# Behind the Runway: Managing Alaska's Part 139 Airports

## Part 139 Regional Hubs

Alaska DOT&PF owns and operates an extensive airport network, ranging from small gravel airstrips to large international airports. Regional hub airports serve as critical connections between remote communities and urban centers, managed by airport managers who frequently oversee several outlying 'spoke' airports as well. In Alaska, airports that serve air carrier aircraft with more than 30 passenger seats require 14 CFR Part 139 certification. DOT&PF manages 23 of the 25 certified airports in the state.

## Small Crews, Big Responsibilities

Alaska's rural Part 139 airports have small crews—Bethel, one of the busiest hubs, has 10 people when fully staffed, while Cold Bay has just 5. Part 139 certification requires heightened safety standards and regular FAA oversight to ensure the protection of the traveling public, including measures such as access control, perimeter security, and routine inspections. Airport managers oversee everything from compliance and personnel to community, air carrier and military coordination, while staying current through continuous training to support safe, effective operations.

**Part 139 Airports**
- DOT&PF-owned Rural
- DOT&PF-owned International
- Non-DOT&PF

Wiley Post-Will Rogers Meml (BRW)
Deadhorse (SCC)
Ralph Wien Meml (OTZ)
Nome (OME)
Fairbanks International (FAI)
Ted Stevens Anchorage International (ANC)
Bethel (BET)
Kenai Municipal (KEN)
Valdez (VDZ)
Merle K (Mudhole) Smith (CDV)
Juneau International (JNU)
Dillingham (DLG)
Homer (HOM)
Yakutat (YAK)
Petersburg James A Johnson (PSG)
King Salmon (AKN)
Adak (ADK)
Gustavus (GST)
Sitka (SIT)
Dutch Harbor (DUT)
Cold Bay (CDB)
Kodiak (ADQ)
Wrangell (WRG)
Sand Point (SDP)

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