



SUMMER 2025

NEWSLETTER

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Will it or Won't it? Preparing for a Possible Mount Spurr Eruption

By Megan Flory, RESPEC AASP Public Involvement Lead

In late 2024, the Alaska Volcano Observatory (AVO) began reporting increased activity at Mount Spurr, a volcano approximately 80 miles west of Anchorage. Mount Spurr is far enough from residences that it does not pose immediate danger on the ground, but the ash cloud has the potential to impact air travel and daily life in a state that relies heavily on aviation. The volcano has not erupted at the time of writing, though it remains under close observation. Mount Spurr last erupted in 1992, which forced changes to airport operations for several days.

Previous Eruptions

Mount Spurr erupted three times in 1992. Each eruption was of comparable size, with ash columns rising 8 to 9 miles above sea level, but only the eruption on August 18 impacted airport operations in Anchorage. That eruption coated the city in ash up to 1/8 inch deep. This light dusting of ash may not seem like much, but one estimate¹ put the cost of protecting and cleaning aircraft in Anchorage at \$683,000—in 2025, that's equivalent to \$1.5 million! The same report estimated that air carriers lost \$276,000 (over

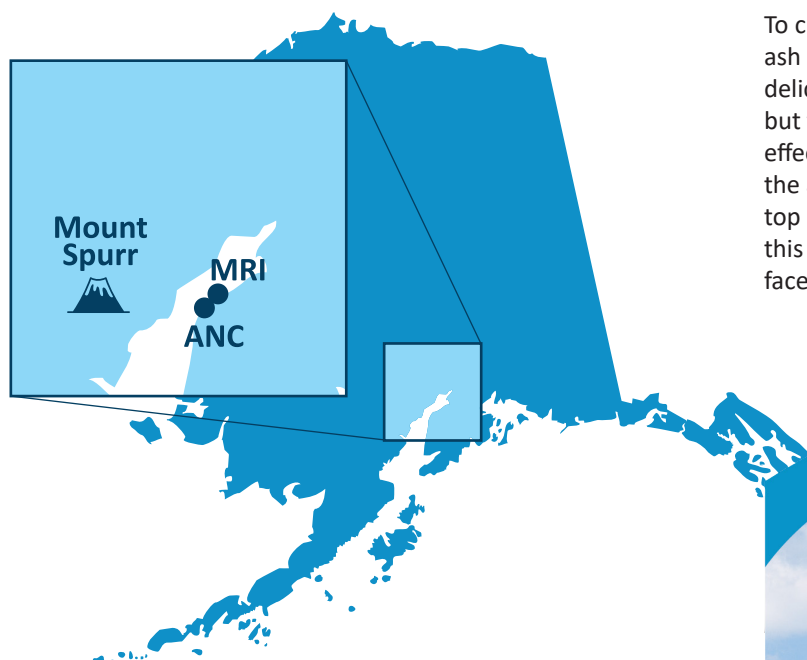


Mount Spurr.

\$600,000 today) in revenue to flight cancellations alone from the 3 days of disrupted operations.

To clean operating surfaces, airfield maintenance crews mixed the ash with water and used graders to move the mixture. It was a delicate balance, though—too little water and the dust blew around, but too much water and it created a mess that the graders could not effectively move. When Mount Redoubt erupted in 2009 and coated the airport in ash, maintenance crews were able to layer snow on top of the ash and clear the snow as usual. If Mount Spurr erupts this summer and sends ash to Anchorage, cleanup operations will face challenges closer to those of the 1992 event.

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In the Works



Taylor Beardsley, Ted Stevens Anchorage International Airport

By Megan Flory, Community & Sustainability Planner, RESPEC

Taylor Beardsley plays a pivotal role in the success of Ted Stevens Anchorage International Airport's (ANC) Capital Improvement Program (CIP). As a Transportation Planner, Taylor serves as a key liaison between the airport and the Federal Aviation Administration (FAA), helping secure more than \$40 million annually in Airport Improvement Program (AIP) grant funding that supports critical infrastructure investments across the airport campus.

With more than a decade of experience with Central Region DOT&PF, Taylor's path to airport planning has been built on a deep understanding of administrative processes, from office assistant to administrative assistant in procurement and eventually into aviation as an Airport Leasing Specialist (ALS). He says his Physical Education degree did not prepare him for a career in aviation, but with enough time and the support of talented and dedicated coworkers, he has learned a lot. Over 5 years as a Central Region ALS, Taylor's work spanned a variety of Alaska airports, including Homer, Big Lake, and Seward, before moving his focus to managing leasing agreements at both the Lake Hood Seaplane Base (LHD) and ANC. Although it was a bit easier to focus on just one airport campus, Taylor says the complexities of leasing at ANC are on a much larger scale than any of the other Central Region airports.

Through his promotion to Transportation Planner, Taylor directly supports the long-term development and operational efficiency of ANC and LHD and works closely with various sections across the airport, playing an essential role in



Taylor on the airfield at ANC.

aligning the airports' infrastructure needs with FAA requirements and maintaining a proactive, ongoing dialogue that is crucial to unlocking federal support for major initiatives. Every capital project is important to airport operations, but Taylor is especially excited about the upcoming FAA-led air traffic control tower. Taylor worked on the project as the airport's ALS, helping select the site and align utility and access needs with other capital projects. As Transportation Planner, Taylor helped coordinate the funding and planning support to keep the project moving. The new tower will enhance operational safety and support future growth at the airport.

"Taylor's commitment to both ANC and LHD's success, strong working relationship with the FAA, and ability to navigate complex funding processes have made him an invaluable part of our capital improvement efforts," said his supervisor Teri Lindseth, Alaska International Airport System Development Manager.

Outside of work, Taylor loves to bowl. The military bases in the area constantly bring in new people who join the local bowling leagues, and although they don't stay long, Taylor enjoys meeting and competing with them. Taylor's appreciation for his community—at DOT&PF and beyond—drives his commitment to ensuring ANC remains a safe, efficient, and forward-looking gateway for Alaska and the world.

Thank you, Taylor, for all your hard work!



FAA NEWS & UPDATES

1-833-AK-Brief (1-833-252-7433)

Alaska Flight Service now has a dedicated phone number to help minimize the challenges many pilots experienced with the 1-800-WX-BRIEF number. This new number connects directly to Alaska Flight Service and allows the caller to select one of the regional hubs (Juneau [JNU], Fairbanks [FAI], or Kenai [ENA]). The hubs will maintain their local and toll-free numbers, and flights outside Alaska will still use the 1-800-WX-BRIEF number.

Flight Service uses government personnel and a contract service provider to supply pilots with weather and aeronautical information through dedicated phone lines and online resources. Services include pilot briefings, flight planning, inflight advisory services, weather cameras, search and rescue initiation, aircraft emergencies, and [NOTAMs](#).²

The new Flight Service number (1-833-AK-BRIEF) is an Alaska-specific addition to existing resources; all other phone numbers and online resources will remain the same. Pilots flying in Alaska should use the dedicated Alaska phone number to avoid disruptions—be sure to update your contact lists and flight planning resources before your next [flight](#)!³

2025 Program Guidance Letter

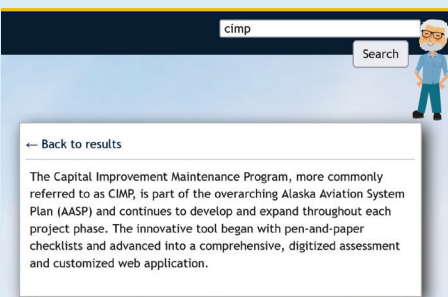
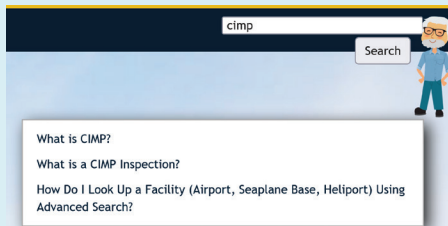
The FAA released a Program Guidance Letter (PGL) on May 20, 2025, to explain the provisions in the FAA Reauthorization Act of 2024. Alaska-specific topics in the PGL include the Don Young Alaska Aviation Safety Initiative, runway projects, fuel infrastructure for snow removal equipment, and AIP Handbook exceptions for Alaska. Keep an eye out for a deep dive from DOT&PF on how this will impact aviation in Alaska.



AirTime

Q What is the new search help box on the internal AASP website?

A That is our new help widget, inspired by our colleague, friend, mentor, and invaluable advocate for Alaska aviation and the airport improvement program, Roger Maggard. Type in a keyword, and Roger will return relevant articles on the topic. For instance, if you type CIMP, a popup box will contain a variety of CIMP information and click the link for further information. We will continue to add new articles- send any ideas to the Statewide Aviation team (AASP > All Internal Pages). To read more about Roger, see the Winter 2023 AASP Newsletter.



In The Works ...

We are integrating new weather information to aid the AASP planning effort. You can view precipitation and snowfall data on the Facilities tab (Facilities > Statistics > Weather Data). More details on this new feature will be included in future newsletters.



By Annette Lapkowski, PE, B2Gnow/BlackCat Project Manager

Coach Class

Simplified Grants Report

The Airport Improvement Program (AIP) provides grants to airport sponsors for the planning and development of public-use airports. A new report on the internal website combines each project into one line based on the Grant Number, rather than separate lines based on FAA Work Code (Reports > AIP Grants > AIP Grants Summary).

Overview

ACIP

AIP Grants

Airport Needs Directory

CIMP Inspection

NOTAMS

Performance Measures

Query Tool

Statistics

Planning

Airport Assets

Contacts

Reports: AIP Grants

Filters

Facilities: ☒ DOT&PF ☐ Local Sponsor
Filter Type: State Region
State Region: All
Federal Fiscal Year (FFY): Federal Fiscal Year 2023x
Purpose: ST-Standards
Component: Select All
Type: Select All
Grant Agreement Date: mm / dd / yyyy to mm / dd / yyyy
Status: Select All
Report Type:
☐ AIP Grants by Work Code
☒ AIP Grants Summary

Export Clear

AASP Project Manager Update

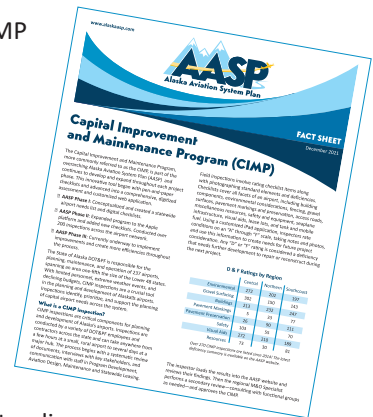
Edgar Tinajero, RESPEC AASP Project Manager

Summer is here! For many Alaskans, this means fishing, hiking, camping, and happily basking in the seemingly endless summer sun. For DOT&PF, it means working tirelessly to complete as many maintenance and construction projects and airport inspections as possible before fall arrives and the sun sets.

Summer is a key time for conducting inspections as part of our ongoing Capital Improvement and Maintenance Program (CIMP), and CIMP inspections are critical in the planning and development of Alaska's airports. Last year, AASP updated the custom iPad application to improve efficiency and streamline the process; this year, we released an update based on inspector feedback to make it even more user friendly. The updated instruction manual is now available and a new fact sheet coming soon; in the meantime, feel free to check out our

previous CIMP Fact Sheet.⁴

And don't worry, the AASP team knows how to enjoy the summer sun, too. Our team has been all across the state, attending aviation events like the Valdez Fly-In, Kenai Peninsula Air-Fair, and Fairbanks Aviation Day. These in-person connections help support Alaska's airport industry and aviation stakeholders in a state where air travel is essential. It's always a joy to get out and meet the public to share our love for aviation in Alaska.



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Present-Day Preparations

Mount Spurr remains at an advisory alert level at the time of writing. Whether or when the volcano might erupt is unknown, but the staff at Ted Stevens Anchorage International Airport (ANC) are ready just in case. ANC is committed to maintaining safety and minimizing disruptions in the event of an eruption and has been coordinating with the National Weather Service (NWS), AVO, Fairbanks International Airport (FAI), and the airlines and carriers that service ANC to meet those goals. The airfield maintenance crew has been reviewing contingency plans for potential ashfall scenarios and keeps a close watch on the daily ash forecasts. Ash cleanup uses the same equipment as snow removal, meaning the crew will be ready to remove ash as soon as it is safe to do so. ANC



Ted Stevens International Airport

Crews removing ash from operational surfaces at ANC after the August 18, 1992, eruption of Mount Spurr.

Other 1992 Eruptions

June 27, 1992

The ash cloud from the June eruption was blown north, away from primary air routes. This eruption had relatively little impact on aviation.

September 16–17, 1992

The September eruption had a minimal impact on Alaska aviation, but it was very disruptive in the Lower 48. This ash cloud didn't disperse like the others did and instead remained as one mass that moved as far southeast as Pennsylvania. Along the way, it disrupted air traffic around several high-volume airports, including Detroit, Cleveland, and Pittsburgh.

personnel will be advised to wear masks, goggles, and gloves during and following the ashfall to avoid negative health impacts from the ash.

Where to Find Updates

During and following an eruption, NWS and AVO will provide updates on weather

patterns, ash cloud movements, and any other critical alerts. Passengers should check with their airline for information about delays, cancellations, and rerouted flights; each airline has a diversion plan if changes need to be made. Pilots can stay informed through all their usual channels, including the NWS and Notices to Airmen (NOTAMS).



Eruption-ready puppy wearing goggles.



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¹Casadevall, T. J. and M. D. Krohn, 1995. "Effects of the 1992 Crater Peak eruptions on airports and aviation operations in the United States and Canada." The 1992 eruptions of Crater Peak vent, Mount Spurr Volcano, Alaska, U.S. Geological Survey Bulletin 2139, p. 205-220, Government Printing Office, Washington, D.C.

²Federal Aviation Administration, 2025, Flight Service. https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs

³Leidos Flight Service, 2025, Alaska Dedicated Flight Service Line. <https://www.1800wxbrief.com/Website/home?desktop=true#/news/112>

⁴https://www.alaskaasp.com/media/3964/cimp_fact_sheet_final.pdf