, AK	Sitka, AK	1,178	39,459	4,390,374	2,481,454
Sitka, AK	Ketchikan, AK	1,023	32,710	1,769,843	706,764
Juneau, AK	Ketchikan, AK	406	27,890	925,067	146,035
Petersburg, AK	Juneau, AK	569	26,184	858,097	349,943
Ketchikan, AK	Juneau, AK	437	25,265	795,074	752,860
Ketchikan Harbor	Ketchikan Harbor	3,692	23,248	1,168	0
Sitka, AK	Seattle, WA	434	22,693	1,902,478	53,295
Wrangell, AK	Petersburg, AK	609	21,749	386,226	661,645
Ketchikan, AK	Wrangell, AK	637	21,731	339,236	981,027
Juneau, AK	Petersburg, AK	377	21,682	838,809	112,083
Wrangell, AK	Ketchikan, AK	364	17,629	1,730,381	52,481
Petersburg, AK	Wrangell, AK	350	17,198	1,269,440	56,770
Yakutat, AK	Juneau, AK	349	14,142	1,660,587	28,094
Seattle, WA	Sitka, AK	208	13,201	429,417	164,694
Juneau, AK	Yakutat, AK	350	12,980	1,236,917	53,934
Cordova, AK	Yakutat, AK	505	10,961	954,403	144,822
Yakutat, AK	Cordova, AK	362	10,715	843,793	62,418

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, 2007.

Table 7**City Pair Air Traffic by Highest Freight Volume Routes
Southeast Alaska, 2006**

Origin	Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Juneau, AK	Seattle, WA	1,740	123,105	8,295,079	1,562,551
Anchorage, AK	Juneau, AK	1,710	95,945	7,402,628	1,521,125
Seattle, WA	Ketchikan, AK	2,333	118,819	6,801,226	4,405,241
Sitka, AK	Juneau, AK	1,562	57,070	6,116,079	2,482,239
Ketchikan, AK	Seattle, WA	1,782	109,513	4,471,428	142,355
Ketchikan, AK	Sitka, AK	1,178	39,459	4,390,374	2,481,454
Juneau, AK	Sitka, AK	1,647	57,922	2,835,306	1,429,650
Seattle, WA	Juneau, AK	1,404	122,253	2,590,384	1,049,033
Sitka, AK	Seattle, WA	434	22,693	1,902,478	53,295
Juneau, AK	Anchorage, AK	1,448	97,119	1,800,978	769,569
Sitka, AK	Ketchikan, AK	1,023	32,710	1,769,843	706,764
Wrangell, AK	Ketchikan, AK	364	17,629	1,730,381	52,481
Yakutat, AK	Juneau, AK	349	14,142	1,660,587	28,094
Petersburg, AK	Wrangell, AK	350	17,198	1,269,440	56,770
Juneau, AK	Yakutat, AK	350	12,980	1,236,917	53,934
Cordova, AK	Yakutat, AK	505	10,961	954,403	144,822
Juneau, AK	Ketchikan, AK	406	27,890	925,067	146,035
Petersburg, AK	Juneau, AK	569	26,184	858,097	349,943
Yakutat, AK	Cordova, AK	362	10,715	843,793	62,418
Juneau, AK	Petersburg, AK	377	21,682	838,809	112,083
Ketchikan, AK	Juneau, AK	437	25,265	795,074	752,860
Seattle, WA	Sitka, AK	208	13,201	429,417	164,694
Wrangell, AK	Petersburg, AK	609	21,749	386,226	661,645
Ketchikan, AK	Wrangell, AK	637	21,731	339,236	981,027
Yakutat, AK	Seattle, WA	15	144	311,899	2,656

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, 2007.

Table 8**City Pair Air Traffic by Highest Mail Volume Routes
Southeast Alaska, 2006**

Origin	Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Seattle, WA	Ketchikan, AK	2,333	118,819	6,801,226	4,405,241
Sitka, AK	Juneau, AK	1,562	57,070	6,116,079	2,482,239
Ketchikan, AK	Sitka, AK	1,178	39,459	4,390,374	2,481,454
Juneau, AK	Seattle, WA	1,740	123,105	8,295,079	1,562,551
Anchorage, AK	Juneau, AK	1,710	95,945	7,402,628	1,521,125
Juneau, AK	Sitka, AK	1,647	57,922	2,835,306	1,429,650
Seattle, WA	Juneau, AK	1,404	122,253	2,590,384	1,049,033
Ketchikan, AK	Wrangell, AK	637	21,731	339,236	981,027
Juneau, AK	Anchorage, AK	1,448	97,119	1,800,978	769,569
Ketchikan, AK	Juneau, AK	437	25,265	795,074	752,860
Sitka, AK	Ketchikan, AK	1,023	32,710	1,769,843	706,764
Wrangell, AK	Petersburg, AK	609	21,749	386,226	661,645
Juneau, AK	Haines, AK	3,516	7,701	270,387	489,074
Petersburg, AK	Juneau, AK	569	26,184	858,097	349,943
Ketchikan Harbor	Metlakatla, AK	1,124	1,932	75,256	238,711
Juneau, AK	Hoonah, AK	2,949	7,888	227,476	218,003
Juneau, AK	Skagway, AK	2,513	5,898	257,398	216,156
Ketchikan Harbor	Craig, AK	595	738	46,186	200,636
Juneau, AK	Gustavus, AK	1,276	4,749	85,747	192,579
Seattle, WA	Sitka, AK	208	13,201	429,417	164,694
Haines, AK	Skagway, AK	2,063	1,959	98,770	156,000
Juneau, AK	Ketchikan, AK	406	27,890	925,067	146,035
Cordova, AK	Yakutat, AK	505	10,961	954,403	144,822
Skagway, AK	Juneau, AK	2,455	6,088	54,929	143,596
Ketchikan, AK	Seattle, WA	1,782	109,513	4,471,428	142,355

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, 2007.

2006 City Pair Data for Southeast Alaska Aviation Facilities

The following pages contains 2006 city pair traffic information for the following aviation facilities. All data was obtained from the U.S. Department of Transportation, Aviation Statistics section, 2007.

Certified Airports:

- Gustavus
- Juneau International
- Ketchikan International
- Petersburg James A. Johnson
- Sitka Rocky Gutierrez
- Wrangell
- Yakutat

Non-Certified Airports:

- Haines
- Hoonah
- Kake
- Klawock
- Skagway

Seaplane Facilities:

- Angoon
- Bartlett Cove
- Chatham
- Coffman Cove
- Craig
- Elfin Cove
- Excursion Inlet
- Funter Bay
- Hollis
- Hydaburg
- Hyder
- Ketchikan Harbor
- Metlakatla
- Meyers Chuck
- North Whale Pass
- Pelican
- Point Baker
- Port Alexander
- Port Protection
- Tenakee Springs
- Thorne Bay

Certified Airports

Gustavus Airport

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Juneau, AK	1,282	4,457	46,689	45,412
Skagway, AK	144	351	120	0
Haines, AK	80	185	372	0
Hoonah, AK	65	16	3,291	2,025
Sitka, AK	1	4	0	0
Gustavus Totals	1,572	5,013	50,472	47,437

Note: Alaska Airlines only serves this airport in the summer months. This airport has an EAS contract.

Juneau International Airport

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Seattle, WA	1,740	123,105	8,295,079	1,562,551
Anchorage, AK	1,448	97,119	1,800,978	769,569
Sitka, AK	1,647	57,922	2,835,306	1,429,650
Ketchikan, AK	406	27,890	925,067	146,035
Petersburg, AK	377	21,682	838,809	112,083
Yakutat, AK	350	12,980	1,236,917	53,934
Hoonah, AK	2,949	7,888	227,476	218,003
Haines, AK	3,516	7,701	270,387	489,074
Skagway, AK	2,513	5,898	257,398	216,156
Gustavus, AK	1,276	4,749	85,747	192,579
Kake, AK	762	2,345	69,042	116,928
Angoon, AK	932	2,004	77,742	88,553
Pelican, AK	468	939	87,505	75,115
Tenakee, AK	508	886	47,131	67,228
Elfin Cove, AK	202	376	20,492	41,614
Wrangell, AK	10	336	15,533	3,646
Excursion Inlet, AK	149	294	2,517	5,675
Whalers Cove Lodge, AK	44	209	0	0
Juneau, AK	78	180	3,025	0
Cordova, AK	17	174	93,537	1,969
Hobart Bay, AK	45	57	3,866	700
Funter Bay Alaska, AK	70	54	0	2,191
Seattle, WA	2	31	0	0
Hawk Inlet, AK	13	18	100	954
Little Port Walter, AK	4	10	0	0
Bartlett Cove, AK	3	6	238	170
Chatham, AK	16	5	399	275
Kodiak, AK	2	0	1,840	426
Tyonek, AK	1	0	404	626
Juneau Totals	19,548	374,858	17,196,535	5,595,704

Note: Includes traffic from the Juneau Airport Seaplane Pond, but not from the Juneau Harbor.

Ketchikan International Airport

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Seattle, WA	1,782	109,513	4,471,428	142,355
Sitka, AK	1,178	39,459	4,390,374	2,481,454
Juneau, AK	437	25,265	795,074	752,860
Wrangell, AK	637	21,731	339,236	981,027
Craig, AK	791	1,574	39,981	89,575
Ketchikan Harbor	1,261	1,307	35,509	39,070
Thorne Bay, AK	223	836	9,123	9,331
Waterfall, AK	139	717	9,423	121
Hollis, AK	156	634	14,746	9,986
Klawock, AK	473	535	17,703	50,247
Metlakatla, AK	118	428	10,190	2,509
Anchorage, AK	18	378	67,678	2,738
Petersburg, AK	34	327	12,412	82,308
Kasaan, AK	33	81	6,027	4,198
Yes Bay, AK	6	47	800	0
Seattle, WA	2	46	0	0
Las Vegas, NV	1	42	0	0
Portland, OR	1	40	8,298	40
Saltery Cove, AK	11	40	870	326
Coffman Cove, AK	19	35	463	6,103
Meyers Chuck, AK	12	30	453	1,417
Oakland, CA	1	13	0	0
Happy Harbour, AK	1	8	0	0
Naukati, AK	3	7	114	1,218
Port Protection, AK	3	7	8	471
Edna Bay, AK	2	3	15	931
Annette, AK	1	2	0	0
Whale Pass, AK	3	2	16	2,770
Kake, AK	1	1	0	0
Point Baker, AK	1	1	4	570
San Diego, CA	1	0	0	0
Ketchikan Totals	7,349	203,109	10,229,945	4,661,625

Petersburg James A. Johnson Airport

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Juneau, AK	569	26,184	858,097	349,943
Wrangell, AK	350	17,198	1,269,440	56,770
Ketchikan, AK	16	354	28,046	2,223
Anchorage, AK	63	254	39,187	14,748
Seattle, WA	9	173	184,773	8,853
Hoonah, AK	3	9	301	0
Take, AK	19	4	5,364	6
Cordova, AK	1	0	766	0
Sitka, AK	9	0	6,236	1,323
Petersburg Totals	1,039	44,176	2,392,210	433,866

Note: This airport has an EAS contract.

Sitka Rocky Gutierrez Airport

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Juneau, AK	1,562	57,070	6,116,079	2,482,239
Ketchikan, AK	1,023	32,710	1,769,843	706,764
Seattle, WA	434	22,693	1,902,478	53,295
Anchorage, AK	33	1,001	11,786	15,241
Port Alexander, AK	91	183	2,508	0
Petersburg, AK	2	162	7,364	25
Seattle, WA	9	120	0	0
Las Vegas, NV	1	105	0	187
Skagway, AK	1	4	0	0
Elfin Cove, AK	1	1	0	0
Take, AK	1	0	776	3,983
Ketchikan Harbor	1	0	0	0
Kodiak, AK	1	0	549	0
Sitka, AK	11	0	67,827	0
Wrangell, AK	2	0	605	1,750
Sitka Totals	3,173	114,049	9,879,815	3,263,484

Wrangell Airport

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Petersburg, AK	609	21,749	386,226	661,645
Ketchikan, AK	364	17,629	1,730,381	52,481
Juneau, AK	16	188	12,856	5,206
Anchorage, AK	8	12	4,368	2,502
Take, AK	6	6	0	0
Ketchikan Harbor	2	3	0	39
Hoonah, AK	2	1	194	0
Wrangell Totals	1,007	39,588	2,134,025	721,873

Note: This airport has an EAS contract.

Yakutat Airport

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Juneau, AK	349	14,142	1,660,587	28,094
Cordova, AK	362	10,715	843,793	62,418
Ketchikan, AK	5	180	22,792	832
Seattle, WA	15	144	311,899	2,656
Anchorage, AK	252	56	23,650	6,381
Petersburg, AK	3	54	0	0
Sitka, AK	1	13	340	55
Cape Yakataga, AK	17	10	8,545	15
Icy Bay, AK	3	0	395	0
Kenai, AK	1	0	0	0
Middleton Island, AK	1	0	0	0
New Chenega, AK	3	0	2,642	0
Seattle, WA	1	0	0	0
Tatitlek, AK	6	0	1,041	1,512
Yakutat Totals	1,019	25,314	2,875,684	101,963

Note: Yakutat has an EAS contract served from Southeast, while the mail contracts are served from Southcentral Alaska

Non-certified Airports

Haines Airport

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Juneau, AK	3,389	6,979	80,657	109,037
Skagway, AK	2,063	1,959	98,770	156,000
Gustavus, AK	67	159	51	0
Haines, AK	34	93	0	0
Hoonah, AK	15	29	1	0
Sitka, AK	1	2	0	0
Bethel, AK	1	1	0	0
Haines Totals	5,570	9,222	179,479	265,037

Hoonah Airport

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Juneau, AK	2,947	7,994	109,401	48,995
Hoonah, AK	64	497	0	0
Skagway, AK	43	125	341	0
Haines, AK	93	109	1,188	1,179
Gustavus, AK	63	20	5,821	14,228
Petersburg, AK	3	15	0	0
Elfin Cove, AK	3	10	0	323
Pelican, AK	5	6	481	1,028
Bartlett Cove, AK	1	5	0	0
Tenakee, AK	2	2	0	168
Wrangell, AK	1	0	0	0
Hoonah Totals	3,225	8,783	117,232	65,921

Kake Airport

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Juneau, AK	763	2,365	82,824	27,771
Skagway, AK	2	14	0	0
Wrangell, AK	2	6	0	0
Hydaburg, AK	2	5	0	0
Petersburg, AK	2	5	0	0
Klawock, AK	1	4	0	0
Kake, AK	1	2	0	0
Naukati, AK	1	2	1	87
Anchorage, AK	1	0	0	0
Hoonah, AK	1	0	0	0
Ketchikan, AK	1	0	776	3,983
Sitka, AK	2	0	9,613	0
Kake Totals	779	2,403	93,214	31,841

Klawock Airport

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Ketchikan, AK	450	422	14,538	15,048
Juneau, AK	1	4	0	0
Klawock Totals	451	426	14,538	15,048

Skagway Airport

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Juneau, AK	2,455	6,088	54,929	143,596
Haines, AK	1,888	2,018	36,281	70,313
Skagway, AK	230	809	0	0
Gustavus, AK	162	451	440	0
Hoonah, AK	32	91	0	0
Sitka, AK	3	12	0	0
Kake, AK	1	5	0	0
Petersburg, AK	1	5	0	0
Excursion Inlet, AK	1	0	0	0
Skagway Totals	4,773	9,479	91,650	213,909

Seaplane Bases

Angoon Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Juneau, AK	870	1,962	15,432	18,915
Tenakee, AK	282	381	18,617	22,894
Sitka, AK	1	2	0	0
Hoonah, AK	2	1	0	0
Hawk Inlet, AK	2	0	0	0
Pelican, AK	1	0	313	117
Whalers Cove Lodge, AK	4	0	0	0
Angoon Totals	1,162	2,346	34,362	41,926

Bartlett Cove Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Elfin Cove, AK	1	3	238	170
Juneau, AK	5	13	0	176
Bartlett Cove Totals	6	16	238	346

Chatham Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Chatham, AK	16	5	399	275
Chatham Totals	16	5	399	275

Note: This airport has an EAS contract.

Coffman Cove Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Ketchikan Harbor	118	70	896	40,971
Ketchikan, AK	24	53	461	3,698
Whale Pass, AK	45	14	1,215	13,927
Naukati, AK	31	11	787	10,283
Edna Bay, AK	33	10	829	12,565
Thorne Bay, AK	3	6	0	711
Craig, AK	1	3	1	36
Point Baker, AK	17	3	520	7,560
Chomondely Sound, AK	1	1	0	0
Port Alexander, AK	1	1	0	0
Port Protection, AK	6	1	111	1,667
Meyers Chuck, AK	1	0	2	74
Coffman Cove Totals	281	173	4,822	91,492

Craig Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Ketchikan, AK	731	1,130	50,289	41,026
Ketchikan Harbor	516	1,070	29,515	36,046
Hollis, AK	87	193	2,723	5,804
Thorne Bay, AK	160	111	2,708	33,823
Waterfall, AK	36	52	3,571	3,622
Kasaan, AK	19	37	916	1,756
Saltery Cove, AK	19	37	139	799
Long Island, AK	6	12	749	210
Metlakatla, AK	2	7	100	500
Smith Cove, AK	2	7	0	0
Hydaburg, AK	16	4	661	5,010
Meyers Chuck, AK	2	2	3	23
Chomondely Sound, AK	1	0	0	0
Coffman Cove, AK	5	0	0	90
Edna Bay, AK	1	0	0	0
Naukati, AK	1	0	0	68
Port Protection, AK	1	0	4	184
Craig Totals	1,605	2,662	91,378	128,961

Elfin Cove Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Juneau, AK	203	343	11,416	7,574
Pelican, AK	108	163	9,514	8,196
Bartlett Cove, AK	1	5	0	0
Hoonah, AK	2	5	0	10
Gustavus, AK	1	1	0	0
Tenakee, AK	1	0	82	27
Elfin Cove	316	517	21,012	15,807

Note: This airport has an EAS contract.

Excursion Inlet Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Hoonah, AK	1	0	0	0
Juneau, AK	154	32	1,045	2,664
Excursion Inlet Totals	155	32	1,045	2,664

Note: This airport has an EAS contract.

Funter Bay Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Juneau, AK	74	20	150	926
Funter Bay Totals	74	20	150	926

Note: This airport has an EAS contract.

Hollis Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Ketchikan Harbor	363	615	6,305	19,248
Ketchikan, AK	147	540	5,320	5,025
Thorne Bay, AK	166	254	6,399	19,788
Craig, AK	81	186	7,825	9,964
Kasaan, AK	16	32	448	971
Saltery Cove, AK	14	25	201	554
Meyers Chuck, AK	8	17	348	350
Waterfall, AK	1	2	978	394
Coffman Cove, AK	3	1	306	872
Chomondely Sound, AK	4	0	67	274
Naukati, AK	1	0	1	14
Port Protection, AK	1	0	0	0
Hollis Totals	805	1,672	28,198	57,454

Hydaburg Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Ketchikan Harbor	70	16	158	4,912
Long Island, AK	31	14	1,010	3,614
Ketchikan, AK	3	5	619	401
Chomondely Sound, AK	12	2	396	1,157
Craig, AK	10	0	9	3,899
Hollis, AK	1	0	0	319
Thorne Bay, AK	1	0	0	261
Hydaburg Totals	128	37	2,192	14,563

Note: This airport has an EAS contract.

Hyder Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Ketchikan Harbor	109	141	458	6,768
Ketchikan, AK	5	9	0	322
Hyder Totals	114	150	458	7,090

Ketchikan Harbor Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Ketchikan Harbor	3,692	23,248	1,168	0
Metlakatla, AK	1,124	1,932	75,256	238,711
Ketchikan, AK	1,067	1,166	77,136	60,317
Waterfall, AK	306	1,065	47,567	4,307
Craig, AK	595	738	46,186	200,636
Thorne Bay, AK	546	620	25,960	135,583
Hollis, AK	284	425	31,243	88,319
Hyder, AK	115	133	3,722	47,079
Coffman Cove, AK	144	86	5,206	74,480
Edna Bay, AK	78	76	1,236	47,128
Kasaan, AK	49	73	6,133	12,072
Meyers Chuck, AK	57	59	5,069	13,595
Saltery Cove, AK	30	39	5,228	2,350
Port Protection, AK	59	33	446	26,847
Point Baker, AK	86	22	1,922	58,776
Long Island, AK	18	21	1,364	4,583
Naukati, AK	48	21	923	26,097
Whale Pass, AK	53	21	1,886	29,376
Chomondely Sound, AK	28	20	5,124	4,922
Hydaburg, AK	73	18	1,738	29,267
Deep Bay, AK	46	15	5,059	2,861
Yes Bay, AK	13	15	141	49
Neets Bay	5	6	515	214
Calder Bay, AK	3	4	0	0
Kake, AK	1	4	0	0
Happy Harbour, AK	1	3	0	0
Wrangell, AK	2	3	98	0
Port Alexander, AK	1	2	0	0
Smith Cove, AK	2	2	8	0
Bell Island, AK	1	1	66	104
Polk Inlet, AK	2	1	0	1,133
Chomley, AK	1	0	0	0
Petersburg, AK	1	0	0	0
Ketchikan Harbor Totals	8,531	29,872	350,400	1,108,806

Metlakatla Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Ketchikan Harbor	1,026	1,631	10,000	35,602
Ketchikan, AK	215	706	2,756	3,074
Thorne Bay, AK	1	0	0	373
Metlakatla Totals	1,242	2,337	12,756	39,049

Meyers Chuck Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Ketchikan Harbor	65	112	550	790
Ketchikan, AK	16	60	318	107
Thorne Bay, AK	43	42	1,943	4,015
Hollis, AK	2	5	143	0
Kasaan, AK	12	4	284	1,225
Craig, AK	2	2	11	0
Coffman Cove, AK	1	1	138	507
Edna Bay, AK	1	1	1	771
Meyers Chuck Totals	142	227	3,388	7,415

North Whale Pass Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Ketchikan, AK	7	21	2	223
Coffman Cove, AK	19	14	472	4,529
Ketchikan Harbor	26	13	450	1,779
Naukati, AK	23	6	535	6,105
Point Baker, AK	22	4	418	8,447
Polk Inlet, AK	1	2	42	147
Port Protection, AK	13	2	220	3,913
Edna Bay, AK	7	0	152	2,178
Port Alexander, AK	1	0	0	179
North Whale Pass Totals	119	62	2,291	27,500

Note: Is also called Whale Pass.

Pelican Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Juneau, AK	466	1,017	21,698	12,731
Elfin Cove, AK	109	139	6,783	6,885
Hoonah, AK	7	20	51	74
Bartlett Cove, AK	1	2	0	176
Sitka, AK	1	2	0	0
Tenakee, AK	3	2	0	60
Pelican Totals	587	1,182	28,532	19,926

Note: This airport has an EAS contract.

Point Baker Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Port Protection, AK	102	23	1,278	27,630
Ketchikan Harbor	44	9	73	2,632
Coffman Cove, AK	9	5	20	997
Bethel, AK	1	1	0	0
Ketchikan, AK	1	1	0	81
Edna Bay, AK	4	0	12	703
Kake, AK	1	0	1	87
Naukati, AK	6	0	1	669
Thorne Bay, AK	1	0	0	37
Whale Pass, AK	1	0	0	23
Point Baker Totals	170	39	1,385	32,859

Port Alexander Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Sitka, AK	91	169	4,321	0
Port Protection, AK	3	8	300	179
Coffman Cove, AK	1	1	0	0
Thorne Bay, AK	1	1	60	0
Edna Bay, AK	1	0	0	308
Ketchikan Harbor	2	0	0	0
Port Alexander Totals	99	179	4,681	487

Note: This airport has an EAS contract.

Port Protection Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Ketchikan Harbor	102	45	261	50,509
Thorne Bay, AK	6	13	0	2,062
Point Baker, AK	38	11	239	12,746
Naukati, AK	22	8	91	4,324
Ketchikan, AK	3	7	0	1,296
Port Alexander, AK	3	6	139	308
Edna Bay, AK	20	3	223	5,291
Whale Pass, AK	7	3	7	1,427
Coffman Cove, AK	8	2	3	512
Port Protection Totals	209	98	963	78,475

Tenakee Springs Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Juneau, AK	547	1,068	8,989	9,623
Angeon, AK	237	239	13,040	26,539
Pelican, AK	2	3	0	67
Hobart Bay, AK	1	0	0	0
Tenakee Springs Totals	787	1,310	22,029	36,229

Thorne Bay Seaplane Base

Destination	Departing Flights	Enplaned Passengers	Enplaned Freight (lbs)	Enplaned Mail (lbs)
Ketchikan, AK	208	675	4,134	4,635
Ketchikan Harbor	499	555	3,486	27,813
Hollis, AK	237	468	4,984	15,589
Meyers Chuck, AK	52	98	2,006	4,880
Craig, AK	88	56	2,131	25,170
Kasaan, AK	32	50	655	1,369
Saltery Cove, AK	19	29	108	204
Port Protection, AK	3	8	0	1,614
Smith Cove, AK	2	8	0	0
Port Alexander, AK	1	3	400	0
Sitka, AK	1	3	0	0
Coffman Cove, AK	29	2	313	6,150
Edna Bay, AK	4	1	0	2,276
Naukati, AK	8	1	13	1,880
Waterfall, AK	2	1	907	276
Chomondely Sound, AK	2	0	0	103
Hydaburg, AK	7	0	565	2,608
Neets Bay	1	0	88	64
Point Baker, AK	2	0	0	1,199
Whale Pass, AK	4	0	63	1,599
Wrangell, AK	1	0	0	39
Thorne Bay Totals	1,202	1,958	19,853	97,468

APPENDIX E

User Comments on Southeast Alaska Aviation Facilities

Appendix E

User Comments on Southeast Alaska Aviation Facilities

All 44 air carriers and air taxis who regularly serve the Southeast Alaska region were interviewed about their operations in late 2007. These carriers were also asked for their thoughts on aviation facilities in the region. All comments were recorded and are presented here. In cases where more than one carrier made substantially the same comment, it was recorded only once, but the number of occurrences of that comment in the responses is indicated at the end of the comment in parentheses. Content of the comments was retained as much as possible through the consolidation. Some of the comments may contradict other comments. One possible reason that carriers view facilities differently is the varying types and frequency of use of those facilities - for instance, some seaplane floats have been upgraded in recent years, but those carriers with infrequent use of those facilities may not be aware of the upgrades.

Comments are separated into the categories of runway/seaplane float condition, runway lighting; navigation, weather and communication aids; landside facilities; fencing and wildlife issues; facility maintenance and snow removal; and other comments. Many of the issues mentioned here are beyond the purview of the DOT&PF, but are reported here as additional information on the aviation system within the Southeast Alaska region.

Runway Conditions

General:

- Runways should conform to FAR part 39. A minimum of 6,000 feet of hard surfaced runway is required for the 737 to operate with a load. Surface should be grooved asphalt.
- Some helicopter access pads on mountaintops for communication repeaters, etc., are in bad shape. The Capstone access helicopter pads are good.
- Runway conditions around the region are adequate for helicopters.
- Haines, Skagway, and Yakutat runways are in great condition.
- Facilities are adequate on the Southern end of the region (3).
- Overall runways are good--some approach ends need to trim their trees--Haines and Hoonah.
- Region needs to support seaplane facilities more. Most of the traffic is by floatplane, but all the money is going into pavement.

By Facility:

- Haines was to get 2 high speed taxiways, but only one was put in. The less needed taxiway was improved (RW 26), but the other (RW 8) needs it more.
- Haines airport used to have an access ramp at river, but it was taken out on rebuild. They could have built a pond at rebuild, but did not. Consequently, there is no floatplane access at the Haines Airport.

- Haines is hard to get into and out of on a south wind.
- Grass strip in Haines is good.
- Hoonah runway could be longer, has obstacles.
- Kake runway is caving in, but some improvements have been made.
- Kake runway needs work. (6)
- Ketchikan Airport is pavement good.
- Klawock runway has bad pavement.
- Klawock runway is adequate for helicopters.
- Yakutat airport runway is in good condition (3).

Seaplane Float Conditions

General:

- Some floats could be improved – Hoonah, Tenakee Springs, Angoon.
- All seaplane floats seem in good condition (Southern end of region).
- Most seaplane floats in the Northern part of the region seem adequate.
- The newer floats are not equipped with cleats, only eyes to tie up to. Hard to use eyes if there is any weather or wave action.
- When floats are replaced, they do a good job.
- Public floats are in okay condition, but private floats are sometimes not as good.
- One carrier was out of business for a number of years. Now that he is back, he is surprised at how good the floats are. Coffman Cove, Thorne Bay, and Craig floats are good. Hollis float needs work – too much traffic there. KTN Airport float is in bad shape.
- Most floats are good on the Southern end of the region – have been upgraded in the past few years. Floats on North end of the region are crumbling and need work. Some have nails sticking out that could puncture floats.
- Some places (on Southern end) have no docks, and could use them – e.g., Anan Creek.
- Most seaplane facilities are adequate.
- Floats have improved at Pelican and Angoon.
- Floats not maintained in Southern end of region. POWI floats in bad condition – Hollis, Craig, Metlakatla.

By Facility:

- Coffman Cove float is new and in good condition.
- Elfin Cove float only fits one plane at a time – should be expanded because often in summer there is a line of planes waiting to use the float (2).
- Harris Harbor float (in Juneau) is too high, and the tail of the airplane hits the dock (Beaver amphib and 180 on floats).
- Hollis float is new and in good condition (5).
- The Hollis float is too high, hits the tail of the planes (beavers on straight floats).
- Hollis gets lots of business (can get 40 visits per day, especially in bad weather).
- Hydaburg has too many boats on the float.
- Understand the JNU seaplane pond will be dredged to the docks to a depth of 12 feet. That is too deep and unsafe if a passenger were to slip in, a package were dropped, or a float got punctured and a plane sank at the dock. Insurance companies will not like that depth. Four (4) feet is deep enough.
- KTN Airport pullout ramp and seaplane float are in bad condition.
- The Ketchikan harbor (Tongass Narrows) is the busiest seaport in the world. In summer, about 35 to 38 seaplanes make 5 to 7 trips daily to and from there, not to mention cruise ships, ferries, fishing and pleasure boats, etc.
- Ketchikan harbor seaplane docks are old and tired.
- Petersburg float is in good condition.
- Point Baker float is in good condition.
- Port Alexander float is in disrepair (2) and is sinking. If you have a few people standing on it at one time, they will get their feet wet. Planes have to fight boat traffic to use it.
- Port Protection float is in good condition.
- Sitka needs a better transit facility for seaplanes (2). The dock is always full, no room for transients or charter drop-offs/pick-ups. Heard they had funds to rebuild and expand but it did not happen.
- Tenakee Springs dock has rings instead of cleats. That dock is too high; the tail of the airplane hits the dock (Beaver amphib and 180 on floats).
- The Wrangell float is used by more boats than planes.

Runway Lighting

General:

- Lighting is adequate for helicopters.
- Seem fine where lights are installed. If other airports were lighted, it would help with medivacs (helicopters).
- Last year PAPIs and PAVIs out of service (in Southern end of region). Not sure about this year.
- Standard ICAO lighting is the standard we look for. Lighting should be mounted on frangible safety fittings and be pilot controlled if no tower is to be used. A VASI or PAPI should be available at both ends for vertical guidance. Approach lights appropriate to the approach used.

By Facility:

- Gustavus has new lights but regulations still say you cannot land at night. Need to change the approach there – it could be a good night alternative (for jets) if that were changed.
- Lights in GST is a plus (2).
- Kake needs apron lighting.
- The lighting at Skagway could be improved.

Navigation, Communications and Weather Reporting Aids

General:

- Capstone is great (6).
- All approaches in the region are good.
- Major problem with Capstone is that Chelton systems (which most planes have) are not yet Capstone capable, and cannot see the traffic in the air. FAA is supposed to be working to equip Chelton systems. (2)
- Capstone only available for A-Star helicopters. All other helicopters don't have it. (2)
- Would like to see GPS linked to satellites for better coverage.
- The future is wheel plane IFR – lower costs to operate than floatplanes. ADFV program (GPS based) is better than radar.
- GPS approaches are good (2)
- With GPS, don't need much else.
- Capstone and AWOS are good.
- Technology could be more graphic and easier to read.

- Capstone only installed in Ketchikan and Juneau. Carriers in other communities have to take planes out of service and bring them to Ketchikan or Juneau to have Capstone installed
- Capstone is great, but it needs more funding to take it further.
- An ILS approach is preferred were geographic constraints allow. LDA and LOC approaches with DME are next in order of preference followed by VOR and NBD type approaches. With technological advances in GPS, RNAV GPS and RNP approaches are becoming common in the U.S. Alaska has the capability to develop and operate these approaches.
- Communication is sufficient (Southern end of region) (4).
- Communication is fine (Northern end of region).
- Communications could be better. Some dead spots on the outside coast (RCOs) (2).
- Communications were better 35 years ago. No communications on outer coast or Port Alexander. FAA says they have no money to fix it, but they are putting money into an airport at Angoon.
- GBT for ASB has come a long ways, and has lots of support. Capstone, AHRS, etc., are amazing – they track all the aircraft, and soon, communications will not be so important.
- Communications good in Southern part of region. You can contact FAA Flight Service just about anywhere.
- FAA Flight Service is good (2).
- RCO's out of service this year from Cape Cross to Olga Strait – no communications for 1.5 hours. Scary if bad weather and flying low
- Need more webcams in general (7). In particular:

In Clarence Strait.

In Prince of Wales Island passes (2). At Harris River Pass and other passes. Not too high, put them low in the passes.

Near Ketchikan.

Port Alexander, Klawock and Kake.

Especially at Kake – AWOS is down at Kake.

Ketchikan area.

At Five Finger Light and Kake – near Point Gardener and Rocky Pass, pointing towards Stephens Passage and Pybus Bay.

By Seymore Canal and Five Fingers for Kake and Petersburg.

Towards Elfin Cove and Cape Spenser.

- Need low light resolution cams.
- The webcams are a good improvement (4).
- There seems to be more reporting these days. ASOS and AWOS are good additions.
- Webcams are good, but they work better when paired with ground weather observers.
- Weather reporting was better 35 years ago.
- Weather reporting has come a long way – will have ability to see webcams in the cockpit soon.
- Weather reporting is inadequate (Southern end of region) (2).
- Weather forecasters do a good job.
- Don't trust ASOS readings, they are good only for one point, and can miss what is going on a little distance away.
- ASOS and AWOS are good in Northern region.

By Facility:

- An instrument approach at Angoon will be a waste of money, just like it will be a waste at Klawock.
- FAA (flight service) folks in Juneau are great. (2)
- Near Juneau, transmitters on slightly different frequencies, and can garble and cancel out other conversations. New digital radios make it better.
- A low-altitude radar approach to JNU from the Icy Strait side would move planes in and out quicker.
- The VASI in Kake was not lined up right, but that may have been fixed.
- Need better communications back in Misty Fjords, where 90% of the summer traffic occurs.
- Communications near Klawock could be improved.
- The approach at Klawock is underutilized
- IFR in Klawock is good if you have Capstone. If you don't have it, the approach is too high.
- At PSG, the ASOS can register winds of 10 to 15 mph when the jet overheads because it is blowing 40 to 50 mph. PSG has a bad crosswind and the ASOS is in the wrong place so gives inaccurate readings. This situation could cause an accident if a pilot does not know the airport.

- Dopler helps in Sitka.
- Good approaches into Yakutat now

Landside Facilities

General:

- Lease lot prices are too high at State facilities.
- Apron space seems to be adequate at most airports
- There is a shortage of lease lots in some outlying airports.
- Ramps and pads for helicopters are in good condition.
- No enforcement to keep boats from docking at seaplane floats, especially at Baranof Warm Springs, Angoon, Hoonah, Elfin Cove, and Port Alexander.
- Facilities not floatplane friendly (North end of region). Often no parking, and facilities are in the middle of boat traffic. Haines and Skagway floats are in tight quarters, especially if windy – hard to maneuver. They need evaluation by pilots who know them.
- Wrangell and Petersburg airports seem to have enough apron space.
- State should charge for tie-downs and float space.

By Facility:

- Gustavus needs public restrooms – lots of elderly tourists come in there, and the Alaska Air terminal (with restrooms) is only open from 2 to 8 pm. (2)
- Limited tie-downs in Haines. Snow plows pull up the tie-down hooks every year. Not good for transients. Need more of the sunken tie-downs that don't get pulled out. (2)
- Ramp in Haines is bad (2) – asphalt is wrinkling where they replaced some underground utilities.
- Haines needs paving on all apron areas.
- The access road to the float in Hyder needs work.
- Lease lot prices are too high in JNU. (2)
- JNU is trying to displace one helicopter facility (for new apron construction) with no provisions for a new location.
- U.S. Customs commandeers prime ramp space in JNU to have visuals of passengers, but are never there to see them.
- JNU has poor management.

- JNU needs more hangar space. Many hangars are used for non-aviation purposes (residences, automobile and equipment maintenance, offices, etc.)
- JNU has a lack of lease lot space.
- Ketchikan Harbor – no room to tie up planes on the town side of Tongass Narrows. (2) No place for transient or charter delivery traffic along the water front. (2) There is no State facility on waterfront. Hard to find water front property to operate from in Ketchikan.
- Klawock runway is difficult to access – far from Craig.
- Klawock Airport needs sewer utilities for public restrooms.
- Petersburg has lots of apron and lease lot space.
- Petersburg seaplane float is good.
- Sitka lease lots are tight, but getting better.
- Only one carrier on Sitka float has fuel, and will not sell to competitors. So you have to transfer fuel in cans – more chance of contamination, could be a safety concern.
- Fueling at Sitka seaplane float is complicated. Have to call the fuel truck and they back down the ramp to fuel the plane. Same thing at the Petersburg seaplane float.
- Skagway needs a fuel facility available to all (2).
- There is need for more lease lots in Wrangell.
- Apron space and lease lots are adequate at Yakutat Airport (3).

Airport Fencing and Wildlife Issues

General:

- Fencing seems adequate (Southern end of region).
- Fencing seems fine (Northern end of region).
- Fencing is not necessary.

By Facility:

- Gustavus airport gates are always locked. Doesn't help with security, but sure is a pain for the carriers (2).
- Moose and bears pass through the Haines airport.
- There is no fence all the way around HNS, so the gate is a joke, because you can drive around the fence.
- They have had better security since 911, although fuel is still occasionally stolen at HNS.

- Haines sometimes has moose on the runway.
- Deer on the Hoonah runway can be a problem. There have been near misses between deer and planes.
- Hoonah has lots of deer, but the manager seems to do a good job keeping them off the runway.
- Occasionally get a bear on the JNU runway.
- JNU has a problem with birds.
- In Juneau, fence only goes 2/3 of the way around the airport, yet TSA, etc., fine companies for leaving a gate open or a door ajar for air circulation.
- The fence is not adequate at Kake – has a resident bear that comes inside the fence to eat the foliage.
- Kake, early in the morning the gate is locked. Can't get into the airport before 7 am.
- Kake has bears on the runway. (5)
- Geese at Klawock is especially a problem for small jets.
- Geese (3) and Eagles at Klawock airport. Hit an eagle there once.
- Fence at Yakutat keeps the animals out (2).

Overall Facility Maintenance and Snow Removal

General:

- Maintenance at seaplane facilities is not always adequate.
- Maintenance seems great for the needs of helicopters.
- Snow removal okay, even considering the amount of snowfall last winter (Northern end of region).
- Seaplane floats getting less use, and less maintenance (Southern end of region).
- Maintenance of floats seems pretty good (Southern end of region). (3)
- Maintenance of floats is good (Northern end of region).
- Funds are needed for runway maintenance (North end of region).
- Winter plowing (southern end) is not always timely.
- Maintenance on floats on Southern end of region is nonexistent. Maintenance done by private operators – Hollis, Craig, Ketchikan Airport float. Private operators shovel snow themselves or hire people to do it.

By Facility:

- Baranof Warm Springs float needs maintenance.
- At Haines, the highway takes priority for snow removal, so the runway gets plowed last. (3)
- At Haines, they need to use sand with a more uniform size. Some of it is gravel, which is hard on airplane propellers.
- Snow removal is adequate at the Haines Airport, although sometimes the maintenance crew seem to wait for the weekend to plow so they can get paid overtime.
- Hoonah needs a sander truck. That runway manufactures ice. The ground freezes, and rain hits it and becomes ice. Very unsafe.
- KTN airport seaplane float is neglected by the Borough (2). The FBO replaces the ropes on the float. Agents have to shovel the KTN airport float by hand.
- Metlakatla SPF needs better maintenance.
- The maintenance crew at Petersburg airport works hard at it, and does a good job.
- Snow removal in Skagway is not adequate – scary to land there in winter.
- Runway maintenance in Haines and Yakutat is great.

Other Comments

General:

- There is a new FAR air tour rule that makes no sense for our geographic area and is expensive to comply with (helicopters).
- Subsidies (mail, EAS, etc.) are political. They are not fairly available to all carriers.
- The new fishing ramp at the Salmon Creek hatchery in Juneau would be a great place for seaplanes when the float plane pond freezes. It was built with State handicapped park funds, but they will not let planes use it, even though his pilot only has one leg.
- They should subsidize carriers to replace ferry service (Southern end carrier).
- Hazmat is a problem. Training is hard to get and expensive. Small carriers do tiny quantities of hazmat, like gas in campers' cook stoves, etc. The laws go too far here. More common sense is needed.
- Too many people making management decisions (DOT&PF, FAA?) who are not pilots, and don't understand.
- Would like to see a runway on North Prince of Wales Island.
- Issues regarding Wildlife Management Programs, Deicing Systems, Storm water Management Programs, are requirements of Airport operators and are covered by the State DOT P&F at all of the Airports in Alaska, with exception of Airports managed by municipalities (JNU, KTN are in Southeast Alaska). The cost of these programs can dramatically increase the cost of operation in SE Alaska to the Airline operating

budget. For example last year JNU implemented a Wildlife Management Program that is paid for 100% (\$90,000 per year) by the part 121 carrier regardless that we are only 5% of the total airport operations (8,370 ops of total 153,010).

- Twenty-four-hour DOT&PF availability at all certified airports in the region would be beneficial to Cargo operations.

By Facility:

- The State should take over JNU. So much paperwork to have an office there that the office payroll exceeds the pilot payroll.
- Safety on Ketchikan waterfront in confined space. Eight (8) to fifteen (15) planes taxiing and boats at the same time. Weather can be squirrely. New pilots every year, and especially the early part of the season is scary there (till pilots learn the area better).
- Boaters like to use Ketchikan Airport seaplane float to drop off people going to airport, so often used by boats. One fellow tried to jump a few years ago, and he fell in the water and was crushed to death by the boat he jumped from. Now boats on that dock are discouraged, but they still use it.
- Ketchikan is building more cruise ship docks, pushing the float plane traffic out into the harbor further. It is already tight in the harbor.
- The USCG is too pushy about seaplanes near cruise ships. They blocked a plane taking off in Ketchikan harbor this summer and make him abort take off because a cruise ship was coming that way. The plane would not have breached the distance threshold. Very unsafe and could have caused an accident.

