

Unknown

From: palin@mtaonline.net
Sent: Wednesday, January 23, 2008 7:55 PM
To: fek9wnr@yahoo.com
Subject: Fwd: DOC (186).PDF - Willow Airport and the Iditarod Race
Attachments: DOC (186).PDF

Todd - Two e-mails to you on this subject tonight.

This Willow Airport thing leads me to believe that **Ron Stroman** (DOT guy) is not being truthful about the situation. This whole issue could be resolved if the DOT would just give the Iditarod until next summer/fall to get another location for parking vehicles beginning with the **2009** Event. **It's that simple!!!**

Some highlights from the 3/12/07 letter from FAA's Byron Huffman to State DOT Torgerson -

- 1) "...**may** have been in non-compliance... of some grant assurances..."
- 2) "...it **appears**..."
- 3) "...we ask that **you discourage** the planners of the Iditarod from considering the use of the Willow airport for parking...they make alternative plans..."

Some highlights of the 4/12/07 letter from State DOT to FAA's Huffman -

- 1) "... **may** have be in non-compliance."
- 2) "... **looking at alternative locations** for vehicle parking if Willow is used in future for restarts..."

5/3/07 Letter from FAA to DOT was concerning Revenues.

Conclusion: It appears to me that FAA is NOT saying DOT is not in compliance, but Ron Stroman is suggestion it without any written proof from FAA.

If anyone wants to talk with me about this situation, have them give me a call and I will give them my understanding and opinion of this unfortunate situation.

Thanks

Dad
760-345-9787
palin@mtaonline.net

--- Begin forwarded message:

ROSTON 01414

10/14/2009

From: Stan Hooley <shooley@iditarod.com>
To: Jim Palin <palin@mtaonline.net>
Subject: DOC (186).PDF
Date: Wed, 23 Jan 2008 18:06:54 -0900

letter from the Commissioner....

No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.5.516 / Virus Database: 269.19.9/1239 - Release Date: 1/23/2008 10:24 AM

ROSTON 01415

10/14/2009



U. S. Department
of Transportation

**Federal Aviation
Administration**

Alaskan Region

222 W. 7th Avenue #14
Anchorage, Alaska
99513-7587

Mr. John Torgerson
Deputy Commissioner of Aviation
State of Alaska, DOT&PF
P.O. Box 196900
Anchorage, Alaska 99519-6900

*Ron
Prepare a draft me
response to him*
RECEIVED
MAR 12 2007
DOT/PP
STATEWIDE AVIATION

Dear Mr. Torgerson:

The FAA Airports Division was recently notified of some circumstances concerning the operation of the Willow airport during the 2007 Iditarod restart. As you are aware, the Willow airport is a federally-obligated airport under the provisions of Title 49 U.S.C. subtitle VII. Based upon our review, the recent use of the Willow airport may have been in non-compliance with some of the AIP grant assurances including:

- 5. Preserving Rights and Powers
- 19. Operation & Maintenance
- 21. Compatible Land Use

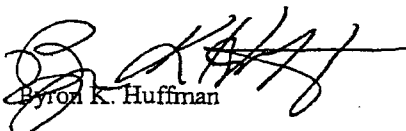
I've included a copy of the applicable Airport Sponsor Assurances (dated 5/97) associated with the Willow Airport.

Of particular concern, it appears that portions of the Runway Protection Zones (RPZs) were identified for the parking of spectator vehicles (see attached DOT&PF Traffic Control Plan). The FAA discourages the use of RPZ lands for activities that result in congregations of people (this includes vehicle parking). The use of RPZ lands for vehicle parking is considered incompatible with normal airport operations and is not normally approved by the FAA.

It should be further emphasized that in accordance with Grant Assurance 25, "Airport Revenues" any revenue generated by the Airport must be utilized for airport purposes. Please confirm to our office the amount of revenue received as a result of vehicular parking on Willow airport property and its future anticipated usage.

To ensure that a sponsor does not promote an activity on the airport that could jeopardize its grant assurances, we encourage the sponsor to seek FAA approval prior to condoning activities that are outside the normal aeronautical use of the airport. Furthermore, we ask that you discourage the planners of the Iditarod from considering the use of Willow airport for parking or any other unapproved non-aeronautical uses during future Iditarod restarts (or other like events) and that they make alternate plans to accommodate such activities.

Sincerely,


Byron K. Huffman

Attachments: traffic control plan, grant assurances

ROSTON 01416

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
STATEWIDE AVIATION

SARAH PALIN, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519
(907) 269-0730 Fax (907) 269-0489

Byron Huffman
Manager, Alaska Region
Airports Division
Federal Aviation Administration
222 W. 7th Avenue, #14
Anchorage Alaska 99513

April 12, 2007

Dear Mr. Huffman:

Thank you for your letter received in our office on March 12, 2007, where you discussed FAA's concerns with the Last Great Race, the Alaskan Iditarod Sled Dog Race using the Willow Airport for its 2007 restart. In your letter, you expressed concerns that the State "may have been in non-compliance" with the FAA AIP Grant Assurance Program for allowing the race to use the Willow Airport to support of this Alaskan tradition.

The State appreciates the FAA's support and tolerance over the last 15 years when first the Iditarod restart used Willow Airport because the snow conditions at Wasilla, the traditional home of the Iditarod was unable to safely accommodate the running dogs. We both know that when Willow Airport was first used, chaos reigned supreme. However, over the years the department has worked with the Iditarod Committee, local associations, the Alaska Defense Force, the airport tenants, users of the airport, and even received assistance from the FAA on how to safely support the restart and continue the use of the airport.

Prior to the restart, a NOTAM is published, the tenants are informed, notices given to users of the airport, a traffic plan developed and implemented, the State Troopers and the Alaska Defense Force are mobilized to control pedestrians and traffic, areas are marked off for vehicles and pedestrians, times limits are established for use of the airport, and absolutely no one is allowed on the runway but aircraft.

You've pointed out the particular Grant Assurance Provisions; 5, Preserving Rights and Powers; 19, Operation and Maintenance; & 21, Compatible Land Use where the State may have been in non-compliance. You also state that spectator vehicles parking within the Runway Protection Zones were of particular concern to the FAA. Please note that the safety of the air traveling public is the State's first concern in operating its approximately 260 rural airports. And be assured that everything that could have been done to safely accommodate the users of the airport was looked at, evaluated, and

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implemented so that safety was not compromised.

The Iditarod Committee was issued a permit and charged the regulatory rate. The language of the permit was restrictive and allowed for the department to cancel upon immediate notice should safety be jeopardized. While the State does not in ordinary circumstances encourage events on airports we feel that the Iditarod Sled Dog Race is not an ordinary event and that through the measures taken, safety wasn't compromised.

We appreciate FAA's offer of involvement should the race request use of the Willow Airport for its restart in the future. And while we do discourage the Iditarod Committee of using the Airport, they inform us that there is no place within the race route that meets the criteria of enough area to handle the racers, the general public, enough snow is readily accessible. This great Alaskan tradition is supported by the Governor's office, the legislature, and the State government. We appreciate the FAA's concerns but we believe that all measures have been taken that can be taken to ensure the continued safe use of the airport.

We are looking at alternative locations for vehicle parking if Willow is used in the future for the restart. We are requesting support from the community and the Iditarod Committee to assist in this effort. To this end, we have requested a meeting with Mr. Stan Hooey, Executive Director of the Iditarod.

Again, thank you for your letter. Please don't hesitate to call me if you have any questions regarding this matter.

Sincerely,

Original Signed By

John Torgerson
Deputy Commissioner Aviation

Cc: Leo von Scheben
Commissioner
Ron Stroman
Chief, Statewide Aviation Leasing
Anna Walker
Regional Safety Officer

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U.S. Department
of Transportation

Federal Aviation
Administration

MAY 3 2007

FAA Alaskan Region
222 W. 7th Avenue, Box 14
Anchorage, Alaska
99513-7587

Mr. John Torgerson
Deputy Commissioner of Aviation
4111 Aviation Avenue
Anchorage, Alaska 99519

Dear Mr. Torgerson:

Iditarod Restart at the Willow Airport

Thank you for your April 12, 2007 letter addressing the concerns of the Federal Aviation Administration (FAA) concerning the restart of the Iditarod Sled Dog Race at the Willow Airport. I would again reiterate to you and your staff that FAA approval is required for any and all future activities that are outside the normal aeronautical use of the Willow Airport.

On a separate follow-up matter, your letter did not address our questions concerning the revenue obtained for vehicle parking on airport property during the Iditarod Restart event. As you are well aware, in accordance with Grant Assurance 25 (49 USC 47107), "the revenues generated by a public airport will be expended for the capital or operating costs of the airport." We therefore ask that the Department please provide to our office the amount of revenue that was generated from vehicular parking as a result of the 2007 Iditarod Sled Dog Race Restart and the disposition for its future aeronautical use(s).

Sincerely,



Byron K. Huffman
Manager, Airports Division

ROSTON 01419

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
STATEWIDE AVIATION

SARAH PALIN, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519
(907) 269-0730 Fax (907) 269-0489

May 15, 2007

Byron Huffman
Manager, Alaska Region
Airports Division
Federal Aviation Administration
222 W. 7th Avenue, #14
Anchorage Alaska 99513

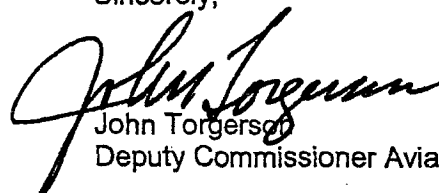
Dear Mr. Huffman.

In response to your letter dated May 3, 2007, please note, as stated in the previous letter, that the Iditarod Committee was charged the regulatory rate based upon a one day event for use of State lands [SEE 17 AAC 45.127(m)(1)]. As is required by State law, any money generated must be deposited in the State general fund.

The State's obligation toward the maintenance and support of the rural airport system in Alaska is well in excess of \$15 million annually. The revenue generated from the rural airport system is approximately \$3 million. Because of the number of rural airports, the minimal amount of revenue generated compared to the amount of money expended in the support of the rural airport system, the FAA has accepted airport revenue being deposited in the general fund, as satisfying the provision of our grant assurance.

I hope this answers your question. If you have anything further, please don't hesitate to contact me or Ron Stroman, Chief Statewide Aviation Leasing. Thank you.

Sincerely,

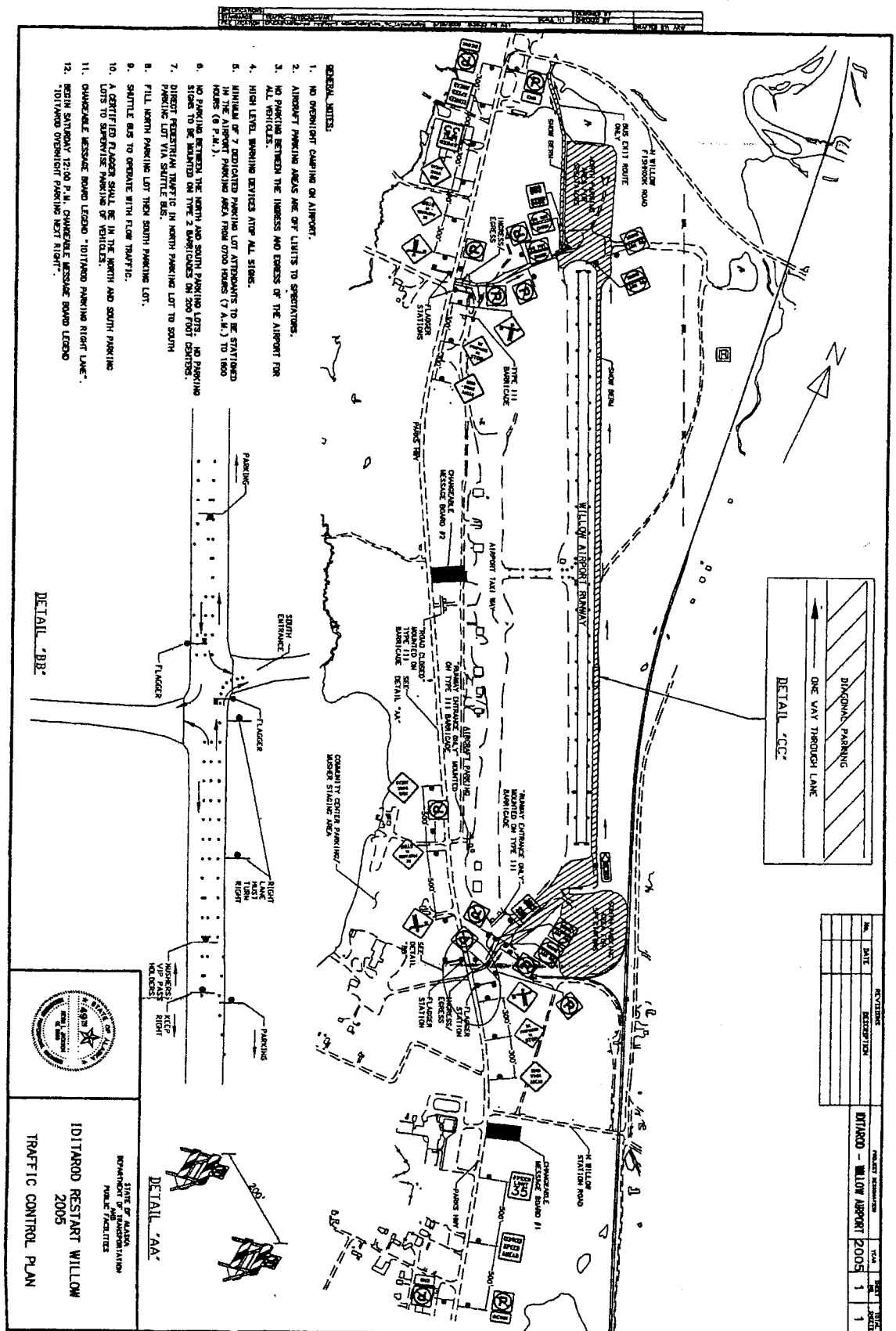


John Torgerson
Deputy Commissioner Aviation

Cc: Leo von Scheben
Commissioner
Ron Stroman
Chief, Statewide Aviation Leasing

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