

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES



# ALASKA INTERNATIONAL AIRPORT SYSTEM



DEVELOPMENT REPORT  
Quarters 3 & 4 2025





## INTRODUCTION

The third and fourth quarters of 2025 marked a period of meaningful progress, stabilization, and strategic advancement for the Alaska International Airport System (AIAS). Across passenger service, cargo operations, commercial development, and infrastructure investment, both Ted Stevens Anchorage International Airport (ANC) and Fairbanks International Airport (FAI) demonstrated resilience and adaptability in a dynamic operating environment. As air travel demand rebounded in the latter half of the year, AIAS capitalized on new service opportunities, strengthened airline partnerships, and advanced long-term planning initiatives that position the system for sustained growth.

The reorganization of the Alaska International Airport System has been fully implemented following a carefully phased transition focused on maximizing efficiency while minimizing disruption. The new structure strengthens coordination between Ted Stevens Anchorage International Airport and Fairbanks International Airport, allowing each to leverage the other's strengths and enhance overall system resilience and operational flexibility. Targeted engagement with airline partners supported a smooth transition and reinforced a shared understanding of system operations, including FAI's continued role as the primary divert airport for ANC, resulting in strong alignment across stakeholders.

This report highlights key developments during Q3 and Q4 of 2025, including passenger traffic trends, new and expanded air service, cargo performance, leasing and commercial activity, and significant investments in infrastructure and operational efficiency. Together, these efforts underscore AIAS's continued commitment to supporting Alaska's economy, strengthening global and regional connectivity, and delivering safe, efficient, and reliable airport operations for airlines, tenants, and travelers alike.





## PASSENGER SERVICE

### AIAS Passenger Performance

Passenger activity across the AIAS demonstrated stability and continued momentum during the second half of 2025, reflecting resilient travel demand and the strength of the system's diverse markets. FAI maintained consistent year-over-year passenger volumes, remaining above pre-2024 levels, with growth in interstate summer travel underscoring sustained interest in the Fairbanks market. Seasonal travel patterns reinforced Fairbanks' role as a premier year-round destination, particularly during the winter months when global visitation is driven by aurora tourism and unique Alaskan experiences.



Airport/ System	July - Dec. 2024	July - Dec. 2025
ANC	2,921,383	2,980,101
FAI	638,740	619,147
AIAS	3,560,123	3,599,248

Table 1-AIAS Passenger Activity  
Source: Airline Certified Activity Reports

ANC recorded increased passenger activity in Q3 and Q4, contributing to overall system growth and reinforcing its role as Alaska's primary passenger gateway. Collectively, AIAS served more than 3.59 million passengers from July through December 2025, reflecting steady performance and positioning the system for continued expansion as new service and capacity come online.





## New Passenger Routes and Service

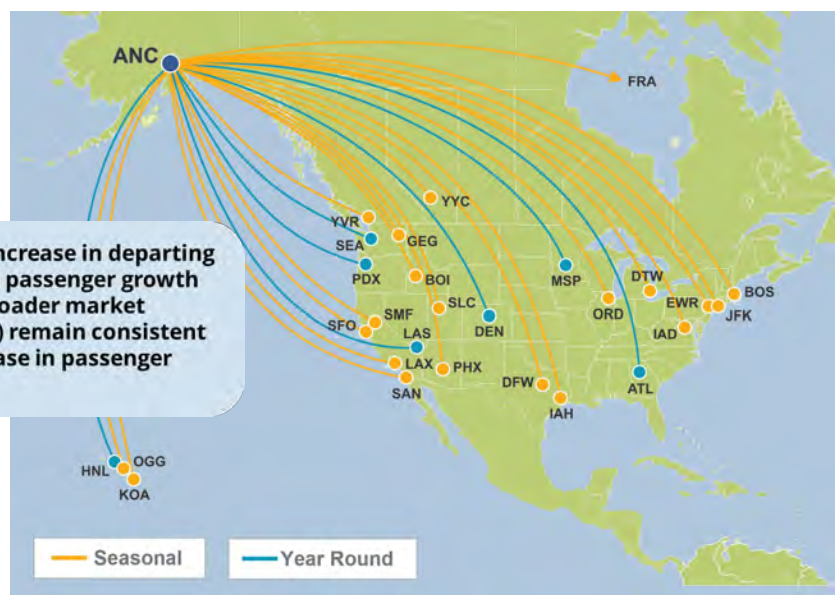
2025 was a strong year for passenger air service within the AIAS. In Q3 and Q4, Alaska Airlines and Delta added flights, making ANC the fastest-growing U.S. airport by added seat capacity in Q4. Alaska expanded across its network, including intra-state routes and flights to Honolulu and Portland. Delta launched a new year-round flight to Atlanta, ANC's first winter nonstop to the U.S. East Coast. Looking ahead to 2026, ANC will welcome Southwest Airlines to its list of major U.S. carriers serving the airport.

- Southwest Airlines will operate daily flights from Las Vegas and Denver throughout the summer season.
- Alaska Airlines has launched new direct service to Boise, Boston, and Spokane, adding more nonstop connectivity.
- American Airlines has resumed daily flights to Phoenix, which were previously suspended in 2021.
- Delta Air Lines is expanding its Los Angeles service from Saturdays only to daily flights.
- United Airlines is increasing its Denver service from twice daily to four times daily.

At FAI, upgraded passenger service routes were also added to the schedule:

- Alaska Airlines launched daily summer seasonal service between Portland and Fairbanks in 2025, with an upgraded aircraft planned for summer 2026.
- Delta will increase seat capacity by 12% on its Seattle-Tacoma and Minneapolis-St. Paul routes for the upcoming summer season.

**In summary, 2026 shows the largest year-over-year increase in departing seat capacity investment since the pandemic. Actual passenger growth will depend on load factors, traveler demand, and broader market conditions. However, if load factors (% of seats filled) remain consistent with recent years, ANC could see a meaningful increase in passenger traffic in 2026.**







## Passenger Service Initiatives

ANC is poised for unprecedented passenger growth in 2026, positioning itself among the fastest-expanding U.S. airports in terms of added seat capacity. While the introduction of new routes continues to be a strategic priority, significant emphasis will also be placed on marketing and optimizing existing services to sustain robust load factors.

To strengthen the network, ANC is encouraging larger aircraft, increased flight frequency, and attracting additional carriers on key routes. Connectivity improvements support travel demand and vital industries like oil and gas. Intra-Alaska air service continues to evolve, with carriers adjusting networks to align with market demand and operational efficiencies. Aleutian Airways has assumed Ravn's operating agreement and now maintains a strong and growing presence in Concourse A, reinforcing reliable connectivity across key intra-Alaska routes. These transitions reflect a dynamic regional aviation environment and support continued service continuity and operational stability within the Alaska International Airport System.

Preliminary TSA data suggests FAI's total passenger volumes in 2025 were essentially flat versus 2024, but approximately 7% higher than 2023. During the summer 2025 peak, Lower 48 enplanements increased 2% year over year, while intra-Alaska traffic declined 7% over the same period.

FAI is advancing a targeted air service development strategy, leveraging its active DOT SCASD grant as a risk-mitigation incentive to support the return of Dallas–Fort Worth (DFW) flights. This effort is well-timed ahead of what is expected to be a record Alaska cruise season in 2026, with cruise capacity projected to grow roughly 10% year over year. Increased cruise demand creates a meaningful opportunity to capture incremental passengers and further position FAI as a preferred gateway for cruise travelers.

ANC Summer Map



ANC Winter Map



FAI Map





## CARGO SERVICE

### AIAS Cargo Performance

Airports/AIAS	July- Dec. 2024	July-Dec. 2025
ANC	1,984,856	2,088,421
FAI	11,074	14,345
Cargo Tonnage in Metric Tonnes	1,995,929	2,102,767

Table 2-AIAS Cargo Tonnage July - December

The 29.5% increase in cargo tonnage at FAI in 2025 compared to 2024 reflects a growing willingness among cargo airlines to plan for and utilize FAI's facilities during periods of adverse weather or summer construction at ANC. This trend strengthens and expands the System's overall business and operational reach.

Fairbanks International Airport plays a critical and complementary role within the AIAS cargo network. As the system's primary divert airport for ANC, FAI provides essential operational continuity and resilience, while also serving as the cargo and passenger aviation hub for Interior Alaska. FAI supports multiple regional and domestic cargo operators, ensuring consistent, reliable service for airlines serving rural and remote communities. This integrated, system-wide approach strengthens AIAS's value to the global air cargo industry while supporting the long-term operational and financial success of its carrier partners.

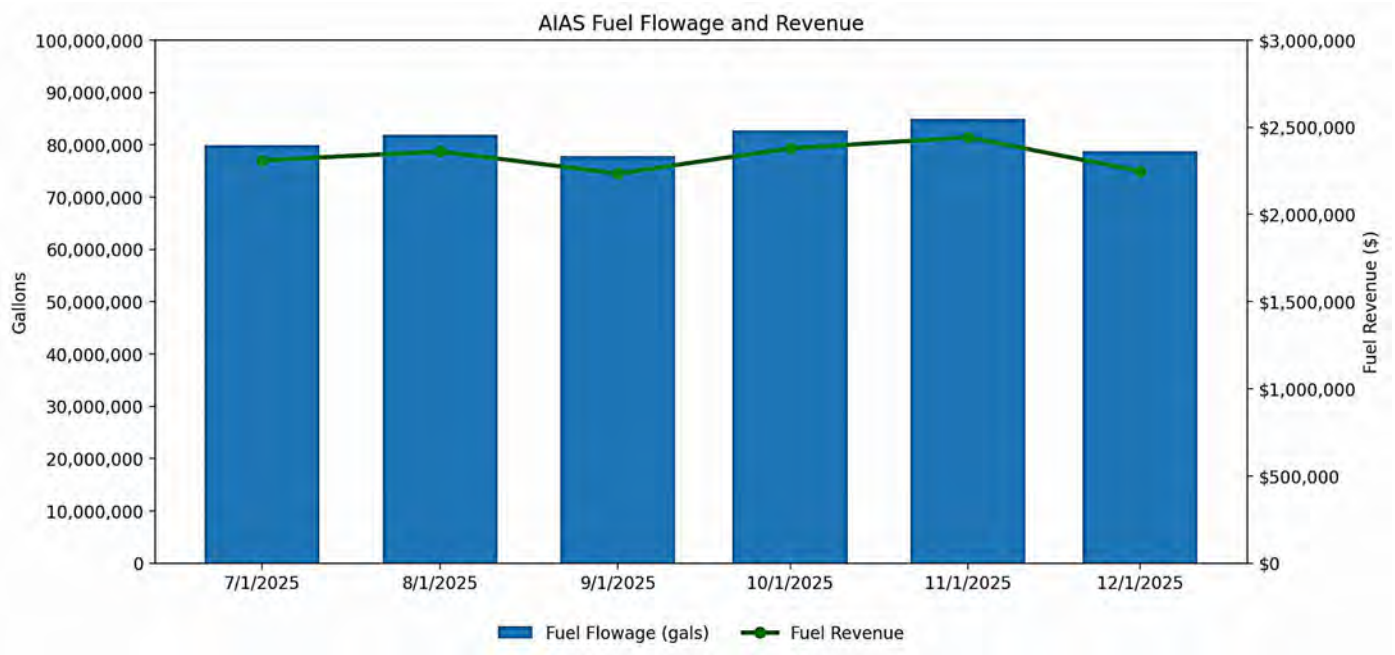
Ted Stevens Anchorage International Airport continues to anchor the AIAS as a leading global air cargo gateway, with a strong cargo growth of over 5.2% compared to Q3 and Q4 in 2024, driven by strong international connectivity, competitive operating costs, and significant available land for long-term development. Sustained growth in e-commerce and time-sensitive freight, combined with AIAS's strategic advantages in landing fees and fuel flowage rates, continues to drive cargo activity across both system airports. Ongoing private-sector investment in logistics and sorting infrastructure—such as expanded off-airport cargo processing capacity in the Anchorage market—further reinforces the system's role in supporting modern supply chains and regional distribution.





## AIAS Fuel Flowage Revenue

The fuel flowage revenue graph below illustrates the strong correlation between operational activity and financial performance across the AIAS. Fuel flowage revenue serves as a direct indicator of system-wide operational success, reflecting sustained aircraft activity, airline utilization, and the effectiveness of AIAS's strategic positioning as a global passenger and cargo hub. Consistent fuel throughput across both airports underscores the strength of day-to-day operations and the system's ability to translate activity levels into reliable, recurring revenue.







## Airline meetings and tours:

**Southwest Airlines:** Southwest Airlines Chief Operating Officer Andrew Watterson and his team, in partnership with AIAS, held a press conference October 2 to announce the launch of Southwest Airlines service beginning in summer 2026. Since the announcement, several follow-up meetings with representatives from the AIAS have been held to finalize preparations, including logistics, ground handling, and customs coordination, ensuring a smooth launch of the new routes.

With Southwest Airlines joining ANC's airline roster, we now serve every major U.S. passenger carrier.

# Southwest



AIAS leadership actively drives strategic collaboration with airline partners through regular, high-level discussions focused on optimizing operations and unlocking future growth opportunities. These carriers are critical revenue generators, and maintaining strong, performance-driven partnerships is essential as regional demand accelerates.





## Airline Collaboration and Regional Growth



**Commuter and PART 135 Airline Activity:** AIAS experienced deliberate growth, operational realignment, and continued commitment to regional connectivity. ANC supported existing operators through operating agreement actions, facility adjustments, and terminal planning to improve safety, efficiency, and the passenger experience, including Aleutian Airways' transition to signatory status. A major milestone was the relocation of Alaska Central Express (ACE) from the North Terminal to the South Terminal A Concourse, better aligning the carrier with operational and gate-management needs. New and expanding carriers, including Arctic Legacy Aviation and Paklook Air (dba Yute Commuter Service), were onboarded to support increased scheduled and charter service to rural communities. These actions strengthened ANC's role as a regional aviation hub and positioned the airport for future growth in commuter and Part 135 operations.

**Domestic and International Airline Activity:** Several passenger and cargo carriers—including Alaska Airlines, United, Cathay Pacific, Kalitta Air, WestJet, and AirZeta—completed lease and operating agreement updates to support evolving needs. These actions provided short-term flexibility through temporary terminal space and preferential use permits, while delivering long-term stability with new or extended terminal and land leases, adding significant terminal, ramp, and support space. A key milestone was Kalitta Air establishing a dedicated North Terminal presence with new line maintenance and office space, strengthening cargo operations and generating substantial terminal revenue. Additional cargo carriers also expanded or formalized their footprints, reinforcing ANC's role as a global cargo hub. Collectively, these actions ensured service continuity, improved efficiency, and positioned the airport for future passenger and cargo growth while increasing non-aeronautical revenue.



## LEASING AND COMMERCIAL DEVELOPMENT UPDATES

A proactive terminal and aeronautical/non-aeronautical land lease development program enables the AIAS to sustain competitive rates and fees, strengthening its position in the market for air carrier operations. The Leasing Departments at both airports are strategically targeting high-value opportunities and collaborating with key service providers to advance development initiatives. These efforts drive long-term revenue diversification, optimize asset utilization, and amplify AIAS's statewide economic impact.

**Terminal Tenants and Permit Activity:** Business activity permit holders and non-airline terminal tenants provided essential operational support to keep AIAS running safely and efficiently. Ground handling and terminal service providers such as Swissport, Unifi Aviation, and Pegasus Aviation Services secured lease extensions and expanded space to support workforce growth and increased demand, generating additional terminal revenue. Additional permits were issued to service providers supporting passengers, airlines, and airport operations—such as transportation, wheelchair assistance, and medical transport—broadening the airport's non-airline service base. These actions kept critical support functions aligned with terminal activity and airline schedules, strengthening ANC's operational ecosystem and enabling scalable growth.







## FAIRBANKS AIRPORT

### Land Leases and Developments

- **Montibus Enterprises, LLC:** Executed a new 50-year land lease for approximately 60,000 square feet on Block 104, Lot 5, effective September 1, 2025. Construction for this personal hangar will start Spring 2026.
- **Worry Free Alaska, LLC:** Applied to extend their gravel pit operations onto adjacent airport land near the Mitchell Expressway and Van Horn Road.
- **Skyking Investments, LLC:** Consent to Sublease (Executed) ADA-90899, Block 102. The Sublease agreement between Skyking Investments, LLC and Dan Peterson is for use of a hangar for aircraft storage and maintenance, with a term beginning October 15, 2025, and ending October 14, 2030.
- **Clear Skies:** Consent to Sublease (Executed), ADA-90816, Block 101, Lot 3A. Sublease agreement between Clear Skies LLC and East Ramp Pizza for use of hangar for a restaurant, with a term beginning September 1, 2025 and ending August 31, 2026; and a sublease agreement between Clear Skies LLC and Fairbanks Avionics LLC for use of hangar for office space, with a term beginning October 1, 2025 and ending September 30, 2026.





## ANCHORAGE AIRPORT

### Concessions and Terminal Lease

#### Industry Recognition:

- Ted Stevens Anchorage International Airport received top national recognition for its concessions program, earning the #1 spot twice in the Airport Experience Fact Book 2025 Top 50 performance rankings published by Airport Experience News (AXN), a leading industry source on airport concessions and passenger experience.
- Denali Spirits, operated by HMSHost, was named a finalist for Best Bar Experience (Medium/Small Airports) in the 2026 Airport Experience Awards, highlighting ANC's strong concession partnerships and guest experience offerings.
- **Pizza Hut:** ANC's newest concessionaire continued strong performance following its January 2025 opening, surpassing \$10,000 in sales in a single day—exceeding the daily sales of any Pizza Hut brick-and-mortar location in Alaska and underscoring the strength of passenger demand at ANC.
- **49th State Brewing – Beer Garden:** The pre-security Beer Garden underwent a remodel aimed at enhancing the guest experience. Improvements include expanded seating and the addition of a new packaged liquor retail section, supporting increased dwell time and retail offerings.
- **Cinnabon (HMSHost):** A remodel and refresh began in the B Hex location, featuring updated branding, digital menu boards, improved lighting, and a more open layout. The upgraded space is expected to enhance visibility and customer flow upon reopening.
- **Future Revenue Opportunities:** ANC Concessions released an RFP for electronic and static display advertising throughout the terminal, positioning the airport to expand non-aeronautical revenue opportunities beginning in 2026.







## Land Leases and Developments

- **Troy Air Inc.** was granted a 50-year successive aeronautical land lease in South Airpark in 2025, securing long-term tenancy for flight simulator and aviation operations. Over the past several years, the tenant has invested approximately \$2.8 million in facilities and equipment, supporting workforce training and aviation-related services at ANC.
- **Lake Hood Air Harbor** completed construction of a new aircraft hangar at Lake Hood, representing an approximately \$1.2 million private investment. The project replaced one of the oldest hangars on the lake, originally constructed in 1952 by the owner's family, modernizing facilities while preserving a long-standing aviation presence at Lake Hood.
- **Tsin'a LLC** submitted a 55-year land lease application for a proposed on-airport hotel development between the North and South Terminals. The project was publicly noticed and represents an estimated \$105 million private investment and would significantly expand lodging and amenity options for travelers.
- **Alaska Airport Partners** has submitted their building permit to construct six hardstands in the summer of 2026, and it is currently under review. This 55-year West Airpark aeronautical lease, at \$0.18 per square foot, has resulted in additional annual aeronautical revenue of \$225,329.
- **NorthLink Aviation, LLC's** South Airpark cargo development broke ground in 2023 and is planning to have the first phase of hardstand development well underway in the summer of 2026. This 55-year, aeronautical lease, at \$0.18 per square foot has resulted in revenue of \$924,736.
- **Alaska Cold Cargo Storage** will begin trenching work early this year, with full construction expected to begin this summer on a cold storage warehouse facility and aircraft hardstands. This 55-year aeronautical lease in North Airpark, at \$0.18 per square foot, has resulted in annual revenue of \$227,862.





## Property Marketing Program

This quarter marked the launch of the Alaska International Airport System Property Marketing Program, a new and proactive effort that has not previously been undertaken by the airport system. Through this initiative, AIAS is actively marketing available land and facilities at both Anchorage and Fairbanks International Airports to better position airport property for aviation and aviation-support business development. The program leverages a multi-channel approach that includes targeted use of social media platforms, outreach to business and community groups, and strategic utilization of the Aviation Property Network (APN) as a key marketplace to promote airport opportunities to a national aviation-focused audience.

### Fairbanks International Airport

- **Mitchell Expressway Development Opportunity:** 54+ acres of commercial land just off the Mitchell Expressway, northeast of FAI's main terminal. Excellent access to the airport and major routes; suitable for aviation-related, logistics, hospitality, or other commercial development.
- **Block 99 Development Opportunity:** Located on FAI's East Ramp, Block 99 offers multiple lease lots for private hangars or aviation-related development. Direct airfield access and close proximity to airport infrastructure support both general aviation and commercial operators.
- **Block 4, Lot 1 Development Opportunity:** 180,261 square feet on FAI's West Ramp with direct Part 139 airfield access. Close to key airport infrastructure; well-suited for aviation business, logistics, or other commercial development.
- **Pond Property Development Opportunity:** 8+ acres just off Airport Road, west of FAI's main terminal. Excellent access to FAI and major routes; suitable for aviation-related, logistics, hospitality, or other commercial development.

### Anchorage International Airport

- **South Airpark Development Opportunity (Block 23, Lot 10B):** 251,547 square feet of undeveloped land in ANC's South Airpark at \$0.18 per square foot per year (aeronautical rate). Direct Taxiway R access. Ideal for hangars/hardstand, aircraft storage, maintenance, and other aviation support uses.
- **East Airpark Development (Block 5, Lot 3A):** A 92,250-square-foot parcel with a vacant former fish-processing facility (office area and on-site parking). Potential uses include aviation-support, industrial, commercial, or warehouse.





- **East Airpark Development Opportunity (Block 5, Lot 13D):** A 69,300-square-foot gravel lot with no structures. Suitable for new construction, outdoor storage, or a build-to-suit project in East Airpark, near aviation-support and logistics uses. Potential uses include aviation-support, industrial, commercial, or warehouse.

## PLANNING FOR THE FUTURE

- **Master Planning:** ANC's Master Plan Update is in the final stages of completion. All report chapters and the Airport Layout Plan (ALP) have been finalized, and the project is now awaiting final Federal Aviation Administration (FAA) signature on the ALP. The plan provides a comprehensive guide for the airport's development, operational improvements, and long-term planning priorities. Published materials, including all final reports and supporting documents, will be available on ANC's website.
- **Part 150 Noise Study:** ANC is approximately 50 percent complete with the update to its FAR Part 150 Noise Study, last completed in December 2015. This FAA funded study includes updated Noise Exposure Maps (NEMs) and a Noise Compatibility Program (NCP) to reduce aircraft noise and address incompatible land uses around the airport. Winter noise monitoring has been completed, and the study team is developing the noise contours for the NEM. Additional Study Advisory Committee Meetings and Public Open Houses will be held throughout the year. Additional information and published materials are available at <https://anc150noisestudy.com/>.



### PART 150 Noise Study Timeline





- Sustainability Planning Study: ANC has completed the Request for Proposal (RFP) process and selected RS&H as the consultant for its airport sustainability planning study, supported by FAA grant funding. The project team is currently negotiating the scope of work, with the study anticipated to launch in Spring 2026. The study will focus on economic viability, operational efficiency, and resiliency, with continued coordination to align with State level sustainability efforts.
- Sustainable Aviation Fuel (SAF) Study: AKDOT&PF is continuing its study on the feasibility of producing, transporting, storing, and using SAF at ANC. The study includes a Biomass Feasibility Assessment and a Production, Blending, and Storage Analysis. The Biomass Feasibility Assessment has been completed, evaluating Alaska based resources to support SAF development. Work continues on the technical evaluation of Alaska's potential for SAF production and use, supporting the U.S. goal of net zero aviation emissions by 2050.

## FEDERAL GRANT FUNDING

AIAS experienced a particularly strong grant year in FFY 2025, receiving a combination of traditional FAA Airport Improvement Program (AIP) funding and Bipartisan Infrastructure Law (BIL) resources. This funding enabled the airport system to advance multiple infrastructure priorities across its airports. AIP entitlement and discretionary funds provided the foundation for eligible improvements, while BIL funding expanded AIAS's capacity to deliver additional projects and accelerate planned work. In addition, ANC received grant awards through the FAA's Resilient Infrastructure Discretionary program and Supplemental Discretionary program, further increasing the federal investment received in FFY 2025. Collectively, these federal resources supported key improvements including pavement rehabilitation and preservation, airfield markings and safety upgrades, and other eligible construction activities that strengthen operational reliability, extend asset life, and enhance long-term system resiliency.







# ALASKA INTERNATIONAL AIRPORT SYSTEM

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

DEVELOPMENT REPORT: Q 3 & 4 2025

Table 3- Summary of Federal Grants for Federal Fiscal Year (FFY) 2025

Airport/System	Airport Improvement Program (AIP)	Bipartisan Infrastructure Law (BIL)	Other	TOTAL
ANC/LHD	\$48,007,074	\$5,999,430	\$5,644,550	\$59,651,054
FAI	\$3,184,421			\$3,184,421
AIAS	\$51,191,495	\$5,999,430	\$5,644,550	\$62,835,475

Airport	Airport Improvement Program (AIP)	
ANC	Taxilane E and Taxilane M Improvements	\$38,740,922
ANC	RON 12-14 Rehabilitation	\$3,133,823
ANC	Taxilane V Gate Reconstruction	\$1,172,635
ANC	Equipment 2025	\$1,603,584
LHD	Aircraft & Lakeshore Drive Rehabilitation	\$3,356,110
FAI	Snow Removal Equipment 2025	\$3,184,421
TOTAL		\$51,191,495

Airport	Bipartisan Infrastructure Law (BIL)	
ANC	West Perimeter Road	\$1,738,950
ANC	Taxiway R & Taxilane U Improvements - Phase 2	\$563,789
ANC	Passenger Boarding Bridge Replacement N3 & N5	\$3,696,691
TOTAL		\$5,999,430

Airport	Other (Supplemental & Resilient Infrastructure Discretionary)	
ANC	North Terminal Combined Heat & Power	\$2,326,921
ANC	Airport Lighting Control System (ALCS) Resilience & Reliability	\$3,317,084
TOTAL		\$5,644,005



Beyond these FFY25 funding sources, both airports are pursuing supplemental FFY26 funding made available through the Infrastructure Investment and Jobs Act (IIJA). The IIJA authorizes the Airport Terminal Program (ATP), which provides targeted federal investments to modernize, rehabilitate, and enhance airport terminal facilities. Projects submitted by the AIAS for ATP consideration include:

- **ANC Terminal ADA Assessment & Improvements:** This project addresses outstanding Americans with Disabilities Act (ADA) and universal access deficiencies within public areas of the terminal facilities and terminal connector. The project includes the installation of visual paging monitors and input stations, with associated hardware, software, and accessories, to provide comprehensive visual paging throughout the South Terminal, the South–North Terminal Connector, and the North Terminal Lobby, with up to two additive alternates to extend coverage into additional passenger areas.
- **ANC Terminal Fire Alarm Rehabilitation:** This project rehabilitates the existing fire alarm systems serving the North and South Terminals at Ted Stevens Anchorage International Airport.
- **ANC Passenger Boarding Bridge Replacement N1 & C3:** This project provides for the installation of new passenger boarding bridges (PBBs) at Gates N1 and C3 serving the N Gates in the North Terminal and the C Concourse, respectively, including the installation of a 400-Hz ground power frequency converter, and the removal and disposal of existing PBB components.
- **FAI Terminal Restroom Renovation:** This project will renovate restrooms throughout the Fairbanks International Airport terminal. Originally constructed as part of the 2009 terminal remodel, the proposed renovations are necessary to extend the useful life of the restrooms and improve functionality. Planned improvements include the installation of adult changing tables in select restrooms, durable countertops, updated wall finishes, modern high-traffic flooring, and new energy-efficient plumbing fixtures.



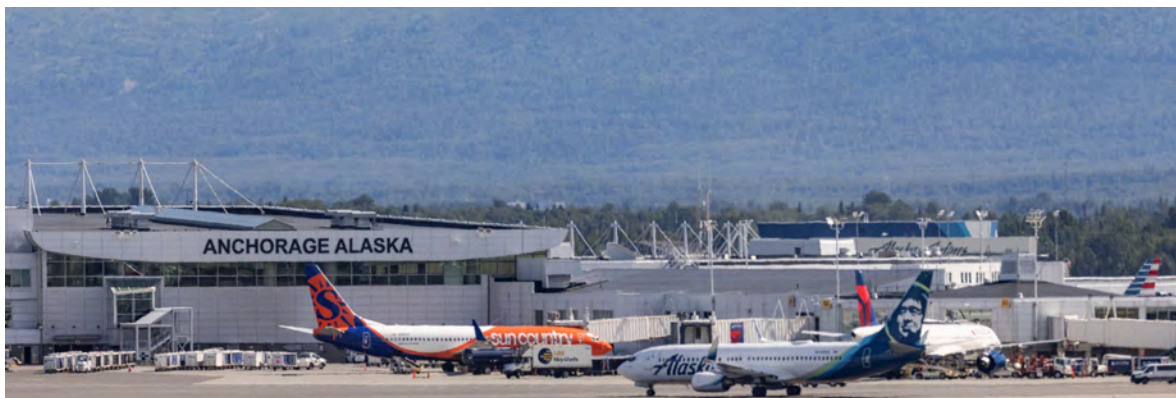




## AIAS AIRPORTS IN THE NEWS

### Links to Various Media Coverage

- **Ted Stevens International Airport poised for \$160M cargo expansion in 2026.**  
<https://www.alaskasnewssource.com/2025/12/17/ted-stevens-international-airport-poised-160m-cargo-expansion-2026/>
- **Proposal submitted for hotel and restaurant addition at ANC.**  
[https://www.youralaskalink.com/news/local/proposal-submitted-for-hotel-and-restaurant-addition-at-anchorage-airport/article\\_d3619fb8-6bef-4f32-8365-11c724d2264f.html](https://www.youralaskalink.com/news/local/proposal-submitted-for-hotel-and-restaurant-addition-at-anchorage-airport/article_d3619fb8-6bef-4f32-8365-11c724d2264f.html)
- **Southwest Airlines Coming to Ted Stevens Anchorage International Airport in Summer 2026.**  
<https://alaskapublic.org/news/anchorage/2025-10-03/southwest-airlines-announces-nonstop-anchorage-flights-for-2026>
- **American Airlines to begin Anchorage-Phoenix Service Next Summer.**  
<https://www.alaskasnewssource.com/2025/10/03/new-seasonal-flight-route-phoenix-announced-2026/>
- **Anchorage International Airport Implements Hidden Disabilities Sunflower Program to Enhance Accessibility.**  
<https://www.akbizmag.com/industry/government/state-airports-implement-hidden-disabilities-sunflower-program-to-enhance-accessibility/>
- **Alaska Airlines Announces New Summer Nonstop Routes from Anchorage.**  
<https://www.adn.com/alaska-life/travel/2025/12/20/there-will-be-more-nonstop-flight-options-for-alaska-travelers-in-2026/>
- **Ted Stevens Anchorage International Airport Ranks #1 in North America for Concessions Performance.**  
[https://www.youralaskalink.com/around\\_alaska/around-alaska-anchorage-airport-wildland-manager-and-girls-empowerment/article\\_86497d59-6c5c-4178-8169-6e395bf6bea2.html](https://www.youralaskalink.com/around_alaska/around-alaska-anchorage-airport-wildland-manager-and-girls-empowerment/article_86497d59-6c5c-4178-8169-6e395bf6bea2.html)
- **New Flight Added Between Fairbanks and Salt Lake City.**  
<https://www.alaskasnewssource.com/2024/11/09/new-flight-added-fairbanks-salt-lake-city/>
- **Federal Grant to Support Revenue Guarantee for Air Carrier Offering Non-Stop Service Between Fairbanks Airport and New Domestic Hub.**  
<https://www.webcenterfairbanks.com/2024/11/08/federal-grant-support-revenue-guarantee-air-carrier-offer-non-stop-service-between-fairbanks-airport-new-domestic->





## SUMMARY AND OUTLOOK

The third and fourth quarters of 2025 marked a pivotal period for the Alaska International Airport System, defined by organizational stabilization, accelerating passenger demand, sustained cargo strength, and meaningful progress on long-term infrastructure and development initiatives. With the full implementation of the AIAS organizational restructure, coordination between Ted Stevens Anchorage International Airport and Fairbanks International Airport has been strengthened, enhancing operational flexibility, resilience, and system-wide alignment. The transition was executed smoothly through targeted engagement with airline partners, reinforcing FAI's critical role as ANC's primary divert airport and supporting a unified approach to system operations.

Passenger demand across AIAS remained strong in the second half of the year, supported by expanded service, increased capacity, and strong seasonal travel patterns. Service growth at ANC accelerated in Q3 and Q4, reinforcing its role as Alaska's primary passenger gateway and positioning the airport among the fastest-growing in the nation by added seat capacity late in the year. Looking ahead, continued airline expansion and network optimization are expected to drive sustained growth and strong load factors across the system.

Cargo operations continued to anchor AIAS as a globally competitive aviation system. Both ANC and FAI recorded cargo growth exceeding 5% the last half of 2025, reflecting strong international connectivity and system redundancy. The complementary roles of the two airports strengthen AIAS's value to the global cargo industry while supporting reliable service to regional and rural communities.

Commercial development and leasing activity remained robust across ANC, FAI, and Lake Hood. Long-term land leases, terminal tenant expansions, and private investment advanced throughout 2025, supporting revenue diversification, efficient asset utilization, and sustained economic impact. ANC's concessions program continued to perform at the highest national levels, underscoring the effectiveness of its commercial strategy and passenger experience initiatives.

AIAS secured substantial federal funding in FFY 2025 through FAA Airport Improvement Program and Bipartisan Infrastructure Law, enabling advancement of critical airfield, terminal, and resilience projects. Concurrently, major planning efforts, including master planning, noise compatibility, and sustainability initiatives, continue to position the system for responsible, resilient growth.

Overall, the second half of 2025 reflects a system that is stronger, better coordinated, and well positioned for continued expansion. With organizational alignment complete, airline partnerships deepened, cargo and commercial activity growing, and major investments underway, AIAS enters 2026 prepared to deliver safe, reliable operations and a high-quality passenger experience as demand continues to rise.





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