APPENDIX D

Initial Outreach and Issues

- **AASP Initial Issues Survey Form**
- **1986 AASP - Issues and Implementation Status**
- **1996 AASP Update - Issues and Implementation Status**
- **Preliminary Issues Overview**
- **Aviation Advisory Board - AASP Issues, May 30, 2008**
- **AASP Issues from Document Review**
- **AASP - Initial Issues from Survey Responses**
- **AASP - Issues from Meetings and Discussions with Interest Groups**

Alaska Aviation System Plan (AASP)
Initial Issues Survey

If you would prefer to fill out an electronic copy, contact tmiddendorf@dowl.com.

Issues (you may list more than one)	Any Suggestions on How to Address the Issue(s)?
Funding Issues	
Maintenance, Operations, and Leasing Issues	
Airport Planning, Design, and Construction Issues	
FAA and Navigation Aids Issues	
Policy Issues	
Environmental Issues	
Airport Owner and/or FAA Coordination/Process Issues	

Issues (you may list more than one)	Any Suggestions on How to Address the Issue(s)?
Other Issues	

Of all the issues identified, please rank your top three priorities.	1.
	2.
	3.

----------Thank you for filling out the survey!----------

Alaska Aviation System Plan (AASP) - Initial Issues Survey

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) is starting an AASP. The AASP will address aviation infrastructure and policy needs for Alaska's aviation system. This initial issues survey asks for ideas from within DOT&PF, municipal airports, the Federal Aviation Administration (FAA), and the aviation industry about aviation issues the study should address. It is just the first step in seeking input; a more extensive public involvement program will be undertaken later in the project. The survey results will be used to help determine where the study will go in the next phase, to begin later this year.

If you would prefer to fill out an electronic copy, contact tmiddendorf@dowl.com

Your ideas are needed by March 1, 2008.

Please return this survey by March 1 to:

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907-563-3953 (fax)

You may also contact:

Rebecca Cronkhite
DOT&PF Statewide Aviation
907-269-0728
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I work for: DOT&PF ☐ Local Airport Sponsor ☐ FAA ☐ Aviation Industry ☐ Other ☐

Company Name/Organization Name (optional): _____

If you would like to be included on the mailing list or e-mail list, please provide this information.

Your Name _____

Address: _____

E-mail: _____

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1986 Alaska Aviation System Plan
Issues and Implementation Status

Issue	Recommendation	Implementation if known
AIRPORT FACILITIES ISSUES		
State Airport Classification System	Adopt 6 classifications different from FAA and previous state systems--International, Regional Center, District, Transport, Community, Local.	Classifications applied until modified for 1996 Alaska Aviation System Plan Update (AASP2)
Airport Development Guidelines	Minimum service level criteria for each of 6 classifications intended to prioritize capital investments. Criteria established for runways (length, width, surface), taxiways, aprons, etc.	Appendix A of AASP2 lists projects completed since AASP by operational area and shows runway length compliance by airport classification. A complete implementation assessment requires comparing specific airport deficiencies identified in 1985 with AASP2 inventory database. Most minimum criteria dropped in AASP2 except for Community class airports.
Seaplanes, floatplanes, and heliports	No min. service level criteria, but policy set for when State will participate in seaplanes, floatplanes, and heliports.	Policies continued in AASP2, minimum criteria for Community seaplane bases added in AASP2
Sport Aviation	State try to accommodate at its airports.	Appears to have been implemented.
Terminal Buildings	State support multi-use terminals at Regional Center and District airports; modest shelters at others.	Few new multi-use terminals have been built (Homer, for example) due to financial considerations. AASP2 eliminated this policy. Some airport shelters have been added; most successful are project field offices with local M&O responsibility.
M&O	State will separately address maintenance standards.	Unknown.
Fuel handling	Aviation fuel to remain the responsibility of the private sector.	State has implemented this recommendation.
Surface access	All roads to airports should be classified according to the State Highway Classification System. Needs should be addresses on a case-by-case basis. Leaseholds and new aprons at State-owned airports should be served by internal roads.	Unknown.
Navigational and Landing Aids	Pursue the concept of joint state and FAA efforts.	No change in ownership of FAA vs. Sponsor for navigational and landing aids.
Airport Lighting	All State-owned year-round airports should have runway edge lighting at a minimum.	This has been a high priority for several years and considerably more airports have lighting now.
Aviation Weather Reporting	Develop a plan with the FAA separate from the AASP. Continue to rely on the FAA, supported by the NWS.	Unknown if joint plan developed, but additional weather reporting systems installed and FAA implemented weather camera program.
Airspace Utilization	No action since airspace legally belongs to FAA.	State has implemented this recommendation.
AVIATION PROGRAM ISSUES		
Local Management and Ownership of Airports	Encourage local governments or private sector to take on airports (not International), particularly Regional Center and District. Work with local sponsors to obtain state and federal funds for airport improvements.	AASP2 found few airports have been transferred from state to local government control. State helps local sponsors with 1/2 AIP local match.
Aviation Safety Programs	Defer to FAA, but support pilot training and safety programs.	State has implemented this recommendation.
Environmental Quality and Land Use Compatibility	Examine as part of master plans, but land use control remains with local government planning and zoning powers.	Appears State has implemented this recommendation, although it is not known if all master plans examine land use compatibility.
Search and Rescue	No new State role.	State has implemented this recommendation.
Air Service	Continue to monitor Essential Air Service (federal subsidy program), but leave air service to market forces if federal program is discontinued.	State has implemented this recommendation.
DOT&PF Operated Airport Leasing Policy	DOT&PF will undertake a special study to establish new rates and fees.	State has implemented this recommendation.

1996 Alaska Aviation System Plan Update
Issues and Implementation Status

Issue	Recommendation	Implementation if known
FUNDING ISSUES		
There is a shortage of funding for operating, maintaining, and improving airports.	Seek additional funding from the legislature to maintain and operate rural airports. Create a dedicated fund for this purpose.	General fund subsidies continue to fund rural airport M&O. Legislation has been introduced for a transportation fund.
	Find ways to increase M&O and capital funding from other sources, such as charges for aviation and nonaviation activity and Passenger Facility Charges.	PFCs were enacted at Anchorage and Fairbanks. Past and ongoing Title 17 revisions redefined leasing policies/rate determination based on tenant investment, introduced tiedown fees at some airports, and DOT&PF is moving toward fair market value rates.
	Set capital investment priorities for state-owned, rural airports favoring capital investments that reduce maintenance and operations costs and penalizing capital investments that increases M&O costs.	The APEB process was implemented, which includes criteria related to M&O costs.
AVIATION SYSTEM ISSUES		
Including airports in the National Plan of Integrated Airport Systems (NPIAS) makes them eligible for Federal Airport Improvement Program (AIP) funding, which provides grants for eligible projects for nearly the full cost.	Continue to nominate airports for listing in the NPIAS when the need for capital investment in a unlisted airport is identified. Help streamline the process by conducting a study of successful precedents for justifying the NPIAS listing of small, remote Alaskan airports.	No study was performed, but it hasn't been identified as an issue recently because NPIAS inclusion doesn't guarantee funding. Additions or deletions from the NPIAS since 1996 are not known, but could be investigated. Lake Louise is being added. FAA Alaska Region has successfully defended the inclusion of airports, like Kantishna, from HQ criticism. Some airports, such as privately owned Porcupine Creek, may be erroneously included in the NPIAS.
State Airport Classifications, which distinguish functional roles and services levels of airports contain overlapping definitions, needless distinctions, and are not coordinated with FAA and NPIAS terminology.	Merge the current six airport classifications into three classifications: Regional Airports, Community Airports, and Local Airports.	While the recommendation was implemented, the classification system has not been well known or understood throughout the industry or even DOT. Few of the Regional Transportation Plans refer to it. One facet of the classification system has been largely supported and implemented--minimum runway length for Community Airports. The 1996 AASP update established (actually, continued the standard from the first system plan) a minimum runway length of 3000', which was later lengthened to up to 3400' through various policies and practices. A Community airport served a minimum year-round permanent population of 25 in a community not accessible by road. Inadequate funding points to the need now to reevaluate criteria for communities with declining populations, no school, no clinic, or low benefit/cost for airport improvement.
Investment Criteria needs to balance the need for safe, basic service at all communities with the need to maximize the benefit per dollar invested.	Adopt the new DOT&PF investment criteria contained in the appendix to the Executive Summary.	The APEB was adopted. A comparison of the current and proposed APEB might identify any revisions since 1996. Several people have suggested the need to revise APEB priorities, since airports on the road system and seaplane bases score very low.

1996 Alaska Aviation System Plan Update
Issues and Implementation Status

Issue	Recommendation	Implementation if known
AIRSIDE FACILITIES ISSUES		
Runways, taxiways, and aprons limit the size and type of aircraft an airfield can support and thus are a major determinant of air service to communities. Some airfields are inadequate for existing use and others need upgrades to keep pace with community growth, a changing fleet, economic development, new technology, and service requirements.	Use FAA guidance for the design aircraft (or family of aircraft) for dimensional standards at all airports except Community class. The design aircraft is the most demanding that will use the airport regularly (min. 500 annual itinerant operations). The FAA recognizes unusual and special circumstances such as essential cargo at remote communities where the design aircraft uses the airport less than 500 ops. Only airport features essential for landing and takeoff should be designed for the cargo aircraft in that case. When planning and scheduling runway improvements, consider the regional airport system (stage lengths and routes) and the composition of the regional carriers' fleet.	We believe most airport master plans have implemented this recommendation. Some of the Regional Transportation Plans (Y-K, Southwest, Northwest) have analyzed carriers' route structure and future fleet to determine design aircraft.
	Provide the following at Community airports: Primary runway - min. 3000' x 60; apron - min. 60,000 sq. ft.; seaplane floats - sized for three airplanes min.	It appears the recommendations have been implemented by DOT&PF where possible, but there are still Community airports with shorter runways. The min. runway length for Community airports has been increased to 3300'-3400', based primarily on the FAA's requirement (after 1996) for 3200' min. length for an instrument approach (without visibility min. penalty). Some carriers and Central Region designers have stated that the min. runway length or min. apron size are neither necessary or feasible in locations where stage lengths are short or where construction costs are extraordinarily high.
	Continue to include 20-year traffic and facility need projections in airport master plans and layout plans. Also include projections of fleet changes to more or less demanding aircraft. If capacity is needed (rare in AK), planning a parallel runway is justified when the airport reaches 60% of capacity. Crosswind runways are justified where wind coverage on the main runway is less than 95%.	The recommendations appear to be implemented where funding allows. Parallel runways are planned for Anchorage International and Bethel. Although crosswind runways score high on the APEB process, probably few have been funded due to their high cost. Wind data to assess the need for a crosswind runway is scarce.
	Plan taxiway separations to accommodate 20 year design aircraft and construct taxiway width to accommodate 10 year design aircraft. Construct parallel taxiway when ops reach certain thresholds.	It does not appear that this recommendation has been implemented. Parallel taxiways score low in APEB criteria, although they are needed for safety and capacity at locations like Dillingham and Homer, where there is no visibility from one runway end to the other and the airports have instrument approaches and high levels of operations. Alaska has instrument approaches to primary commercial service airports lacking parallel taxiways, despite the FAA standard that a full length parallel taxiway is required for approach visibility minimums lower than 1 mile. Funding parallel taxiways at low activity airports just because they have an instrument approach is not generally supported, given that lower cost improvements are expected to reap more safety benefits.

1996 Alaska Aviation System Plan Update
Issues and Implementation Status

Issue	Recommendation	Implementation if known
AIRSIDE FACILITIES. Continued	Develop a quick reference guide for sizing and configuring aprons for based and transient aircraft, modifying FAA criteria to consider Alaska-specific conditions, such as snow removal, cargo handling, and itinerant flightseeing aircraft.	It does not appear that this recommendation has been implemented. However, planners and designers of aprons are probably considering FAA and Alaska-specific criteria.
	Start a pavement management program. Pave runways, taxiways, and aprons at public airports that serve scheduled jet traffic.	Pavement management program was initiated and sustained. Unsure if all airfields serving scheduled jet traffic are paved.
	Document problems with meeting FAA clearance design standards where they are not already documented. Identify mitigation measures that are economically feasible and set priorities for deviations.	FAA has documented runway safety area compliance at airports with Part 139 certificates and several RSA projects have been completed.
	Light all NPIAS airports where the runway surface is reliable, funds are committed for the additional maintenance, it is economically feasible to provide reliable power and to light approach obstructions.	Many airport lighting projects have been completed.
	Plan for future installation of MIRL where nonprecision approaches are anticipated; allow interim LIRL.	FAA does not support LIRL installations.
	Give lighting installation priority to airports with heavier traffic (over 1000 annual operations) and fewer winter daylight hours (above 60 degrees latitude).	Unknown for sure, but probably implemented, particularly prioritizing farther north airports.
	Continue AASP policy concerning construction of seaplane bases. Give same priority to Community airports that are seaplane bases as land-based airports and provide minimum service level criterion of float space for 3 airplanes.	Unknown for sure, but probably implemented.
	Separate helicopter traffic from fixed wing airplane traffic as much as possible.	Recommendation considered in some master plans.
	Continue AASP policies regarding funding heliports.	Unknown, but probably implemented.
NAVIGATION ISSUES		
Navigational Aids.	Promote GPS for Alaska, but review each proposed new approach for its effect on airport land, facilities, and maintenance needs.	Many GPS approaches and the Capstone program have been implemented. Analysis of effect on land, facilities, and maintenance unknown.
	Consider the effect of instrument approaches to all runways in airport master and layout plans, Restrict future development to preserve clearances (RPZs, Part 77, etc.) for the most restrictive approach feasible.	Unknown, but probably implemented.
	Ask the FAA to protect airspace for 34:1 or better to all state-owned airports, unless special conditions. Work with air carriers and FAA to prioritize airports for GPS approaches.	Unknown.
	Continue the policy of close coordination on navigational aids with the FAA.	Unknown, but probably implemented.
	Continue the policy of FAA (not State) installation and maintenance of navigational aids.	Recommendation has been implemented.

1996 Alaska Aviation System Plan Update
Issues and Implementation Status

Issue	Recommendation	Implementation if known
Weather Information.	Continue to work with the FAA to seek solutions to weather information problems.	Recommendation has been implemented.
Radio Communication.	Work with the FAA on an education program about uncontrolled airports, use of CTAF, FSS radio contact. Mitigate problems with maintenance equipment on runway, such as turning off runway lights, adding powerful strobes to SRE.	Unknown, but probably implemented. Probably, pilot use of radios has increased.
MAINTENANCE & OPERATIONS		
Priorities.	Seek increases in M&O funding to meet maintenance needs and comply with grant assurances.	Unknown.
Runway Sanding.	Work with airlines to obtain a solution. Use chemical anti-icing when practical and within M&O funding limits.	Sanding has been replaced by chemicals at many, if not all airports with Alaska Airlines jet service.
Training.	Continue to seek additional funding. Promote interregional sharing of effective methods. Adjust job descriptions and pay scales to retain qualified people. Invest in regional live-fire training facilities if cost/benefit is favorable.	Unknown.
Security.	Negotiate with the FAA for accommodation on security requirements that are inappropriate or exceptional hardships in Alaska, such as law enforcement officer (LEO) response. At smaller airports, appeal to village pride to deter unlawful use of airport property. Install signs to reinforce education efforts.	9/11 and Transportation Security Administration have created new security requirements.
Aircraft Rescue and Fire Fighting Equipment.	As allowed by funding, purchase equipment that exceeds Part 139 minimums but meet FAA advisory circular recommendations.	Unknown, but probably has been implemented. Fewer airports have Part 139 certificates.
Maintenance Equipment.	Improve interregional sharing of cost-effective strategies and options.	Unknown.
	To the extent practical, use AIP funding for purchasing snow removal equipment, countering erosion of M&O funds.	Recommendation has probably been implemented.
LANDSIDE FACILITIES ISSUES		
Terminals Buildings.	Preserve land at small airports for shelters. Encourage small communities to construct and maintain. Help them find funding.	Unknown. Some success has been met with leaving project field offices as shelters.
	Reserve land at larger airports for future multi-use terminal when determined desirable by master plan.	Unknown.
	Encourage terminal development by local governments or private entities. Foster financial participation in private-sponsored terminals through loan programs, such as AIDA.	Generally has not occurred.
Airport Maintenance Buildings.	Promote interregional sharing of designs, costs, and post construction performance data.	Unknown.
	Initiate a program to provide adequate buildings to house SRE and materials. Use AIP funds if possible.	Recommendation has been implemented. Unknown how many airports still lack SREB.
Fuel Facilities.	Continue to rely on the private sector to operate fuel facilities.	Recommendation has been implemented.

1996 Alaska Aviation System Plan Update
Issues and Implementation Status

Issue	Recommendation	Implementation if known
Surface Access.	Continue AASP policies regarding internal access roads and airport access roads.	Recommendation has been implemented.
	Considering high mobilization costs, work on combining airport improvement and airport access projects.	Unknown.
	Address surface access needs, including auto parking, case-by-case, during planning.	Recommendation has probably been implemented. Unknown if addressed in all master plans.
RURAL AIRPORT PROPERTY MANAGEMENT ISSUES		
Land.	Include land acquisition/control concerns in master and layout plans.	Recommendation has probably been implemented. Unknown if addressed in all master plans.
	Develop electronic database records for current airport land interests.	Unknown. Scanned ROW maps are available electronically.
	Establish a policy that no airport land be released without a determination that it will not be needed for aviation or contribute to revenues in the future.	Unknown.
Transfer to Local Government.	Continue the policy that supports the transfer of rural airports from state to local government control.	Recommendation has been implemented.
	Evaluate transfers, case-by-case, on the capabilities of the local government and the need for DOT&PF to provide technical and financial support.	Unknown. Transfers have been few, if any.
ENVIRONMENTAL ISSUES		
Bird Strike Hazard.	Continue interregional sharing of effective methods of mitigating bird strike hazards.	Unknown.
	Follow FAA guidance on the separation of landfills and airports.	Unknown.
Fuel Handling.	Enforce the provisions of Title 17 regarding deliver on nonaviation fuel.	Unknown.
CONTINUOUS PLANNING ISSUES		
Continuous Planning.	Focus initial continuous planning funds on current, primarily issue-oriented needs.	System plan funds have been used for pavement condition surveys, ALPs, special studies/programs.
	Make database improvements if they provide valuable information about current needs or improve the utility of existing data.	Access database was converted to Excel and reduced to one file (some of runway database fields were added to the airport database). Some updates have been made as projects completed and other changes occurred, but Roger reports it has not been thoroughly updated.

ALASKA AVIATION SYSTEM PLAN

Preliminary Issues Overview

Compiled from AASP Survey responses, meeting and conversation notes, and FAA's 2004 Survey Results

Funding

- M&O staff/equipment are under-funded.
- FAA/TSA mandates are increasing while funding is not.
- Funding is not keeping up with inflation and increased needs/requirements.
- Need for additional state funding source for capital and operating budgets.
- More needs than funding. Are funds being spent on highest priorities?
  Need to evaluate funding prioritization.
- Need greater consideration of economics in funding decisions.
- Airports on road system are not getting deserved funding.
- Central Region airport projects are more expensive, complicated, and take longer to accomplish.
- Need more outreach to municipal airports about funding.
- Spending Plan needs to be extended out more years.

Maintenance & Operations

- Inadequate training of M&O staff, contractors, and municipal airport operators.
  Training needs are growing.
- Inadequate M&O equipment & staffing levels. Bare minimum staffing/equipping is not acceptable.
- Need to compare M&O needs/requirements to what is actually being funded and accomplished.
- Encourage local responsibility for M&O and/or for airport ownership.
- Capital projects increase M&O requirements without an increase in M&O funding.
- Need a more aggressive program to develop lease lots.
- What are costs and benefits of Part 139 certification and decertification?
- Federal requirements unreasonable (e.g., SREBs, TSA, sanding).

Planning, Design, & Construction

- Plan for the future, but build for current needs and budgets.
- Need more flexibility without decreasing the credibility of standards.
- Plans should be based on individual airport needs - economic development, fleet, postal hubs,
  fuel delivery, medevac, etc.
- Fleet mix forecasts would help determine airport needs.
- Newer generation 737 aircraft are creating need for longer runways & higher levels of maintenance.
- RSA and runway standards -- unreasonable, expensive, need flexibility.
- Quality of construction, especially pavement.
- Consider other/additional criteria in the determination of minimum service levels
  (e.g., population, economic development, schools, post offices).
- Need for amenities like passenger/freight shelters, bathroom facilities, runway lighting,
  transient pilot facilities.
- Runway surfacing program is successful and cost-effective. Make greater use of program.
- Need for better coordination and information sharing between DOT&PF divisions.
- Longer/more expensive projects because DOT&PF does not stick to schedules, focus on
  cost-effective solutions, solve internal disagreements, and hire experienced staff.

ALASKA AVIATION SYSTEM PLAN

FAA / Navaids

- Poor communication between FAA, airports, & pilots on approaches/navaids needs, plans, & designs.
- FAA needs to staff up to implement new approaches.
- Unclear DOT&PF vs. FAA role in construction & ownership of weather equipment, lighting, & PAPIs.
- Need more weather equipment and airport lighting.
- Aging FAA navaids not being replaced/improved.
- Will NextGen be used by those currently flying VFR?
- NextGen airplane equippage financial uncertainties.

Policy

- The AASP should play a stronger role in addressing aviation policy, and the policies should be implemented.
- Specific policy guidance is needed for: consolidating (sharing) airports, airport lighting, flexible use of airport land to generate revenues, runway length standards, USPS hubs, native allottments - BIA - ROW issues, economic impacts of aviation, airport shelters, floatplane facility standards, addressing TSA mandates, and backcountry airstrips.
- Need to review funding priorities considering community population levels, economic development, road system airports, enplanements/operations and other factors.

Environment

- Primary environmental issues mentioned include: dust, wildlife hazards, wetlands, runway chemicals, noise, eagles and other birds, runoff, global warming, material sources, & land use.
- Difficulty addressing Alaska's unique environment with national policies (e.g., noise, air quality).
- DOT&PF staff not consistent between regions, not coordinated with FAA, and improperly segments some projects.
- FAA staff sometimes unhelpful, inconsistent, and counterproductive.
- Environmental documents are often too large, time-consuming, & expensive for project needs.
- FAA staff and consultants disagree sometimes about capabilities/expertise of Alaska NEPA consultants.
- Conflicts between wetlands preservation and wildlife hazard management.

Airport Owner / FAA

- DOT&PF and the FAA need better communication and coordination of efforts/projects.
- DOT&PF divisions need better communication and to work together as a team.
- DOT&PF and FAA sometimes are unable to effectively resolve differences in a timely manner.
- FAA structure is unclear (the internal division of roles, responsibilities).
- National FAA policies and priorities are not necessarily shared by Alaska.
- DOT&PF is increasingly being asked to take on what used to be an FAA responsibility.

Other Issues

- Need to identify the economic impact of avation in Alaska.
- DOT&PF does not adequately advocate for aviation and make it a priority.
- A data management system (GIS) is desired.
- Effects of fuel prices and fuel delivery costs on aviation.

Aviation Advisory Board

Alaska Aviation System Plan Issues

5/30/08

Aviation Role at DOT&PF

- What are the existing problems with the current structure and level and types of services provided?
- Compare how the State of Alaska handles its aviation role with how other states and pertinent countries (Australia, Canada, Russia, China) do
- Consider the State's role/relationship with municipal and private airports
- Discuss the State's customer service relationship with airlines, communities and other stakeholders
- Discuss the lack of consistent messages within DOT&PF due to improper communication organization structure
- Recommend any needed changes to the structure or how aviation is handled

US Postal Service Impact on Alaska Aviation

- Impacts of RSIA law changes on Alaska aviation
- Input on postal hub change proposals and impacts on aviation facility needs

Social and Economic Impact Study

- Support for the scope presented by Pat Burden
- Expand scope to include 5 – 6 case studies per region – send the case study locations to AAB by email for comments
- In rural AK the social impacts will be more important than the economic impacts; economic impacts more important at hub airports and bigger airports

Maintenance and Operations

- What is the health of the current airport system – what are we spending on M&O and what are we getting for these expenditures?
- What M&O activities should we be doing that we are not, and what would it cost to do them?
- What M&O activities are we doing that we shouldn't?
- What is the amount of deferred maintenance?
- What are M&O spending historical trends and what are future projections? What will be the effect of rising oil, commodity and labor prices?
- What are the liabilities/risks of underfunding M&O?

Airport Requirements/Development Standards

- Identify airport classifications and development standards (runway and runway safety area, etc.) for the various classes of airports
- Identify maintenance levels and costs for various classes of airports
- Identify increased maintenance levels associated with meeting development standards (such as every 100 feet of runway = $xxx in additional annual M&O costs; runway lighting = $xxx in annual electricity costs)
- Identify communities that should have airports and communities that can share airports

Essential Air Service

- What communities are essential air service points and what are the subsidy levels?
- What are the impacts of the loss of EAS subsidy?

Funding Sources

- What are the funding sources and amounts for capital improvements, maintenance and operations, Essential Air Service, and mail service subsidies?

Alaska Aviation System Plan Issues from Document Review

Title	Reference #	Issues	Relevant Data, Figures, Tables, etc.
AASP's	Use 1-2		
AASP #1	1	*See separate attached documents*	
AASP #2	2	*See separate attached documents*	
Statewide Transportation Plans	Use 10 -19		
2030 Let's Get Moving! Alaska Statewide Long-Range Transportation Policy Plan Update	10	Multi-modal policy document. The intent of the document is *to avoid planning by "needs list" by setting system-level priorities and defining strategies based on what we can afford*. Issues identified: (1) Large increase in cost of construction, fuel, & operations, (2) large size of state, (3) young, still developing transportation system, (4) State's ownership in multiple modes of transportation facilities, (5) new security requirements, (6) funding shortage, (7) uncertainty of bypass mail system and EAS, (8) climate change, & (9) responsibilities to transportation-disadvantaged individuals and communities statewide. Provides 14 policies to guide statewide planning and strategy. Strategic Goals & Priorities for DOT&PF Airports: (1) 24-hour medevac capability for targeted airports, (2) address seasonal closures affecting targeted airports, (3) participation and partnership with FAA initiatives, & (4) upgrade all airports to at least 3300-foot runways (long-term goal). Estimated price tag of $433 million for first 3 goals alone.	Lists State's responsibilities as: maintenance and operations, preserving the government's investment in transportation facilities, and the further development of the system. Identified need for $224 million in aviation improvements in 2007 for "system development ($122 million), life cycle management ($62 million) and routine maintenance ($39 million). Pages 29-31 and 78-82 address aviation specifically. Airports Needs Analysis and financial breakdowns included in Technical Appendix.
Regional Transportation Plans	Use 20-29		
Northwest Alaska Transportation Plan	20	Aviation is and will remain the primary transportation mode to & between NW communities. Air freight is the only year-round service that most NW communities receive & is vital for mail, fuel, groceries, supplies, & travel. Runway length affects freight costs by determining the size of aircraft that can land (i.e., economies-of-scale based on aircraft payload & performance). Air fuel delivery, which is expected to increase & is generally delivered via DC-6's, will affect desired runway criteria. Report recommends 4,000 ft runways at all NW airports. Due to forecast mail & passenger demand projected to 2025, some current FAR Part 135 routes may no longer be effective--will pressure carriers to institute FAR Part 121 service. This may fall in line with carriers' plans for fleet upgrades. Twin-engine aircraft are best-suited for travel in this region, which is characterized by extreme weather, rugged terrain, long distances, strong crosswinds, & lack of daylight. Airport shelters are sought by nearly every community--vandalism & maintenance are factors to consider in this regard. Relocation of a few airports necessary.	Airports in NW Alaska Planning Area (Map 3-1); Aviation Forecasting Process for NW Alaska (Figure 3-8); Purpose & Need for Transportation Improvements in NW Alaska (Table 1-3); Subregions, Hubs, and Communities Served by Air in NW Alaska (Table 3-1); Inventory of Community Airports in NW Alaska (Table 3-2); Aircraft Used on FAR Part 135 Routes in NW Alaska in Jan 2003 (Table 3-9); Airport Design Designations for Airports in NW Alaska (Table 3-10); Recommended Runway Improvements (Tables 3-21, 3-26, 3-37, 3-51); Overall Airport Plan (Table 3-56)
Southwest Alaska Transportation Plan	21	Although aviation is the primary means of accessing the region's communities, the report emphasizes surface improvements to connect communities, make more efficient use of port/dock/airport facilities, and decrease freight costs. Economic development of the region is constrained by the very limited transportation infrastructure--passenger & freight movement and M&O of facilities are increasingly expensive. Issues identified: USPS bypass mail system; rising insurance costs & effect on passenger air service; minimum design standards for medevac (a high priority); consideration of non-essential needs versus limited funds; DOT&PF funding for M&O; delivery of heating fuel; communities' desire for more frequent service, better connections, & safer travel conditions; air carriers' desire for airport improvements that enhance the safety and economics of operations; road improvements' effects on airport use.	Communities in SW AK by Census Area (Table 1); 2000 Population & 2020 Base Forecasts (Table 2); SW AK Transportation Plan Goals & Objectives (Table 3); Cost & Effectiveness Measures of Proposed Airport Runway Extensions (Tables 8, 9, 10, 13, 14, 17, 18, 21); Design Aircraft for SW AK (Table A-1); Justification for Design Aircraft in SW AK (Table A-2); Summary of Aviation Analysis 2000 to 2025 (Table A-3)
Y-K Delta Transportation Plan	22	Enplanements per capita are growing. Population is dependent variable for aviation growth, not economic variables. Evaluates impact of postal service, but information is probably dated. Hovercraft being used for mail delivery near Bethel. Notes need for longer runways of 4,000 - 5,000 feet where barge service is limited and need to bring in materials and fuel by air; where are regional health facilities; where new hubs may develop, for fisheries and access for mining. Identifies specific locations. Forecasts overall fleet change with larger more sophisticated aircraft; identifies fleet upgrades and timeframes for subregions. Identifies subregional clusters and mini-hubs, current and future.	Forecasts, mail, hovercraft, bulk fuel delivery appendices.

Title	Reference #	Issues	Relevant Data, Figures, Tables, etc.
Prince William Sound Area Transportation Plan	23	Key element of plan is the purchase of 2 new high-speed ferries. Marine transportation identified as most critical to the plan. No immediate aviation needs revealed--aviation CIPs identified by individual airport MPs. Whittier is the only community identified for airport issues.	PWS Airport Inventory; Travel Demand Forecasts; Population Forecasts for 2010 and 2020; Technical Memos on Travel Demand Forecasts, Needs & Deficiencies, Potential Financial Resources, Implications of Technical Improvements
Southeast Alaska Transportation Plan	24	Plan focuses on land highways development. References Southeast Region Aviation System Plan, indicating that the Transportation plan is not the forum for Regional Aviation topics. Socio-economic trend for the region indicates decreasing population, decreasing income, and increasing travel costs = less demand for air travel, more demand for land routes, affordable transportation.	SE Alaska 20-Year Transportation Plan; Proportionate Depiction of Regional Population Centers; SE Alaska Airport System Plan; Anticipated Transportation Plan Progress by 2010; SE Population Chart 1990-2003; Air, Cruise, and Ferry Passengers in SE Communities Chart 1998-2002; State Expenditures and Revenues for SE Transportation, SFY 2001-2003 (includes M&O)
North Slope Borough Transportation Plan	25	Funding for maintaining the existing and future airports is limited. Separate records for airport maintenance are not kept. Noise and Subsistence - Air traffic also has the potential to impact subsistence practices. The Borough contains many unimproved airstrips or gravel bars that provide access to little-used areas of the North Slope for ecotourists and sport hunters. Benefits to this type of access include increased tourism in villages but it can also disrupt wildlife migration and increase competition for wildlife and fish resources. For instance, sport hunters fly to remote areas near Anaktuvuk Pass and set up spike camps (remote hunting camps) north of the pass and may deflect caribou from moving south through the pass. Suggests regulating aviation and surface transportation activity seasonally or diurnally when needed to protect migratory wildfowl or other migratory wildlife to the maximum extent possible; require Conflict Avoidance Agreements for all new transportation developments; and require permits for sports hunters that fly into the NSB and establish spike camps, that are negotiated to lessen subsistence impacts.	Chapter 2.0 Planning Issues, Objectives, Policies, And Responsibilities
Interior Alaska Transportation Plan	26	Gas Pipeline and Resource Development - impacts to airports (and other modes), including potential increase in corporate jets, helicopters, etc.; Military Operating Areas – crowding civilian airspace; Tourism – flightseeing; Implementation of Phase III of Capstone; Back country airstrips; Fleet changes, particularly all-cargo; Transportation Financing; Rural Community Access - Fuel costs, backhaul, dust control, new highway access	*Work-in-Progress: Has only been completed through Issues Identification, Goals, Inventory.*
Arctic Village Long Range Transportation Plan, ASCG Incorporated, June, 2007	27	Financial Self-Sufficiency (suggest getting airports listed on BIA's Inventory list so BIA funds can be used for maintenance); Training (equipment operation, admin procedures); High energy costs; Insurance.	
Regional Aviation Plans	Use 30-39		
Mat-Su Borough Regional Aviation System Plan	30	Plan was completed in 2 parts - a policy document that focused on land use and airspace issues associated with public and private airports and an airport location study that examined where new public airports might be needed. Over 200 airports in the MSB with lots of additional lakes where floatplanes takeoff and land. Recommended MSB encourage airport registration with FAA, better coordination of military airspace issues with aviation community, and formation of an aviation advisory board. Recommended web-based mapping of airports, which might be better addressed by the AASP than by the MSB. Recommended new airport south of Big Lake.	
Northern Panhandle Transportation Study - Aviation System Analysis	31	Study area includes 10 communities. 6 of the 10 have seaplane facilities only. Versatile aircraft are required for travel in this area (i.e., many aircraft equipped with both wheels and amphibious landing gear). Wheeled aircraft offer many operational and cost benefits to carriers, but the existing facilities limit the use of wheeled-only aircraft. Specific issues include: Juneau's freshwater float pond, which freezes in the winter, impedes seaplane operations out of this hub; suggested construction of an airport and heliport at Angoon; suggested floatplane facility for Gustavus; rehabilitate floatplane dock at Elfin Cove. Report includes a fairly detailed economic analysis of the operating costs to air carriers to provide passenger and freight service to the communities in the study area. Carriers identified the following factors which influence their decisions to provide service to communties: supply & demand / the ability to make a profit on a route, population trends, the influence of more affordable travel (ferry service), and existing infrastructure, including IFR approaches.	Typical Aircraft Flown Within the Study Area (Table 1-1); Passenger, Freight, and Mail Summaries To & From Communities (Tables 2-39, 2-40, 2-41, 2-42, 2-43, 2-44); Study Area Commercial Service Aviation Fleet (Table 3-20); Service Selection (Section 3.14); New Aircraft Analysis (Section 4.3); report includes airport inventory for the 10 communities within the study area

Title	Reference #	Issues	Relevant Data, Figures, Tables, etc.
Southeast Region Aviation System Plan	32	Regionwide Needs & Recommendations include: (1) Continue to provide/maintain seaplane floats for communities large enough to warrant regular service but too small to construct/maintain their own facilities; (2) Discourage boat parking and other abuse of seaplane floats & increase enforcement efforts; (3) Develop a consistent and accepted method to determine sea lane dimensions; (4) Designate helicopter parking on aprons that do not conflict with GA aircraft; (5) Reevaluate runway length requirements as 737-800 and -900 operations increase; (6) reevaluate runway length requirements if FAA reconfigures aircraft stopping distance requirements; (7) Consider effects of EAS program changes on fleet mix serving airports; (8) Consider effects of increased security requirements on aviation facilities; (9) Instrument approach requirements should be considered when prioritizing funding for capital improvement projects; (10) Investigate methods to improve safety of VFR aircraft that do not participate in the Capstone or NextGen systems; (11) Revise airport classification system; (12) Feasibility of constructing restroom facilities and turning over to communities to maintain; (13) Encourage tenant development of lease lots--investigate alternative financing loan programs or use General Fund appropriations to encourage development and utility improvements; (14) Update accounting system to include recent list of DOT&PF-owned facilities--delete facilities no longer maintained by DOT&PF; (15) Consider operating budget changes to account for increased snow/ice removal to meet braking action requirements.	An updated inventory for the Southeast Region was completed for this report. Existing aviation activity is documented. Needs for individual airports/helicopter facilities/seaplane bases are included. Summary of region-wide needs & recommendations included in Table 66.
Aleutians Aviation System Plan	33	Broad issues identified: Lack of reliable and economical service; airport deficiencies and constraints; availability of funding for airport improvements. Specific issues: Heavy seasonal fluctuation in passenger and freight (fish) capacity needs; costs to travel in this region are higher than elsewhere in the state; weather and facility deficiencies contribute to the large percentage of delayed or cancelled flights; ETOPs importance of Adak and Cold Bay; Capstone implementation; selective transfer of airport management to local governments; potential for establishing a regional Public Transportation Authority; underutilization of Cold Bay; the need for a hub in this region (suggested Cold Bay); anticipated changes to EAS; USPS operations; the need to continuously update any aviation system plan.	Location Map (Figure 1-1); Airport Inventory (Table 2-1); Domestic & Small Plane Service (Tables 5-1 & 5-2); Enplaned & Deplaned Passengers, Air Freight, Air Mail, & Air Cargo (Tables 5-3, 5-4, 5-5, 5-6); Registered and Based Aircraft (Table 5-13); Airport Requirements (Table 9-1); Comparison of Alternative Systems Ability to Fulfill Airport Roles (Table 10-1); Phased Capital Improvement Program (Table 12-1); Summary of study area ALPs and MPs (Section 9-5)
Anchorage Area General Aviation System Plan	34	Plan inventories existing general aviation facilities and future general aviation demand in Anchorage. Recommends a new floatplane facility either at the mouth of Eklutna River or on the Eklutna Flats to meet current and future demand. Notes the existing airports can meet demand for wheeled aircraft, but after 20 years may run out of space for wheeled aircraft. A follow-on study is evaluating the economic viability of a new floatplane facility. Primary issue for the AASP is that current APEB criteria rank recreation airports on the road system with a low priority for funding.	
North Slope Borough Aviation System Plan	35	Fuel facilities - aircraft fueling not anticipated at Atqasuk, Barter Island, Nuiqsut, Point Lay, and Wainwright. Runway length minimum should be 4,800', 100' wide with turnarounds at both ends. Material sources are scarce. Terminal Buildings - not considered a high priority in the communities in 2000. Lighting - all have some form - want all to have high intensity. Nav Aids - are VORs gone? Says FAA will phase out by 2007. Replace outdated NDBs - GPS will change everything. AWOS and ASOS need improvement. Radio Communication in general is important - need more RCOs until satellite communication replaces. Security - cost to fence is prohibitive.	
Copper Basin Upper Tanana Valley Regional Airport Plan	36	Focused on road-accessible airports: Aviation Safety - high accident rate, need for emergency landing strips at passes, need weather reporting improvements, runway improvements needed at individual airports; Service - disconnect in balancing airport with population in some places and need for appropriate spacing between airports; Maintenance - M&O funding not keeping pace with AIP funding and 2002 discontinuance of maintenance for three State-owned non-NPIAS airports; NPIAS - only 4 in study area, enough?; Grant Conditions - evaluate need to keep airport open; Standards - no standards for Local class airports; Specific Airport Issues - Tok/Tanacross, Chistochina, Tazlina, Lake Louise, Copper Center, Thompson Pass, Skelton/Tahneta Pass/Sheep Mountain, Northway/Yarger Lake.	

Title	Reference #	Issues	Relevant Data, Figures, Tables, etc.
FAA Documents / Reports	Use 400-499		
2007 Regional Airports Plan	400	Initiatives: Improve Runway Safety Areas (RSAs)--21 Part 139 airports still in need; Fund Surveys for LPV Approaches -- improve minimums and improve service to communities; Improve Rural Access and Safety -- Many runways are too short/narrow, unlit, and are poorly aligned with the prevailing wind direction; Preserve Pavements -- Alaska's extreme temperatures present challenges for maintaining and preserving pavement; Reduce Noise -- Noise Compatibility Program underway for Ted Stevens Anchorage International.	FAA National Flight Plan for 2008-2012 will be used to create future goals for this type of plan. Link to the Flight Plan is included in the document.
Aviation Access to Remote Locations in Alaska	401	Recommendations to Increase Aviation Access to Medical Facilities -- a large percentage of the population relies on aviation as the sole means of transportation to medical care. Among the most critical factors affecting aviation access are runway length, surface, and condition; airport lighting; weather reporting systems; communications; and instrument approaches. It is important to note that every facet of the community benefits with improved aviation access – economic, educational, cultural, and political. Any improvements to the aviation infrastructure benefits the community at large. The FAA recommends the following to increase access: runway improvements, runway lights, PAPIs, increased analysis and funding for weather systems, weather cameras, and the Capstone initiative, among other considerations.	Appendix A provides air distances between many remote communities and the nearest medical facilities. Appendix B: Bethel Area Airports Identified by AeroMed International As Critical.
2008-2012 FAA Flight Plan	402	The aviation industry must a) increase capacity, b) increase safety, and c) reduce impact on the environment. The technology and procedures of NextGen will help accomplish all three goals, and this plan is a guide to NextGen programs, goals, and initiatives over the next 5 years. A cost-based financing system is needed for the FAA; the FAA continues to push for legislation to adopt such a system. The Flight Plan focuses on the top 30 agency targets that address future needs.	
Aviation Policy Documents	Use 60-79		
Aviation Project Evaluation Board Process Overview	60	Alaska DOT&PF Rural Airport System Project Identification, Evaluation and Development Process Overview.	
Aviation Project Evaluation Criteria	61	Project evaluation criteria used to prioritize AIP funding of airport projects.	
01.03.030 DOTPF-FAA Joint Use of DOTPF Rural Airport Bldgs	62	DOT&PF policy to provide for FAA use of DOT&PF terminals and establishes how terminal development and maintenance costs will be shared.	
03.03.010 Installation and Maintenance Responsibility of Oil-Water Separators	63	Established airport and tenant responsibility for oil/water separators at Anchorage and Fairbanks International Airports.	
05.07.020 Rural Airport Runway Distance To Go Signs	64	DOT&PF policy to install distance to go signs at all Part 139 certificated airports.	
05.07.030 Rural Airport Wind Indicator Devices	65	DOT&PF policy to provide at least one wind indicator at each DOT&PF operated airport.	
05.07.040 Rural Airport Visual VASI Devices and Automated Weather Stations	66	DOT&PF policy to not construct PAPIs, VASIs or weather stations at DOT&PF airports, except if approved as an exception by the Aviation Deputy Commissioner or the Commissioner.	
07.06.010 Expanded Airport Service	67	DOT&PF policy that provides for standard published airport operating hours at certificated airports. Policy defines how the DOT&PF will consider carrier requests to expand or alter standard airport operating hours.	
07.06.020 Rural Airport Policy on Airport Materials Sites	68	DOT&PF policy on airport tenant use of on-airport material sources to develop tenant lease lots.	
07.06.030 Rural Airport Wind Indicator Devices	69	DOT&PF policy to replace wind socks and lubricate them at least annually, repaint surfaces at least every 5 years, and replace reflective material as needed.	
07.06.040 Rural Airport Visual VASI Devices and Automated Weather Stations	70	DOT&PF policy to not maintain PAPI's, VASI's or weather stations at DOT&PF airports, except if approved as an exception by the Aviation Deputy Commissioner or the Commissioner.	

Title	Reference #	Issues	Relevant Data, Figures, Tables, etc.
09.01.010 Identifying New Capital Improvement Projects	71	DOT&PF policy to allocate a portion of its CIP to system expansion projects based on regional and resource agency recommendations, funding participation by local government and private entities, and where resource development by more than one resource area is being developed. It is not apparent whether this policy is only for highway projects or if it is to apply to other modes as well.	
Financial Documents	Use 80 - 99		
2004-2006 ADOT&PF Needs List	80	Compilation of transportation needs for each community in Alaska. Includes aviation needs. Project information comes from airport master plans, M&O and other DOT&PF divisions, and community project nomination forms. Information was input in 2002, so it is somewhat dated.	
Fiscal Year 2003-2009 Rural Airport AIP Spending Plan	81	Multi-year funding plan for AIP funding. Shows both recent history of funded projects that are under way, projects anticipated for funding in the short term, and projects anticipated to be funded in an undefined future year. Includes APEB project ranking.	
Airspace/Navaids	Use 500-599		
Capstone Statewide Plan	500	Document outlines the plan for implementing proven Capstone Program technologies throughout Alaska to increase aviation safety and rural community access. The plan includes (1) equipping Alaska-based aircraft with new safety equipment (avionics), (2) improving communications, navigation, surveillance, weather reporting infrastructure, and (3) upgrading airports to allow increased access. The hazards of weather, terrain, and the absence of surveillance capability (radar coverage) all contribute significantly to the unacceptably high Alaska accident rate.	
Other Documents	Use 900-999		
Understanding Alaska Research Summary #8: How Much Might Climate Change Add to Future costs for Public Infrastructure?	901	Overview look at cost implications for public infrastructure needs from global warming. Includes a rough estimate of costs associated with repairs and replacement of airports due to warming.	
SW AK Muni Conference 2006 Position Statements	902	The SWAMC (1) urges DOT&PF to revise the scoring criteria used to rank projects in the AIP to increase priority for airports in communities not on the road system, and recommends a set-aside of AIP funds for economic development projects in economically distressed communities and regions of the state; (2) urges Congress to maintain funding for EAS and by-pass mail programs (These programs are essential to the economic vitality of SW Alaska and to the health, safety, and well-being of its residents.); (3) urges DOT&PF to adopt flexible standards for runway lengths so that it is possible to build longer runways if they can be justified (The standard minimum runway length employed by DOT&PF is driving up the cost of living and serving as a barrier to economic development in many communities.); (4) supports transfer of Federal and state lands and facilities to municipalities or another appropriate entity for the construction and expansion of airport facilities and operations; (5) supports an equitable approach to state construction assistance for both state and municipal airports and the concept of necessary expansion and upgrading of airports, airport facilities, and air navigational aids in AK; (6) supports the adequate funding for equipment and maintenance of airports; and (7) supports state assistance in the development and expansion of air carrier and aircraft liability insurance programs.	
Safety Study - Aviation Safety in Alaska	903	At the time of this report, accidents related to visual flight into instrument meteorological conditions were identified as the leading safety problem for Alaskan commuter airlines and taxis. Safety issues discussed in the report: (1) Operational pressures on pilots & commercial operators to provide reliable service in an operating environment & aviation infrastructure that are often inconsistent with these demands; (2) The adequacy of weather observing & reporting; (3) The adequacy of airport inspections & airport condition reporting; (4) The potential effects on safety of current regulations for pilot flight, duty, and rest time; (5) The adequacy of the current IFR system and the enhancements needed to reduce the reliance of Alaska's operators on VFR; (6) The needs of special aviation operations in Alaska.	Safety recommendations to the FAA, USPS, National Weather Service, and State of Alaska

Title	Reference #	Issues	Relevant Data, Figures, Tables, etc.
Survey & Analysis of Air Transportation Safety Among Air Carrier Operators & Pilots in Alaska	904	Report largely addresses what industry can do to increase safety. Survey results indicate that the combination of pilot inexperience and longer work hours and work weeks may contribute to Alaska's high pilot fatality rate. Results also suggest that financial pressures on operators may influence their views on what measures would be effective in preventing crashes. Focus groups that developed the survey questionnaire identified the following issues as concerns or barriers to aviation safety in Alaska: (1) Inadequate weather reporting and a lack of weather-reporting equipment and trained weather observers; (2) Limited airport, airway, and navigation infrastructure; (3) Very limited pool of experienced pilots resulting from high turnover; (4) A need for enhanced training in local conditions and more vigilant supervision of less-experienced pilots; (5) A desire for increased support from federal regulators on safety-specific issues; (6) Pressures to continue to take off or land in adverse weather conditions.	Comprehensive survey results from air taxi operators and pilots in Alaska in which company and pilot demographics, flight practices, and attitudes about safety were examined. Document provides information about current practices and how industry views potential safety measures. Surveys were received from 153 operators, at a 79% response rate.
AACC Five-Year Aviation Strategic Plan	905	*** Airports - Key Issues:** Minimum runway length; Lighting; Shelter; Rural Airport Security; Airports that are accessible for emergency services. *** Communications, Navigation, and Surveillance (CNS) Capabilities - Key Issues:** Instrument approaches; Enroute surveillance; Airports with scheduled air service have an "all weather" approach and landing capability; Communications, navigation, and surveillance (CNS) capability should be available state-wide to support efficient routing, traffic and terrain avoidance, real time flight locating, and enhanced search and rescue; Establish IFR system capability between rural destinations not currently IFR capable through incorporation of legacy technologies coupled with use of ADS-B, transponder and/or other technologies. *** Weather Reporting/Forecasting - Key Issues:** Weather at destination and alternate airports for IFR operations ; Weather for VFR operations; Weather Cameras ; Expand program to include all AWOS sites and select remote passes or choke points ; Plan to maintain current and future systems. *** Research and Development - Key Issues:** Prototype new technology, closed environment (i.e., Capstone, ADS-B, LAAS, WAAS, etc.); Process to integrate into long term NAS and ICAO (see table of abbreviations). *** Local Workforce - Key Issues:** Trained, stable (local); Impact of Age 60 Rule. *** Government Policies (Alaska exemptions needed) - Key Issues:** Delegation and exercise of more Regional authority to address Alaska specific issues; Age 60 rule; Outdated regulatory requirements; Inability to comply with CNS requirements; National standards that are inappropriate to Alaska; U.S. Postal Service policies continue to pressure carriers to deliver US Mail regardless of weather; Fully funded, functional, and institutionalized organizations and facilities in Alaska are required to research and develop new and emerging technologies.	

AASP -- Initial Issues from Survey Responses

**** All Issues & Suggestions have been recorded verbatim from survey responses ****

TOPIC	Issue	Suggestions	Region	Interest
Funding	FAA and ADOT provide execellent financial support for public airports.	Continue the good work.	C	Local Airport Sponsor
	The City of Kodiak just completed a major project using FAA funding. The project went very well. Our funding needs at this time have been met. We will be looking at long term replacement of one of our floats at Trident Basin Float plane facility some time in the next 10 years. We are also looking at some additional expansion of uplands at Trident Basin once the rock quarry work is completed. This work will be some time in the next 5 to 7 years. We have gotten some State funding for safety improvements at Kodiak Municipal airport and over the next 10 years additional improvements have been indentified.	With the consultant we had working for us all of the FAA and State agency interaction went very smoothly with the exception of the DBE portion which took some time to work out. Simplification of the DBE process would help.	C	Local Airport Sponsor
	What funds are available for small municipalities	Agency personnel assist communities in identifying funding for project completion.	SE	Local Government
	King Salmon Airport	Find funding	C	Air Carrier
	Southeast & East Ramps Sewer Extension	Include in forthcoming airport & roadway improvement project	C	Air Carrier
	Rural airports constructed on poor soils and/or warm ice-rich permafrost with no local material source are very expensive to improve. $15million to $20 million is not uncommon for a small community airport.	Consider performing an economic analysis of the cost of upgrading the fleet with STOL capability (Twin Otters, 207s, or similar) to safety operate from a shorter runway length versus the cost of constructing all runways to the 3300-foot community class standard. If determined economically feasible, you may get more airport's improved for the same buck.	C	Consultant
	More need than money	Develop a plan which incorporates a true cost/benefit factor, and invest proportionately first into the airports which can demonstrate a positive cash flow, then construct other facilities as there is money available.Treat the process more like a responsible business than a government give away program.	C	Air Carrier
	Ranking system for funding	Regarding the ranking system for funding, reward the producers and give first priority to those who can and have demonstrated their ability to partner and produce. Allow our villages to become producers instead of parasites on the system.	C	Air Carrier
	Water Rescue requirements - FAA requirements unweildy for smaller airports, AIP eligible but in direct competition with more pressing equipment requirements, such as plows.	Grant for water rescue infrastructure?	C & SE	DOT&PF
	LEO pressence at screening points: Local communities reluctant to enter into agreements with the State to provide LEO presence, due to staffing shortages, uncovered costs and scheduling.	Legislature cannot obligate future legislatures - work within existing budgetary framework to stabilize income source for local departments, so they can adequately staff for obligation.	C & SE	DOT&PF
	Use of New Generation aircraft, in combination with new FAA standards for runway performance, have resulted in aircraft that need a better surface, but can land in worse weather. Crews are now out in weather they did not use to have to operate in, and are challenged to get the runway surface in better condition than ever. Results in increased man hours, increased hours on equipment, increased use of sand and chemicals.	Develop budgets that account for increased costs. Surcharge for "sensitive" aircraft? Leasing surcharge? Develop better education and communication with communities on what the airport can and cannot do, in hopes of gathering community support for more realistic budgets.	C & SE	DOT&PF
	Currently a hard winter (excessive snow, etc) seems to impact the following year's budget, so that year you have to do the same amount of work with less money.	Develop a fund for excessive winter weather ONLY, to be used when snowfall exceeds 130% (for example) the average, or temps are 20% lower than average.	C & SE	DOT&PF
	Information on funding	Smaller airports seem to be out of the circle of information on available funding. Once or twice a year, informed individuals need to visit these smaller municipal owned airports.	C	Local Airport Sponsor
	Bring projects to the street more rapidly so inflation does not consume project budgets.		SE	Economic Development Group
	Limited to AIP funds and some minor PFC funding. Long wait time for small airports to develop the needed capital for much needed large scale improvements. Also, too many rules for what's eligible for funding by FAA.	Work with SE Conference and AML to bring airport transportation funding up to the State legislature, beyond passenger-generated funding only.	SE	Local Airport Sponsor
	Give all to Southeast		SE	DOT&PF
	Airports currently on the road system have difficulty securing funding for resurfacing or even erosion control.	The Evaluation Criteria need to be re-addressed. Not to say such projects should have higher priority, but the criteria does not equally address all airport needs.	N	DOT&PF
	Eight Years ago They rebuilt the Skagway airport and multiplied the asphalt by 4 times . We need a full time employee, to deal with all the extra Maintainance.		SE	DOT&PF
	We have no equipment facility at the Airport.		SE	DOT&PF
	We need specdialized equipment, like Brooms, push plow, Blower, plow truck, Loader, Radios in all the Equipment, mower, Brush cutter.		SE	DOT&PF
	Funding sources for airport development		N	DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
Funding	Need for a General Fund funded airport improvement program (particularly for non-NPIAS airports)		N	DOT&PF
	Construction cost increases		N	DOT&PF
	TSA Unfunded Mandates - how to address specific mandates and stop the practice of imposing unfunded mandates		N	DOT&PF
	The availability of adequate funding to meet both the operating and capital needs of the Alaska Aviation System continues to an issue. The current operating budgets for operation and maintenance of the existing system are not enough to maintain airport facilities to acceptable standards.	Aviation stakeholders should be documenting the important role played by public airports. Further quantitative information is needed to support the issuance of a statewide General Obligation Bond for airport improvements. It is not possible to address the significant financing gap between federal funds and projected costs without using some form of long term debt instrument.	C	DOT&PF
	The existing budget for construction projects (major maintenance and new or expanded facilities) is also inadequate. This situation will only get worse as the aircraft fleet mix evolves and arrival/departure requirements become more rigorous.	There is a need to quantify how much it costs to operate and maintain the current system of airports and to what standards. This should be compared with how much revenues the State receives from user groups to identify whether a gap exists. If a gap does exist, the AASP should prepare a Technical Memorandum detailing the particulars and providing options for closing the gap.	C	DOT&PF
	AIP funding shortages for Primary Airport snow removal equipment	Return to the State funded replacement program for snow removal equipment. This program captures funds for equipment over the life of each vehicle and assures funds will be available to replace this critical equipment when required.	N	DOT&PF
	Rising operational costs due to labor, fuel, and regulatory requirements spread resources thinner each year.	Avoid duplicities and seek efficiencies by joining communtiies to share in integrated transportation network systems.	C	Economic Development Group
	The funding provided by the State is inadequate for the needs of the State. There are far more Aviation needs than money available.	The mechanism for how funding is allocated to runways in the State of Alaska needs to be reviewed. If a State operated runway has the economic potential, if longer, to generate enough revenne to support that extension then the State should support these types projects especially if the economic opportunity for the additonal section of the runway could be paid for with new revenue genreated by this extension. In addition the State Legislature needs put more State Dollars into runways for construction and basic maintenance.	C	Regional Government
	Part 139 Certificated airports have funding issues associated with ARFF, Certification (PMMP, SWPPP, etc.), TSA and Wildlife support and training. This becomes a significant concern to communities that have only one or two of the four common transportation modes (air, rail, roads and water).	The State provide a 50% match for costs associated with ARFF, Certification, TSA and Wildlife support, training and equipment required in these mandated areas at a Part 139 Certificated airport. This is more signficant for comunities that has two or less of the four transportation modes (air, rail, roads and water).	SE	Local Airport Sponsor
	Currently there is no natural diaster contingency fund for Part 139 Cerfiicated airports to become operational as soon as possible after a disaster to provide need emegency response services to the community.	The State establish a $5 or $10 million contingency fund for a Part 139 Cerficated airport that is not operatinal because of a disaster to again become operational to meet the emergency response and other vital needs of the community. It could take months and months for a community to obtain funding without an appropriate contingency fund.	SE	Local Airport Sponsor
	Funding would be needed to expand City of Homer owned airport terminal.		C	Local Airport Sponsor
	All Funding	Combine efforts in different areas such as insurance.	SE	Local Airport Sponsor
	AIP is not being funded to maximum allowable levels.	Congress needs to fully fund program.		Consultant
	Equipment funding: Using highway funded equipment on the airport when it sould be funded bt AIP.	Look at where equipment is funded from more often, Ensure when there is a APEB meeting the funds are spread evenly to all areas of the regions.	C	DOT&PF
	Personnel funding: Having enough personnel to cover hours of operation for the airport	Look at the operating hours and size of airport and adequatly staff it.There has been numerous surveys for our airport and the amount of personnel the surveys say we should have is never looked at, we are still understaffed for the size and hours we operate.	C	DOT&PF
	Federal funding is becoming more limited while the State chooses to remain at status quo for new projects and maintenance of existing infrastructure.	Alternate sources of federal and state funding need to be explored and the mechanisms for obtaining said funds put in place to assure adequate safety at the State-owned airports (both through new construction, repaving, and maintaining what is in place).	N	DOT&PF
	Equipment, Personel	The size of our airport requires larger equipment to handle our snow load and more personel to meet the required times for having the runways cleared	C	DOT&PF
	AIP Spending Plan limitations	We need to enhance the AIP spending plan so that it better supports project development. At present, the funding for a project is ambiguous beyond two years, which makes priority setting for design and environmental work difficult. An extended funding plan that provides greater certainty for three years and at least a well informed speculation about years four and five would be extremely helpful for those assigning resources to projects.	SE	DOT&PF
	We do not have a comprehensive view of the economic relationships in the Alaskan aviation industry.	We ought to develop a descriptive economic model that clarifies the cost, revenue, and subsidy relationships among the various actors in the system.	SE	DOT&PF
	No apparent linkage between capital projects and M&O funding	We need to do a better job of relating M&O resource needs to the completion of capital projects that substanitially increase the M&O workload.	SE	DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
Maintenance & Operations, Leasing	Pavement repair	Information clearinghouse for airport operators to coordinate repair material sources and techniques	N	Local Airport Sponsor
	Local support is needed for O&M.	Wasilla does provide the necessary support for its public airport.	C	Local Airport Sponsor
	The City Municipal Airport is not elgiable for FAA funding however we did get some funding through the State Legislature for safety improvements at Municipal.	As part of the FAA funded project at Trident Basin we are working on upgrading and replacing all the existing user leases.	C	Local Airport Sponsor
	Rotate condition surveys of existing regional infrastructure conducted by agency	Provide survey results to community along with recommendations and funds available to remediate.	SE	Local Government
	It is difficult to put large sums of money into building or improving hangers under a lease system, try to find ways to make the lease commitment safer for the leesor.		SE	Local Airport Sponsor
	The Haines airport floods most of the hangers several times each year, ground water tables are very high and the drain system is defective.		SE	Local Airport Sponsor
	More local responsibility for maintenance, operations and leasing.	The closer the responsibility is to the community or local governments, the more carefully it will be managed and cared for. Perhaps tie back the revenue generated from the airport directly into the O and M costs, and determine what it takes for a given facility to pay it's own way, once constructed.	C	Air Carrier
	Standardized training for airport management. Currently based on folk information. Questionable due diligence on part of the state.	Send all certified airport managers to FAA academy for Airport Certificaiton and Accident Investigation. Develop On The Job Training program.	C & SE	DOT&PF
	In SER, need system to deal with float plane floats. Currently not on radar due to competing interests of certs.		C & SE	DOT&PF
	Paint condition poor at airports, in part due to increased scraping and brooming to address new braking action requirements. Last winter Sitka had 3 Alaska Airlines safety reports, and we received a request from NASA on the condition. This winter KTN has has one Alaska Airlines safety report. Hard to pretend we don't know this is a problem, questionable due diligence on the part of the state.	Encourage FAA to move to annual painting funding. Paint runways annually. Possible look at a 'dedicated' crew with all sufficient training and equipment to paint runways and update painting requirements.	C & SE	DOT&PF
	Each region should have a Regional Operations Center for use in accidents or exceptional events (land slides, floods, etc) DOT employees from different areas should be cross-trained to help out. Should cross-train or share with local muni (in SER case, City of Juneau) to more effectively utilize limited resources.		C & SE	DOT&PF
	Uniform and consistent rules	Have representatives from City maintenance crews visit mid sized airports to see their "standard" proceedures. Send smaller airports maintenace policies and proceedures of other smaller airports, we can sort though applicable information.	C	Local Airport Sponsor
	Development of lease lots at State controlled airports is very slow. Land that could be developed for new businesses is not avialable.	Require DOT to put more land on the market. Develop lease lots, taxiways, tie down areas for local aviation business expansion.	SE	Economic Development Group
	Overlap of maintenance areas on ramp between ADOT&PF and City with access issues for city vehicles	Local agreements made for maintenance	SE	Local Airport Sponsor
	Our facilities were built as maintenance facilities, but were a little short on office and training space. As training requirements and records obligations increase, it would be nice to consider establishing a little more office space for each facility.		SE	DOT&PF
	Leasing should only support aviation.	Do not allow storage of other non aviation related equipment i.e. boats, trailers, equipment, etc.	SE	DOT&PF
	Sufficient training for contract operators.	Talking with some contractor-maintained airport operators, I have learned that adequate training, particularly grading, is not available. It is to the benefit of the State to adequately train the operators in order to maintain our airports in a safe manner (maintain the crown, for example).	N	DOT&PF
	Security at our airports, particularly certificated airports, is lacking and could become very expensive to resolve, if required to do so.	Coordination between FAA and TSA; TSA requires new secure areas but is there funding associated with these mandates? Is additional Homeland Security funding available?	N	DOT&PF
	Skagway's new terminal has a heat and air exchanging system that is Highly technical. To date no one has ben trained to maintain any of the systems in the Terminal		SE	DOT&PF
	ther is a electrical system on the airport that is 2400 Volts, Their has been on training on the safety issues of working around this hi voltage system, Yet we are expected to maintain it. this is an accident looking for a time to happen.		SE	DOT&PF
	Cargo SIDAs and how to manage them		N	DOT&PF
	GIS as a tool for both airport leasing and maintenance at airports		N	DOT&PF
	Lack of adequate staffing for airports (village contractor model), particularly considering increasing mandates for security and safety		N	DOT&PF
	Fencing for wildlife issues		N	DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
Maintenance & Operations, Leasing	Deferred maintenance items continue to accumulate throughout the system as band-aid approaches only delay substantive fixes. This approach masks the true M&O needs of the current system and presents a false picture to policy makers.	The AASP should be preparing a rigorous assessment of these increasing operational and maintenance costs obligation as background to the overall update. Policy makers cannot make reasoned decisions unless they are fully informed as to the extent of resources required to operate and maintain a vigorous 21st Century aviation system. While the Alaska legislature has adopted a rating standard as guidance to the Pavement Management System, there is little evidence that the Department is required to adhere to this performance standard. It should be a requirement that the Department prepare a periodic (every two years?) Alaska Aviation System Status Report similar to those prepared by other sections of DOT&PF for FHWA programs (Annual Traffic Report, Highway Safety Report, etc.)	C	DOT&PF
	Additional financial support from the State needs to be developed for the purpose of investing in basic airport leasehold improvements in order to leverage greater private sector investment An example is extending water and sewer lines to the East Apron at King Salmon airport to support existing businesses and make cool storage facilities viable.		C	DOT&PF
	Commercial operators are upgrading their aviation flleet with newer aircraft that have more demanding operational requirements. This results in Maintenance uprading from Urea to Chemicals in order to meet the higher friction factors demanded by the new aircraft. This increases maintenance costs.		C	DOT&PF
	Implementation of new policies for aero-medical flights has resulted in a significant number of airports being upgraded with runway lighting systems. New approach procedures developed by FAA allowing for GPS RNAV operations also require the availablility of new lighting systems. This inceases operational costs.		C	DOT&PF
	Making sure that Southwest Alaska five hub airports (King Salmon, Kodiak, Dillingham, Unalaska & Iliamna) are maintained for the maximum benefit of the sub-regional stakeholders.		C	Economic Development Group
	The State should consider making local governments more responsible for their runways maintenance operation	If local governments were given the responsibility and the money to maintain their runways then the responsibility of ownership would determine the future for each community. They would be given the oppoertunity to determine their own destiny. Basically sink or swim.	C	Regional Government
	The airport terminal should expand for future use but DOT has leases both lots that were originally set aside for expansion to other lease holders. This will limit future growth of the airport terminal unless parking is moved to another offsite location.		C	Local Airport Sponsor
	Snow removal cost and vegetation control.	New snow removal equiptment, and a track hoe with attachments.	SE	Local Airport Sponsor
	Equipment age and size, staff size	Need to ensure equipment needs will meet the users needs, a certain size of equipment may work in several areas but is undersize for us. Our airport is one of the largest in the state yet we do not have adequate staffing for the hours we operate. Compare airport size and hours of operations and staff them accordingly.	C	DOT&PF
	Policing lease lots	We are asked to ploice the tenants yet any infractions we have little power to enforce. Have Title 17 updated to give managers more power for lease lot infractions. We need more training with leasing to understand what they expect of us.	C	DOT&PF
	M&O: Certificated airports typically do not have adequate staff to handle all of the duties that have been added to these employees with constant TSA, FAA, ADEC/EPA, SFMO regulations changes. In addition, they are the "eyes, ears, and hands" of the department when it comes to many department issues, and especially in assisting with Leasing/contractual monitoring and enforcement. Leasing staff is not adequate to handle all issues that arise in the field (and travel funding is limited); therefore, on-the-ground enforcement typically ends up in the Airport Manager's lap/hands.	Airport Managers need knowledgeable clerical/technical assistance in their offices.	N	DOT&PF
	Aviation Leasing: Leasing staff is not adequate to satisfactorily handle all of the property management issues on the rural airports. Three positions were cut from Leasing in 2004; they were sorely needed then and are needed more urgently today. Environmental, contractual, and negotiations issues have grown in complexity throughout the past two decades; unresolved trespasses likely still exist on the rural airports.	At a minimum, an additional Airport Leasing Specialist I/II is needed in the Fairbanks Office of Aviation Leasing and an administrative clerk is needed in the Juneau Office. Additional funding for these positions should be available through upcoming rental rate increases in 2008 due to Amendment 2 to 17 AAC 45.	N	DOT&PF
	Runway maintenance and field lighting	Two of our runways have poor asphalt at best and need to be reconditioned. And the runway lighting is very old and at 2400 volt is obsolet and an extreme danger to those of us that are not even electricans and asked to keep the lights on.	C	DOT&PF
	Lease lot development challenges	We should determine whether there is demand for airport lease lots that is unmet because the cost of developing lots and providing utilities is too high. To the extent that there is such demand, we ought to work toward regularizing lease lot development funding that would enable us to make lots more attractive and provide basic utilities. This would help overcome two of the greatest obstacles to private development on airports.	SE	DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
Maintenance & Operations, Leasing	We would like the State to be able to enter into alternate contracts with the people who clear our runway in the winter. If the person who is currently contracted with the State is out of the village, we need the State to contract with someone else alternatively to clear the runway in the winter.		N	Local Government
	In a village, the only reliable or available heavy equipment are owned by the DOT&PF airport maintenance. Is there a way for a community (tribe, city, tribal non-profit) to rent that equipment for community road maintenance?	Create MOA/MOU with those community agencies, etc. that have the ability to lease/rent/operate this equipment for community road maintenance.	N	Native Corporation
	Part 139 Certified Airports - Braking action reports are not consistant due to differences in equipment at different airports. Reports on runway conditions are only accomplished prior to the Alaska Airlines jet arriving. For other large aircraft operations at the same airports, runway condition reports are not done. This is due to lack of funding. it has been reported.	If an airport is certified under Part 139, it should be able to provide all services to all operations under that certification. For example, Northern Air Cargo operates a B-737 and is required to only operate into Part 139 airports. The advisory circular for 139 airports says that runway braking action reports should be done at least every 8 hours or after the runway is sanded. In Dillingham, on Jan 19th, after another aircraft reported braking action fair to poor, the airport sanded the runway but no additional braking action report was acoomplished. NAC's B-737 slid to the side of the runway on landing, hitting numerous runway lights. Had a current and accurate report been accomplished, the pilots may have dicided not to land. When the airport manager was asked how often they do these types of reports, he indicated it depends on personnel available which deppends on budget. Proper equipment and proper staffing will help eliminate this hazard.	C	Air Carrier

TOPIC	Issue	Suggestions	Region	Interest
Airport Planning, Design, & Construction	FAA provide excellent support.		C	Local Airport Sponsor
	Have just completed an airport master plan as part of the FAA funded projects we do not have any additional design needs at this time. We are still working on the final safety improvements at Municipal Airport which are being funded by State funds.		C	Local Airport Sponsor
	Safety - weathered in seaplane Overnight tie up facility for private owned seaplanes	Need a seaplane float with ramp so a seaplane can overnight in Pelican or go up on the ramp in the event the seaplane is weathered in Pelican, especially during winter storm conditions.	SE	Local Government
	Heliport landing	US Coast Guard medivacs with their helicopter. Communication companies use Helicopters to access their mountain top sites near Pelican and have equipment shipped to Pelican and then are helicoptered to site.	SE	Local Government
	The Haines airport recieved a new runway several years ago, the new one was placed parralell to the old one. This alignment puts the runway approach right in line with a bluff on one end and a hill on the other. This negates any possibility of future expansion or use by heavier aircraft. The runway should have been skewed so as to miss sawmill hill so that we could have a legal instrument aproach. Care needs to be taken to make certain that there be restrictions on any buildings in the airport area.		SE	Local Airport Sponsor
	Plan for up to 4500 foot runways. Must accommodate larger aircraft with efficient delivery of goods and services in order to promote economic development	State commit to funding the basic 3300 foot runway. Allow the community, business entities, local or other government entities to pull in the extra monies to extend the basic runway, and provide for the extra costs associated with the longer runway maintenance and operations.	C	Air Carrier
	Water rescue and safety areas - some studies (NTSB) suggest that safety areas that slope gently into the water are more effective than extensions. (DOT/FAA/AR-95/54, NTSB/SS-85/02)		C & SE	DOT&PF
	New Gen aircraft are currently at the edge of their operating envelope with current runway lengths. A fully-loaded 400 can land at most SER airports if the braking action is better than 30. If newer aircraft are more sensitive, there will be increased overflights.	Investigate if there is the need to plan for lengthening airports.	C & SE	DOT&PF
	Need for more oversight on construction, esp. pavement. Pavement quality issues have resulted in millions of dollars of replacement in YAK, SIT. Old pavement in good shape, new pavement lame.	Encourage pavement expertise among construction engineers. Increase engineer staffing on large projects - provide more support. Increase core tests and hasten pace of review. Support state-run asphalt labs. Encourage FAA study of how the increase of things created by oil (plastics, synthetic clothes, etc) may be affecting the quality of the oil used in asphalt and impacting runway life.	C & SE	DOT&PF
	Develop system where projects evaluated in light of expected life, and if life not reasonable, put a penalty on the contractor on their next 5 or so bids, to account for the fact that they did not accurately bid. Some tool to make contractors accountable for quality of work, so those who do fair bids and good work are not unfairly underbid.	Rewrite insurance clauses and penalty language. Then STICK BY the language, don't cave in to the least complaint.	C & SE	DOT&PF
	A big issue in SE has been bathroom facilities on airports. Particularly in GST, where the terminal building (owned by Alaska Air) isn't always open and other operators bring many tourists to see Glacier Bay. There are no port-a-potty services in community (not accessible by road) and hookin up to sewer is unfeasible for most operators. Operators are complaining that it doesn't make sense that we spend millions of dollars on these airports but little old ladies have to pee in the bushes.	If we were to construct facilities, we have no budget or personnel to maintain them. Suggestion is to construct a basic bathroom that would have to be maintained by lessee(s) or be locked up.	SE	DOT&PF
	!) very long process 2) Who's standards do we build to -- If something happens -- who's liable?	Information and seminars on larger airports seems to be readily availble. Information on the process, design, environmental, and actual constrcution standards seem to be much harder to find for smaller airports (and their consultants). Provide seminars during off times of the year.	C	Local Airport Sponsor
	Airport planning in SE Alaska is many years behind that of the larger, interior airports.		SE	Economic Development Group
	Numerous terminal issues with no bathrooms in secure hold area; only one jetway; poor freight and baggae handling facilities; inadequate cold storage for high value fish boxes leaving Sitka	Part of FAA terminal expansion and financial plan study planned for Summer 2008	SE	Local Airport Sponsor
	Local airport manager needs to be involve in airport design and construction issues at the point and level that changes can be made.		SE	DOT&PF
	Address surface drainage and snow storage issues in design.		SE	DOT&PF
	Also, quality control of construction i.e. paving standards		SE	DOT&PF
	Organized, consistent, and accessible document and information sharing.	Planning and design have a real disconnect. There is very limited information sharing (need to know basis) and involvement by planning once design has begun. Planning should receive copies of scoping letters, DSRs, and preliminary and final PS&E's for review. Access to data files for all projects should also be universal from planning through construction.	N	DOT&PF
	Skagway's new Terminal had no consideration in snow drifting . Every door into the building get's a snow drift in front of it		SE	DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
Airport Planning, Design, & Construction	We have 120 volt 45 wat lights, like runwayand taxi lights, also runway information lights like Taxi way B that are lighted. Because of theit special desigh they cost $8 and $26 for a bulb that shouldn't cost more than 50 cents.And they don't last verry long.		SE	DOT&PF
	The parking lot has dozens of plow traps . Their shouldn't be any 6 inch curb and gutter designed into a Airport parking lot or any where else on the property. This should all be designed flat, Sidewalks and street should be on the same level. We have lots of damage to our plows in the winter because og thr curb and gutter.		SE	DOT&PF
	Hub development/ USPS hub changes and related issues, adequacy of system		N	DOT&PF
	Fencing		N	DOT&PF
	Rising energy costs affecting material costs		N	DOT&PF
	Medevac issues, lighting, etc.		N	DOT&PF
	Planning and design of the Alaska Aviation System does not currently place sufficient weight on economic development in rural communities. The system needs to address the growth of the Community Development Quota groups and develop regional strategies for coordination between the needs of the fishing industry and the aviation infrastructure.	Given that the State cannot afford for all airports to be all things to all people, the AASP should be developing an update to the classification system for airports in Alaksa. This updated classification should address the unique needs of communites and industry by geographical area.	C	DOT&PF
	In addition, climatic changes are impacting the ability of rural communities to have barge service (less snowfall = lower water levels). This means that more fuel and freight must be delivered by air. The current 3,300' standard length is too short to achieve economies of scale and longer runways are needed to support the needs of heavily laden air freighters.	It is important to establish a more rigorous method for detailing how the State is doing managing its aviation assets. The AASP should look at the way FAA has organized itself and evaluate whether such a performance based approch to administration is appropriate for the State Aviation functions. There is something to be said for matching protocols. The Department appears to do this on the road side of the house with FHWA/FTA but not on the aviation side with FAA. The AASP could produce a White Paper on this and present options for consideration by DOT&PF management.	C	DOT&PF
	Additional information needs to be acquired to assess the financial impacts on aviation infrastructure due to climate change. Should coastal airports be relocated or should they be strengthened with a more robust design?		C	DOT&PF
	As rural airports are upgraded, many of them are moved away from the existing settled area. This creates new issues. Local residents can no longer wait in their house until they hear the plane fly overhead. They now must travel miles out of town to met the aircraft which often does not a reliable schedule. Communication between the pilots and local residents can be spotty at times. This can result in people and freight being left on the open apron. Passenger shelters and temporary freight storage facilities for protection from inclement weather are needed.		C	DOT&PF
	As rural airports are relocated, there is an increasing need for safe transport to and from the airport. Mobility needs for seniors, youth and the infirm will increase.		C	DOT&PF
	Areas that have canneries, fish processing plants and possible other resource development opportunities need adequate runway length, pavement depth , and proper lighting and navigational aids. These minimum requirements will help facilitate economic growth in the Southwest region.	Minimum runway length needs to 4400 ft with the abality to accommodate heavily loaded cargo planes; for example, PenAir's Saab 340. See also 'Free Flight 2000' initiative.	C	Economic Development Group
	Access for transient pilots, especially after business hours	Follow Canadian model: In speaking with the helicopter pilot who gave that input he said that airports in Canada made it easy for transient pilots to get off and back on the ramp, even after hours. They have clear direction through signs, and codes available for transient pilots to again access the ramp. The pilot's experience has come from numerous airports on different ferry flights through western Canada and the Yukon. Having done it twice myself in helicopters I can say that the Canadians do make it easier for the user. The airports of our experience are smaller fields designed for commuters and GA.	C	Air Carrier
	The Minimum runway lengths in Bush Alaska needs to be raised from the restricted DOT standard of 3,300 feet to minimum of 4,500 feet as the standard Bush Runway.	The State should provide minimum funding for the 3,300 feet runways in communities. However provide more funding where the need for fuel delivery is completely dependent on air delivery to that community. In communites who can demonstrate through surveys for economic projections from flying out fresh fish to the market or tourism and logically justify an additonal 1,200 feet runway -- that extension could partially be paid for by local use taxes or by landing costs to pay for at least half of that extension. This means the community could show through economic development the justification for an extension and could apply for loans to extend the runway with sound business plans to support the needed extensions. The State and the local government should share the expense of the additional 1,200 feet based on the local economic engine. This would make the local government more responsible for that additional length but also but part of that responsibility amd burden on the State through partnering.	C	Regional Government
	Complete dock area for tie up of float planes on Beluga Lake		C	Local Airport Sponsor

TOPIC	Issue	Suggestions	Region	Interest
Airport Planning, Design, & Construction	Complete haul out road for float planes that connects with airport.		C	Local Airport Sponsor
	Master plan undates.	After a plan is inplace implement it with a schedule.	SE	Local Airport Sponsor
	Varying interpretation of design guidelines in FAA region.	Better headquarter guiidance.		Consultant
	No issues, we have been in the loop on designs and planning		C	DOT&PF
	Planning	Need to look ahead. Do not wait until the runways are bad to start the process . The lighting issues should have been delt with years ago.,But it seems that it takes someone to be hurt real bad or die to get anything done.	C	DOT&PF
	State airport standards validation	Our state standards for runway length, minimum population, et al., should be reviewed and validated with the plan update.	SE	DOT&PF
	We would like to relocate our airport runway. As it is, it is too close to our village and hems in our village. It prevents us from building new housing and is a safety issue because our trails to subsistence use and our landfill road are accessed from the airport runway.		N	Local Government
	All airport improvements and small buildings for people to wait for their flights.	Partner with local entities for small buildings--if they put money in, they can maintain the buildings.	N	Native Corporation
	Cordova Airport 13 Mile needs extended to 12,000 feet		C	Local Government
	We need fueling facility for jets at 13 Mile		C	Local Government
	Icy Bay Airport is being decommissioned. This needs stopped. It is a good airport and is important for safety.		C	Local Government
	Ferry in PWS, railroad to Whittier, and airline service schedules need coordinated.		C	Local Government

TOPIC	Issue	Suggestions	Region	Interest
FAA & Navigation Aids	FAA provides execellent support.		C	Local Airport Sponsor
	They are really slow on fixing things or setting things up.		SE	DOT&PF
	Remote camera with internet link needed in Lisianski Inlet	A clear view southeast direction and westerly direction with a remote camera near Pelican and a remote camera at Column Point, mouth of Lisianski Strait with panoramic view of Cross Sound and a remote camera at Point Theodore at the mouth of Lisianski Straits.	SE	Local Government
	The PAPI lights have been out for weeks and the threshold strobes have been out for months. The radio repeater has frequent failures. [At Haines airport]		SE	Local Airport Sponsor
	Development of LPV (localizer performance with vertical guidance) GPS approaches in rural Alaska is of critical importance to improving reliability of air transportation. LPV approaches use the inherent accuracy of Wide Area Augmentation System (WAAS) to provide vertical guidance capability. The implementation of LPVGPS approaches provides near- Instrument Landing System (ILS) approach accuracy without having to operate or maintain a localizer or glide slope facility on the ground. LPV GPS approach procedures combine the LNAV/VNAV vertical accuracy with lateral guidance similar to a typical Instrument Landing System. LPV approaches will result in lower approach minimums and more reliable service to communities where an ILS is not available or practical.	The FAA is currently developing LPV approaches for Alaska communities; however, the FAA is not staffed to develop the hundreds of LPV approached needed in Alaska. The solution is to accellerate the FAA's schedule for LPV approach procedure development.	C	Consultant
	Additional FAA Weather Cameras	Although FAA weather cams are not a certified source of weather, they are a priceless resource to pilots to confirm weather conditions, which assist in flight planning. Suggest working with FAA to support funding for these projects in as many rural airports as possible.	C	Consultant
	Every runway must have instrument approaches. We must develop more GPS airway routes.	The RNAV/GPS approach system is the most cost effective and useful approach for remote Alaska. Since it is primarily satellite based, the necessity for maintaining ground stations is almost a non issue. Utilization of the GPS navigational system will allow for more efficient direct flights, and reduce crowding and time delays in the air on the sometimes crowded air corridors which are predicated solely on fixed ground stations..	C	Air Carrier
	Re-emphasize to FAA that although the facilities are theirs, they are built on state property and must meet state standards for construction, and licensed personnel.	Have state electrical inspectors scheduled to review all installations prior to acceptance. Enforce leasing requirements prior to build, instead of finding out about the new instrument after it is in place.	C & SE	DOT&PF
	PAPI or VASI	Which is the more durable, dependable, equipment that should be installed in the smaller airports. Provide a person or persons to check out VASI's state wide -- a specialist. Help the local people understand there role.	C	Local Airport Sponsor
	Funding to meet new FAA standards in a timely manner.		SE	DOT&PF
	Runway safety areas and the mandate to expand them without adequate funding.	Apply reasonable funding to meet expectations.	N	DOT&PF
	Skagway's new airport came with a 2 VASI light system . They were removed . I would like to see them put back.		SE	DOT&PF
	We have a lot of small jet and high doller prop aircraft come into Skagway during the tourist season. I would like to see a Micro wave landing approach. this would also be a pluss for our medivac's		SE	DOT&PF
	NAV-aid needs, Capstone		N	DOT&PF
	Spec 405 surveys, how are they chosen		N	DOT&PF
	AWOS systems		N	DOT&PF
	The Next Generation Air Transportation System (NGATS) presents a very assertive vision for the National Airspace System. It's implementation in Alaska is exciting but also challenging. While Alaska serves as a perfect proviing ground for the new technologies (SDS-B) the rise in expectations among the aviation users may be difficult to meet by the public agencies.		C	DOT&PF
	Equipage of the GA aircraft continues to be an issue and will remain so. As avionics increase in sophistication, as part of the implementation of NGATS, the issue of financial support for ever more modern technology will emerge periodically.		C	DOT&PF
	Snow removal and road maintenance on FAA nav aid roads	Create a statewide policy to address the issue of maintenance on nav aid access roads as well as snow removal due to signal interference.	N	DOT&PF
	In all communities, ensure that runway ligthing and navigational aids are adequte to assure public safety.		C	Economic Development Group
	Every runway should have permenant runway mounted night lighting that can be turned on by approaching aircraft with complete instrument approaches. This is needed for emergncy evacuation situations in Bush Alaska.	The State Legislature or FAA needs to fund this and justification is based simply on saving lives.	C	Regional Government

TOPIC	Issue	Suggestions	Region	Interest
FAA & Navigation Aids	Both	We need all of our taxi way light changed to LED.	SE	Local Airport Sponsor
	ATC moderniztion/expansion not adequately funded. Not keeping pace with growth.	Congress needs to fully fund program or privitize ATC.		Consultant
	Most of the NAV aids are old and outdated.	Work with Feds to ensure they update their NAV aids when there are projects .	C	DOT&PF
	Capstone and other high-tech impacts	New navigational capabilities may lead to significant safety improvements, but their application at airports and within airspace that is used now and into the foreseeable future by VFR operators may have little value. In some cases, the results may be negative for VFR operations. Our system planning should consider the impacts of new navigational technologies and determine how they can best be applied to our airports.	SE	DOT&PF
	We would be interested in learning more about having instrument guided navigation and weather cameras in our village. The weather cameras would be useful in the winter. There are several times a year that we get weathered in because the airline says the weather is bad, but when you go outside, the weather looks fine.		N	Local Government
	More lighting for village runways (lights that cannot be broken)	Partner with community (tribe) to design, purchase, and put in runway lighting	N	Native Corporation

TOPIC	Issue	Suggestions	Region	Interest
Policy	Help with training on general airport enviroment and maintenance would help those of us who only do airport management as a small part of our assigned duties.	Training that would be available for small airport operators on all subjects such as field maintenance to safety check list for field crews.	C	Local Airport Sponsor
	Recognize that our "bush" airports are our interstate airway system connecting us to the rest of America and the world.	We seem to sink a lot of funding into areas where there is little hope of return. Although we must provide reasonable access to all of our region, we must recognize and reward the economic generators with facilites which promote business first.	C	Air Carrier
	Current FAA advisory circulars forbid landfills within 5000' of airports, except in Alaska. (AC 150/5200-34A, 150/5200-33A, 49 USC part 44718d) Increases wildlife hazard to airports.	Work with congressional delegation to eliminate exemption.	C & SE	DOT&PF
	TSA moving to 100% cargo screening by 2010.	Work with cargo carriers over 100K to determine space and infrastructure needs for compliance.	C & SE	DOT&PF
	TSA requirements for employee, bulding and vehicle screening not practical at smaller airports. Burdens already strapped mainetnenace staff. Requirements written for larger airports where the port holds all resources and can control access and keys.	Work with TSA to develop reasonable and effective standards	C & SE	DOT&PF
	TSA impacts that can be dealt with at a statewide level - badging, EAA, etc.	Develop Statewide security position to deal with issues consistent around the state.	C & SE	DOT&PF
	How do State policies differ from FAA? or Municipal policies?	Provide sample State policies to municipal airports -- what are your policies. Next provide a person or persons to work with local airport management for beter consistency in rules.	C	Local Airport Sponsor
	Development of land at STate controlled airports for local economic development is not an apparent priority for DOT.		SE	Economic Development Group
	More ADOT&PF ramp space must be opened up for business development		SE	Local Airport Sponsor
	Is an airport port authority permitted? Who controls, oversees and decides growth?		SE	Local Airport Sponsor
	Local reports should be made to city officials by ADOT&PF and FAA		SE	Local Airport Sponsor
	There are airports that have very few official enplanements but have charters with 12,000 annual enplanements. There are also airports with very [few] enplanements but many operations. These are not considered when scoring a project.	Provide guidance in the criteria to address documented enplanements from charters. Do our criteria really reflect our priorities?	N	DOT&PF
	Project evaluation process		N	DOT&PF
	Road accessible airports - how to sucessfully fund projects at them		N	DOT&PF
	Airport Classifications		N	DOT&PF
	An increased emphasis should be put on integrating aviation systems into DOT&PF's multi-modal transportation planning efforts.	Plan with the interrelationships between aviation and marine freight in mind. Increased coordination with regional stakeholders, as cited in 23CFR Sec. 450.208(2).	C	Economic Development Group
	The current policy that 3,300 feet is the standard for Bush Alaska runways needs to be changed. Where the federal and State Highways end in Anchorage they continue to Bush Alaska through our runway. These are our Bush Highways and they are completely inadequate for the 21st century. The mechanism for how funding is allocated to runways in the State of Alaska needs to be reviewed.	Change this policy and base it on performance and the potential for a particular community to fully utilize the longer runways through their local economic engine. The development of the local fishing economy or resource development through industry and tourism useage through partnering should be the driving force for this policy change.	C	Regional Government
	NOTAMS	NOTAMs should not be put to the airport equipment operators to put out. They should be put out by Flight sevice or tower personel with the training.	C	DOT&PF
	More use of DOT&PF's Tribal Consultation Policy (Sovereign Immunity Waivers, etc.)	Regional Tribal Liaisons would be beneficial to increasing project coordination and funding partnerships.	N	Native Corporation
	No airport should be taken apart like at Icy Bay. If an airport isn't used, it should be left unmaintained for safety.		C	Local Government
	Passenger facilities	There is a great deal of demand for passenger facilities on our small airports -- restrooms and basic shelter primarily. We ought to develop a better policy than the extant, "we don't provide them." The lack of facilities results in maintenance headaches, not to mention public inconvenience and discomfort. It should be possible to, and we should work toward, design of a standard low maintenance, durable, and inexpensive shelter and restroom solution that could be provided on condition of local acceptance of maintenance responsibility.	SE	DOT&PF
	Seaplane facilities	Our sponsorship of seaplane facilities is generally handled within the same policy framework that applies to other airports. However, because they are significantly different in terms of cost, maintenance, property interest, etc., it may be benificial to establish separate standards and policies for them.	SE	DOT&PF
	Policies should be listed in a plan appendix	The new plan should include an appendix that includes at least a concise list of the formal regulatory documents that apply to our aviation system (i.e., Policy and Procedures, regulations, statutes, guidance letters, etc.) with reference to source documents.	SE	DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
Policy	Aviation as a legitimate economic engine within the state has not been addressed as a public policy issue in a substantive fashion. The Alaska aviation industry has significant room for expansion, especially as a proving ground for new NGATS technologies, and as such represents a significant opportunity to expand and diversify the state's manufacturing sector. Production and maintenance of sophisticated aviation technologies should be placed higher on the policy agenda.	The Alaska Aviation System Plan should be identifying these, and other policy issues, preparing Technical Memoranda and presenting their analysis to stakeholders for discussion and action.	C	DOT&PF
	New 3 dimensional mapping techniques and computer simulation technologies developed as part of the Alaska Aviation Safety Project are significant advances. Existing data sets, when exacted to ground truthing, will allow for dynamic real time incockpit display of an aircraft's positioning and orientation with respect to terrain regardless of weather or environmentally related conditions affecting visibility thereby increasing a pilot's situational awareness. It is in the State's best interest to continue investing in these applications as these technologies and data sets are foundation stones for new commercial enterprises.		C	DOT&PF
	Floatplane activity is increasing and this is producing new conflicts between land based operations. This is creating safety and environmental concerns. It may be time for the State to develop a more rigorous set of governing policies and procedures to manage floatplane activity.		C	DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
Environmental	King Salmon Airport Southeast & East ramps need sewer hook-up to Borough sewer system.	There is a big runway & road work scheduled for the next year or two, which this should be a part of.	C	Air Carrier
	The intentional placement of several wetlands areas right in the airport grounds was pretty foolish, there is now a very real hazzard of bird strikes on this airport.	[Haines airport]	SE	Local Airport Sponsor
	For some resource categories there is a lack of qualified consultants in Alaska which results in getting the analysis conducted a bottleneck (cultural resource consultants meeting the Secretary of Interiors standards) and inadequate analysis and documentation in others -- air quality, noise, marine habitat and wildlife resources are examples.	I encourage DOTPF and other sponsors and prime consultants to be more open to use of qualitified consultants in these areas. Sponsors are reluctant to consider firms outside of Alaska due to concerns about cost and responsiveness. Delays and process ineffiencies could be minimized by expanding the pool of firms used.		FAA
	A lack of key resource data can delay completion of NEPA process and project implementation, some times for over a year if field seasons are missed. A few of the key resources categories include cultural resources --- particularly in the 'built' environment, historic architecture, archeological resources; wetlands and habitat inventories.	Consider using System Planning to obtain key resource data. Work with FAA, sponsors and resource agencies to develop a priority for gathering this data based on project priorities and resource data deficiencies.		FAA
	Dust, noise, fuel storage, public perceptions	Pave our runways where justified. Situate alignment to avoid heaviest populated areas, require certified safe fuel storage and handling. Educate and involve the public in all of the process of environmental investigation and keep them informed.	C	Air Carrier
	Eagles. Alaska struggles with the Bald and Golden Eagle Protection Act, esp. with eliminating the seductive hazard of existing eagle nests.	Proposed amendment to BGEPA has been worked through with USDA, USFWS, and SOA. Has moved up to congress. Encourage congressional delegation to pursue.	C & SE	DOT&PF
	Review pending requirements regarding control of runway chemicals into environment.	Start rolling waste control into upcoming projects?	C & SE	DOT&PF
	Cost and neccessity of certain environmental issues.	Review the neccessity of an environmental review on certain types of work. It seems very cost and time prohibiting to accomplish an environmental review, even a CE, on a large amount of construction activities, such as resurfacing existing roads.	C	Local Airport Sponsor
	Noise complaints from float planes; need for new float plane facility	FAA to sponsor a noise study for a new float plane facility	SE	Local Airport Sponsor
	Dust is a huge issue at rural airports.	Evaluation criteria does not address dust and its health effects on the health and quality of life and safety criteria.	N	DOT&PF
	We have a problem with the shaggymain mushroom that is growing up through the asphalt on the approach end of 02 at least 20 different areas that it has done dammage to the asphalt surfase.		SE	DOT&PF
	We have a Weed that growes like a tumble weed and is harmfull to the Sammon in the Skagway river. We have a group of people that volinteer to pull it but it keeps back		SE	DOT&PF
	Bird habitat on airports		N	DOT&PF
	DUST		N	DOT&PF
	Airport waste/runoff/effluent, etc.		N	DOT&PF
	Wildlife hazard assessments		N	DOT&PF
	Sewage treatment plans on airport land		N	DOT&PF
	Noise, especially in areas of the state experiencing population growth is an growing concern and should be addressed.	This issue should be addressed in more specific follow-up evaluation planning projects and identified in the AASP as important and necessary follow-up actions.	C	DOT&PF
	The environmental impacts associated with an ever-increasing use of chemical products, used to maintain runway surface conditions during inlemeent weather, is increaseing in importance.	This issue should be addressed in more specific follow-up evaluation planning projects and identified in the AASP as important and necessary follow-up actions.	C	DOT&PF
	Dust. Some airports are the main road through the village and dust generated mainly from takeoff is a big problem that needs to be addressed.	Pave the runways that have the economic engines and the local economy to justify that need. Provide better education to everyone involved including State DOT Managers, planners and engineers on how dust can cause health problems to children and older adults on unpaved dusty runways in Bush Alaska.	C	Regional Government
	Yes at some point someone declared this reserve as wet lands.	Get a record of decision to change that.	SE	Local Airport Sponsor
	For the relative impact of airports on the environment, the NEPA process is too onerous, expensive, and time consuming.			Consultant
	Reporting for chemiclas used, we are on a Coast Guard Base and they have strict guidelines for EPA reporting.	Ensure management understands our situation. Move forward to have the land transferred from the Coast Guard to the State.	C	DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
Airport Owner &/or FAA Coordination/Process Issues	FAA provides excellent support.		C	Local Airport Sponsor
	Our experience of working with the FAA funding staff has been outstanding. Their willingness to meet the needs of the owner and desire to get the work done had been the easyest orginaztion that we have worked with.		C	Local Airport Sponsor
	Improved sponsor internal coordination would facilitate FAA responsiveness --- particularly in environmental document review and approval. Although internal coordination has generally improved within DOTPF, it appears that expertise in environmental from the environmental regional coodinators, analysts, team leads and HQ staff could be brought in earlier and more consistently throughout project NEPA process and development to assist in document review/oversight, agency consultations, and regulartory compliance.	I recommend greater involvement of the environmental staff within DOTPF for consultant prepared documents. NEPA encourages use of interdisciplinary teams --- using in-house experts will help catch simple errors, recommend strategies and solutions to resolve conflicts with agencies and pubic controversy as part of an overall project management & quality control effort --- would greatly enhance FAA's responsiveness --- minimzing FAA comments, document revisions and facilitate NEPA process and project implementation.		FAA
	Liability, responsibilities, and reward.	State provide the overall liability policy, and clearly delineate responsibilities of local government for upkeep, maintenance and inspections to ensure standards are met for state airport. Provide a partnership in funding to maximize the state's return on its investment and give local government the responsibility to share financially in the O and M of the facility.	C	Air Carrier
	Water rescue requirements - currently FAA requires FAA-funded equipment to be on airport. Often does not provide best launch point for water rescue, or utilization by mutual aid, who are often the primary responder.	Work with FAA to develop exceptions, MOUs?	C & SE	DOT&PF
	Where is the State communication in the current process? The existing process places the State approval at the very last. This places you in a very restricted position -- and is a very uncomfortable position for the owner airport	Again, be a better partner to owner airports. If you are wanting to give airports to the local government -- give them help, continual education and onsite dialog (face to face goes a long way)	C	Local Airport Sponsor
	Either FAA or State DOT should be wholey responsible for AIP projects. There is too much duplication of decision making.	Streamline the project approval process between the State and FAA	SE	Economic Development Group
	Communication is essential	Better communication within DOT, and between DOT and FAA, and within FAA	N	DOT&PF
	It can be difficult to keep current with what the different functional groups within FAA are doing and how these activities impact the airport sponsor and the user community. An example is the efforts by Flight Procedures to produce more advanced approach and departure procedures. While this allows for the aviator to take advantage of lower minimums, the development of instrument approaches also kicks in physical safety standards that impact the built environment at the airport. A greater degree of coordination is needed bewteen both the functional groups of FAA and DOT&PF in order to develop a more balanced capital improvement program.	It has become evident that as the amount of Federal resources have increased for development of new initiatives and programs there have been challenges during implementation. The increase in resources was not matched with an increase in staffing until recently. The result has been a process proceeding in fits and spurts and on a catch as catch can type of basis. A quarterly project status meeting was recently initiated in Central Region and this may help.	C	DOT&PF
	Another item of concern is that the Management Reporting System used by the State's functional groups does not identify efforts and activities of the Planning Group. This results in a disconnect in the project development process and generates inefficiences.	The Design Project Status Report is generated from inputs by Project Managers and the Report does not provide a full picture. The MRS should be modified to include Area Planners and significant Planning efforts.	C	DOT&PF
	Occasional delays in receiving "negative" pilot background checks from FAA		C	Air Carrier
	Not enough leducation on how FAA and state work together on local runways	Provide better information to local communites on how FAA assist and their responsibility and liability.	C	Regional Government

TOPIC	Issue	Suggestions	Region	Interest
Other Issues	Would be nice to have an understanding of the airport's impact on the community. Financial impact of movement through the airport, and separately of airport employee salaries - higher or average, compared to locality? Might help make decisions in future.	This should be addressed with the community council and/or assembly.	C & SE	DOT&PF
	Who does a owner airport call to ask how other airports handle a certain problem or condition?	Is their a "hotline" or shold the smaller airport manager's try and get together occationally (we informally do). Very difficult to do right now. This is a very important issue. Safety issues are at the top of this list!	C	Local Airport Sponsor
	Lack of adequate long term parking - current area is a small gravel lot with poor lighting and a long walk from the terminal. Users have experienced vehicle break-ins there.	Provide State lands to have adequate, easily accessible and well-lit long term parking	SE	Local Airport Sponsor
	We need security fences to keep ATV's off airports. The rural airport where I live could use some security fencing to keep out ATVs, snow machines, etc. that pull out in front of airplanes, or people looking for something to steal or vandalize. It would be easy to commandeer a plane and 5 miles away is the missile defense facility.		N	Local Airport Sponsor
	There needs to be a better integration of aviation with other transportation modes. The current "stovepiping" approach generates sub-optimal results and greater long-term costs. Greater efforts are warranted to establish stronger inter-modal linkages in the project development process. The update of the AASP is one example. The Department's Office of Program Development is just completing the update of the Stateweide Long Range Transportation Plan with future updates of the Area Transportation Plans forthcoming. This FHWA/FTA funded effort identifies significant transportation related polices for consideration by user groups, local governments and the Legislature. Included are major recommendations for a Transportation Fund, State Infrastructure Bank and restoration of the old Local Service Roads and Trails Program. The AASP should be looking at fuller integration into this process and more effective use of a regional multi-modal planning approach.	There is an opportunity for significant expansion of aviation related industries and activities within the State. However, the DOT&PF is not organized to assist this expanion. It is important for policy makers to realize that a window of opportunity is open for growing Alaska's economy. A more robust Owner State philosophy is needed within the Department. As owner of 261 airports, the State has a major responsibility to ensure that these assets are positioned to generate increasing rates of return to the Public Interest. The Department, as lead management entity for these assets, is implicitly tasked with identifying opportunities and making recommendations to the CEO (Governor) and the Board of Directors (Legislature). Integrate aviation investments into the State's economic development strategy.	C	DOT&PF
	The advent of new aviation technologies creates the need for the State of Alaska and FAA Alaska to develop a nimbler approach. Very Light Jets, Sports aircraft, Unmanned Aerial Vehicles, Heavy Lift Blimp Hybrids, Wing-in-Ground effect crafts are all examples of new technologies coming on line within the next five years. Each of these will produce impacts to the Alaska Airport System but in different ways.	If one looks at the relative proportion of organizational resources between the road (STIP) and airport (AIP) sides of the house, it becomes quickly evident that Aviation is significantly under funded and under staffed, especially in planning and project development. The AASP should produce a Technical Memorandum examining this suggestion toascertain whether there is an uneven balance within the Department between the two big federally funded infrastructure programs and present recommendations for change, if warranted.	C	DOT&PF
	The DOT&PF needs to re-think its organizational commitment to aviation. The current approach is out-moded and does not accurately reflect the realities or opportunites of what is happening to the aviation sector in Alaska. As a result the Department is struggling to keep up with ever increasing demands for improved aviation related transportation services..		C	DOT&PF
	Parking	This airport has gravel parking lots we need upgraded parking.	SE	Local Airport Sponsor
	APEB process improvement	We often discuss changes to APEB scoring criteria and the APEB process. This planning effort may afford a good oportunity to review and propose changes to the process. One recommendation I would make is that we schedule two meetings each year on fixed dates -- e.g., the last Tuesday of February and August -- the first to always include policy items on the agenda along with other business, and the second to only consider projects. This would make it much easier to schedule the work of preparing for the meetings, avoid the round-robbin of scheduling conflicts, and help adjust the spending plan just in time to prepare legislative authorization requests.	SE	DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
Specific Airport Issues	King Salmon Airport Southeast & East ramps need sewer hook-up to Borough sewer system.	There is a big runway & road work scheduled for the next year or two, which this should be a part of.	C	Air Carrier, King Salmon
	King Salmon Airport	Find funding	C	Air Carrier, King Salmon
	The Haines airport floods most of the hangers several times each year, ground water tables are very high and the drain system is defective.		SE	Local Airport Sponsor, Haines
	The PAPI lights have been out for weeks and the threshold strobes have been out for months. The radio repeater has frequent failures.		SE	Local Airport Sponsor, Haines
	The intentional placement of several wetlands areas right in the airport grounds was pretty foolish, there is now a very real hazzard of bird strikes on this airport.		SE	Local Airport Sponsor, Haines
	The Haines airport recieved a new runway several years ago, the new one was placed parralell to the old one. This alignment puts the runway approach right in line with a bluff on one end and a hill on the other. This negates any possibility of future expansion or use by heavier aircraft. The runway should have been skewed so as to miss sawmill hill so that we could have a legal instrument aproach. Care needs to be taken to make certain that there be restrictions on any buildings in the airport area.		SE	Local Airport Sponsor, Haines
	Overlap of maintenance areas on ramp between ADOT&PF and City with access issues for city vehicles	Local agreements made for maintenance	SE	Local Airport Sponsor, Sitka
	Numerous terminal issues with no bathrooms in secure hold area; only one jetway; poor freight and baggae handling facilities; inadequate cold storage for high value fish boxes leaving Sitka	Part of FAA terminal expansion and financial plan study planned for Summer 2008	SE	Local Airport Sponsor, Sitka
	Noise complaints from float planes; need for new float plane facility	FAA to sponsor a noise study for a new float plane facility	SE	Local Airport Sponsor, Sitka
	Eight Years ago They rebuilt the Skagway airport and multiplied the asphalt by 4 times . We need a full time employee, to deal with all the extra Maintainance.		SE	DOT&PF, Skagway
	We have no equipment facility at the Airport.		SE	DOT&PF, Skagway
	We need specdialized equipment, like Brooms, push plow, Blower, plow truck, Loader, Radios in all the Equipment, mower, Brush cutter.		SE	DOT&PF, Skagway
	Skagway's new terminal has a heat and air exchanging system that is Highly technical. To date no one has ben trained to maintain any of the systems in the Terminal		SE	DOT&PF, Skagway
	ther is a electrical system on the airport that is 2400 Volts, Their has been on training on the safety issues of working around this hi voltage system, Yet we are expected to maintain it. this is an accident looking for a time to happen.		SE	DOT&PF, Skagway
	Skagway's new Terminal had no consideration in snow drifting . Every door into the building get's a snow drift in front of it		SE	DOT&PF, Skagway
	We have 120 volt 45 wat lights, like runwayand taxi lights, also runway information lights like Taxi way B that are lighted. Because of theit special desigh they cost $8 and $26 for a bulb that shouldn't cost more than 50 cents.And they don't last verry long.		SE	DOT&PF, Skagway
	The parking lot has dozens of plow traps . Their shouldn't be any 6 inch curb and gutter designed into a Airport parking lot or any where else on the property. This should all be designed flat, Sidewalks and street should be on the same level. We have lots of damage to our plows in the winter because og thr curb and gutter.		SE	DOT&PF, Skagway
	Skagway's new airport came with a 2 VASI light system . They were removed . I would like to see them put back.		SE	DOT&PF, Skagway
	We have a lot of small jet and high doller prop aircraft come into Skagway during the tourist season. I would like to see a Micro wave landing approach. this would also be a pluss for our medivac's		SE	DOT&PF, Skagway
	We have a problem with the shaggymain mushroom that is growing up through the asphalt on the approach end of 02 at least 20 different areas that it has done dammage to the asphalt surfase.		SE	DOT&PF, Skagway
	We have a Weed that growes like a tumble weed and is harmfull to the Sammon in the Skagway river. We have a group of people that volinteer to pull it but it keeps back		SE	DOT&PF, Skagway
	We need security fences to keep ATV's off airports. The rural airport where I live could use some security fencing to keep out ATVs, snow machines, etc. that pull out in front of airplanes, or people looking for something to steal or vandalize. It would be easy to commandeer a plane and 5 miles away is the missile defense facility.			Local Airport Sponsor, Delta Junction

TOPIC	Issue	Suggestions	Region	Interest
Specific Airport Issues	Complete dock area for tie up of float planes on Beluga Lake		C	Local Airport Sponsor, Homer
	Complete haul out road for float planes that connects with airport.		C	Local Airport Sponsor, Homer
	Funding would be needed to expand City of Homer owned airport terminal.		C	Local Airport Sponsor, Homer
	The airport terminal should expand for future use but DOT has leases both lots that were originally set aside for expansion to other lease holders. This will limit future growth of the airport terminal unless parking is moved to another offsite location.		C	Local Airport Sponsor, Homer
	Parking	This airport has gravel parking lots we need upgraded parking.	SE	Local Airport Sponsor, Ketchikan
	Yes at some point someone declared this reserve as wet lands.	Get a record of decision to change that.	SE	Local Airport Sponsor, Ketchikan
	Both	We need all of our taxi way light changed to LED.	SE	Local Airport Sponsor, Ketchikan
	Snow removal cost and vegetation control.	New snow removal equiptment, and a track hoe with attachments.	SE	Local Airport Sponsor, Ketchikan
	Equipment, Personel	The size of our airport requires larger equipment to handle our snow load and more personel to meet the required times for having the runways cleared	C	DOT&PF, Kodiak
	Runway maintenance and field lighting	Two of our runways have poor asphalt at best and need to be reconditioned. And the runway lighting is very old and at 2400 volt is obsolet and an extreme danger to those of us that are not even electricans and asked to keep the lights on.	C	DOT&PF, Kodiak
	Planning	Need to look ahead. Do not wait until the runways are bad to start the process . The lighting issues should have been delt with years ago.,But it seems that it takes someone to be hurt real bad or die to get anything done.	C	DOT&PF, Kodiak
	We would like the State to be able to enter into alternate contracts with the people who clear our runway in the winter. If the person who is currently contracted with the State is out of the village, we need the State to contract with someone else alternatively to clear the runway in the winter.		N	Local Government, Beaver Village Council
	We would like to relocate our airport runway. As it is, it is too close to our village and hems in our village. It prevents us from building new housing and is a safety issue because our trails to subsistence use and our landfill road are accessed from the airport runway.		N	Local Government, Beaver Village Council
	We would be interested in learning more about having instrument guided navigation and weather cameras in our village. The weather cameras would be useful in the winter. There are several times a year that we get weathered in because the airline says the weather is bad, but when you go outside, the weather looks fine.		N	Local Government, Beaver Village Council
	Cordova Airport 13 Mile needs extended to 12,000 feet		C	Local Government, Native Village of Eyak
	We need fueling facility for jets at 13 Mile		C	Local Government, Native Village of Eyak
	Icy Bay Airport is being decommissioned. This needs stopped. It is a good airport and is important for safety.		C	Local Government, Native Village of Eyak
	Ferry in PWS, railroad to Whittier, and airline service schedules need coordinated.		C	Local Government, Native Village of Eyak
	No airport should be taken apart like at Icy Bay. If an airport isn't used, it should be left unmaintained for safety.		C	Local Government, Native Village of Eyak

TOPIC	Issue	Suggestions	Region	Interest
Specific Airport Issues	Worker Safety- 1- Beacon Tower is free standing structure of un-known age. Access to Beacon and Lighted windsock is by ladder. There is a restraint system rail on ladder. Ladder to platform transition is difficult, ladder doors no longer fit correctly. Re-lamping of windsock light must be accomplished outside of safety railing on platform. Electrical service and controls are substandard and no longer comply with Electrical codes. 2- The Airfield Regulators, Radio controller and S1 cutouts are mounted on a small mezzanine constructed from the top of the restroom of the ARFF building. There is no permanent ladder, there is no required railing. OSHA and Electrical codes require working space and clearances to properly access this equipment, they don't exist. 3- Formal Training of the permanent airfield operators. Electrical tag-out and basic electrical troubleshooting principals.		C	DOT&PF, Homer
	Failed/End of life Equipment- 1- Taxiway wires have frequent failures and are of unknown age. The insulation resistance to ground is well below the min. standards established by FAA AC/150/5340-26. This system constantly works under partial failure of insulation integrity. In this mode of operation every fault becomes an outage or partial outage of the effected system. The cables in Taxiway Charlie are" Type A" which was superseded by" Type B" which intern has been superseded by" Type C" which is the current standard. Isolation transformers and lights are of similar age and condition. 2- Airfield directional signs are at the end of their useful life. The structures do little to keep out the elements, are faded and corroding. There are no reflective aspects to the sign faces at all. 3- Pilot controls are accomplished threw a radio controller. It no longer works correctly. Homer radio has no direct link to disable the pilot control feature, so it needlessly steps the airfield lighting intensity up from daily radio chatter.		C	DOT&PF, Homer
	Good/Serviceable equipment- 1- Main Runway edge lighting, cables and isolation transformers have been replaced (approx 2000) and seam to be in good condition. 2- Beacon is new (summer 07). 3- Lighted windsock in good condition. 4- Constant Current Regulators are in good condition. 5- Testing/Troubleshooting tools. Additional tools suggested by AC150 but not on sight include: High Resistance Fault Locator, Impulse Generator/Proof tester and Acoustic Detector.		C	DOT&PF, Homer

AASP -- Issues from Meetings & Discussions with Interest Groups

TOPIC	Issue	Suggestions	Region	Interest
Funding	When there are not enough funds to meet standards, where is the direction on what to cut?			Consultant
	State-funded projects should be reconsidered. Without the need to qualify for FAA funding, DOT&PF could build to state standards rather than FAA standards. This would allow projects to get completed more quickly and at lower costs. It would also avoid NEPA delays. However, there is the issue of potential liability if FAA standards are not met ("reasonably prudent" argument).			Consultant
	In the scenario of a state-funded transportation program, it might serve better to separate modes rather than lump highways, airports, and the marine highways together.			Consultant
	Communities need to be educated on the funding shortage.			Consultant
	The funding for rural airport projects has been a challenge in order to meet standard runway lengths set by current aviation transportation plans. For example, 3,300 ft is considered the standard runway length for community class airports. Depending on the fleet mix of aircraft, this length may not be necessary in all cases.	Consider economic analysis of the costs of modifying the fleet versus modifying the airport to match the community class standard. Cost savings may be substantial and more communities may get airport improvements.		Consultant
	FAA and DOT&PF operate from different funding plans.			Consultant
	Road system airports are not getting the funding attention they may deserve. Certain airports on the road system may not be limited to the immediate communities they serve—they may act as economic generators and launch points to rural communities.			Consultant
	Policies lack both defined flexibility and defined rigidity to allow efficient spending of funds when needs are greater than funding.			Consultant
	The AASP needs to evaluate the classification of airports.	We may need a revised set of criteria to make design decisions (e.g., community size, navaids required, fleet profile, physical limitations), perhaps even some general guidelines on when it makes sense to spend the money for airport improvements. A key element may also be to consider the "System" function of an airport (rather than immediate local needs).	C	DOT&PF
	Population of a community is hard to pinpoint. Are there criteria, such as the existence of a school or post office, that should play a larger role in decision-making?		C	DOT&PF
	Consider community match of construction costs (at even some small percentage), as an incentive for a higher APEB score. Consider community or other entity matching funds for projects that are needed for economic development reasons.		C	DOT&PF
	Connectivity between communities often runs into the obstacle of crossing water bodies and the enormous cost and logistical nightmare of achieving a water crossing.		C	DOT&PF
	One of the most beneficial policy/funding changes that could be made is the implementation of a state-funded transportation improvements program. State funds would give Alaska more freedom in the entire transportation improvements process, it would cut costs, and it would give the state better ability to fund projects that do not meet federal criteria.		C	DOT&PF
	Considering limited AIP funding and increasing project costs, is the APEB process working? Are the priorities reasonable? Is the process being followed or manipulated to spread the funds to all regions? The funding seems to be distributed in a manner that does not support the "greatest need" criteria. How do we prioritize projects? How do we get a good inventory of existing facilities? Airports on the road system are not getting needs met.	Perhaps we should conduct some sort of historical review of how AIP funding has been awarded/spent and the results of the awards/expenditures.		FAA
	Funding for Alaska has gone up, but construction costs are astronomical and increasing, construction is time-consuming, and airport improvements are becoming more inclusive (e.g., connecting roads, docks, etc.).			FAA
	Runway safety area standards sit at nearly the top of the priority list when discretionary funding is awarded. If money is spent on projects that do not improve safety areas, there is a risk that funding to the FAA Alaska region may be lost.			FAA
	FAA is changing nationally. There is a huge push to track how timely money is being used. The issues of grant usage and timing have emerged. A more efficient process is desired to get the grant process moving earlier in the year to more quickly use available funding and to bring the most discretionary funding to the state.			FAA

TOPIC	Issue	Suggestions	Region	Interest
Funding	There does exist some "competition" between regions to obtain funding for projects. Regions that have projects that meet FAA deadlines generally get their projects funded, regardless of need relative to other regions. Some regions are suffering because of the competitive structure in place. The Northern Region, which has "easy" airports, generally has its projects packaged and presented each year by the deadline. These projects tend to get funded, even if they are improvements to already adequate airports. However, the Central Region, which has more "difficult" airports, has a logistically hard time getting its projects packaged and presented by deadlines. Therefore, the Central Region airports do not get funded, but the needs still exist, and the costs to fulfill those needs increase every year that the projects get delayed.			FAA
	How do we assess progress made after AASPs and Regional Plans have been issued? It seems there has been no tracking process or follow-up to plans issued in the past.	An ongoing inventory that is updated regularly in a web-based GIS system may provide a convenient, inexpensive way to track progress.		FAA
	Sarah Palin has a "Top 5" list concerning how to spend extra state dollars. Transportation improvements are on that list, so it makes sense to use that money to improve airports that have demonstrated need.		C	Regional Government
	Availability of cheap local material sources is an argument to build beyond the minimum needed.			Air Carrier
	Spread the airport improvement funding around to more airports while the Herc is still around and there are places with enough material to improve the runway for Herc use. Possibly some airports need to be limited seasonally.			Air Carrier
	Believes the APEB system works pretty well, the new process has made a world of difference to small airports around the state, and supports continued use of the APEB process.		Statewide Aviation	DOT&PF
	The revisions of cost estimates and cost inflation may cause project costs to exceed legislative authority. Legislative authority is project-specific. Contingency funds can only be used to add funding to a project, or a Revised Program can move funding between projects within a single fiscal year.		Statewide Aviation	DOT&PF
	At this point, the majority of projects have been scored by the APEB process, but the controlling factor is the availability of funding. Needs have been clearly identified and presented by the regions, but the projects are simply waiting for funding.		Statewide Aviation	DOT&PF
	APEB needs lists misrepresent the reality of actual costs.		Statewide Aviation	DOT&PF
	Cost inflation, uncertain funding stream amounts, emergency projects, and project design delays all affect the ability to follow a Spending Plan.		Statewide Aviation	DOT&PF
	Regarding the FAA's concern over meeting FAA grant deadlines: Getting projects out early may mean that higher-priority projects are delayed to get easy but low-priority projects done first. Many high-priority projects have complex issues, such as native land issues. DOT&PF delays some projects on an individual basis to meet priorities. Closing out grants is also an issue, especially for Master Plans in the Central Region. FAA has held quarterly meetings to keep projects on track. There are very different operating philosophies between regions within the state. The Northern Region design section is very aggressive. Central Region is trying to be as aggressive, but has more complex project issues and more project needs. Southeast Region runs most aviation issues through Verne Skagerberg. Competition to get projects on the shelf certainly affects what gets funded. Central Region has more work than they can do, while Northern Region has more staff than work available. Therefore, Northern Region is generally able to package their projects better and earlier. Farming out projects from Central Region to Northern Region has not worked well. Staffing and workload have not always matched well, and this contributes to delays and inefficiencies.		Statewide Aviation	DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
Funding	Funding is at the root of all [aviation system] problems.		C	DOT&PF
	The public always wants greater service than funding allows.		C	DOT&PF
	Certain airports are operationally constrained by limited operational funding. - For example, Bethel, Iliamna, Kodiak, and Dillingham airports receive frequent requests from air carriers (Lifeflight, NAC, Alaska Airlines, ERA) to extend operating hours or to open / maintain the airport during off hours. - Overtime for airport operators leaves them tired and resistant to working overtime since they are still responsible for their regularly-scheduled operating hours, as well. - Operational funding comes out of the general funds, and requests for increased operational funding often do not make it past OMB. - When funding has been granted, it is often due to the lobbying efforts of the air carriers. - Alaska Airlines has an agreement with certain airports that they will pay a surcharge if they need to use the airport outside of the usual operational window. - Throwing money at the problem is only part of the solution. Hiring new personnel with additional funding is not an immediate fix—there is a ramp-up period, during which the new hire must be brought up to the effective level of operation at an airport. It can take up to a year to adequately train a new person.		C	DOT&PF
	Not all state-owned airports meet criteria for AIP funding. - These airports do not qualify for federal funding, but they must still compete with all other airports for statewide safety program general funds. (Examples: Chignik Lagoon, South Naknek)	There needs to be some mechanism (e.g., scoring process) to push forward needy airports that cannot qualify for federal funding.	C	DOT&PF
	The runway resurfacing program has helped, but it does not cover all the basic needs, specifically navaids and lighted windsocks.	Can parameters of this program be broadened to include items such as mandated navaids and windsocks?	C	DOT&PF
	When regulations change and thus create a financial burden on airports (as in the cases of the lighted windsocks and threshold markings), there should be a mechanism to tap into some kind of available funding to fill the regulation requirements. Compliance is demanded by FAA, but funding does not follow (“unfunded mandates”).		C	DOT&PF
	Safety area projects are a huge drain on funds that could instead be used to fund much-needed connections within the transportation system. - What is the justification for safety areas? Is there a documentable difference between pre-safety improvements and post-safety improvements at airports? Was there necessarily a safety problem to begin with? How is this determined if there were no accidents prior to improvements?		C	DOT&PF
	Criteria favor crosswind runways but are they truly high priority needs?		N	DOT&PF
	AASP should evaluate if the scoring process actually funds highest priority needs.		N	DOT&PF
	Scoring system makes it difficult to fund airport projects on the road system.		N	DOT&PF
	More airports in the primary category but less able to get adequate funding for them.		N	DOT&PF
	Airports may originally be scored under one funding category, and then after design is under way and money is spent on them they move to another category, and the schedule slips because they are a lower priority in the other category.		N	DOT&PF
	Scores favor airports with more enplanements, but sometimes more operations should be a higher priority than enplanements.		N	DOT&PF
	Criteria for dust control should be reconsidered.		N	DOT&PF
	Need to better differentiate between wants and needs. Some projects need to be scaled back to focus on needs only.		N	DOT&PF
	Sometimes project “wants” get added on because it may be most cost-effective to meet a longer term need while a contractor is already mobilized on site.		N	DOT&PF
	Spending Plan not extended out far enough to allow regions to get designs going early enough.		N	DOT&PF
	Projects have so many steps and long timeframes that there is a good chance the scope will change by the time the project is ready for construction. Therefore the APEB score may change and the project may be deferred after a lot of work has happened.		N	DOT&PF
	There are large differences between airports and air service in the regions.		N	DOT&PF
	Northern and SE Regions are more mature airport systems with larger aircraft, longer routes, longer runways with better surfaces.		N	DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
Funding	Central Region has more difficult ROW issues, higher costs, less available nearby material sources, poorer soil conditions, more extended timeframes to get through design process.		N	DOT&PF
	Need for advance ROW work to speed up project development.		N	DOT&PF
	Energy and material costs are increasing.		N	DOT&PF
	When estimating costs of relocating airports, be sure to include costs of demolition, environmental cleanup, ROW actions, and closeouts of the existing airport.		N	DOT&PF
	Northern Region does a good job of having projects ready for “contingency” AIP funding; important for getting legislative authority.		N	DOT&PF
	Project cost estimates need to include the impact of construction and fuel cost increases between the time of the estimate and the time construction is likely to take place. Otherwise, project funding may be insufficient when the time comes to actually begin construction.		N	DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
Maintenance & Operations, Leasing	Overbuilding of SREBs and inconsistency between regions.			Consultant
	There is no free-market system for M&O contracts in rural communities. There seems to be some arm-twisting of local M&O providers to force lower bids.			Consultant
	Capital funding exists, but M&O funding does not.			Consultant
	Training of M&O personnel would save money from loss of materials during plowing/grading.			Consultant
	FAA is tightening up its regulations on winter sanding. Most Alaskan communities do not have local sources of the standard sand—will require expensive barging of material.			Consultant
	Cultural control of land may be a selling point for community ownership/sponsorship of airports. However, the high costs of M&O and insurance are hard points to sell.	We may want to consider the option for State subsidies if communities would take over the M&O of their airports.	C	DOT&PF
	How do we address the issue of encouraging local government ownership/operation of airports? How can we assist with making this financially feasible? Insurance is one of the primary large costs that individual communities cannot afford. Is there a way to create an insurance pool for multiple communities?		C	DOT&PF
	Is there a way to provide monetary incentives to get communities to commit responsibility to maintain and operate their airports?	Communities may get their projects through the APEB process sooner or more successfully by assuming ownership or maintenance or funding of their airports.	C	DOT&PF
	Regarding M&O, self-sustainability is hardly achievable by individual airports. Is there a way to create an insurance pool to better achieve sustainability?			FAA
	If airports are built to serve multiple communities, the issues of which community will maintain the airport, road access, and how to get to the airport emerge.			FAA
	Paved runways like at Iliamna can be tough to operate from when icy conditions exist.			Air Carrier
	SREBs should have the fuel tank on the air side of the building so the aircraft hauling fuel can reach it.			Air Carrier
	Since Reeve ceased operations, decertification has been ongoing. Iliamna is the only certified airport, and it has been grandfathered in. To decertify this airport then recertify (if warranted) would involve major costs and efforts. The Pebble Mine project may affect the fleet serving the airport and the decertification consideration.		Statewide Aviation	DOT&PF
	"Grandfathered" airports have fewer Part 139 requirements – is an incentive not to decertify because airport would lose grandfather rights.		Statewide Aviation	DOT&PF
	(ROW Issue) DOT&PF is maintaining and operating airports the agency does not own (e.g., Kwigillingok, Karluk). Issues of liability, Native sovereignty, and inability to receive FAA grants arise. Involvement with the BIA creates a politically delicate situation and often delays a project for years.		Statewide Aviation	DOT&PF
	Leases may be issued to a FBO (or other leaseholder) with terms beyond the lease that DOT&PF has with the native corporation that owns the airport. This problem may not be widespread.		Statewide Aviation	DOT&PF
	There are great advances in technology, but the attitude of OMB seems to be that purchasing new equipment will increase the budget whereas maintaining old equipment will not. - The costs to maintain aging equipment and infrastructure can exceed the costs of upgrading to new equipment and infrastructure.	Need to educate OMB and legislature on the needs and why the needs exist to increase chances of funding approval.	C	DOT&PF
	DOT&PF disagrees with FAA on sand use regulations at airports. - Alaska needs heavier sand than regulations allow. - The 737-400 and new FAA regulations on runways >8,000 ft with larger µ values are creating unreal expectations on Alaskan airports unless a heavier particle of sand than FAA specs allow is used. - FAA Headquarters understood the need for special consideration in Alaska, but the local FAA representation will not sign off on the use of sand outside specs. - New A.C. language may prevent FAA Headquarters from approving special considerations in the future based on the arguments used thus far.		C	DOT&PF
	E-36 (potassium acetate) is a great asset in cold weather climate, but it is expensive (~$5,000 an application at Bethel), and legislature does not necessarily approve the expense.		C	DOT&PF
	Costs and staffing requirements and training needs for Part 139 airports have gone up while funding has not.		N	DOT&PF
	Staff training needs and competency requirements have grown while staff capability to meet the new requirements has not.		N	DOT&PF
	TSA mandates grow but TSA does not provide any funding to pay for the mandates; FAA is more likely to provide funding for its mandates.		N	DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
Maintenance & Operations, Leasing	Expanding TSA and security requirements: - If airport is served by > 100,000 pound airplane, must set aside cargo SIDA areas on the airport, in buildings, and on apron - Only if have TSA on site now would it apply to the airport, but then could apply to an individual carrier (need to clarify) - Affects badging, background checks for staff in SIDA - M&O staff levels and training are inadequate for what is required (administrative personnel are needed at Part 139 airports).		N	DOT&PF
	Affects access thru SIDA for other non-badged airport tenants; carriers as well as those who serve them; affects location/mix of large and small aircraft		N	DOT&PF
	In future planning, need to better plan for increased security requirements - plan access roads so that non-SIDA users don't need to drive thru the SIDA, plan to segregate areas on airport for large and small aircraft, and segregate G.A. and small transient aircraft from large aircraft.		N	DOT&PF
	Increased security requirements will trigger higher levels and costs of badging, staffing, fencing, access to fencing, security technology, segregated and controlled access.		N	DOT&PF
	Need for earlier DOT&PF staff involvement in tenant developments.		N	DOT&PF
	Dust palliatives should be included in more gravel surfacing projects for dust control and because they significantly extend the life of the gravel surface and make the surface easier to maintain. Holds fines into surface. Not effective if there is not good surfacing material to work palliative into.		N	DOT&PF
	M&O staff only barely meet Part 139 minimum requirements. In many rural communities there is limited/no local fire/rescue support personnel to support airport staff. Should AK airports do more than just the minimum required by the FAA?		N	DOT&PF
	Will AK be able to retain its exemptions from some of the national Part 139 requirements? What would be the consequences of losing the exemptions?		N	DOT&PF
	What is DOT&PF's policy on decertifying airports?		N	DOT&PF
	Airports M&O staff are focused on getting the airfield ready and having ARFF service for the passenger jets. Other times have lower levels of M&O. AK Airlines has been asked to help pay the additional costs of M&O when they have scheduled flights after the normal M&O work day.		N	DOT&PF
	FAA takes too long to update 5010s and Supplement; this also causes DOT&PF to be less consistent on submitting changes.		N	DOT&PF
	Fencing saves wildlife control staff costs.		N	DOT&PF
	USDA prepares Wildlife Control Plans that are the "ideal" but then the airport must pare it back to match what they can afford to do with limited budget and staffing.		N	DOT&PF
	Wildlife control is a big DOT&PF cost and a high accident risk factor.		N	DOT&PF
	Whenever possible, wildlife hazard mitigation should be done as part of AIP projects to save M&O funds.		N	DOT&PF
	Approximately 20% of the State's public use airports have no snow removal equipment.	Snow Removal (Regional Initiative: System Safety and Access)		FAA
	There are no optional facilities for storage of the equipment. SRE buildings must be built to protect the investment and reliability of the equipment.	Snow Removal (Regional Initiative: System Safety and Access)		FAA
	The cost and logistics to deliver the snow removal equipment is considerable, and the cost for SRE buildings often run about $500,000 each.	Snow Removal (Regional Initiative: System Safety and Access)		FAA
	Since there typically are no local road systems, there are no local equipment options.	Snow Removal (Regional Initiative: System Safety and Access)		FAA
	Maintenance of the State's runways is almost entirely borne by the State DOT, tasked with maintaining 245 NPIAS airports plus an additional 15 non-NPIAS airports. Lack of funding, equipment, and on-site operators is a continuing challenge.	Runway Surface Conditions (Regional Initiative: System Efficiency/Utility)		FAA
	Weather and the remoteness of facility sites hamper maintenance efforts.	Runway Surface Conditions (Regional Initiative: System Efficiency/Utility)		FAA
	Cost of construction, availability of gravel.	Runway Surface Conditions (Regional Initiative: System Efficiency/Utility)		FAA
	Need for non-gravel run-up areas.	Runway Surface Conditions (Regional Initiative: System Efficiency/Utility)		FAA
	Need for higher bearing capacity on elephant ears to prevent rutting in gravel.	Runway Surface Conditions (Regional Initiative: System Efficiency/Utility)		FAA
	Need for better runway condition data.	Runway Surface Conditions (Regional Initiative: System Efficiency/Utility)		FAA
	NPIAS Airport Runway Surfacing: Asphalt: 79, Gravel: 188, Water: 67 (Seaplane base 41 + 26 landing lanes)	Runway Surface Conditions (Regional Initiative: System Efficiency/Utility)		FAA
	There are issues with leasing and non-compatible land use. To achieve self-sustainability and meet land use limitations is a constant challenge.			FAA

TOPIC	Issue	Suggestions	Region	Interest
Airport Planning, Design, & Construction	The consolidation of carriers and trend toward use of larger aircraft, partly due to the bypass mail system, are changing PD&C considerations for lease lots, aprons, runway length, and security.			Consultant
	All cargo aircraft are carrying more cargo and mail, reducing the viability of passenger carriers.			Consultant
	Security – SIDA areas are no longer adequate due to increasing security standards. To meet FAA standards is prohibitively expensive and logistically absurd at many of Alaska's airports. To bring Alaska's airports up to standards would cost hundreds of millions of dollars. However, if DOT&PF does not bring airports up to standards, they risk losing air service.			Consultant
	RSA standards are unrealistic in Alaska. How many regions have met the RSA requirements?			Consultant
	CAD Layer standards should be common between FAA and DOT&PF. Would recommend that DOT&PF adopt FAA layer standards.			Consultant
	The delays in DOT&PF issuing NTP cut into the short construction season. It can take too long (months), whereas it should only reasonably take up to 2 weeks. Contractors do not know when they will get NTP—creates problems with their bid accuracy.			Consultant
	For professional services, DOT&PF takes an excessively long time to issue NTPs, new contracts, contract amendments, document review, etc. regardless of the project stage. This is a common problem to all regions. As a result, project schedules get squeezed due to late NTPs. Consultants are expected to move ASAP while DOT&PF moves slowly. There is a lack of urgency in the operating environment of DOT&PF.	Consultants would propose time limits.		Consultant
	Differences of opinion within DOT&PF are not quickly resolved.			Consultant
	The specific aviation knowledge deficit at DOT&PF is noticeable. There seem to be very few on staff with a good understanding of aviation. Staff rotation and lack of training have contributed to this problem.			Consultant
	The segmentation of projects is inefficient. The order of project stages, the number of contractors, the division of responsibilities, and the varying deadlines all contribute to an inefficient system of planning and design. It is difficult to do good environmental analysis without the design, and vice versa.			Consultant
	Frequent DOT&PF project manager turnover leads to inefficiencies, delays, and less project knowledge and interest by the project manager.			Consultant
	Project manager training at DOT&PF should be required.			Consultant
	There are no consequences if a DOT&PF department does not perform or meet schedules.			Consultant
	DOT&PF regions have different operating philosophies and priorities.			Consultant
	Need to take a long term view when planning new airports and acquiring ROW. It is not necessary to build it all right away, but have a plan and ROW to build it if it is needed in the future.			Consultant
	Planners may want to think beyond immediate needs—forecast and consider future needs, then back project off to minimum current needs and standards.			Consultant
	The reluctance to deviate from standards (e.g., minimum runway length of 3,300 ft) is unjustified in many cases.			Consultant
	Costs are not properly considered when selecting a preferred alternative.			Consultant
	Schools and post offices need to be major considerations in minimum service level determinations.			Consultant
	Medevac fleet requirements may affect runway length.			Consultant
	System-wide value of an airport deserves more consideration (e.g., Lime Village). Focus on immediate community needs may not capture the broader function of the airport.			Consultant
	There may be a new rule prescribing extra length for contaminated runways.			Consultant
	RSA practicability studies may be useful in many situations where meeting FAA standards is unfeasible.			Consultant
	Warming trends plus poor geotechnical conditions may cause higher costs in western and northern Alaska. We need cost-effective solutions. Sometimes it may be more cost-effective to use smaller aircraft than to build longer runways.			Consultant
	With costs increasing, can we get flexibility on runway length without decreasing the credibility of standards? Is there other data that can be used to justify runway lengths that are less than the prescribed minimums?	Consider community size, if community has a school or post office, aircraft fleet, environmental issues, costs, site constraints, and FAA non-precision instrument criteria.	C	DOT&PF
	Would appreciate guidance/policy from FAA as to what an ALP should include.	Need to define who is responsible for obstruction surveys. Also need to create a "mini master plan" for smaller rural airports, or an ALP with expanded narrative report.	C	DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
Airport Planning, Design, & Construction	Many communities are requesting increased air delivery of fuel. Seasonal or alternative modes of fuel delivery are factors that are considered in establishing runway length and funding runway extensions. With fuel delivery, shorter runway lengths can be justified if alternative modes exist to deliver the fuel.		C	DOT&PF
	Identify criteria for funding runway lighting systems.		C	DOT&PF
	With medevac, lighting is a non-negotiable design consideration.		C	DOT&PF
	At what point do we consider designing runways for the ability to support possible future paved surfaces? A different base structure is typically required for gravel runways vs. paved runways.		C	DOT&PF
	Consider the possibility of the State owning and operating materials sites that would serve multiple communities.		C	DOT&PF
	Can we build for today to reduce costs and avoid overbuilding? Versus building for future needs/capacity that is not guaranteed? Existing lease lots and aprons at rural airports are currently under-used.			FAA
	There is a disparity between designing for need and designing for arbitrary funding limits.	Improvements should be based on criteria such as design aircraft and IFR vs. VFR approaches, and not on perceived spending limits.		FAA
	Agency loses credibility if it presents project needs then scales them back based on NEPA or funding issues.			FAA
	Setting absolute standards (e.g., minimum runway length) does not seem to work. Each project is unique.			FAA
	Was the 3,300 ft runway standard arbitrarily chosen? Can we instead assess individual airport needs?			FAA
	Are we over-building? Are we spending money in the right places? Can we survey operators for perceived over-building of airport facilities around the state?			FAA
	What is the actual utilization of airports? Can we track the number of movements at each airport? It would help to define a more efficient system.			FAA
	Runway lengths have long been a major issue for the LPB, and key members from this borough have indicated as much at nearly every available opportunity. The recommended 3,200-ft minimum length is too short to adequately serve communities in this borough.	4,400 ft is the bottom line for the borough. This length would accommodate the aircraft needed to economically deliver fuel and cargo, which are both unnecessarily expensive due to the existing delivery methods. Currently, Iliamna and Port Heiden are the only borough communities with runways greater than or equal to 4,400 ft. Longer runways would open up the area to tourism and economic development. Expected revenue would justify the improvements.	C	Regional Government
	DOT&PF is overbuilding runway length on some runways (Birch Creek 4600' for only 17 people) and underbuilding on others.			Air Carrier
	Need to look for cheaper ways to build runway length on expensive runways, including lowering standards and not using FAA funds.			Air Carrier
	May not be necessary to rebuild the whole airport to improve it.			Air Carrier
	For fuel haul do not want less than 4,000 feet.			Air Carrier
	Jet aircraft stopping requirements add to runway length requirements.			Air Carrier
	If runways and instrumentation were better, could possibly use the same aircraft for passengers and fuel delivery, providing for better aircraft utilization and possibly justifying newer aircraft.			Air Carrier
	Longer runways add a margin of safety when there are winds or icy surface conditions.			Air Carrier
	Would like to see a more graduated slope at the end of runway safety area embankment.			Air Carrier
	Runway length may change during the year due to surface softness. In some cases consider using poor cheap local material for added runway length in winter and then shorten the runway the rest of the year.			Air Carrier
	FAA wants funding for the EIS (specifically, at Unalaska) up front and in one payment versus a phased approach to scoping and funding. This ties up funding for a project in the early phases, when it has not yet been determined what the project needs will be.			DOT&PF
	There is a shortage of planning staff with good background in aviation. The state's inability to offer competitive salaries contributes to the loss of knowledgeable employees.			DOT&PF
	There are regional differences in runway length requirements. A length of 3,300 ft is generally sufficient for Central Region. Other regions may require longer runways (Northern Region uses 4,000 ft). To some extent, stage lengths, medevac, fuel delivery, and over water flights should be factored in.			DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
Airport Planning, Design, & Construction	How can we construct better in the frost-susceptible silts common to many areas in Alaska? Construction in stages has worked with varying degrees of success.	May want to check with Steve Ryan about an analysis Tony Barter did on various construction methods.	Statewide Aviation	DOT&PF
	Permafrost construction issues are worth considering. Construction cost inflation is already a problem. DOT&PF has suffered a loss of purchasing power with costs increasing and support for the AIP decreasing. Remedial action for permafrost thaw may factor largely in to the construction costs.		Statewide Aviation	DOT&PF
	There is value in identifying the unknowns (e.g., federal funding rates, construction cost inflation, global competition for supplies, etc.).		Statewide Aviation	DOT&PF
	PenAir is in the process of purchasing Saab 2000s – these aircraft require an ~4,000 ft runway to operate out of Unalaska, whereas current plans cut the effective runway to ~3,700 ft.		C	DOT&PF
	National standards are being forced on Alaska, without regard to common sense and actual need.		C	DOT&PF
	There is a current work culture of task-focused efforts versus teamwork. - There is no flow/connectivity between stages/phases of projects. - Things fall through the gaps, such as proper close-out of projects. - No clear assignment of responsibility for things such as ALP updates. If ALP update is not completed, it prevents further work from getting done—resurfacing, maintenance, etc…anything that needs FAA approval.	There should be ONE person within DOT&PF to manage the project from start to finish.	C	DOT&PF
	Need to define aviation versus non-aviation land uses on ALP land use plans and have more standardized land use guidelines across DOT&PF.		N	DOT&PF
	Combined MP/EAs only make sense where you have known projects coming up, otherwise the EA becomes out of date by the time you do a project.		N	DOT&PF
	Lengthy EA and permitting processes cause DOT&PF to miss construction seasons.		N	DOT&PF
	Now required to get land use permits for use of barge landing areas for construction projects.		N	DOT&PF
	Must have NEPA completed before any ROW purchase offers can be made, which extends the project development process.		N	DOT&PF
	The lengthy process of acquiring Native allotments often triggers EA reevaluations because the project is delayed and the EA becomes stale or the project scope changes.		N	DOT&PF
	Need for more uniform ALP guidelines.		N	DOT&PF
	Central Region does MPs for too many airports. They need to streamline. They often don't follow the MP anyway. With good cooperation between various regional staff, more informal and ad-hoc planning can effectively be accomplished.		N	DOT&PF
	SE Region has smaller number of airports, projects, and staff so it's more difficult to dedicate engineers to aviation.		N	DOT&PF
	Lack of legislative authority, expiration of authority, or not enough authority causes delays to projects.		N	DOT&PF
	Security issues need to be considered in airport master plans.		N	DOT&PF
	Lease Assessment Review Committee (LARC) is a process Northern Region uses effectively when conditions require a change from master plans that are outdated.		N	DOT&PF
	Need a different classification for communities on the road system.		N	DOT&PF
	Runway length, lighting, fencing standards needed for various types of airports.		N	DOT&PF
	More airports need fencing for wildlife control as well as security and safety.		N	DOT&PF
	Where there is a security fence, there should always be an access road to enable inspection and maintenance of the fence.		N	DOT&PF
	New standards are needed for runway length based on site specific needs, stage lengths, and costs.		N	DOT&PF
	Perhaps a new classification that would allow for better funding road system airport projects?		N	DOT&PF
	Runway length should consider medevac aircraft needs and potential for helicopter medevac service; medevac service may also affect lighting needs.		N	DOT&PF
	Communities closer to major hubs and with short stage lengths by small planes may get by with shorter runways.		N	DOT&PF
	Consider runway length needs for communities with no or limited barge service who have to fly in fuel and materials.		N	DOT&PF
	Consider population.		N	DOT&PF
	Consider cheaper cost of construction due to local material sources.		N	DOT&PF
	Consider special role of some airports as emergency landing area.		N	DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
Airport Planning, Design, & Construction	Planning and NEPA documents sometimes use larger standard and then when it comes time for design and construction, project costs have risen due to delays and better estimates and the project gets scaled back.		N	DOT&PF
	Desire for airport shelters: - Sometimes no one locally will take responsibility for O&M. - DOT&PF will lease land for a shelter building to local government at no cost. - More important for airports that are farther from the community. - Anvik and Birch Creek examples where working well; Stevens Village is not (no one agreed to take over shelter). - Need for DOT&PF to work out with community early in project planning so it's not left to construction engineer to work it out.	Cost effective method of providing a shelter may be to leave behind the contractor's building at the end of a project —FAA pays for project field office. Maybe provide a checklist to be worked through by design engineer early in process.	N	DOT&PF
	Runway Safety Areas - There are 31 certificated airports within the Alaska Region. Of the 30 public-use, public-owned certificated airports in the region, only 5 meet the runway safety area standards. Iliamna, St. Paul, Homer, Anchorage, and Fairbanks meet standards.	(Regional Initiative: System Safety and Access)		FAA
	Runway Safety Areas - Many of the region's certificated airports are on coastal areas or within challenging terrain and marine environments making full safety areas potentially not practicable.	(Regional Initiative: System Safety and Access)		FAA
	Runway Safety Areas - The total AIP financial demand to construct safety areas to the extent practicable at the remaining certificated airports that can be improved is currently estimated to be approximately $360,000,000 (at the planning level?).	(Regional Initiative: System Safety and Access)		FAA
	Runway Safety Areas - Many of the region's general aviation airports have some use by large aircraft so the additional investment for larger safety areas is weighted against the amount of use.	(Regional Initiative: System Safety and Access)		FAA
	Runway Safety Areas - There is a need to review/reassess current practicability studies. Because of recent changes to the RSA guidance on EMAS (FAA Order 5200.9).	(Regional Initiative: System Safety and Access)		FAA
	Runway Safety Areas - Many airports in Alaska are in areas surrounded by high-value marine, intertidal, and wetland habitats, many of which are located within culturally sensitive and important areas settled by indigenous Native populations and/or World War II _____ with the potential for significant impact. This necessitates thorough environmental estimates through EISs, adding time, cost, and complexity to achieving standard RSAs.	(Regional Initiative: System Safety and Access)		FAA
	Cost to complete inspections.	Airport Data—The 5010 Airport Master Record Inspection Program, Obstruction Charting, Airport Layout Plans, and GPS Survey Data (Regional Initiative: System Safety and Access)		FAA
	Remote locations with difficult and unpredictable accessibility.	Airport Data—The 5010 Airport Master Record Inspection Program, Obstruction Charting, Airport Layout Plans, and GPS Survey Data (Regional Initiative: System Safety and Access)		FAA
	Instituting new administrative procedures for 5010 updates with AIP projects.	Airport Data—The 5010 Airport Master Record Inspection Program, Obstruction Charting, Airport Layout Plans, and GPS Survey Data (Regional Initiative: System Safety and Access)		FAA
	Obtaining accurate terrain information.	Airport Data—The 5010 Airport Master Record Inspection Program, Obstruction Charting, Airport Layout Plans, and GPS Survey Data (Regional Initiative: System Safety and Access)		FAA
	Time and Cost for ALP updates and Obstruction Charts.	Airport Data—The 5010 Airport Master Record Inspection Program, Obstruction Charting, Airport Layout Plans, and GPS Survey Data (Regional Initiative: System Safety and Access)		FAA
	Accuracy of survey data: latitude and longitude, horizontal and vertical controls.	Airport Data—The 5010 Airport Master Record Inspection Program, Obstruction Charting, Airport Layout Plans, and GPS Survey Data (Regional Initiative: System Safety and Access)		FAA
	Cost for funding accurate data within master plans.	Airport Data—The 5010 Airport Master Record Inspection Program, Obstruction Charting, Airport Layout Plans, and GPS Survey Data (Regional Initiative: System Safety and Access)		FAA
	Request each Airport Sponsor provide a new airport diagram for updating the Part 139 Airport 5010 Master Airport Report data file. Estimated completion date is Aug 05.	Airport Data—The 5010 Airport Master Record Inspection Program, Obstruction Charting, Airport Layout Plans, and GPS Survey Data (Regional Initiative: System Safety and Access)		FAA
	The airport facility design standards typically applied at airport facilities do not easily "fit" Alaskan airports where ski, tundra tire, floats, small aircraft, and large aircraft all share the same airport with different landing area accommodations.	Mix of Operations (Regional Initiative: System Safety and Access)		FAA
	Funding, land, and terrain constraints make meeting standard runway separation criteria for a mix of landing surfaces difficult to achieve.	Mix of Operations (Regional Initiative: System Safety and Access)		FAA
	Ski strips require different runway end and pull out width due to the lack of brakes on ski aircraft.	Mix of Operations (Regional Initiative: System Safety and Access)		FAA
	Airspace and ground movement conflicts are a challenge when a variety of aircraft are operating within the same confined surfaces.	Mix of Operations (Regional Initiative: System Safety and Access)		FAA
	Cost of Improvement.	Runway Length (Regional Initiative: System Efficiency/Utility)		FAA

TOPIC	Issue	Suggestions	Region	Interest
Airport Planning, Design, & Construction	Land required for improvement.	Runway Length (Regional Initiative: System Efficiency/Utility)		FAA
	Construction costs of improvements.	Runway Length (Regional Initiative: System Efficiency/Utility)		FAA
	Time to prepare for a project (environmental analysis, etc.).	Runway Length (Regional Initiative: System Efficiency/Utility)		FAA
	The passenger section of the Boeing 737 'combi' aircraft that serve hub airports throughout the State are boarded via stairs rather than on a loading bridge.	Airport Access by Individuals with Disabilities (Regional Initiative: System Safety and Access)		FAA
	The variation in type of aircraft serving rural Alaskan airports makes the determination of the appropriate size and type of lift challenging.	Airport Access by Individuals with Disabilities (Regional Initiative: System Safety and Access)		FAA
	Shared responsibility between airport owners and air carriers for accessible aircraft boarding may lead to confusion over each party's role.	Airport Access by Individuals with Disabilities (Regional Initiative: System Safety and Access)		FAA
	Adequate waiting or terminal facilities for non-disabled and disabled people at most rural airports are unavailable.	Airport Access by Individuals with Disabilities (Regional Initiative: System Safety and Access)		FAA
	Lack of airport facilities to store lift devices to protect against exposure to weather.	Airport Access by Individuals with Disabilities (Regional Initiative: System Safety and Access)		FAA
	Lack of data and knowledge of the regulatory and technical requirements for accommodation.	Airport Access by Individuals with Disabilities (Regional Initiative: System Safety and Access)		FAA
	General perception that persons with disabilities should not be afforded special consideration or accommodation.	Airport Access by Individuals with Disabilities (Regional Initiative: System Safety and Access)		FAA
	Perception that facilities are not required to meet accessibility standards unless there is currently a disabled person in the community or workplace.	Airport Access by Individuals with Disabilities (Regional Initiative: System Safety and Access)		FAA
	Passenger access between carrier locations.	Intermodal (Regional Initiative: System Safety and Access)		FAA
	Providing train service to Anchorage International Airport. (Train service to ANC is in operation during summer season.)	Intermodal (Regional Initiative: System Safety and Access)		FAA
	Dependence upon ferry service alone at Ketchikan. (Gravina Island Bridge?)	Intermodal (Regional Initiative: System Safety and Access)		FAA
	Ramp/Apron safety.	Intermodal (Regional Initiative: System Safety and Access)		FAA
	Vehicle parking.	Intermodal (Regional Initiative: System Safety and Access)		FAA
	Pedestrian/Vehicle access locations within airport facility design.	Intermodal (Regional Initiative: System Safety and Access)		FAA
	Sheltered areas for passengers/planes during medevac enplanement/deplanement.	Intermodal (Regional Initiative: System Safety and Access)		FAA
	Transhipment of passengers/cargo for air to land/water transportation modes	Intermodal (Regional Initiative: System Safety and Access)		FAA
	Lake Hood Seaplane Facility, shared use of access road by taxiing aircraft. (planned project to correct this issue in 2008)	Intermodal (Regional Initiative: System Safety and Access)		FAA
	Sheltered areas for passengers.	Intermodal (Regional Initiative: System Safety and Access)		FAA
	The existing aviation infrastructure does not meet current standards. Alaska is not at the point of facility upgrade, Alaska is still establishing the basic airport system infrastructure.	Remote Access (Regional Initiative: System Safety and Access)		FAA
	We need to seriously discuss fencing rural airports in general and certain airports in particular. We have a constant safety problem with children, 4-wheelers, snow machines, and animals. At Willow Airport we've actually had people on snow machines chasing aircraft who are landing, to see if they can out run the plane! There is a huge education issue here, from 'you're fencing in the wilderness' to 'the airport is the center of town and you can't fence it because we all use it as a highway from one end of the town to the other.'			DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
FAA & Navigation Aids	FAA is not pro-active in making decisions.			Consultant
	A large percentage of construction issues deal with navaids. FAA personnel will not get involved until construction begins. This leads to the construction of nonstandard navaids due to no guidance from FAA during planning and design.			Consultant
	Perhaps pilots should be consulted for appropriate navaids at individual airports. The carriers and pilots will best be able to define what would make flight in Alaska safer and better.	Facilitating a sit-down with FAA and some of the Alaska carriers might produce good information.		Consultant
	FAA has not provided information on its plans for navaids and any known problems with installation.			Consultant
	DOT&PF does not understand FAA's plans to upgrade navaids and thus cannot communicate navaid plans to user groups or understand impacts on other airport needs.			Consultant
	Development of LPV GPS approaches in rural Alaska is of critical importance to improving reliability of air transportation. These are near-ILS approaches without the need for some of the same ground infrastructure. LPV approaches will result in lower approach minimums and more reliable service to communities in poor weather conditions.			Consultant
	There is currently one person writing all approach procedures for FAA.	FAA is encouraged to staff up this area to meet needs and accelerate the development of approach procedures.		Consultant
	DOT&PF finds itself increasingly involved in PAPI/REIL design and construction. What are the policies governing DOT&PF's role in this process? Is this type of work being properly funded? Furthermore, if DOT&PF is designing and constructing the ground-based navaids, the issue of ownership and maintenance is sure to arise at some point. Is FAA planning or hoping to transfer ownership of the ground-based navaids to DOT&PF?		C	DOT&PF
	What is the policy for DOT&PF construction and ownership of AWOS/AWIS, MIRLS, and runway lighting?		C	DOT&PF
	Capstone was moved to the ADS-B office of FAA. This seems to have given many of the early program participants in Alaska the impression that Alaska had been somewhat shut out of the continuing development of the program.			FAA
	Likes runway lighting. Likes VASIs and PAPIs. PAPIs are less likely to be damaged than the lights. Likes REILs.			Air Carrier
	There is a proposal to update Part 125 and 135 regulations. This could affect carrier's ability to fly without GPS approaches and weather information.			Air Carrier
	Don't necessarily need GPS approaches at all airports. Need to look at approaches on a case-by-case basis. For example, Emmonek had an offset VOR approach and the pilot would have to get off course to use it. Weather reporting isn't always available for approaches so they can't be used; for example, Beaver has an approach, but no weather.			Air Carrier
	Braking action reports are not getting to all carriers at all airports. Jets can't land based on PIREP (pilot report) braking action.			Air Carrier
	Weather reporting by airline contractors is not always effective. Weather reporting staffing and other airline staffing issues will only get worse with more USPS hubs. Improve the hubs you have instead of adding more hubs.			Air Carrier
	The industry and FAA "charge ahead" with navaid plans without much DOT&PF involvement. DOT&PF would like to be kept more current and involved in new plans and improvements.		Statewide Aviation	DOT&PF
	There is no clear set of criteria on how decisions on navaids are made. FAA's contract with Mitre is not well-understood, and Mitre's ideas do not seem to accommodate conditions in Alaska.		Statewide Aviation	DOT&PF
	DOT&PF is not clear on what navaids FAA plans to decommission or the timetable for decommissioning.		N	DOT&PF
	What is FAA policy on 405 surveys? Why is it required in some places and not in others?		N	DOT&PF
	What is FAA's process to determine where navaids will go and which airports have new approaches? DOT&PF should have a role. There is not good communication.		N	DOT&PF
	AWOS Lower 48 criteria does not seem to fit Alaska where population is low.		N	DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
FAA & Navigation Aids	What is the plan for Flight Service Stations?		N	DOT&PF
	Lack of Survey Data (latitude, longitude, elevations) for Airports needed to establish GPS approaches and respective minimums.	Global Positioning System (GPS) Readiness (Regional Initiative: System Efficiency/Utility)		FAA
	Cost for obtaining accurate survey data.	Global Positioning System (GPS) Readiness (Regional Initiative: System Efficiency/Utility)		FAA
	Lack of weather data at airports.	Global Positioning System (GPS) Readiness (Regional Initiative: System Efficiency/Utility)		FAA
	Airport facilities without lights which prohibits all night airport operations.	Global Positioning System (GPS) Readiness (Regional Initiative: System Efficiency/Utility)		FAA
	Airport facilities not ready for GPS approaches or reduced minimums.	Global Positioning System (GPS) Readiness (Regional Initiative: System Efficiency/Utility)		FAA
	To survey and identify Part 77 obstructions. Obstruction Chart surveying has not been completed in Alaska in many years.	Runway Approaches (Regional Initiative: System Efficiency/Utility)		FAA
	To remove Part 77 obstructions where they are a hazard or affect minimums.	Runway Approaches (Regional Initiative: System Efficiency/Utility)		FAA
	The cost of surveying in project design and master plans.	Runway Approaches (Regional Initiative: System Efficiency/Utility)		FAA
	To identify the environmental impact of tree removal.	Runway Approaches (Regional Initiative: System Efficiency/Utility)		FAA
	Land Use zoning.	Runway Approaches (Regional Initiative: System Efficiency/Utility)		FAA
	Communicating to sponsors that Part 77 approach surfaces start in a different location for gravel surfaces than paved surfaces. Operationally, they are treated the same by Alaskan sponsors.	Runway Approaches (Regional Initiative: System Efficiency/Utility)		FAA
	Power supply at airports & communities is limited and frequently unreliable.	Runway Lighting and Signage and Special Emphasis Items (Regional Initiative: System Safety and Access)		FAA
	Reaching agreement on one marking standard for non-paved runways in the state.	Runway Lighting and Signage and Special Emphasis Items (Regional Initiative: System Safety and Access)		FAA
	The sheer number of facilities in need of signage and lighting.	Runway Lighting and Signage and Special Emphasis Items (Regional Initiative: System Safety and Access)		FAA
	Maintenance of the facilities once installed.	Runway Lighting and Signage and Special Emphasis Items (Regional Initiative: System Safety and Access)		FAA
	Reliability of AWOS/ASOS, particularly in coastal areas with sea-salt coating.	Runway Lighting and Signage and Special Emphasis Items (Regional Initiative: System Safety and Access)		FAA
	Educating the public with access to airport facilities on safe airport operating practices.	Runway Lighting and Signage and Special Emphasis Items (Regional Initiative: System Safety and Access)		FAA
	Signing facilities and designing internal and external roadway networks to prevent runway incursion.	Runway Lighting and Signage and Special Emphasis Items (Regional Initiative: System Safety and Access)		FAA

TOPIC	Issue	Suggestions	Region	Interest
Policy	There is a clear need for new aviation policy directives from the current administration.			Consultant
	Previous AASPs have not been used to implement new policies and procedures, as they perhaps should have been. Regional plans have been used more widely than the AASPs.			Consultant
	It is sometimes unclear what is policy versus someone's personal preference.			Consultant
	What is our policy for determining which airports get funded when neighboring airports/communities are geographically close to each other and potentially could be consolidated? Recognizing the probability of resistance from communities, what are the impacts/impediments of launching such a policy? We would need strong policy directives to enact consolidation.		C	DOT&PF
	Would like to see a consistent framework under which Area/Regional Plans are developed. It would make them more useful documents.		C	DOT&PF
	DOT&PF has an unofficial in-house document addressing guidelines, but there does not seem to be an official policy concerning the lighting of airports. Desires guidelines on when to light an airport. Lighting is currently related to runway length.		C	DOT&PF
	Should the FAA and DOT&PF become flexible with non-aviation land uses on airport property if they generate airport revenues?			Consultant
	DOT&PF's concentration on runways less than 3,200 ft in length is at the detriment of the communities that need 4,400 ft runways just as urgently. The LPB feels unfairly neglected since other regions of Alaska get longer runways and airport improvements, whereas the LPB has long-standing needs that have not been met.		C	Regional Government
	USPS hub changes will trigger runway length needs – about 4,500 feet needed for DC-6 (5,150' ideal, but can land on runway as short as 3,500' in summer) and 7,500' for Alaska Airlines' jet. C-46 ideal is 4,120'. Since hauling in full and taking off empty, can land with less than ideal length. (Gave different lengths during different parts of the meeting for the same aircraft).			Air Carrier
	USPS only looks at how to save costs in the short term without considering long term effects on air service. USPS has reduced frequency of service as one way to reduce mail subsidy. More frequency cuts are likely by USPS to cut costs. USPS and carriers have cut competition as means of allowing remaining carriers to invest in new aircraft. USPS could eventually go to mail contracts if it can't cut costs under the current system.			Air Carrier
	Consider population levels when setting funding priorities and scopes of projects.			Air Carrier
	There are tremendous amounts of money being spent on communities with questionable futures. Social equity versus effective economic development is a giant and sensitive issue. Social equity has thus far controlled much of the decision-making as to what improvements get funded. What is fair is not necessarily what is effective.		Statewide Aviation	DOT&PF
	Obtaining adequate title interest in airport land development projects.	Lands (Regional Initiative: System Safety and Access)		FAA
	Updated and current exhibit "A" drawings.	Lands (Regional Initiative: System Safety and Access)		FAA
	Fair market valuations and appraisals of property to be acquired.	Lands (Regional Initiative: System Safety and Access)		FAA
	Leasing and development of airport property.	Lands (Regional Initiative: System Safety and Access)		FAA
	Correction to incompatible land use issues.	Lands (Regional Initiative: System Safety and Access)		FAA
	Improvement of public airport facilities in or near public lands.	Lands (Regional Initiative: System Safety and Access)		FAA
	Lease Lot availability, need, and appropriate Investment.	Lands (Regional Initiative: System Safety and Access)		FAA
	Native Allotments. BLM Adjudication is a lengthy process. Impacts the planning and engineering alternative analysis.	Lands (Regional Initiative: System Safety and Access)		FAA
	The National Priority System for AIP investment does not adequately account for the Alaska airport system. The priority system is based on based aircraft and enplanements, the Alaska system of airports is a system critically needed by the population and heavily used as a commercial system, but without based aircraft in the individual communities. However, well over 2000 aircraft are based in the Anchorage area and there are far more pilots and aircraft per capita in Alaska than anywhere else in the world. As a result, when a project is proposed to bring a commercial service airport up to a minimum 3300' length and a safe surface condition, in a sense rehabilitating and lengthening the runway, often on a new site, it is coded as "construct new airport" and given one of the lowest priorities for any projects in the nation. Yet, the project is critical to improve the safety of our system.	Remote Access (Regional Initiative: System Safety and Access) Given the proportionately high level of accidents in Alaska and the high number on airfields less than 3300', it is clear that a project to provide a basic safe system will make giant strides toward meeting the FAA goal of reducing accidents caused or contributed to by airfield to zero.		FAA

TOPIC	Issue	Suggestions	Region	Interest
Environmental	On the balance, FAA is doing a good job maintaining positive consultant relationships. However, FAA's environmental division (some staff, not all) acts in direct contrast to this. Staff have been engaging in unprofessional behavior in front of clients and the DOT&PF. Policies and preferences are inconsistent between revisions of documents. In the FAA document outlining Airports Environmental Division's job description, it is specifically stated that the division is to assist clients and their subconsultants through the environmental process. The local group often acts as a barrier to forward progress without the benefit of guidance.			Consultant
	FAA should be more open to the use of qualified Alaskan consultants; they seem to have a strong preference for use of outside consultants, and they do not acknowledge that there is a lot of expertise in the Alaska consultant community. Outside consultants do not always understand Alaska's unique operating environment. FAA should define environmental expert requirements so that consultants can put their teams together.			Consultant
	FAA is hypercritical in its reviews of environmental documents.			Consultant
	There is a general belief that FAA staff have not been to the project locations to adequately assess the realities of the project.			Consultant
	It sometimes takes too long to get FAA comments. It becomes a very lengthy process when FAA and DOT&PF must both review documents. The time it takes for reviews and revisions is often longer than document production time. This is generally due to multiple reviews where new issues and comments are brought up during subsequent reviews that should have / could have been raised in the first review.			Consultant
	Consultants are working between 3 different environmental guidance manuals on FAA directives.			Consultant
	DOT seems to have different environmental standards in different regions, and there is little consistency statewide.			Consultant
	The segmentation of projects (i.e., when DOT&PF contracts out the environmental to one firm, and the engineering to another firm, or keeps the design in-house) decreases the effectiveness of environmental analysis and planning.			Consultant
	FAA's criteria for distance to landfill seem to have changed where the selling of jet fuel at an airport is now a consideration. DOT&PF and/or FAA need to set a policy that clearly establishes the criteria on this issue as well as how it should to be addressed in the NEPA document. There has been conflicting guidance on this issue in the past.			Consultant
	DOT&PF and FAA need to be on the same page regarding the Purpose & Need and Alternatives to be considered for a project before having a consultant work on the EA, to avoid having to re-do the EA late in the project.			Consultant
	Sometimes agencies request—and FAA allows—for special studies as part of the NEPA documentation that have scientific interest but are not really needed for the EA / EIS. This adds to costs and delays.			Consultant
	Air quality and noise are being made into big issues due to FAA Headquarters emphasis rather than the realities of the Alaskan environment.			Consultant
	Costs to complete an EA can be astronomical, considering that EAs are intended to be relatively simple, brief documents. There is inefficient use of money and time in the EA production, review, and approval process. The public is not served well.			Consultant
	Global warming (climate change) may be too big an issue and too controversial for the AASP, but it is a timely issue to address. Airports lost or affected by global warming have the potential to use a large amount of airport funding.		Statewide Aviation	DOT&PF
	New EPA deicing regs coming out and an FAA AC: how will these impact AIP projects and M&O budgets?		N	DOT&PF
	Erosion/sediment control costs and monitoring are going up.		N	DOT&PF
	Wetlands preservation often conflicts with wildlife hazard management.		N	DOT&PF
	There are a wide variety of distinct geographical conditions, with distinct wildlife issues (139?).	Bird/Wildlife Hazard Reduction (Regional Initiative: System Safety and Access)		FAA
	Without village transportation infrastructure, essential services must be located in close proximity creating compatibility conflicts between landfills, sewage lagoons and the airports.	Bird/Wildlife Hazard Reduction (Regional Initiative: System Safety and Access)		FAA

TOPIC	Issue	Suggestions	Region	Interest
Environmental	With over 3 million lakes and 47,000 miles of coastline, and the location of the villages along the water in close proximity to the food source, the airports serving those communities also become located in prime habitat for wildlife and waterfowl.	Bird/Wildlife Hazard Reduction (Regional Initiative: System Safety and Access)		FAA
	30% of the State's Certificated Airports have partial perimeter fencing for wildlife management.	Bird/Wildlife Hazard Reduction (Regional Initiative: System Safety and Access)		FAA
	USDA's staff is spread thin attempting to meet the demand for wildlife hazard assessments.	Bird/Wildlife Hazard Reduction (Regional Initiative: System Safety and Access)		FAA
	Coordination with communities and the public health service to site and manage waste disposal facilities to reduce wildlife hazard attraction continues to be challenging.	Bird/Wildlife Hazard Reduction (Regional Initiative: System Safety and Access)		FAA
	The National Priority System for AIP projects does not place a high priority on wildlife fencing.	Bird/Wildlife Hazard Reduction (Regional Initiative: System Safety and Access)		FAA
	A high percentage of the Region's airports are located within major migratory flyways.	Bird/Wildlife Hazard Reduction (Regional Initiative: System Safety and Access)		FAA
	Work with Ted Stevens International and Municipality of Anchorage to minimize development of non-compatible land use. (This is our response to the challenge--needs rephrasing)	Major Environmental Initiatives—Noise Reduction, Wetland Mitigation, Air Quality Conformity, and Cultural Resource Protection (Regional Initiative: System Environmental)		FAA
	Implementation of Anchorage's Noise Compatibility program is estimated to cost $20 million and requires close coordination between the FAA, ANC, and the Municipality.	Major Environmental Initiatives—Noise Reduction, Wetland Mitigation, Air Quality Conformity, and Cultural Resource Protection (Regional Initiative: System Environmental)		FAA
	Coordination with resource agencies with conflicting objectives concerning wetland mitigation.	Major Environmental Initiatives—Noise Reduction, Wetland Mitigation, Air Quality Conformity, and Cultural Resource Protection (Regional Initiative: System Environmental)		FAA
	Outreach coordination with resource agencies and the communities of Juneau, Sitka, and Unalaska during the EISs to articulate the purpose and need for the runway safety area and other airport development; to quantify resource impacts; and to develop a mitigation plan.	Major Environmental Initiatives—Noise Reduction, Wetland Mitigation, Air Quality Conformity, and Cultural Resource Protection (Regional Initiative: System Environmental)		FAA
	Inclusion of material source impacts analysis within NEPA documents.	Major Environmental Initiatives—Noise Reduction, Wetland Mitigation, Air Quality Conformity, and Cultural Resource Protection (Regional Initiative: System Environmental)		FAA
	A high percentage of the Region's airports are located within major migratory flyways.	Major Environmental Initiatives—Noise Reduction, Wetland Mitigation, Air Quality Conformity, and Cultural Resource Protection (Regional Initiative: System Environmental)		FAA

TOPIC	Issue	Suggestions	Region	Interest
Airport Owner &/or FAA Coordination/Process Issues	The relationship between FAA and DOT&PF is broken. Often dialogue does not occur until there is a crisis. The AASP may facilitate discussion between the two agencies.			Consultant
	The division of roles between FAA and DOT&PF is unclear. There are significant differences between what DOT&PF would like to do and what FAA requires them to do (needs exceed funding), and discussion of the disparity typically does not take place in a timely or effective manner.			Consultant
	DOT&PF Planning staff are somewhat disconnected from other staff.			Consultant
	There is a lack of respect between the agencies.			Consultant
	FAA seems to be more concerned with meeting FAA Headquarters priorities than meeting Alaska's needs. Meeting Headquarters-imposed deadlines has become an all-consuming priority for local FAA.			Consultant
	There is no "vision" at DOT&PF on how to make projects, needs, regions, etc. flow together in a workable system. The focus of the agency is narrow.			Consultant
	DOT&PF divisions do not work together as a team—communication is poor between divisions.	FHWA has presented examples of agencies reorganizing into team structures rather than departmental divisions. This helps eliminate the rotation of staff and gives team leaders more control of the entire project and resource management.		Consultant
	There needs to be better and more timely coordination between departments when in the review process. Project managers often do not know how to resolve issues and disagreements within DOT&PF or the FAA.			Consultant
	It is hard to understand the structure of the FAA and who to talk to about different issues. Hopes our work can help sort this out.		C	DOT&PF
	Many of the responsibilities currently or historically undertaken by FAA or other agencies are being pushed down to DOT&PF. NOAA & NGS used to produce survey and obstruction charts for FAA. DOT&PF is now doing "405" surveys, and the department is concerned that the responsibility for completing obstruction charts may also be expected of them at some point. DOT&PF has the same concerns over weather monitoring systems.		C	DOT&PF

TOPIC	Issue	Suggestions	Region	Interest
Other Issues	A specific example of FAA's lack of understanding of Alaskan conditions concerns icing in flight. An FAA-taught class will instruct pilots to climb out of icing conditions. However, in much of Alaska, this procedure is impossible and contributes to crashes and deaths. The working solution to in-flight icing in Alaska's maritime areas is to descend to the warmer air over water.			Consultant
	A synopsis of expected fleet and capabilities for each region and subregion and for individual carriers would help us define impacts on the system and future needs. The current fleet mix and the forecast fleet mix determine the needs of just about any aviation project, especially the System Plan.		C	DOT&PF
	What is the most economical array, and are the carriers planning to acquire them? We are interested in fleet mix by region/subregion and by type of air service (cargo vs. passenger).		C	DOT&PF
	Fleet inventory and forecast is of great significance to planning. We are nowhere near capacity at the state's airports, so future needs are not usually based on that factor. Will carriers update their fleets before airport facilities are upgraded? Or will the carriers wait until the State upgrades the airports and then update their fleets to make the best use of existing facilities?	Case studies suggest that, when DOT&PF has constructed larger runways, carriers have not upgraded their fleets to match the increased capacity, often citing that the upgrades are too expensive. Suggests a survey of carriers to determine what drives their economics and decision-making within the state.	C	DOT&PF
	Document management and the potential for GIS are a lurking issue. How do we organize and present data within the department? And how do we organize and present data to outside interests and the public? This issue is critical to department efficiency and operations, but it has not received the consideration and attention it merits. Understandably, the high cost to implement a data management program is a large barrier.	Of huge benefit to DOT&PF is the recognition of how functional GIS is and how critical the data management needs are. A sweeping change of mindset is required, and perhaps the contractor (DOWL) can make recommendations to this effect. Having a good system in place will help with all aspects of DOT&PF operations, including public relations and inventory of facilities.	C	DOT&PF
	DOT&PF incorporates the FHWA and the Airports interests. The FHWA needs usually dominate DOT&PF priorities, and there is a lack of advocacy for the aviation side. Would like to see the aviation side separated from the FHWA side when considering a data management/GIS system.		C	DOT&PF
	Working with the BIA is like running the gauntlet. It is a very time-intensive process that stalls projects for years.	Further discussion on how to address the BIA ROW issues early in the planning/design process is warranted.	C	DOT&PF
	Bypass mail potentially has the greatest influence on the rural Alaska aviation system. The rules and regulations governing the bypass mail system are likely to change in the future and will have a profound effect on rural aviation.	The vitality of rural communities over the long run is in question. We should consider what may happen if Essential Air Service (EAS) and/or the mail subsidies cease.		FAA
	We may want to consider oil prices. What would happen if they double? What would the effect be on aviation activity and fleet mix?			FAA
	Is there a way to assess/quantify air carrier activity and the economics of providing service to Alaskan airports? Why did ERA pull out of Bethel?			FAA
	How is Canada addressing some of the issues shared by Alaska?	Canada has only a handful of airports that lie off the road system. A representative from a Canadian air organization recently presented to the FAA on similar topics.		FAA
	A key point to stress in this process is that the AASP is not just for DOT&PF—it is for airport owners statewide. (Agreed upon by most present from FAA)			FAA
	Communities in the LPB are at the mercy of Delta Western (petroleum distributor--barge) and the air carriers that serve the area (Everts and ACE) to get their fuel and cargo supplies. Barges are not always willing or able to deliver fuel, and this past year, Delta Western did not deliver at all. Existing methods of fuel delivery by air are time-, labor-, and cost-intensive. 13 barrels (a typical shipment) is only a 3-day supply for a community like Perryville. Weather often prevents regular service to maintain fuel supplies—communities may be without fuel for days at a time.		C	Regional Government
	Bush carriers don't want to see a mainline carrier enter a market, but having one airplane less frequently instead of many small airplane flights is more efficient and environmentally "green."	Fewer flights in a larger plane was how Wien served the area in the 1960s-1980s. For example, Fort Yukon had twice a week F27 Wien flights; now small carriers fly up to 7 times a day.		Air Carrier
	Bush carriers don't want longer runways because USPS will provide subsidy to mainline carriers.			Air Carrier
	Are some aging aircraft requirements that are triggered in 2009 and 2010, but AK has some exemptions. If the exemptions were not in place some fleet changes would be required or carriers may stop service.	Currently plans to operate DC-6s until 2025, unless something changes.		Air Carrier
	Increased fuel costs will trigger fewer operations by larger planes and less competition.			Air Carrier
	Trend is for fewer carriers, less frequency, some bigger planes.			Air Carrier
	Lower water levels in the rivers has increased need for fuel haul by plane (vs barge). Barge and air pricing for fuel are about the same. One reason for barge pricing to rise was that beach tanks have to be upgraded for spill prevention capability.			Air Carrier
	Increased fuel prices have caused communities to purchase fuel in smaller quantities by air more with greater frequency of delivery.			Air Carrier

TOPIC	Issue	Suggestions	Region	Interest
Other Issues	Everts has not found an aircraft to economically replace the C-46 for fuel delivery. The C-27J is an expensive alternative. But the old equipment requires more maintenance. The mechanic and pilot workforce is also an issue. Fuel delivery aircraft have low utilization.			Air Carrier
	Low margins do not support an expensive fleet change. People in rural Alaska are not affluent enough to support higher costs of new airplanes.			Air Carrier
	Use the AK Air Carriers Association to solicit fleet plan information in a confidential way.			Air Carrier
	Mechanic and pilot workforce is an issue.	The AK Air Carriers have an Aviation Mentorship Program. Enlisting Local 71 for heavy equipment operators, boarding schools at Nenana and Galena are other ideas.		Air Carrier
	Interested in possible use of PTI's web-based grant streamlining and management efforts.	Recommends we talk with DOT&PF Leasing about how their e-leasing program is working. Mike Hartman or Al Burton may be good contacts.	Statewide Aviation	DOT&PF
	Northern Region was given system planning funding for the digitization of their aviation document library. The library does not work well outside of DOT&PF due to firewall/security issues.		Statewide Aviation	DOT&PF
	GIS could include M&O information pertaining to Part 139 discrepancies, wildlife sightings and Wildlife Hazard studies, fencing, broken lights, gates and other security information, accident locations.		N	DOT&PF
	Airport ROW maps are scanned and available at the recorders office website. Is there potential to link to this information?		N	DOT&PF
	Design staff are getting called to frequently provide information that should be readily available to all thru a GIS database and document library.		N	DOT&PF
	Slow web speeds may make it impractical for all information to be web-based.		N	DOT&PF
	Need someone to manage the library of information and how it's organized and updated.		N	DOT&PF
	Some impediments could be software and hardware incompatibility and networking issues.		N	DOT&PF
	EDOCS is underway and managed by Rick Kauzlerich in HQ.		N	DOT&PF
	Would be helpful to have an airport inventory in the GIS, including airport lighting.		N	DOT&PF
	System Plan should think about where future postal hubs should be. Get ahead of USPS on this instead of reacting to USPS proposals for new hubs.		N	DOT&PF
	Changing a hub may reduce some DOT&PF costs and level of service at an existing hub while increasing costs at a new hub. The existing hub may be overbuilt—a waste of capital investment.		N	DOT&PF
	Need better coordination of all that needs to happen before an airport opens. Stevens Village delay in 5010 information is an example.		N	DOT&PF
	Under our "policy" discussion at the meeting, I suggested having a blue ribbon panel of Lower 48 state airport officials and airport managers do a "health of the system" check of Alaska's airport system and give DOT&PF a report card.			Consultant
	The immense geographic area and extreme weather.	Automation, Outreach to our Native American Communities, Outreach to our Sponsors, International Outreach (Regional Initiative: System Outreach/Education)		FAA
	The multitude of cultures representing communities critically reliant on the airport system.	Automation, Outreach to our Native American Communities, Outreach to our Sponsors, International Outreach (Regional Initiative: System Outreach/Education)		FAA
	The competing governmental interests between the State, the Native Communities, and the Federal Government.	Automation, Outreach to our Native American Communities, Outreach to our Sponsors, International Outreach (Regional Initiative: System Outreach/Education)		FAA
	The complexity of needed automation improvements and the different organizations that interface through automation.	Automation, Outreach to our Native American Communities, Outreach to our Sponsors, International Outreach (Regional Initiative: System Outreach/Education)		FAA
	Implementation of Order 1210.20 dated January 28, 2004, "American Indian and Alaska Native Tribal consultation policy and procedures".	Automation, Outreach to our Native American Communities, Outreach to our Sponsors, International Outreach (Regional Initiative: System Outreach/Education)		FAA
	Airspace constraints by the mountainous terrain surrounding the "Anchorage Bowl".	Major System Capacity Initiatives (Regional Initiative: System Capacity)		FAA
	Complex mix of Aircraft operations: small general aviation, ski equipped, float planes, military fighter, transport and AWACS aircraft, helicopters, commuter/air taxi aircraft, large passenger and cargo aircraft.	Major System Capacity Initiatives (Regional Initiative: System Capacity)		FAA
	The Anchorage Area Airspace Study results indicated that delays in the Anchorage Area are anticipated to increase to roughly 35 minutes per aircraft operation within the next 15-20 years if no new capacity enhancing airport or airspace infrastructure development to improve capacity occurs.	Major System Capacity Initiatives (Regional Initiative: System Capacity)		FAA
	Working with airport and airspace users with differing missions and interests, to collaborate in the identification and implementation of alternatives to reduce future delays (e.g. military vs. civil aviation and commercial vs. general aviation).	Major System Capacity Initiatives (Regional Initiative: System Capacity)		FAA

TOPIC	Issue	Suggestions	Region	Interest
Other Issues	Alternatives that have potential to provide substantial benefit in delay reduction will be costly to implement and will likely have substantial environmental and community use impacts.	Major System Capacity Initiatives (Regional Initiative: System Capacity)		FAA
	The Municipality of Anchorage's Comprehensive Plan update highlights that physical/geographic constraints of the Anchorage "Bowl" are a significant challenge in accommodating both the growth in population and substantial new development.	Major System Capacity Initiatives (Regional Initiative: System Capacity)		FAA
	Ted Stevens Anchorage International Airport hosts a high amount of 747 operations.	Major System Capacity Initiatives (Regional Initiative: System Capacity)		FAA
	Air Traffic in the channel on approach to the Juneau Airport.	Major System Capacity Initiatives (Regional Initiative: System Capacity)		FAA
	New AIP assurance requiring a report by a large/medium hub on February 1 and August 1, if airport has not given access to a carrier in previous 6 months (ends 10/1/2008) (Vision 100 – Sec. 424) Capacity – (1) At congested airports, a coordinated environmental review process using an interagency EIS teams, lead by FAA (Vision 100 – Sec. 304) Reuthorization – requires airport to make available the opportunity for an MPO to review master plans and Airport Layout Plans in the case of new runways, runway extensions and new airports. (could delay projects at ANC or FAI).	Major System Capacity Initiatives (Regional Initiative: System Capacity)		FAA
	Remote access; Little weather data; Seldom any phone accessibility; No shelter; Poor to hazardous surface conditions; Construction challenges, including cost, logistics, and time; Four-wheel and snowmachine crossings; Need for location near village; No lighting, no power supply; Need for medical evaluation; Fuel haul in large aircraft.	Remote Access (Regional Initiative: System Safety and Access)		FAA

TOPIC	Issue	Suggestions	Region	Interest
Specific Airport Issues	Port Alsworth is a growing community. The school enrollment has increased from 10 to 30 over the last 6 years. The airstrip at this community is privately owned and maintained by local air carriers (Lake Clark Air & Lake and Peninsula Airlines). Port Alsworth has requested a state-owned airport. Safety is a factor in this request, as there have been several accidents at the current airport.		C	Regional Government
	Emmonak was defined as a hub in spite of St. Mary's being an existing suitable airport for many years. Triggered a lot of new investment at Emmonak by DOT&PF and others. However, Emmonak is still bad in the winter.			Air Carrier