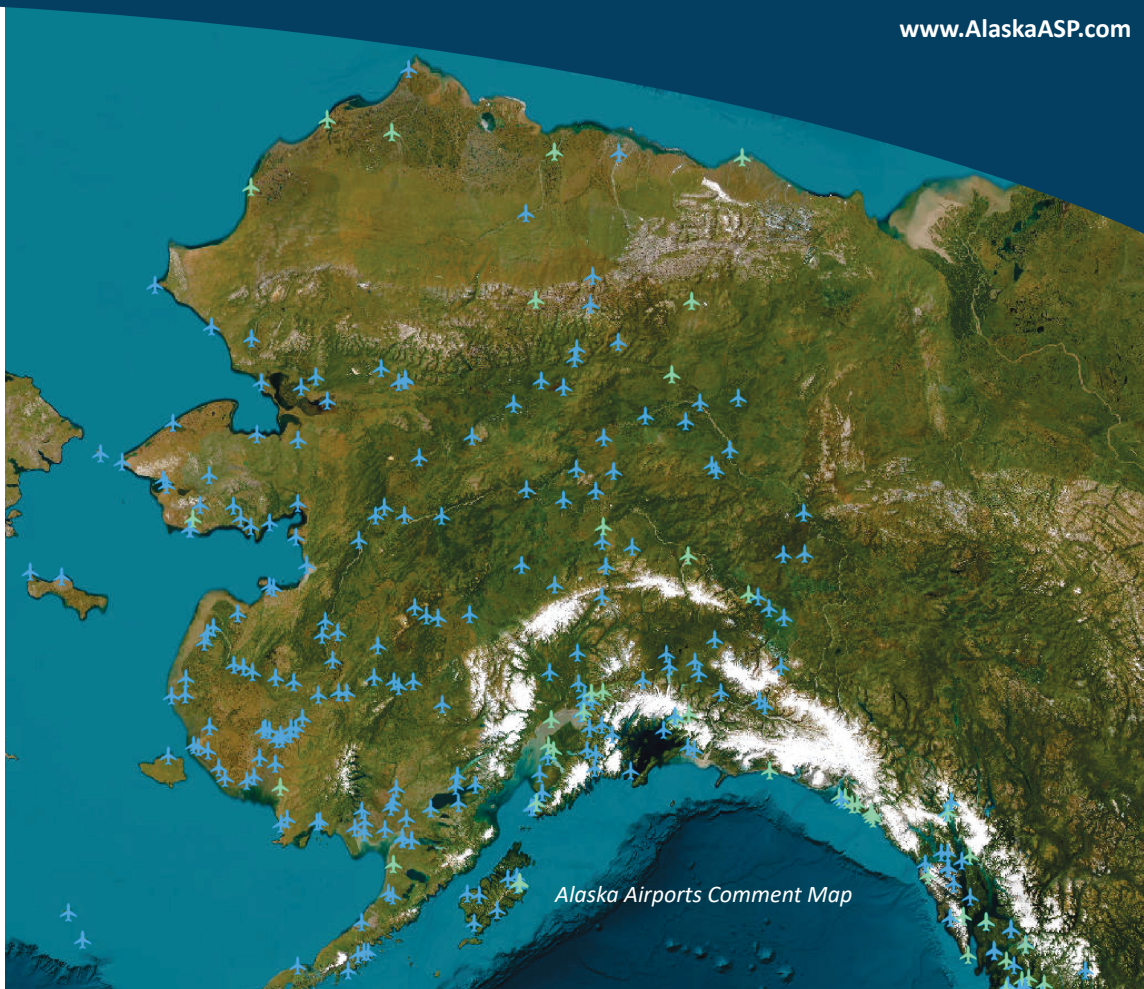


AASP Project Manager Update

By Becky Cronkhite, RESPEC Project Manager

There are several reports now available to the public on the AASP website. The new REPORTS tab contains useful information, including the newly revised airport needs directory, Airport Capital Improvement Plan (ACIP), airport contacts, and airport assets. The internal website now allows planners to view buildings located on airports and related attribute data, pulled directly from Statewide Facilities' database. Check out the details on how to run reports in the Coach Class section on page 3.

Last quarter we highlighted our new Public Airport Comment Map, a georeferenced informational portal that allows users to share information about airports across the state, including photos. We received a lot of great feedback and continue to make upgrades and add new features. A new [instructional video](#)¹ is now available to



assist users in navigating the map, viewing, and adding comments. The map button is on the [AASP website](#)² home page with the instructions directly below. Give it a try! Sharing information helps the entire aviation community fly safer.



Stefanie Miller

Sunrise fuel delivery in Wales.

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AASP Spotlight

Aaron Hughes, P.E., Central Region Aviation Design

By Megan Flory, Community & Sustainability Planner,
RESPEC

Many people dream of a job that allows them to advance their career while doing meaningful, creative work. Aaron Hughes found just that after graduating with a Civil Engineering degree from the University of Alaska – Anchorage in 2006. Right out of college, he saw an opportunity to work in aviation design and started with DOT&PF as an Engineering Assistant. Since then, he has held several titles prior to reaching his current position as a Project Manager for the Central Region Aviation



Aaron Hughes at work.

Design group. Aaron credits the amazing staff he's worked with over the years in the Aviation Design group with mentoring and developing his knowledge of aviation design in Alaska.

Aaron has worked on projects throughout the state, including at Anchorage International, Bethel, Dillingham, and various rural airports in southwest Alaska. Before the regional boundaries shifted, he also developed projects from Kodiak to Unalaska on the Aleutian Chain. This long list of airports leaves him hard-pressed to pick a favorite project; he enjoys every opportunity to improve airports and positively impact communities.

He is currently working on the Chevak Airport Rehabilitation project, which will provide a new gravel surface, widen the

runway from 60' to 75', and expand the safety areas. The runway profile will also be adjusted to correct the line of sight, improving pilot visibility down the runway. He is also proud of his work relocating the Newtok Airport to Mertarvik; Aaron joined the project during the tail end of the design phase and helped push it over the finish line.

Even without a favorite project, Aaron does have a favorite part of the job: collaboratively solving problems to best serve Alaska communities. "Growing up in Alaska, I was quite aware of the planes

flying all around, but it wasn't until I joined the Alaska DOT&PF that I became aware of how important aviation is to the state. For many communities, the airport is the only link for travel, mail, and cargo. It's a lifeline for them so it brings me a lot of satisfaction when we can improve the

airport knowing it will positively impact the community on a daily basis." Working in aviation design requires identifying and understanding the needs of airports and communities, which for Aaron, leads to a great deal of pride and ownership with every project.

When asked to describe Aaron's career at Alaska DOT&PF, Central Region Aviation Design Group Chief Jenelle Brinkman highlighted, "He is a role model and an amazing mentor to the younger engineers in the DOT&PF. Aaron makes it his own mission and is one of the key players in aviation to help meet the Department's objective to 'Keep Alaska moving through service and infrastructure.'" Thank you, Aaron, for your dedication to supporting aviation in Alaska!



FAA NEWS & UPDATES

FAA Establishes Soldotna CTAF Area

By Tom George, AOPA Alaska Regional Manager.
Original publication, the Alaska Airmen's
Association newsletter

The FAA is establishing a Common Traffic Advisory Frequency (CTAF) Area for the Kenai/Soldotna region, placing a large portion of the Kenai Peninsula on a single frequency – 122.5 MHz. This follows more than a year of FAA-led meetings with stakeholders to work out the details concerning boundaries, individual airports, and the addition of voluntary VFR checkpoints to improve situational awareness for pilots operating in the area. The change is expected to become effective with the January 28th charting cycle.

This change was initiated by local pilots several years ago. Last year the FAA Regional Administrator's Office established a working group to bring government and industry stakeholders together to collaborate on the project. Groups including the Peninsula Pilots Club, Alaska Airmen's Association, Alaskan Aviation Safety Foundation, and AOPA, along with local flight instructors and commercial operators, participated in a lengthy series of working group meetings to hammer out the details—including the proposal to add more than a dozen new reporting points to flight charts.

CTAF congestion an issue

Perhaps the largest concern associated with making this change is the potential for increasing frequency congestion, due to having this large an area sharing a single frequency. It will be important for pilots to be concise in making position reports and to avoid practices such as calling each turn in the traffic pattern.

Details about this change will be found on the FAA Alaska Aviation Safety Initiative [website](#)³ on Sectional Charts, and in the Chart Supplement. Make sure to update your documents and to verify the CTAF frequency for individual airports before flying in the area.

continued on page 3



AirTime

Q What new data do we have in the AASP?

A We recently posted some new facility fields:

- ICAO Identifier (Facilities > General tab > General Information)
- Listed in AASP as *ICAO ID*, it is a four-letter code defined by the International Civil Aviation Organization to designate aerodromes around the world.
- Airport Reference Point (Facilities > General tab > System Planning Data)
- Listed in AASP as *Location*, it is the designated geographical location of the facility according to FAA 5010 data.



Coach Class

New Public Reports Available

By Annette Lapkowski, PE, B2Gnow/BlackCat Project Manager

Search > Reports

- Airport CIP
- Airport Needs Directory
- Airport Contacts
- Airport Assets

Reports: Airport CIP

Standard Reports

The following reports include airport project information for the DOT&PF's airport capital improvement program, funded by FAA through the Airport Improvement Program (AIP) and the Airport Infrastructure Grant (AIG) Program. Project delivery, scopes and cost estimates are subject to change as Congress authorizes program changes and appropriates funding and as projects are developed and bid throughout each fiscal year. Click on these links for additional information on Project Development and Project Prioritization

Filter Type: State Region

State Region: All

Expected Funding Year(s) (FFY): 2024 2025 2026

Category:

- Airfield
- Building
- Other
- M&O / Equipment
- Planning

Facility Type:

- Statewide
- Airport/Heliport
- Airport
- Airport/Seaplane Base
- Heliport
- Seaplane Base

Sort:

- by Airport Alphabetically
- by Project Category Alphabetically

KONGIGANAK (DUY)			Airport Needs Directory January 25, 2024	
FAA Associated City: KONGIGANAK				
Owner: ALASKA DOT&PF CENTRAL REGION				
Borough/Census Area: Bethel Census Area	AASP Classification: Community Off-Road	NPIAS Level of Service/Number: Commercial Service - Nonprimary 02-0380		
Population (2022): 510	Part 139 Certified: No	Revenue (2021): \$625		
Enplanements (2022): 2,680	USPS Bypass Mail Hub: No	Expenditures (2023): \$40,491		
Road Access: None	Essential Air Service: No	PFAS Identified in Soil: N/A		
Airport Rating Summary from Last CIMP Inspection: (08/08/2016)				
A	B	C	D	F
			9	17
Airport Needs in Planned Projects*				
Project	Funding Source	Estimated Cost	Status	Expected Year
Construct SREB	DIS, NPE, SA, SUP	\$3,922,147	Obligated	2022, 2023
Expand Apron	DIS, NPE, SA, SUP	\$86,903	Obligated	2022, 2023
Extend Runway Safety Area	DIS, NPE, SA, SUP	\$20,231,164	Obligated	2022, 2023
Rehabilitate Apron	DIS, NPE, SA, SUP	\$962,128	Obligated	2022, 2023
Rehabilitate Runway	DIS, NPE, SA, SUP	\$5,282,221	Obligated	2022, 2023
Rehabilitate Taxiway	DIS, NPE, SA, SUP	\$376,044	Obligated	2022, 2023
Runway Lighting	DIS, NPE, SA, SUP	\$630,174	Obligated	2022, 2023
Taxiway Lighting	DIS, NPE, SA, SUP	\$178,231	Obligated	2022, 2023
Acquire New Grader	NPE	\$431,250	Programmed	2024
Acquire New Loader	NPE	\$562,500	Programmed	2024
ALP update and wind study	AIP	\$630,000	In Project	
* Several needs may be combined in one project. Funding is planned, not guaranteed.				
Additional Identified Needs**				
Project	Funding Source	Estimated Cost	Priority	Need Origination
Install ASOS or AWOS	AIP	\$2,060,000	Long	Community
** Additional Identified Needs are documented and verified but not yet included in a project.				
Community Economic Development Needs***				Need Origination
Construct Passenger Shelter				Community
***Community Economic Development/Quality of Life needs make the airport more viable for reasons of economic development, community comfort (passenger shelter/restrooms) and may be accomplished through community funds combined with other sources such as Denali Commission, Tribal Transportation, or private sources. Each community solution to these needs will be unique; therefore, the funding source, estimated cost, and priority are not tracked.				

The AASP team is working hard to expand the number and variety of reports accessible to the public on the AASP [website](#)⁴. The newest reports include Airport Capital Improvement Program (Reports > [Airport CIP](#)⁵) and Airport Needs Directory (Reports > [Airport Needs Directory](#)⁶).

The CIP report includes project information for the Alaska DOT&PF's capital improvement program, funded by FAA's Airport Improvement Program (AIP) and Airport Infrastructure Grant (AIG) Program. This report can aid system users, managers, operators, and the general public in identifying construction projects with funding on the horizon at their airport—or airports across the state—in the next three fiscal years. The report can be filtered by geography, expected funding year, project category, and facility type. It can also be run alphabetically by airport or by project category.

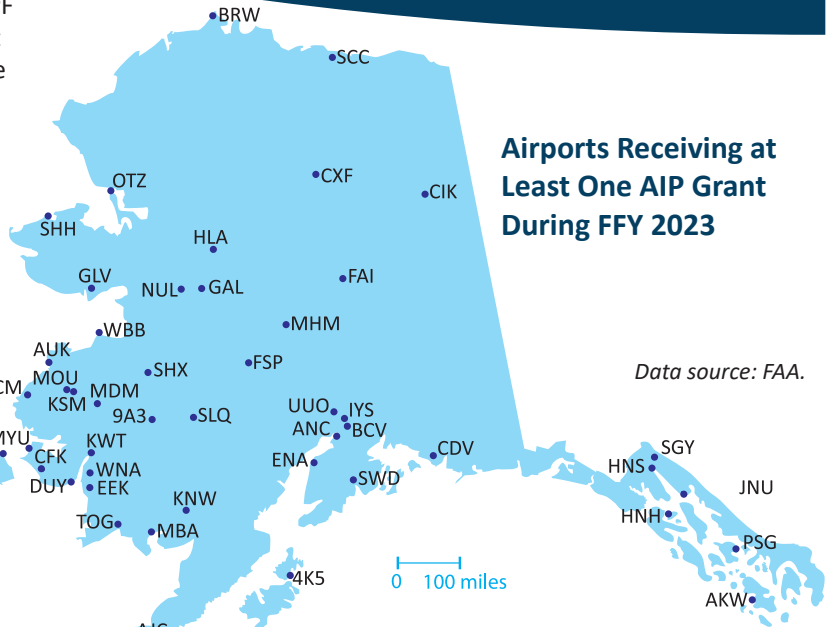
The Airport Needs Directory contains information specific to each airport. (See example page at left.) The directory is not fiscally constrained and is intended to provide a holistic overview of the airport system. Current data is pulled from the AASP database each time the report runs.

FAA News continued from page 2

January 8 Update: While individual airport CTAF frequencies have been changed, charting revisions on Sectionals and in the Alaska Supplement have been delayed to the March 21 publication cycle.

FFY23 Grants Summary

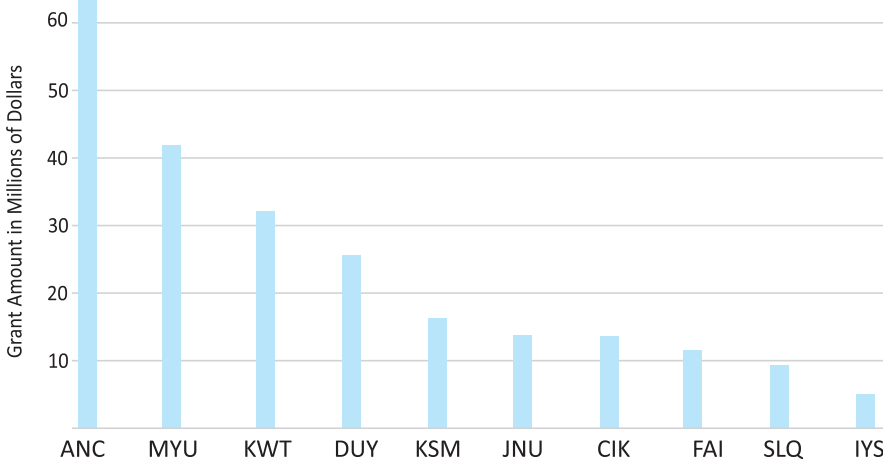
During federal fiscal year 2023, Alaskan airports (including DOT&PF and local sponsors) received 73 federal grants through the Airport Improvement Program, COVID Relief, and Bipartisan Infrastructure Law (BIL). The AIP grants comprised a total investment of about \$260M in Alaska's airport system. Additional funding from the BIL and COVID Relief programs provided about \$102M to the system, including \$39,873,300 for improvements at the Homer Airport. These awards are geographically dispersed across the state (see map) and range from \$93,751 up to \$41,254,805. The top 10 Alaska airports receiving the most AIP funds in FFY23 are shown on the bar chart below. AIP grants in FFY23 ranged from acquiring snow removal, aircraft rescue, and firefighting safety equipment (33 grants) to pavement and surface sealing (6 grants) and taxiway, apron, runway, and building rehabilitations, reconstructions, and expansions (17 grants). Grants in 2023 also supported the installation of navigational aids (NAVAIDs) or lighting (9 grants) and updating or conducting airport master plans and studies (5 grants)⁷.



Airports Receiving at Least One AIP Grant During FFY 2023

Data source: FAA.

Top 10 Largest AIP grants in FFY23



Data source: FAA.



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¹https://www.youtube.com/watch?v=QANK85Nqy7w&ab_channel=AlaskaASP

²<https://www.alaskaasp.com/>

³<http://www.faa.gov/alaska>

⁴<https://www.alaskaasp.com/>

⁵<https://internal.alaskaasp.com/Reports/Reports.aspx>

⁶<https://internal.alaskaasp.com/Reports/Reports.aspx?tab=needs>

⁷Some grants address multiple units of work at an airport.

In The Works ...

Beta testing is underway for the new Capital Improvement and Maintenance Program (CIMP) iPad inspection application. The inspection team is testing the iPad application to ensure program enhancements are incorporated and that the updated interface is easier for new staff to use and consistently generates reliable data. Concurrently, updates and reviews of the Inspection Tab inside the AASP are underway.

The AASP project is managed by the State of Alaska Department of Transportation and Public Facilities (DOT&PF), Division of Statewide Aviation. Additional assistance is provided by the Aviation Advisory Board, private aviation organizations, local airport sponsors, air carriers, aviation-related businesses, and pilots.

The preparation of this document was supported in part with financial assistance through the Airport Improvement Program from the Federal Aviation Administration (AIP Grant 3-02-000-028-2022) as provided under Title 49 USC § 47104. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

