AASP Project Manager Update

By Becky Cronkhite, RESPEC Project Manager

The Alaska Aviation System Plan (AASP) project team continues to complete research and provide tools for project development and the public. Recently, the Documents page of the website was updated to include a new category of reports: Informative White Papers. These research papers provide more detailed technical information than our Fact Sheets and in a readable format for a varied audience, from those new to airport project development to experienced airport planners. Our first publication, Critical Aircraft Determination, is available now, with the National Environmental Policy Act (NEPA) Process white paper coming soon. More white papers are in the works and we look forward to your feedback and suggestions for additional topics.

Location Maps are another new website addition. These simple maps can be added to any document to identify an airport's location immediately. They are publicly available for each classified airport on the Facility Photos tab. To find the correct map, use the drop-down menu under Photos and select Location Map. The map will display the airport name and three digit Federal Aviation Administration (FAA) location identifier. The image can be copied or saved by clicking on the map.

Have you ever wondered why runway lights are so crucial in rural Alaska? Check out the photographs Stefanie Miller of Ryan Air shared with RESPEC below and on page 2. We appreciate all aviation submissions and hope you will share your favorites with us!

Snow-covered Buckland (BVK) Runway.

A completed AWOS at Coldfoot Airport.

AWOS Expansion Pilot Project

Eight new automated weather observing systems (AWOSs) have been installed at airports across Alaska and supported by FAA supplemental funds. One notable aspect of this project is that DOT&PF spearheaded the design and construction phases in collaboration with the FAA, subsequently handing over the operational and maintenance responsibilities to the FAA. Alaska is the first state to pilot this novel approach. Through previous AASP planning studies and engagement with local communities, the eight new locations were identified as high-priority gaps in the existing weather observation network.

The AWOS pilot project involved a high level of communication and coordination among the DOT&PF project managers in the Northern and Central Regions, two contractors, the design team, the FAA, and local airport managers and staff. The design process created design sets based on the FAA-recommended design and applied DOT&PF

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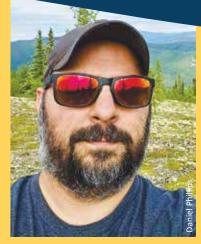
AASP Spotlight

Daniel Phillips, Northern Region Project Manager and Assistant Maintenance Engineer

By Megan Flory, Community & Sustainability Planner, RESPEC

Daniel Phillips has been a DOT&PF employee since 2012, when he was hired as an engineering assistant for the Northern Region Construction Section and then moved to Northern Region's Aviation Design. Previously, he had spent three summers as a construction intern. For the last decade and a half, Daniel has been committed to the success of Alaska's aviation system.

Daniel is currently the Assistant Maintenance Engineer for the Northern Region, providing technical support and managing funds for maintenance and aviation projects. Although he does have typical daily duties, Daniel's job also includes finding solutions for those who come to him with dilemmas. Although not knowing what tomorrow will bring can be trying, Daniel says the best part of his job is solving problems at a fast pace, which is not always possible in design and construction. "I can assist in running down funding, find the solution, work with [the maintenance team] and see the fix occurring. Being able to meet the challenge is the reward."

Daniel recently faced some challenges as the Design and Construction Manager for the Northern Region AWOS Expansion Pilot Project (see page 1). Although he anticipated a small role, as the project progressed, it became clear that would not be the case. Daniel coordinated with people across the country to understand how to manage the transition from a third-party AWOS system to an FAA-managed one, which, as he stated, "Nobody had done anything like this in the nation; we

Daniel Phillips

were really breaking down boundaries." Although this approach was uncharted territory and obstacles developed along the way, Daniel noted that the project was rewarding because everyone involved understood that the work was unprecedented and was committed to project success. All four sites in the Northern Region were transferred to the FAA by late 2023, another indicator of the pilot project's success.

Although his job can be difficult, Daniel loves it because of the team mentality he and his coworkers have. When everyone is motivated to help each other succeed, finding solutions and keeping communication flowing is easier, which helps keep Alaska moving.

According to Dan Adamczak, DOT&PF Regional Maintenance Engineer, "Daniel has proven to be a knowledgeable and trusted resource over his 15 years with the Department. Daniel's work in Construction, Design, and now Maintenance and Operations has contributed to his well-rounded background that helps him to bridge information gaps and communicate with multiple stakeholders and partners on projects he undertakes. His knowledge of our aviation system and the funding and regulatory parties we work with is especially notable." He also added that Daniel's work on the AWOS pilot project "laid the groundwork for future success in improving safety and reliability within Alaska's aviation network." Thank you, Daniel Phillips, for your hard work and tireless problem-solving to support aviation in Alaska.

FAA NEWS & UPDATES

Four Alaska Airports Win Terminal Funding

The FAA has awarded $970 million from the Bipartisan Infrastructure Law (BIL) to 114 airports nationwide through its Airport Terminal Program (ATP)[1] that was created as a part of the Bipartisan Infrastructure Law (BIL). Click here[2] to view a data visualization of the airports receiving funding. Four Alaska airports, ANC, FAI, SIT and KTN, received funding through this round of awards.

U.S. EPA Sets First PFAS Drinking Water Standard

On April 10, 2024, the U.S. Environmental Protection Agency (U.S. EPA) finalized the first-ever national drinking water standard to protect communities from exposure to harmful per-and polyfluoroalkyl substances (PFAS), also known as 'forever chemicals.' The rule sets limits for five individual PFAS and mixtures of PFAS chemicals in public drinking water systems. It represents the most significant step to protect public health under EPA's PFAS Strategic Roadmap[3] and is expected to reduce PFAS exposure for approximately 100 million people. Read the full news release here.[4] PFAS have been used in aqueous film-forming foams (AFFFs) for fighting liquid fuel fires, including at airports, since the 1970s. Congress, the Department of Defense, the FAA, and the aviation industry are working to transition away from PFAS-containing AFFF to fluorine-free foam (F3). Learn more about the F3 Transition Plan for Aircraft Firefighting here.[5]

Stefanie Miller

Snow-covered Deering Airport runway.

AirTime

Q **What new data do we have in the AASP?**

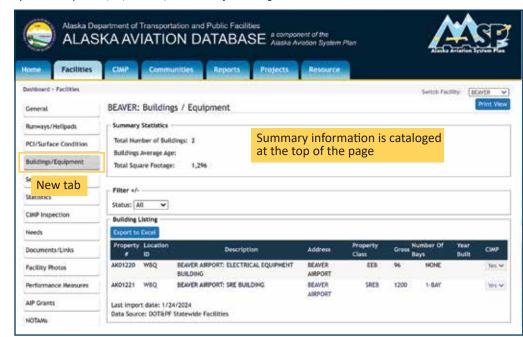**A** We recently refreshed some internal data, including:

- Facility Statistics (Facilities tab > select airports > Statistics sidebar)
  - Annual Revenue and Operational Expenses
  - Bureau of Transportation Statistics T-100 Data (including Deplaned Freight, Deplaned Mail, Deplaned Passengers, Enplaned Freight, Enplaned Mail, Enplaned Passengers)
- Population Data for 2020, 2021, and 2022 (Communities > view Community Statistics by clicking "select" to the left of the community's name).

Coach Class
New Buildings Data Available on Internal Website

By Annette Lapkowski, PE, B2Gnow/BlackCat Project Manager

Summary information is cataloged at the top of the page

New tab

Facilities have been updated to include Building information on a new dedicated tab (Facilities > select airports > Buildings/Equipment).

The new Buildings/Equipment tab enables the aviation team to acquire and import up-to-date building data from the Division of Facility Services quarterly. This dataset will aid future inspections by preloading the airport asset information onto the iPad application before users travel into the field.

The new Buildings/Equipment information is also available in two locations via reports (Reports tab > Query Tool sidebar; Reports > Airport Assets sidebar).

AWOS Expansion Pilot Project continued from page 1

design standards to site the modular systems at each airport. One location of interest was in Akiachak, where the design team had to create a raised embankment to elevate the AWOS above the 100-year floodplain (approximately 5 feet). This was essential for ensuring the system's continued operation, even during flood events.

The new AWOSs benefit local communities by providing accurate, real-time weather reporting at the airport, providing lower weather ceilings and visibility minimums. These systems allow carriers to know the weather conditions at their destinations so that they can activate—or not activate—flights, which improves the likelihood that essential transportation, goods, and services are safely delivered. According to Daniel Phillips, Northern Region DOT&PF Project Manager, several communities have already provided positive feedback regarding the new systems and improved data.

New AWOS Locations

Coldfoot • Airport
— National Highway System
Nulato
Kotlik
Tok Junction
Tununak
Crooked Creek
Akiachak
0   100 miles
Perryville

[1]https://www.faa.gov/bil/airport-terminals
[2]https://www.faa.gov/bil/airport-terminals
[3]https://www.epa.gov/pfas/pfas-strategic-roadmap-epas-commitments-action-2021-2024
[4]https://www.epa.gov/newsreleases/biden-harris-administration-finalizes-first-ever-national-drinking-water-standard
[5]https://www.faa.gov/airports/airport_safety/aircraft_rescue_fire_fighting/f3_transition
[6]https://www.aircharteradvisors.com/airport-codes/
[7]https://skycharter.com/airport-codes-and-their-history/

What's in a Code?

By Megan Flory, RESPEC Communtiy & Sustainability Planner

In previous newsletters, we explored the history of airport names with the *What's in a Name?* series. In this edition, we want to look instead at airport codes. What are they? Who chooses them? Why does one airport have multiple codes? Good questions, thank you for asking.

Airport codes are three- or four-letter identifiers used by travelers, industry members, and governing bodies to keep track of all airports. The Federal Aviation Administration (FAA), International Air Transport Association (IATA), and International Civil Aviation Organization (ICAO) each has its own system, which is why one airport may have two or three distinct codes [6]. You are most likely familiar with the three-letter FAA codes (United States only), which are usually the same as IATA codes (global). These codes are used for passenger operations and are typically self-selected by the airport, so long as the code is available, since they are intended to be unique.

Sometimes a desired code may be available in the United States, but not globally in the IATA system. In these cases, an airport may request to use the code they want through the FAA and receive a separate IATA code. Alternatively, an airport may look at the available IATA codes and request something that is available in both systems. Northwest Florida Beaches International Airport, for example, wanted to use the designation TFB (The Florida Beaches), only to learn the code was already being used internationally by Tifalmin Airport in Papua New Guinea. After reviewing the available IATA codes, the airport team settled on ECP with the declaration, "Everyone Can Party" [7]. In the early days of assigning three-digit codes, many airports in Alaska received codes beginning with "A" or "AK" followed by a one- or two-digit number; many public airports still begin with "A" today! A few examples are Campbell Lake (A11), Butte Muni (AK1), Christiansen Lake (AK8), and Chignik Lake (A79).

So that covers the three-letter, traveler-facing codes. What about the four-letter industry codes? Those are regulated by the ICAO, a United Nations organization. Often, they are created by placing an airport's regional identifier in front of its IATA (or FAA) code, but the final three letters may be unrelated. Airports in the contiguous United States receive the identifier K, while Alaskan and Hawaiian airports are designated with the letter P (P refers to the Pacific Ocean and K refers to... nothing, actually. It just worked out that way). For example, Fairbanks International Airport is designated as FAI for both the FAA and IATA systems, but as PAFA for the ICAO. These codes also follow an airport, even if it moves. The Newtok Airport recently moved to Mertarvik as part of a community relocation effort but retained its FAA and ICAO identifiers (EWU and PAEW, respectively).

2023 AASP photo context winner.

Nenana runway new seal coat.

Melissa Osborn

Simple, right? No? Well, the good news is that these jumbled up letters sometimes spell out fun words. Here are some of our favorite Alaska airport codes that make the confusion worth it (FAA / ICAO):

AKA / PAAK	Atka	
BET / PABE	Bethel	
BIG / PABI	Allen AAF	
EEK / PAEE	Eek	
IAN / PAIK	Bob Baker Memorial	
MRI / PAMR	Merrill Field	
PHO / PAPO	Point Hope	
SHH / PASH	Shishmaref	
SIT / PASI	Sitka Rocky Gutierrez	
UMM / PAST	Summit	
UNK / PAUN	Unalakleet	
ILI / **PAIL**	Iliamna	
ANN / **PANT**	Annette Island	
WTK / **PAWN**	Noatak	
IYS / **PAWS**	Wasilla	
OOH / **POOH**	Hoonah Seaplane Base	

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In The Works ...

The website development team is in the process of connecting the Alaska Air Carrier Compliance (ACC) website to the AASP website so that internal AASP users and external visitors can view air carrier information. Stay tuned and check out the summer edition of the AASP newsletter to learn more!

www.AlaskaASP.com