Mission, Goals, Measures and Classifications

A COMPONENT OF THE

ALASKA
Aviation System Plan

November 2011

A message from the Desk of

Steven D. Hatter, Deputy Commissioner – Aviation

I am pleased to present this report on the Mission, Goals, Performance Measures and Classifications of Alaska's Airports.

The goals, objectives, performance measures, and airport classifications presented herein establish a framework to set priorities and guide our work in aviation. They also provide mechanisms to help implement the aviation-related goals and priorities identified in the Alaska Statewide Transportation Policy Plan ("Let's Get Moving 2030") and the Department's 2011 Strategic Agenda.

The development of a relevant and integrated system of goals, objectives, and performance measures provides the Department with a powerful tool for communicating with the public and legislators, managing resources, and motivating employees. Our **goals** are general guidelines that explain what is to be achieved by the Department's aviation programs. Our **objectives** define the specific strategies or implementation steps we will take to attain the goals – the "who, what, when, where, and how" of reaching the goals. Our **performance measures** provide statistical evidence to indicate whether progress is being made towards our objectives. Performance measures are an essential tool in public administration, used to direct resources and ensure that programs are producing intended results.

Alaska has over 700 registered airports and these airports vary widely in size, use, and the amount of infrastructure and facility development. The grouping of airports into classes clarifies individual airports' roles in Alaska's network of airports, helps prioritize among competing airport investment opportunities, assists in the planning and operation of airports, assists communities and airport users plan their own activities as they relate to airports, and helps measure the performance of the airport system.

This is a living document. We will review, revise and update as necessary, but we will go forward with what we have developed here to test our work so far. Consistency of measures over time is important, but we will undoubtedly discover that we need to make some adjustments in the future to meet the needs of our dynamic and vital aviation system and maintain integrity with the goals and priorities of statewide strategic and policy plans.

I encourage you to visit our web site (www.AlaskaASP.com) and review other Aviation System Plan reports in order to gain a better understanding of the largest state-sponsored aviation system in the United States.

Sincerely,

Steven D. Hatter,
Deputy Commissioner

MISSION, GOALS, MEASURES AND CLASSIFICATIONS

A COMPONENT OF THE

ALASKA AVIATION SYSTEM PLAN

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Introduction & Background

The purposes of this report are to:
- Document the mission statement, goals, objectives, and performance measures of the Alaska Aviation System Plan (AASP).
- Document the airport classification definitions and assignment of Alaska's airports to airport classes.
- Measure the current performance of the aviation system to establish a floor for measuring future improvement and to help assess the current health of the aviation system.
- Describe the future implementation of AASP goals and objectives in the continuous system planning process.

This report was developed incrementally in several draft versions. State of Alaska Department of Transportation and Public Facilities (DOT&PF) planners, designers, and maintenance and operations (M&O) personnel, along with representatives of the Federal Aviation Administration (FAA), were integrally involved in the development of this report. The report builds upon work accomplished in a previous phase of the AASP: *Technical Memorandum – Task 5 Inventory, Database, Classifications, and Performance Measures Framework*, May 7, 2008, and a workshop that was held to determine the AASP inventory (September 30 and October 1, 2008). Four formal workshops were held to review mission statements, goals, objectives, performance measures, and airport classes (September 2009, December 2009, February 2010, and April 2010), and several other teleconferences, meetings, and workshops addressed the content of this report. The version of the report prepared in July 2010 was reviewed, revised, and then adopted by members of the State of Alaska's Aviation Advisory Board on October 21, 2010. The adopted document was reviewed in Summer 2011 to ensure consistency with the DOT&PF's Service Based Budgeting initiative.

For the reader's reference, several appendices are included:
- Appendix A contains the goals from the 2008 statewide transportation plan and the 1996 aviation system plan update.
- Appendix B provides a summary of the missions, goals, objectives, and measures for various organizations within the DOT&PF.
- Appendix C contains a sampling of goals and objectives from other state system plans.
- Appendix D presents airport classification examples from other state aviation system plans.
- Appendix E lists the numbers of passengers enplaned at Alaska's airports in calendar years 2006, 2007, and 2008.
- Appendix F lists Alaskan communities that have a population of at least 25 and a public school, and indicates each community's primary airport service by airport class.
- Appendix G lists Alaska intrastate air carriers (as of 2008) and the airport hubs in their route systems that were used to help define Regional class airports.
- Appendix H contains the goals, objectives, and performance measures for the DOT&PF's internal planning process.

Acronyms and Glossary

Action Items.   Within the context of this report, objectives that can be accomplished at one time, rather than through continuous improvement.

AIP. Airport Improvement Program.

Airport Classes. The names given the differing roles, functions, and service levels. Airport classification has several purposes, but the purpose most relevant to this report is that it simplifies performance measurement, while making measurement more precise.

Airport Classification. The process of defining the differing roles, functions, and service levels of airports within the aviation system.

All-Weather Airport. All-weather airports have instrument approach capability and airfield lighting so they can be used when it is dark, foggy, or storming.

ALP. Airport Layout Plan.

APEB. Airport Project Evaluation Board.

Crosswind Coverage. If wind coverage for a single runway is below 95%, the FAA recommends the airport have a crosswind runway.

DOT&PF. Department of Transportation and Public Facilities.

FAA. Federal Aviation Administration.

General Aviation. Includes all civil aviation except scheduled passenger service.

Goals. Broadly defined, desired end results, which relate to the successful accomplishment of a mission.

HIRL. High Intensity Runway Lights.

IFR. Instrument Flight Rules.

LIRL. Low Intensity Runway Lights.

MIRL. Medium Intensity Runway Lights.

Measures. See Performance Measures.

Mission. The purpose and function of an organization or process. According to the State of Alaska Office of Management and Budget, mission "conveys why an agency exists."

National Plan of Integrated Airport Systems (NPIAS). The airports that are open to public use and are the most significant to the national system of airports are in the NPIAS. Inclusion in the NPIAS makes an airport eligible for Airport Improvement Program (AIP) grant funding of up to 95% of eligible airport improvement project costs. Within Alaska, 260 airports, or 64% of public use airports, are in the NPIAS.

Objectives. Goals, as defined above, are reached through the accomplishment of more specifically targeted objectives.

Obstacle Free Zone (OFZ). The runway OFZ is the airspace centered on the runway centerline and extending 200 feet beyond each runway end. The OFZ must be clear of objects other than frangible navigational aids. For runways with an approach lighting system, an inner-approach OFZ is required. A precision instrument approach runway with less than ¾-mile visibility minimums requires an inner-transitional approach OFZ.

Pavement Condition Index (PCI). The PCI is an index that ranges between 0 for completely failed pavement and 100 for brand new pavement.

Performance Measures. Performance measures, or just measures, are the means of determining the amount of progress made toward meeting objectives that are not action items. When it is difficult to find a quantifiable measure for an objective, it may be necessary to use a proxy, or substitute. For example, "the percentage of the population within a certain distance of an airport with certain service characteristics" might serve as a proxy measure for an objective to provide Alaskans with access to the air transportation system.

Plan Implementation. The development, maintenance, and operation of the airport system and is not restricted to DOT&PF airports. It is necessary to measure the current performance of the airport system to provide a baseline for measuring future progress towards objectives and goals. Goals, objectives, and measures for **Plan Implementation** and the **Planning Process** should be compatible, but not identical.

Planning Process. The continuous planning that DOT&PF does, as part of the Alaska Aviation System Plan, in preparing individual and regional airport plans, and in evaluating projects for funding. Goals, objectives, and measures for the **Planning Process** and **Plan Implementation** should be compatible, but not identical.

Runway Protection Zone (RPZ). The function of the RPZ is to enhance the protection of people and property on the ground. The RPZ is a trapezoid centered about the extended runway centerline and beginning 200 feet from the runway end. The size of the RPZ is a function of the type of aircraft and approach visibility minimums associated with the runway end. The RPZ should be under the control of the airport owner; if it is infeasible for the RPZ to be on airport property, the airport owner should obtain an easement or similar agreement to restrict land use within the RPZ. Limited uses are permitted, but houses, assemblies of people, fuel storage, and uses that attract wildlife are not compatible with the RPZ.

Runway Safety Area (RSA). The purpose of the RSA is to enhance the safety of aircraft that overshoot, undershoot, or veer off the runway. The RSA also provides greater accessibility for firefighting and rescue equipment during such incidents. The RSA is a cleared and graded area centered about the runway centerline for the full length of the runway plus an extended distance off each runway end. The width and length off each runway end is a function of the type of aircraft and approach visibility minimums associated with the runway.

Runway Visibility Zone (RVZ). The runway visibility zone is an area between intersecting runways where an unobstructed line of sight between points five feet above each runway is required.

SPB. Seaplane Base.

Threshold Siting Surface (TSS). The threshold siting surface is an imaginary surface sloping up from the runway threshold that should be clear of obstacles. The size and slope of the surface depends upon the type of approach to the runway.

1.0　Mission Statement

The mission of the Alaska Aviation System Plan is to plan and provide for the safe and efficient movement of people and goods and the delivery of state services through the development, maintenance, operation, and management of Alaska's airport system.

Five basic goals support this mission:
Safety
Service
Fiscal Responsibility
Communication
Management

These goals, the objectives leading to their accomplishment, and the measures for assessing progress towards meeting the objectives have been tailored for the DOT&PF's internal planning process,[1] as well as for the implementation of the AASP.

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[1] The goals, objectives, and performance measures for the AASP planning process apply only to the DOT&PF; they appear in Appendix H.

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2.0   Plan Implementation Goals, Objectives, Measures

2.1   Goal: Safety

Develop, operate, and maintain an airport system that contributes to aviation safety.

Objectives:
- Bring airports into compliance with FAA airport design standards, to the extent practical.
- Provide adequate airfield surface condition. (See performance measures for details.)
- Reduce obstructions to aviation that are in approach/departure surfaces.
- Advocate adequate aviation infrastructure (communication, approaches, IFR routes, weather reporting, etc.) for pilots.
- Improve access control around aircraft operating areas.
- Facilitate the preservation of backcountry airports needed for system safety.

Table 1. Measures for Plan Implementation Safety Goal

Design Standards Index for Regional, Community, and Local NPIAS airports – See Note 1
Percentage of International, Regional, and Community airports meeting prevailing minimum standards for paved and non-paved surfaces – See Note 2
Percentage of International, Regional, and Community airports with   • Automated weather reporting systems   • Weather cameras
Number of weather reporting stations and weather cameras at important off-airport locations, such as mountain passes
Percentage of runway ends at Regional and Community airports with visual glide slope indicators
Percentage of runway ends at Regional, Community, and Local NPIAS airports with approach surface clear at a slope not lower than 20:1

Note 1

To measure if an airport meets design standards is not feasible for all standards, and detailed answers are not easy for readers to comprehend. Instead, an index is developed that is a composite of various components. The index uses the information that has been collected for airports with Airport Layout Plans and entered into the AASP inventory database. The index is calculated for each airport in a class and the index for the class is the average of the individual airports' indices. The Design Standards Index is a number between 0 and 100, comprised of the following components:

20%	Runway safety area complies
15%	Obstacle free zone complies
15%	Threshold siting surfaces comply
10%	Runway Protection Zones are on airport property
10%	Land uses in Runway Protection Zones are consistent with FAA guidance
10%	Unobstructed Runway Visibility Zone between intersecting runways

10%	Crosswind runway if wind coverage is less than 95%
10%	Parallel taxiway if annual aircraft operations exceed 20,000
TBD[2]	Signage

Note 2
At the time this document was developed, minimum standards for surface conditions were as follows:
Paved Surfaces – Pavement Condition Index (PCI)
    Runways – Minimum PCI of 70
    Taxiways & Aprons – Minimum PCI of 60
Non Paved Surfaces
    Runways – "Good" or "Excellent"
    Taxiways & Aprons – Information not available about the condition of unpaved taxiways and aprons
The DOT&PF's Service Based Budgeting initiative, underway at the time of publication, is anticipated to provide modified minimum standards for both paved and non-paved airfield surfaces.

2.2 Goal: Service

Develop, operate, and maintain a reliable aviation system with facilities scaled to meet system user needs.

Objectives:
- Develop an air transportation system that supports and promotes economic development.
- Provide facilities that serve current and future needs.
- Provide Alaskan residents with appropriate and reasonable levels of access to the air transportation system, including access to targeted airports capable of handling medical evacuation at night and during bad weather.
- Eliminate correctable seasonal closures of airports needed year-round, to the extent practical.
- Consider options to connect communities by alternate means instead of building new/improved airports.

Table 2. Measures for Plan Implementation Service Goal

Service Index for Regional and Community airports – See Note 1.
Percentage Regional, Community, and Local NPIAS airports with Airport Layout Plans (ALP) less than 10 years old – See Note 2
Percentage of Regional and Community airports without seasonal closures – See Note 3

Note 1

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[2] The Aviation Advisory Board requested the addition of signage, but did not indicate how to redistribute the percentages. This will be considered in future review and update to this document.

The Service Index for Regional and Community airports consists of a score between 0 and 100 points per airport based on individual components. For Regional airports, the Service Index is comprised of the following components:

25%	Paved primary runway at least 5,000 feet long with at least 30,000 pounds (single wheel load) strength
10%	High Intensity Runway Lighting (HIRL) for primary runway
10%	Full length parallel taxiway for primary runway
15%	Instrument approach visibility minimums ¾ mile or lower
10%	Lease lot availability
10%	Tiedown, power, airport owned T-hangars or floatplane parking availability
10%	Fuel sales
5%	Passenger shelter
5%	Public toilet
TBD[3]	Vehicle parking

For Community airports, the Service Index is comprised of the following components:

30%	Primary runway meets minimum length needed
15%	Medium Intensity Runway Lighting (MIRL) for primary runway
15%	Instrument approach visibility minimums 1 mile or lower
10%	Lease lot availability
10%	Tiedown, power, airport owned T-hangars or floatplane parking availability
10%	Fuel sales
5%	Passenger shelter
5%	Public toilet
TBD	Vehicle parking

The source for runway edge lighting and fuel sales is the FAA's National Flight Data Center (NFDC) database, which is linked to the AASP database. The other data was collected for the AASP inventory database. Regional Transportation Plans, ALPs, and DOT&PF regional aviation planners were the source for runway length needed. Airport sponsors of NPIAS airports provided the lease lot availability, tiedown or floatplane parking availability, passenger shelter, and public toilet information. Information has not been collected for power or T-hangar availability. The AASP inventory database includes information about whether or not there is unmet demand for vehicle parking at airports that are in the NPIAS.

Note 2
The ALP must be FAA-approved and show how the airport will be developed to meet demand forecast for the next 20 years. ALP approval dates were collected for the AASP inventory database.
Note 3

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[3] The Aviation Advisory Board requested the addition of vehicle parking, but did not indicate how to redistribute the percentages. This will be considered in future review and updates to this document.

Seasonal closures are identified in the AASP inventory database, using a list by Statewide Aviation and NFDC database remarks.

2.3   Goal: Fiscal Responsibility

Develop, operate, and maintain airport facilities and services in a cost effective and sustainable way.

Objectives:
- Adequately fund airport management, operation, and maintenance functions.
- Make infrastructure investments that meet needs and support the state and local economy.
- Prioritize investment in airports to advance system goals and objectives, lower life cycle costs, and consider maximizing the economic benefit relative to the cost.
- Consider cost effectiveness for air carriers, airport owners, and other airport users.
- Recommend to the FAA airports that should be added to the NPIAS to be eligible for federal AIP grants.
- Improve the management of AIP grants.
- Increase airport revenue and funding.

Table 3. Measures for Plan Implementation Fiscal Responsibility Goal

Does the priority for AIP funding advance system goals and objectives, lower life cycle costs, and maximize the economic benefit to cost ratio?
Have optional solutions been considered to determine the most cost effective?
Does the analysis of project cost effectiveness consider cost effectiveness for air carriers, airport owners, and other airport users?
Have the short term needs been identified in the spending plan? Were they met in five years?
Have projects that exceed FAA design standards or that exceed the performance objectives of the airport's class been fully justified? If not, will the cost of exceeding standards/objectives be funded by other sources than AIP and DOT&PF?
Has the cost of meeting grant assurances for 20 years been considered if the need for the airport improvement is relatively short-term?
Reduction in average time AIP grant is open
Are all International, Regional and Community class airports in the NPIAS?
Ratio of revenue vs. expenses for commercial service airports
Number of land use agreements executed annually
Amount of airport funding (AIP)
Amount of funding for airport improvements from other sources
Funding of operations and maintenance compared to need.

2.4   Goal: Communication

Provide opportunities for public involvement to ensure effective communication regarding aviation system needs, user needs, and airport development, maintenance, and operations.

Objectives:

- Incorporate public participation in capital improvement programming, project development, and ongoing airport operation.
- Provide timely and effective interdepartmental and agency coordination.

Table 4. Measures for Plan Implementation Communication Goal

Has public outreach been incorporated in capital improvement programming and project development?
Has interdepartmental and agency coordination been timely and effective?

2.5   Goal: Management

Effectively implement system plan policies and guidance for management, planning, design, maintenance, and operation of aviation facilities.

Objectives:

- Comply with applicable federal, state, and local laws and regulations.
- Meet regularly with the FAA, other agencies, and users to identify and resolve emerging problems and needs.
- Promote aviation safety education for pilots, airport staff, and the public.
- Explore the selective transfer of airport ownership.
- Explore the selective joint use of military/civilian airfields and other aviation facilities.
- Coordinate with the FAA and the military on military airspace and training activities.
- Ensure those that manage, plan, design, maintain, and operate Alaska's airports are trained to do their jobs well. Support continuing education.
- Ensure that policies and procedures for planning, design, managing, and funding are consistent with system goals and objectives, are documented, and are accessible to the public.

Table 5. Measures for Plan Implementation Management Goal

Reduction in number of Part 139 and 5010 inspection problems
Percentage airports meeting FAA required distance between wildlife attractions and airports
Percentage airports protecting land use compatibility around airport
Number of grant assurance problems that have been resolved compared to the number identified.
Are best practices for stormwater, wildlife, dust control, fueling, and other environmental problems incorporated?
Reduction in average time for AIP grant project completion
Number of aviation safety events hosted and participated in
Amount spent on training DOT&PF personnel
Are all aviation-related Department policies and procedures reviewed for consistency with system goals and objectives, documented, and accessible to the public?

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3.0   Airport Classification

Alaska has over 700 airports registered with the FAA, and these airports vary widely in size, use, and amount of infrastructure and facility development. In spite of their diversity, many airports have similar roles, functions, and service levels. Previous AASP work group sessions have suggested that Alaska's airports should be classified and that previously used classes are not adequate.

3.1   Why are airports classified?

- <u>To understand better how the air transportation system works</u>. Classifying airports helps identify the similarities and differences among airports and determine the relative significance of airports to the aviation system, such as by distinguishing the "hubs" from the "spokes" of the aviation system.
- <u>To prioritize funding and investment</u>. The FAA classifies airports that are in the National Plan of Integrated Airport Systems (NPIAS) by service level, and a primary reason is to determine entitlement funding from the Airport Improvement Program (AIP). The State of Alaska's Airport Project Evaluation Board (APEB) incorporates airport classes in its priority scoring for AIP funding.
- <u>To assist in the coordinated planning, design, construction, maintenance, and operation of airports</u>. When all parts of the DOT&PF share an understanding of an airport's class, and what that class means in terms of needed facilities and services, they can conduct their separate activities with a shared purpose.
- <u>To help airport users, neighboring communities, and others plan their own activities that relate to airports</u>. Knowing the airport class helps an air carrier better understand how the airport might be improved in the future. Knowing the airport class and the air transportation service level it represents helps the neighboring community with land use, transportation, and emergency planning.
- <u>To help measure the performance of the airport system</u>. Several states establish minimum or desired standards for airport classes, such as minimum runway size and aircraft services. Some states measure the geographic coverage or accessibility of their airports using airport classes--for example, determining the percentage of the population or jobs that are within a certain travel distance or time from a certain class of airport. Minimum standards were set for airport classes in the first and second AASP, and these have helped guide investment and improve the performance of the system.

3.1.1 Do all states classify their airports and do they use similar classes?

Many, but not all states classify their airports. Several states use similar criteria and class names, but the classification systems are customized to the conditions in the state. See Appendix D for some examples from other states.

3.1.2   How does the FAA classify airports?

Although the FAA is concerned with all airports, only public use airports included in the NPIAS are categorized by service level. Inclusion in the NPIAS makes an airport eligible for grant funding of up to 95% of eligible airport improvement project costs. According to the 2009-2013 NPIAS Report to Congress, Alaska has 260 airports in the NPIAS. The NPIAS includes 65% of the U.S. airports that are open to the public. Within Alaska, 64% of public use airports are in the NPIAS. The NPIAS classifies each airport according to the type of service that is provided to the community:

- Primary Airports: Primary airports have scheduled air service and at least 10,000 annual passenger enplanements, or boardings. Alaska has 30 primary airports. Of these, one is designated a medium hub (Anchorage International), two are designated small hubs (Fairbanks and Juneau International), and the remainder are non-hub airports. The hub designation is determined by the number of passengers.
- Commercial Service: Commercial service airports have from 2,500 to 10,000 annual passenger enplanements. Alaska has 66 commercial service airports.
- Reliever: Reliever airports provide pilots with attractive alternatives to using congested hub airports. They also provide general aviation access to the surrounding area and must have at least 100 based aircraft or 25,000 annual itinerant operations. Alaska does not have any reliever airports.
- General Aviation: All other airports in the NPIAS. Nationwide, 76% of NPIAS airports are designated general aviation airports. These airports account for 40% of the nation's general aviation (GA) fleet. They are the most convenient source of air transportation for about 19% of the population and are particularly important to rural areas. In Alaska, 164 NPIAS airports are GA airports.

3.1.3   How have Alaskan airports been classified in the past and why change now?

The 1986 AASP developed six classes: International, Regional Center, District, Transport, Community, and Local. The following table provides the definitions of these six classes. The 1996 AASP Update reassessed the airport classification system. DOT&PF reported difficulty in distinguishing Regional, District, and Transport airports from each other and noted that airports moved within these classes, based upon changes in postal hubs, air carrier service, mining, or other economic activity. Consequently, the 1996 Update eliminated the International, District, and Transport classifications. The following table provides definitions of the three classes from the 1996 AASP Update alongside the 1986 AASP definitions. Some feel that the three airport classes from the 1996 update do not distinguish Alaska's airports enough.

Table 6. Previous Alaska Aviation System Airport Classification

Class	1986 AASP Definition	1996 AASP Update Definition
International	Major international and interstate access points to Alaska, and to major urban centers; with scheduled international and interstate jet service; statewide air cargo and mail distribution center.	Class deleted; airports added to "Regional" Class
Regional Center	Primary intrastate access point to a region of Alaska and to a regional population center with population over 1,000, and serves as a significant transfer or transshipment point to the rest of the region.	Name changed to "Regional". **Regional Airports** are airports that 1) are primary or secondary hubs for passenger, cargo, or mail traffic, 2) provide primary access to populations greater than 1,000, or 3) support economic activities or unusual requirements of regional or statewide significance.
District	Secondary intrastate access point within a region and primary access to a medium or large population center, and may serve as a significant transfer or transshipment point to the rest of the region or district.	Class deleted; airports added to "Regional" Class.
Transport	Serves to meet special transportation needs in Alaska in support of regional and statewide economic development activities, and other unusual circumstances of regional or statewide significance.	Class deleted; airports added to "Regional" Class
Community	<u>Primary</u> land or water access point to a small rural community of at least 25 permanent year-round residents, without other reliable year-round access.	**Community Airports** are the main airports, heliports, or seaplane facilities that serve rural communities of at least 25 permanent year-round residents.
Local	Serves as secondary access to a community served by another mode as primary access, or recreational or emergency airstrip.	**Local Airports** are airports, heliports, or seaplane facilities that are not in the Regional or Community classes.

3.1.4   What characteristics help to classify airports?

The characteristics that Alaska and other states have considered in classifying airports include:
- Community access (primary or secondary)
- Population served (major urban area, regional/medium/large population center, seasonal or specialized population, rural community (25+))
- Air service role (scheduled international/interstate/intrastate jet service, scheduled service, air taxi charter, recreational or emergency)
- System support (statewide/regional/district transshipment, statewide or regional economic development, intrastate carrier/air taxi/cargo carrier operations base)
- Coast Guard Station
- Subregional Health Facility in community served
- School in community served
- Hub for air carrier or postal activity
- Level of passengers, cargo, based aircraft, operations
- Scheduled passenger service
- Part 139 operating certificate
- Location – airpark, remote/inaccessible
- Type of aviation served (public vs. private, military, recreation only, seasonal only)
- Type of aircraft served (fixed wing (turbojet, turboprop, piston), floatplanes/seaplanes, helicopters)
- Existing Facilities (runway length, paved or unpaved airfield surfaces, lighting, etc.)
- Catchment/Service Area
- Coverage (distance from other airports, drive-time from community)
- Services (Fixed Based Operator, etc.)
- Expandability, Feasibility to Meet Design Standards
- Amount of Prior Investment

3.2   What is the new airport classification system for Alaska?

Review of Alaskan airports and communities and a series of AASP workshops resulted in a new state airport classification system. This section describes the new airport classes according to a hierarchy of importance to public use. The classes are:

> International
> Regional
> Community (Off-Road and On-Road)
> Local (NPIAS High Activity, NPIAS Lower Activity, Non-NPIAS)

3.2.1 What is the International Class?

INTERNATIONAL AIRPORTS are those in the FAA's small and medium hub categories. A medium hub airport has at least 0.25%, but less than 1%, of the annual passenger boardings in the US. A small hub airport has at least 0.05%, but less than 0.25%, of the annual passenger boardings in the US.

The three largest airports in the state meet the International Airport definition:

Table 7. International Airports

ID	Community	Facility Name	FAA Hub Category
ANC	ANCHORAGE	TED STEVENS ANCHORAGE INTL	Medium
FAI	FAIRBANKS	FAIRBANKS INTL	Small
JNU	JUNEAU	JUNEAU INTL	Small

3.2.2 What is the Regional Class?

REGIONAL AIRPORTS serve as transportation and economic hubs to more than one community. Generally, regional airports need to accommodate larger aircraft, to have instrument approaches with low minimums, and to have more landside facilities and services than other public use airports. For the most part, they are the public use airports, heliports, or seaplane bases that meet at least three of the following:

- are designated primary airports by the FAA (at least 10,000 annual passenger boardings)[4]
- are air carrier hubs[5]
- are United States Postal Service (USPS) hubs or handle more than 2 million pounds of cargo (freight and mail, enplaned and deplaned) annually[6]
- have Part 139 certificates[7]
- serve communities with health facilities that serve two or more communities[8]

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[4] Refer to the most recent NPIAS Report to Congress and to http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/ for lists of airports with primary designation. Emmonak, Skagway, and St Mary's are airports that are on only one of these lists, but they are still considered primary for AASP classification.

[5] See Appendix G. This list covers carriers with Part 121 and 135 certificates, but generally limits the Part 135 operators to those with published schedules/routes, those that report traffic to USDOT (documented in the T-100 database), and those that provide Essential Air Service. This reduces the list of carriers substantially, since there are over 250 entities with Part 135 certificates in Alaska.

[6] The AASP database contains USPS hub information, which was collected from Handbook PO-508 Intra-AK Mail Service by Air.pdf retrieved from http://www.usps.com/publications/handbooks/welcome.htm. The AASP database also includes cargo statistics collected from the USDOT's T-100 database.

[7] According to the FAA's NFDC database.

[8] The AASP database contains this information, which was provided by the Denali Commission (Nancy Merriman).

- are Department of Natural Resources (DNR)-designated primary or secondary fire tanker bases[9]
- serve communities with Coast Guard facilities[10]

Airports that meet fewer than three of these characteristics may be included if other justification for their regional role can be documented and supported by DOT&PF.

The Regional class includes 28 airports, or 3.8% of all Alaskan airports. The Regional airports are listed below, along with the characteristics that indicate why they are in the Regional class.

Table 8. Regional Airports

ID	Community	Facility Name	Primary	Air carrier hub	USPS hub/2-mil lbs cargo	Part 139 Certificate	Health facility	Fire base	Coast Guard
ANI	ANIAK	ANIAK	X	X	X	X	X		
BRW	BARROW	WILEY POST-WILL ROGERS MEMORIAL	X	X	X	X	X		
BET	BETHEL	BETHEL	X	X	X	X	X		
CDB	COLD BAY	COLD BAY		X	X	X	X		
CDV	CORDOVA	MERLE K (MUDHOLE) SMITH	X		X	X			X
SCC	DEADHORSE	DEADHORSE	X		X	X			
DLG	DILLINGHAM	DILLINGHAM	X	X	X	X	X		
ENM	EMMONAK	EMMONAK	X	X	X		X		
FYU	FORT YUKON	FORT YUKON			X		X	X	
GAL	GALENA	EDWARD G. PITKA SR	X	X	X		X	X	
GST	GUSTAVUS	GUSTAVUS	X	X		X			
HOM	HOMER	HOMER	X	X	X	X	X		
ILI	ILIAMNA	ILIAMNA		X	X		X		
ENA	KENAI	KENAI MUNI	X	X	X	X		X	
KTN	KETCHIKAN	KETCHIKAN INTL	X		X	X			
AKN	KING SALMON	KING SALMON	X	X	X	X			
ADQ	KODIAK	KODIAK	X	X	X	X			X

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[9] The AASP database contains this information which was compiled for state and federal firefighting agencies by the State of Alaska DNR.

[10] The AASP database indicates communities that have an Air Station, Air Support Facility, or Forward Operating Station, as designated by the Coast Guard.

ID	Community	Facility Name	Primary	Air carrier hub	USPS hub/2- mil lbs cargo	Part 139 Certificate	Health facility	Fire base	Coast Guard
OTZ	KOTZEBUE	RALPH WIEN MEMORIAL	X	X	X	X	X		
MCG	MCGRATH	MC GRATH		X	X		X	X	
OME	NOME	NOME	X	X	X	X	X		
PSG	PETERSBURG	PETERSBURG JAMES A JOHNSON	X	X	X	X			
SIT	SITKA	SITKA ROCKY GUTIERREZ	X	X	X	X	X		X
KSM	ST MARY'S	ST MARY'S	X	X	X		X		
UNK	UNALAKLEET	UNALAKLEET	X	X	X				
DUT	UNALASKA	UNALASKA	X	X	X	X			
VDZ	VALDEZ	VALDEZ PIONEER FIELD	X			X	X		
WRG	WRANGELL	WRANGELL	X			X	X		
YAK	YAKUTAT	YAKUTAT	X	X	X	X			

3.2.3 What is the Community Class?

COMMUNITY AIRPORTS are the main air transportation facilities for individual communities. At a minimum, they need to accommodate basic health, safety, and emergency needs. In communities with International or Regional airports, the International or Regional airport is the main air transportation facility. In places where communities are close together and accessible to each other year round (within one hour driving time),[11] a Community airport may serve more than one community.

Community airports are subdivided as Off-Road or On-Road depending on whether or not they have year-round road access to the intrastate road system.[12] While it is important for any established community to have reasonable access to air transportation, it is doubly important for communities that lack an alternative to air travel. Ferry service, ice roads, etc. provide other transportation modes some of the time, but they do not provide the same level of availability as a road that is open year round, 24/7.

Community airports are the public use airports, heliports, or seaplane bases (SPB) that serve as the main air transportation facilities for communities that:
- have a permanent population of at least 25
- have a public school, and
- are located more than one hour by road that is accessible year-round from an International, Regional or other Community airport

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[11] According to Yahoo Maps.

[12] The source is information collected for the AASP database from DOT&PF's three regional aviation planners.

Airports that do not meet all these criteria can be designated Community airports if justification supported by DOT&PF is provided.

The **Community Off-Road** class includes 146 airports, or 20% of all Alaskan airports.

The following table lists the Community Off-Road airports.

Table 9. Community Off-Road Airports

ID	Community	Facility Name	Type
ADK	ADAK ISLAND	ADAK	AIRPORT
AKK	AKHIOK	AKHIOK	AIRPORT
Z13	AKIACHAK	AKIACHAK	AIRPORT
AKI	AKIAK	AKIAK	AIRPORT
KQA	AKUTAN	AKUTAN	SPB
AUK	ALAKANUK	ALAKANUK	AIRPORT
5A8	ALEKNAGIK	ALEKNAGIK /NEW	AIRPORT
6A8	ALLAKAKET	ALLAKAKET	AIRPORT
AFM	AMBLER	AMBLER	AIRPORT
AKP	ANAKTUVUK PASS	ANAKTUVUK PASS	AIRPORT
AGN	ANGOON	ANGOON	SPB
ANV	ANVIK	ANVIK	AIRPORT
ARC	ARCTIC VILLAGE	ARCTIC VILLAGE	AIRPORT
AKA	ATKA	ATKA	AIRPORT
4A2	ATMAUTLUAK	ATMAUTLUAK	AIRPORT
ATK	ATQASUK	ATQASUK EDWARD BURNELL SR MEMORIAL	AIRPORT
BTI	BARTER ISLAND LRRS	BARTER ISLAND LRRS	AIRPORT
WBQ	BEAVER	BEAVER	AIRPORT
KTS	BREVIG MISSION	BREVIG MISSION	AIRPORT
BVK	BUCKLAND	BUCKLAND	AIRPORT
CIK	CHALKYITSIK	CHALKYITSIK	AIRPORT
CFK	CHEFORNAK	CHEFORNAK	AIRPORT
C05	CHENEGA	CHENEGA BAY	AIRPORT
VAK	CHEVAK	CHEVAK	AIRPORT
AJC	CHIGNIK	CHIGNIK	AIRPORT
KCL	CHIGNIK LAGOON	CHIGNIK LAGOON	AIRPORT

Community Off-Road Airports (cont.)

ID	Community	Facility Name	Type
A79	CHIGNIK LAKE	CHIGNIK LAKE	AIRPORT
9A3	CHUATHBALUK	CHUATHBALUK	AIRPORT
CLP	CLARKS POINT	CLARKS POINT	AIRPORT
KCC	COFFMAN COVE	COFFMAN COVE	SPB
CGA	CRAIG*	CRAIG	SPB
CJX	CROOKED CREEK	CROOKED CREEK	AIRPORT
DEE	DEERING	DEERING	AIRPORT
DM2	DIOMEDE	DIOMEDE	HELIPORT
EAA	EAGLE	EAGLE	AIRPORT
EEK	EEK	EEK	AIRPORT
EII	EGEGIK	EGEGIK	AIRPORT
KEK	EKWOK	EKWOK	AIRPORT
ELI	ELIM	ELIM	AIRPORT
KFP	FALSE PASS	FALSE PASS	AIRPORT
GAM	GAMBELL	GAMBELL	AIRPORT
N93	GOLOVIN	GOLOVIN	AIRPORT
GNU	GOODNEWS	GOODNEWS	AIRPORT
KGX	GRAYLING	GRAYLING	AIRPORT
HYL	HOLLIS**	HOLLIS	SPB
HCA	HOLY CROSS	HOLY CROSS	AIRPORT
HNH	HOONAH	HOONAH	AIRPORT
HPB	HOOPER BAY	HOOPER BAY	AIRPORT
HUS	HUGHES	HUGHES	AIRPORT
HLA	HUSLIA	HUSLIA	AIRPORT
HYG	HYDABURG	HYDABURG	SPB
IGG	IGIUGIG	IGIUGIG	AIRPORT
AFE	KAKE	KAKE	AIRPORT
KLG	KALSKAG	KALSKAG	AIRPORT
KAL	KALTAG	KALTAG	AIRPORT
KYK	KARLUK	KARLUK	AIRPORT
Z09	KASIGLUK	KASIGLUK	AIRPORT
IAN	KIANA	BOB BAKER MEMORIAL	AIRPORT
KVC	KING COVE	KING COVE	AIRPORT
IIK	KIPNUK	KIPNUK	AIRPORT
KVL	KIVALINA	KIVALINA	AIRPORT
AKW	KLAWOCK*	KLAWOCK	AIRPORT

Community Off-Road Airports (cont.)

ID	Community	Facility Name	Type
OBU	KOBUK	KOBUK	AIRPORT
9K2	KOKHANOK	KOKHANOK	AIRPORT
JZZ	KOLIGANEK	KOLIGANEK	AIRPORT
DUY	KONGIGANAK	KONGIGANAK	AIRPORT
2A9	KOTLIK	KOTLIK	AIRPORT
KKA	KOYUK	KOYUK ALFRED ADAMS	AIRPORT
KYU	KOYUKUK	KOYUKUK	AIRPORT
KWT	KWETHLUK	KWETHLUK	AIRPORT
GGV	KWIGILLINGOK	KWIGILLINGOK	AIRPORT
2A3	LARSEN BAY	LARSEN BAY	AIRPORT
9Z8	LEVELOCK	LEVELOCK	AIRPORT
MBA	MANOKOTAK	MANOKOTAK	AIRPORT
MDM	MARSHALL	MARSHALL DON HUNTER SR	AIRPORT
MYU	MEKORYUK	MEKORYUK	AIRPORT
MTM	METLAKATLA	METLAKATLA	SPB
MOU	MOUNTAIN VILLAGE	MOUNTAIN VILLAGE	AIRPORT
KEB	NANWALEK	NANWALEK	AIRPORT
WNA	NAPAKIAK	NAPAKIAK	AIRPORT
PKA	NAPASKIAK	NAPASKIAK	AIRPORT
OUL	NELSON LAGOON	NELSON LAGOON	AIRPORT
KNW	NEW STUYAHOK	NEW STUYAHOK	AIRPORT
EWU	NEWTOK	NEWTOK	AIRPORT
IGT	NIGHTMUTE	NIGHTMUTE	AIRPORT
FSP	NIKOLAI	NIKOLAI	AIRPORT
WTK	NOATAK	NOATAK	AIRPORT
5NN	NONDALTON	NONDALTON	AIRPORT
D76	NOORVIK	ROBERT/BOB/CURTIS MEMORIAL	AIRPORT
96Z	NORTH WHALE PASS	NORTH WHALE	SPB
AQT	NUIQSUT	NUIQSUT	AIRPORT
NUL	NULATO	NULATO	AIRPORT
16A	NUNAPITCHUK	NUNAPITCHUK	AIRPORT
6R7	OLD HARBOR	OLD HARBOR	AIRPORT
4K5	OUZINKIE	OUZINKIE	AIRPORT
4K0	PEDRO BAY	PEDRO BAY	AIRPORT
PEC	PELICAN	PELICAN	SPB
PEV	PERRYVILLE	PERRYVILLE	AIRPORT
PNP	PILOT POINT	PILOT POINT	AIRPORT

Community Off-Road Airports (cont.)

ID	Community	Facility Name	Type
0AK	PILOT STATION	PILOT STATION	AIRPORT
PTU	PLATINUM	PLATINUM	AIRPORT
PHO	POINT HOPE	POINT HOPE	AIRPORT
PIZ	POINT LAY	POINT LAY LRRS	AIRPORT
AHP	PORT ALEXANDER	PORT ALEXANDER	SPB
PGM	PORT GRAHAM	PORT GRAHAM	AIRPORT
PTH	PORT HEIDEN	PORT HEIDEN	AIRPORT
ORI	PORT LIONS	PORT LIONS	AIRPORT
19P	PORT PROTECTION	PORT PROTECTION	SPB
AQH	QUINHAGAK	QUINHAGAK	AIRPORT
RDV	RED DEVIL	RED DEVIL	AIRPORT
RBY	RUBY	RUBY	AIRPORT
RSH	RUSSIAN MISSION	RUSSIAN MISSION	AIRPORT
SDP	SAND POINT	SAND POINT	AIRPORT
SVA	SAVOONGA	SAVOONGA	AIRPORT
SCM	SCAMMON BAY	SCAMMON BAY	AIRPORT
WLK	SELAWIK	SELAWIK	AIRPORT
SOV	SELDOVIA	SELDOVIA	AIRPORT
SHX	SHAGELUK	SHAGELUK	AIRPORT
2C7	SHAKTOOLIK	SHAKTOOLIK	AIRPORT
SXP	SHELDON POINT	SHELDON POINT	AIRPORT
SHH	SHISHMAREF	SHISHMAREF	AIRPORT
SHG	SHUNGNAK	SHUNGNAK	AIRPORT
SLQ	SLEETMUTE	SLEETMUTE	AIRPORT
PBV	ST GEORGE	ST GEORGE	AIRPORT
SMK	ST MICHAEL	ST MICHAEL	AIRPORT
SNP	ST PAUL ISLAND	ST PAUL ISLAND	AIRPORT
WBB	STEBBINS	STEBBINS	AIRPORT
SVS	STEVENS VILLAGE	STEVENS VILLAGE	AIRPORT
SRV	STONY RIVER	STONY RIVER 2	AIRPORT
TCT	TAKOTNA	TAKOTNA	AIRPORT
TAL	TANANA	RALPH M CALHOUN MEMORIAL	AIRPORT
7KA	TATITLEK	TATITLEK	AIRPORT
TER	TELLER	TELLER	AIRPORT
TKE	TENAKEE SPRINGS	TENAKEE	SPB
KTB	THORNE BAY	THORNE BAY	SPB
TOG	TOGIAK VILLAGE	TOGIAK	AIRPORT

Community Off-Road Airports (cont.)

ID	Community	Facility Name	Type
OOK	TOKSOOK BAY	TOKSOOK BAY	AIRPORT
TLT	TULUKSAK	TULUKSAK	AIRPORT
A61	TUNTUTULIAK	TUNTUTULIAK	AIRPORT
4KA	TUNUNAK	TUNUNAK	AIRPORT
AK62	TUXEKAN ISLAND	NAUKATI BAY	SPB
A63	TWIN HILLS	TWIN HILLS	AIRPORT
VEE	VENETIE	VENETIE	AIRPORT
AWI	WAINWRIGHT	WAINWRIGHT	AIRPORT
IWK	WALES	WALES	AIRPORT
WMO	WHITE MOUNTAIN	WHITE MOUNTAIN	AIRPORT

*Craig and Klawock are less than one hour's drive from each other. However, to account for different types of aircraft (amphibious and wheeled), both the Klawock Airport and the Craig Seaplane Base are included as Community Airports.

**Hollis does not have a school and is slightly less than a one hour drive from Craig and Klawock. However, Hollis is an important intermodal terminal for the Alaska Marine Highway, and so should be in a higher class than Local.

The **Community On-Road** class includes 18 airports, or 2.5% of all Alaskan airports. The following table lists the airports meeting the requirements to serve a community with 25 or more population, a public school, and access to the intrastate road system. Except for Palmer, the listed communities are more than one hour driving time from an International, Regional, or Community airport.

Table 10. Community On-Road Airports

ID	Community	Facility Name	Type
CEM	CENTRAL	CENTRAL	AIRPORT
CZO	CHISTOCHINA*	CHISTOCHINA	AIRPORT
CRC	CIRCLE	CIRCLE CITY /NEW/	AIRPORT
D66	DELTA JUNCTION	DELTA JUNCTION	AIRPORT
GKN	GULKANA	GULKANA	AIRPORT
HNS	HAINES	HAINES	AIRPORT
HRR	HEALY	HEALY RIVER	AIRPORT
5HO	HOPE	HOPE	AIRPORT
4Z7	HYDER	HYDER	SPB
MLY	MANLEY HOT SPRINGS	MANLEY HOT SPRINGS	AIRPORT
51Z	MINTO	MINTO AL WRIGHT	AIRPORT
ORT	NORTHWAY	NORTHWAY	AIRPORT
PAQ	PALMER**	PALMER MUNI	AIRPORT

Community On-Road Airports (cont.)

ID	Community	Facility Name	Type
SWD	SEWARD	SEWARD	AIRPORT
SGY	SKAGWAY	SKAGWAY	AIRPORT
TKA	TALKEETNA	TALKEETNA	AIRPORT
6K8	TOK	TOK JUNCTION	AIRPORT
IEM	WHITTIER	WHITTIER	AIRPORT

*While Chistochina does not have a public school, Slana does. Slana lacks a public use airport, but is less than an hour by road from Chistochina. Both communities have populations of about 100.

**While Palmer is within an hour's drive of Ted Stevens Anchorage International Airport, it provides Community airport access to populations north of Palmer that are more than a one-hour drive from Talkeetna or Gulkana.

3.2.4 What is the Local Class?

LOCAL AIRPORTS accommodate mostly general aviation activity. They supplement International, Regional, and Community airports by providing additional general aviation capacity in the more densely populated parts of the state, and they serve low population areas where a Community airport is not warranted. Runway size and landside facilities and services depend on the type and quantity of aircraft using the airport. Capability for instrument approaches or nighttime use is less often necessary at Local airports than at Regional and Community airports. Local airports are subdivided into NPIAS High Activity, NPIAS Lower Activity, and Non-NPIAS classes.

> **Local NPIAS High Activity** – Public use airports, heliports, or seaplane bases that:
> - do not qualify for the International, Regional or Community classes,
> - are in the NPIAS, <u>and</u>
> - have at least 20 based aircraft
>
> **Local NPIAS Lower Activity** - Public use airports, heliports, or seaplane bases that:
> - do not qualify for the International, Regional or Community classes,
> - are in the NPIAS, <u>and</u>
> - have fewer than 20 based aircraft
>
> **Local Non-NPIAS** - Public use airports, heliports, or seaplane bases that are not in the previously defined classes.

The **Local NPIAS High Activity** class includes 11 airports, or 1.5% of all Alaskan airports. The following table shows the airports in this class, along with their numbers of based aircraft.

Table 11. Local NPIAS High Activity Airports

ID	Community	Facility Name	Type	Based Aircraft
LHD	ANCHORAGE	LAKE HOOD	SEAPLANE	781
Z41*	ANCHORAGE	LAKE HOOD STRIP*	AIRPORT	437
MRI	ANCHORAGE	MERRILL FIELD	AIRPORT	966
BGQ	BIG LAKE	BIG LAKE	AIRPORT	14**
BCV	BIRCHWOOD	BIRCHWOOD	AIRPORT	307
T44	KODIAK	TRIDENT BASIN	SEAPLANE	11**
5NK	NAKNEK	NAKNEK	AIRPORT	22
ENN	NENANA	NENANA MUNI	AIRPORT	15***
SXQ	SOLDOTNA	SOLDOTNA	AIRPORT	47
IYS	WASILLA	WASILLA	AIRPORT	87
UUO	WILLOW	WILLOW	AIRPORT	21

*Lake Hood Strip is part of Lake Hood; it is not in the NPIAS, but should be.

**According to anecdotal information, the FAA records for Big Lake Airport and Trident Basin are not accurate and more than 20 aircraft are based there.

***Nenana Municipal is justified to be categorized as high activity because of the variety of aviation activity that occurs there.

The **Local NPIAS Lower Activity** class includes 56 airports, or 7.7% of all Alaskan airports. Airports in the Local NPIAS Lower Activity class are listed in the following table, along with their numbers of based aircraft.

Table 12. Local NPIAS Lower Activity Airports

ID	Community	Facility Name	Type	Based Aircraft
BNF	BARANOF	WARM SPRING BAY	SPB	0
BTT	BETTLES	BETTLES	AIRPORT	10
Z91	BIRCH CREEK	BIRCH CREEK	AIRPORT	0
BYA	BOUNDARY	BOUNDARY	AIRPORT	0
5CD	CHANDALAR CAMP	CHANDALAR SHELF	AIRPORT	0
WCR	CHANDALAR LAKE	CHANDALAR LAKE	AIRPORT	0
CKX	CHICKEN	CHICKEN	AIRPORT	0
CZN	CHISANA	CHISANA	AIRPORT	0
CXC	CHITINA	CHITINA	AIRPORT	2
CHP	CIRCLE HOT SPRINGS	CIRCLE HOT SPRINGS	AIRPORT	0
Z84	CLEAR	CLEAR	AIRPORT	3
CXF	COLDFOOT	COLDFOOT	AIRPORT	3
CKU	CORDOVA	CORDOVA MUNI	AIRPORT	4
K29	COUNCIL	COUNCIL	AIRPORT	0
DCK	DAHL CREEK	DAHL CREEK	AIRPORT	0
ELV	ELFIN COVE	ELFIN COVE	SPB	0

Local NPIAS Lower Activity Airports (cont.)

EXI	EXCURSION INLET	EXCURSION INLET	SPB	0
FLT	FLAT	FLAT	AIRPORT	0
FNR	FUNTER BAY	FUNTER BAY	SPB	0
GBH	GALBRAITH LAKE	GALBRAITH LAKE	AIRPORT	0
AQY	GIRDWOOD	GIRDWOOD	AIRPORT	0
Z40	GOOSE BAY	GOOSE BAY	AIRPORT	0
3Z9	HAINES	HAINES	SPB	0
5BL	HOMER	HOMER-BELUGA LAKE	SPB	10
OOH	HOONAH	HOONAH	SPB	0
KIB	IVANOF BAY	IVANOF BAY	SPB	0
5Z1	JUNEAU	JUNEAU HARBOR	SPB	2
KAE	KAKE	KAKE	SPB	0
5Z5	KANTISHNA	KANTISHNA	AIRPORT	3
KXA	KASAAN	KASAAN	SPB	0
8K9	KETCHIKAN	MURPHYS PULLOUT	SPB	8
KKB	KITOI BAY	KITOI BAY	SPB	0
AQC	KLAWOCK	KLAWOCK	SPB	0
KDK	KODIAK	KODIAK MUNI	AIRPORT	7
Z55	LAKE LOUISE	LAKE LOUISE	AIRPORT	0
2AK	LIME VILLAGE	LIME VILLAGE	AIRPORT	0
MYK	MAY CREEK	MAY CREEK	AIRPORT	0
15Z	MCCARTHY	MC CARTHY	AIRPORT	0
84K	MEYERS CHUCK	MEYERS CHUCK	SPB	0
MHM	MINCHUMINA	MINCHUMINA	AIRPORT	2
Z17	OPHIR	OPHIR	AIRPORT	0
63A	PETERSBURG	LLOYD R. ROUNDTREE SEAPLANE FACILITY	SPB	0
KPB	POINT BAKER	POINT BAKER	SPB	0
A14	PORTAGE CREEK	PORTAGE CREEK	AIRPORT	0
PPC	PROSPECT CREEK	PROSPECT CREEK	AIRPORT	0
RMP	RAMPART	RAMPART	AIRPORT	0
A29	SITKA	SITKA	SPB	9
7K2	SKAGWAY	SKAGWAY	SPB	0
SKW	SKWENTNA	SKWENTNA	AIRPORT	0
WSN	SOUTH NAKNEK	SOUTH NAKNEK NR 2	AIRPORT	0
2K5	TELIDA	TELIDA	AIRPORT	0
3T4	TETLIN	TETLIN	AIRPORT	0
9A8	UGASHIK	UGASHIK/NEW	AIRPORT	2

Local NPIAS Lower Activity Airports (cont.)

ID	Community	Facility Name	Type	Based Aircraft
WSM	WISEMAN	WISEMAN	AIRPORT	0
68A	WRANGELL	WRANGELL	SPB	0
2Y3	YAKUTAT	YAKUTAT	SPB	2

The **Local Non-NPIAS** class includes 469 airports, or 64.1% of all Alaskan airports. The next table lists the Local Non-NPIAS class airports, along with their ownership, use, and based aircraft. The coding for ownership and use follows:

MA=Military Air Force	PR=Private
MR=Military Army	PU=Public

Table 13. Local Non-NPIAS Airports

ID	Community	Facility Name	Type	Own-ership	Use	Based Air-craft
KKI	AKIACHAK	AKIACHAK	SPB	PU	PU	0
Z33	ALEKNAGIK	ALEKNAGIK	SPB	PR	PU	0
4AK7	ALEKNAGIK	ALEKNAGIK MISSION LODGE	AIRPORT	PR	PR	0
Z25	ALEKNAGIK	TRIPOD	AIRPORT	PU	PU	0
AK80	AMERICAN CREEK	AMERICAN CREEK	AIRPORT	PU	PR	1
AK81	AMOOK BAY	AMOOK BAY	SPB	PR	PR	0
AK00	ANCHOR POINT	ANCHOR RIVER AIRPARK	AIRPORT	PR	PR	10
00AK	ANCHOR POINT	LOWELL FIELD	AIRPORT	PR	PR	0
2OK	ANCHORAGE	ALASKA RGNL HOSPITAL	HELIPORT	PU	PU	0
A13	ANCHORAGE	BOLD	AIRPORT	PU	PU	0
CSR	ANCHORAGE	CAMPBELL AIRSTRIP	AIRPORT	PU	PR	0
AK82	ANCHORAGE	CAMPBELL BLM	HELIPORT	PU	PR	0
3C3	ANCHORAGE	CAMPBELL LAKE SPB	SPB	PR	PU	80
EDF	ANCHORAGE	ELMENDORF AFB	AIRPORT	MA	PR	84
AK91	ANCHORAGE	ELMENDORF HOSPITAL	HELIPORT	MA	PR	0
6AK5	ANCHORAGE	FIRE ISLAND	AIRPORT	PU	PR	0
AK12	ANCHORAGE	FLYING CROWN	AIRPORT	PR	PR	27
Z41	ANCHORAGE	LAKE HOOD STRIP	AIRPORT	PU	PU	437
AK38	ANCHORAGE	PROVIDENCE HOSPITAL	HELIPORT	PR	PR	1
9AK5	ANCHORAGE	SKY HARBOR	AIRPORT	PR	PR	0
ANN	ANNETTE	ANNETTE ISLAND	AIRPORT	PR	PR	0
Z43	ANNETTE	TAMGAS HARBOR	SPB	PU	PU	0

Local Non-NPIAS Airports (cont.)

ID	Community	Facility Name	Type	Own-ership	Use	Based Air-
K40	ANVIK	ANVIK	SPB	PU	PU	1
ATU	ATTU	CASCO COVE CGS	AIRPORT	PU	PR	0
74AK	BARROW	PUVIAQ	AIRPORT	PR	PR	0
BQV	BARTLETT COVE	BARTLETT COVE	SPB	PU	PU	0
Z47	BASIN CREEK	BASIN CREEK	AIRPORT	PR	PU	0
AK02	BEAR CREEK	BEAR CREEK 1	AIRPORT	PU	PR	0
Z48	BEAR CREEK	BEAR CREEK 3	AIRPORT	PU	PU	0
Z52	BEAR LAKE	JOHNSONS LANDING	AIRPORT	PU	PU	2
KBE	BELL ISLAND	BELL ISLAND HOT SPRINGS	SPB	PR	PR	0
BLG	BELUGA	BELUGA	AIRPORT	PR	PR	1
Z59	BETHEL	BETHEL	SPB	PU	PU	15
Z58	BETHEL	HANGAR LAKE	SPB	PU	PU	21
2A4	BETTLES	VOR LAKE WATERLANE	SPB	PU	PU	9
D71	BIG LAKE	BEAVER LAKE	SPB	PR	PU	8
6A7	BIG LAKE	BROCKER LAKE	SPB	PU	PU	0
68AK	BIG LAKE	COWELL'S	HELIPORT	PR	PR	1
9AK7	BIG LAKE	CUBDIVISION	AIRPORT	PR	PR	6
08AK	BIG LAKE	FISHER	AIRPORT	PR	PR	0
86AK	BIG LAKE	HOPPE'S	SPB	PR	PR	0
AA02	BIG LAKE	HORSESHOE LAKE	SPB	PR	PR	0
L95	BIG LAKE	JONES LANDING	SPB	PU	PU	0
AK86	BIG LAKE	KRAMER	AIRPORT	PR	PR	2
91AK	BIG LAKE	KUCERA	SPB	PR	PR	0
63AK	BIG LAKE	KUCERA RESIDENCE	AIRPORT	PR	PR	0
20AK	BIG LAKE	OWEN FIELD	AIRPORT	PR	PR	6
AK87	BIG LAKE	TEAM LEVINE	HELIPORT	PR	PR	0
AK95	BIG LAKE	TWIN LAKE	AIRPORT	PR	PR	2
09AK	BIG LAKE	WEST BEAVER	AIRPORT	PR	PR	0
AA01	BIG LAKE	WEST BEAVER	SPB	PR	PR	0
37AK	BIG MOUNTAIN	BIG MOUNTAIN	AIRPORT	MA	PR	0
5BK	BLACK RAPIDS	BLACK RAPIDS	AIRPORT	PU	PU	0
AK97	BOSWELL BAY	BOSWELL BAY	AIRPORT	PU	PR	1
AK98	BUCK CREEK	BUCK CREEK	AIRPORT	PU	PR	0
AK75	CANDLE	CANDLE 2	AIRPORT	PR	PR	0
TTW	CANTWELL	CANTWELL	AIRPORT	PR	PU	3
15AK	CANTWELL	GOLDEN NORTH AIRFIELD	AIRPORT	PR	PR	3
CDE	CAPE DECISION	CAPE DECISION C. G.	HELIPORT	PU	PR	0
LUR	CAPE LISBURNE	CAPE LISBURNE LRRS	AIRPORT	MA	PR	0

ID	Community	Facility Name	Type	Own-ership	Use	Based Air-
EHM	CAPE NEWENHAM	CAPE NEWENHAM LRRS	AIRPORT	MA	PR	0
Z71	CAPE POLE	CAPE POLE	SPB	PR	PU	0
CZF	CAPE ROMANZOF	CAPE ROMANZOF LRRS	AIRPORT	MA	PR	0
26AK	CAPE SARICHEF	CAPE SARICHEF	AIRPORT	PU	PR	0
CSP	CAPE SPENCER	CAPE SPENCER C.G.	HELIPORT	PU	PR	0
CYM	CHATHAM	CHATHAM	SPB	PR	PU	0
AK13	CHENA HOT SPRINGS	CHENA HOT SPRINGS	AIRPORT	PR	PR	2
KCN	CHERNOFSKI HARBOR	CHERNOFSKI HARBOR	SPB	PU	PU	0
Z78	CHIGNIK	CHIGNIK BAY	SPB	PU	PU	0
AK24	CHUGIAK	HILLTOP	AIRPORT	PR	PR	22
96AK	CLAM GULCH	HACKNEY LANDING	SPB	PR	PR	1
CLF	CLEAR	CLEAR SKY LODGE	AIRPORT	PR	PU	2
Z86	CLEARWATER	CLEARWATER	AIRPORT	PU	PU	0
Z87	COLD BAY	BLINN LAKE	SPB	PU	PU	1
1AK3	COLD BAY	PORT MOLLER	AIRPORT	PU	PR	0
KCR	COLORADO CREEK	COLORADO CREEK	AIRPORT	PR	PR	1
JLA	COOPER LANDING	QUARTZ CREEK	AIRPORT	PU	PU	6
Z93	COPPER CENTER	COPPER CENTER 2	AIRPORT	PU	PU	5
AK30	CORDOVA	STRAWBERRY POINT	AIRPORT	PR	PR	0
1AK0	CRAIG	CRAIG CG	HELIPORT	PU	PR	0
5C5	CRAIG	EL CAPITAN LODGE	SPB	PR	PU	0
1AK1	CREVICE CREEK	CREVICE CREEK	AIRPORT	PR	PR	2
1AK2	CROSSWIND	CROSSWIND LAKE	AIRPORT	PR	PR	0
AK15	DEADHORSE	ALPINE AIRSTRIP	AIRPORT	PR	PR	0
AK78	DEADHORSE	BADAMI	AIRPORT	PR	PR	0
22AK	DEADHORSE	HELMERICKS	AIRPORT	PR	PR	2
4AK1	DEADHORSE	INIGOK	AIRPORT	PR	PR	0
AA50	DEADHORSE	POINT THOMPSON SEA ICE	AIRPORT	PR	PR	30
AA03	DEADHORSE	POINT THOMSON #3	HELIPORT	PR	PR	0
35AK	DEADHORSE	SEAL ISLAND	HELIPORT	PR	PR	0
AK77	DELTA JUNCTION	ALL WEST	AIRPORT	PR	PR	0
9AK4	DELTA JUNCTION	ARCTIC ANGEL	AIRPORT	PR	PR	4
AK35	DELTA JUNCTION	BUFFALO ROW	HELIPORT	PR	PR	2

Local Non-NPIAS Airports (cont.)

ID	Community	Facility Name	Type	Own-ership	Use	Based Air-
45AK	DELTA JUNCTION	CHEROKEE	AIRPORT	PR	PR	1
AA22	DELTA JUNCTION	DELTA DAVES	AIRPORT	PR	PR	2
76AK	DELTA JUNCTION	POGO MINE AIRSTRIP	AIRPORT	PR	PR	0
29AK	DELTA JUNCTION	REMINGTON FIELD	AIRPORT	PR	PR	2
11AK	DELTA JUNCTION	ROCKING T. RANCH	AIRPORT	PR	PR	0
72AK	DELTA JUNCTION	TROPHY LODGE	HELIPORT	PR	PR	10
AK09	DELTA JUNCTION	WINGSONG ESTATES	AIRPORT	PR	PR	1
BIG	DELTA JUNCTION	ALLEN AAF	AIRPORT	MR	PU	3
0Z2	DENALI	ROAD COMMISSION NR 1	AIRPORT	PU	PU	0
AK21	DILLINGHAM	NUSHAGAK	AIRPORT	PR	PR	0
0Z3	DILLINGHAM	SHANNONS POND	SPB	PU	PU	15
AK23	DUTCH HARBOR	DRIFTWOOD BAY AIR	AIRPORT	PR	PR	0
D72	EAGLE RIVER	D&C FIRE LAKE FLYING	SPB	PR	PU	50
47AK	EAGLE RIVER	HIGHLAND	AIRPORT	PR	PR	4
KKU	EKUK	EKUK	AIRPORT	PR	PR	2
ERO	ELDRED ROCK	ELDRED ROCK CG	HELIPORT	PU	PR	0
MOS	ELIM	MOSES POINT	AIRPORT	PR	PR	0
1Z9	ELLAMAR	ELLAMAR	SPB	PU	PU	0
2Z1	ENTRANCE ISLAND	ENTRANCE ISLAND	SPB	PU	PU	0
2Z2	EUREKA CREEK	EUREKA CREEK	AIRPORT	PU	PU	0
2Z3	EVA CREEK	EVA CREEK	AIRPORT	PU	PU	0
AK28	FAIRBANKS	CHENA MARINA	AIRPORT	PR	PR	81
2Z5	FAIRBANKS	CHENA RIVER	SPB	PU	PU	6
31AK	FAIRBANKS	DALRYMPLE'S	AIRPORT	PR	PR	2
EIL	FAIRBANKS	EIELSON AFB	AIRPORT	MA	PR	0
AK7	GOLD KING	GOLD KING CREEK	AIRPORT	PU	PU	1
32AK	FAIRBANKS	HARDROCK FIELD	AIRPORT	PR	PR	3
AK22	FAIRBANKS	LAKLOEY AIR PARK	AIRPORT	PR	PR	28
MTF	FAIRBANKS	METRO FLD	AIRPORT	PR	PR	24
AK52	FAIRBANKS	MOEN'S RANCH	AIRPORT	PR	PR	1
83AK	FAIRBANKS	TOLOVANA HOT SPRINGS	AIRPORT	PR	PR	0
1AK9	FAIRBANKS	TUNDRA COPTER	HELIPORT	PR	PR	9
2AK1	FAIRBANKS /FT	BLAIR LAKE	AIRPORT	MR	PR	0
2AK2	FAIRBANKS /FT	CLEAR CREEK	AIRPORT	MR	PR	0
FBK	FAIRBANKS/FT	LADD AAF	AIRPORT	MR	PR	103
2Z6	FALSE ISLAND	FALSE ISLAND	SPB	PU	PU	0
FWL	FAREWELL	FAREWELL	AIRPORT	PU	PU	0
FKK	FAREWELL LAKE	FAREWELL LAKE	SPB	PU	PU	3

Local Non-NPIAS Airports (cont.)

ID	Community	Facility Name	Type	Own-ership	Use	Based Air-
TNW	FAREWELL LAKE	TIN CREEK	AIRPORT	PU	PU	0
3Z1	FEATHER RIVER	FEATHER RIVER	AIRPORT	PU	PU	0
2AK3	FIVE FINGER	FIVE FINGER CG	HELIPORT	PU	PR	0
FVM	FIVE MILE	FIVE MILE	AIRPORT	PU	PR	0
FRN	FORT RICHARDSON (ANCHORAGE)	BRYANT AAF	AIRPORT	MR	PR	70
KGZ	GLACIER CREEK	GLACIER CREEK	AIRPORT	PU	PU	0
3Z8	GOLDEN HORN LODGE	GOLDEN HORN LODGE	SPB	PR	PU	0
GSZ	GRANITE	GRANITE MOUNTAIN AS	AIRPORT	PU	PR	0
8AK1	GULKANA	JACOBUS FIELD	AIRPORT	PR	PR	2
4Z2	HANNUM CREEK	UPPER HANNUM CREEK	AIRPORT	PR	PU	0
HWI	HAWK INLET	HAWK INLET	SPB	PR	PR	0
7AK7	HEALY	ERA DENALI	HELIPORT	PR	PR	4
AK33	HERENDEEN BAY	HERENDEEN BAY	AIRPORT	PR	PR	0
2AK5	HINCHINBROOK	JOHNSTONE POINT	AIRPORT	PU	PR	0
2AK6	HOGATZA	HOG RIVER	AIRPORT	PR	PR	1
46AK	HOMER	BEAR COVE FARM	AIRPORT	PR	PR	0
0AK7	HOMER	BRADLEY LAKE	AIRPORT	PR	PR	0
AK18	HOMER	CAMP POINT	AIRPORT	PR	PR	1
98AK	HOMER	EASTLAND	AIRPORT	PR	PR	61
AK17	HOMER	GLACIERVIEW STRIP	AIRPORT	PR	PR	3
2AK4	HOMER	OYSTER COVE	AIRPORT	PR	PR	2
4Z5	HORSFELD	HORSFELD	AIRPORT	PU	PU	0
AK89	HOUSTON	BLACK SPRUCE	AIRPORT	PR	PR	1
AA33	HOUSTON	GUS LANDING	AIRPORT	PR	PR	0
80AK	HOUSTON	MORVRO LAKE	SPB	PR	PR	5
AK29	HOUSTON	REIDS LANDING	AIRPORT	PR	PR	4
13AK	HOUSTON	SATTERBERGS	AIRPORT	PR	PR	0
19AK	ICY BAY	ICY BAY	AIRPORT	PU	PR	0
2AK8	ICY CAPE	ICY CAPE AFS	AIRPORT	PU	PR	0
2AK9	INDEPENDENCE	INDEPENDENCE CREEK	AIRPORT	PR	PR	0
4Z9	JAKOLOF BAY	JAKOLOF BAY	AIRPORT	PU	PU	0
AK60	JENSENS	FORT JENSEN	AIRPORT	PR	PR	0
AK94	JUNEAU	ALASCOM/COASTAL LENA	HELIPORT	PR	PR	1
AA44	JUNEAU	BARLETT REGIONAL	HELIPORT	PU	PR	0
18AK	JUNEAU	NORTH DOUGLAS	HELIPORT	PR	PR	11
73AK	JUNEAU	YANKEE COVE	HELIPORT	PR	PR	0

Local Non-NPIAS Airports (cont.)

ID	Community	Facility Name	Type	Own-ership	Use	Based Air-
8AK7	KAKTOVIK	BULLEN POINT AIR FORCE	AIRPORT	PR	PR	0
1KC	KALAKAKET	KALAKAKET CREEK AS	AIRPORT	MA	PR	0
5Z4	KANAKANAK	ANS HOSPITAL	HELIPORT	PU	PU	0
Z90	KANTISHNA	STAMPEDE	AIRPORT	PU	PU	0
KKL	KARLUK LAKE	KARLUK LAKE	SPB	PU	PU	0
AK5	KASILOF	ENCELEWSKI LAKE	SPB	PU	PU	6
5KS	KASILOF	KASILOF	AIRPORT	PU	PU	6
5Z7	KASITSNA BAY	KASITSNA	AIRPORT	PU	PU	0
5Z9	KATMAI NATIONAL PARK	LAKE BROOKS	SPB	PU	PU	0
52AK	KENAI	BASQUO	AIRPORT	PR	PR	15
6AK3	KENAI	BUTLER AVIATION	AIRPORT	PR	PR	1
8AK2	KENAI	CARTY'S AIRSTRIP	AIRPORT	PR	PR	25
30AK	KENAI	DOYLE ESTATES	AIRPORT	PR	PR	6
3AK5	KENAI	DRIFT RIVER	AIRPORT	PR	PR	1
75AK	KENAI	HENLEY	AIRPORT	PR	PR	9
2R3	KENAI	ISLAND LAKE	SPB	PU	PU	25
03AK	KENAI	JOE CLOUDS	SPB	PR	PR	4
3AK4	KENAI	JOHNSON	AIRPORT	PR	PR	0
5KE	KETCHIKAN	KETCHIKAN HARBOR	SPB	PU	PU	51
17AK	KETCHIKAN	KETCHIKAN /TEMSCO H/	HELIPORT	PR	PR	26
9C0	KETCHIKAN	PENINSULA POINT	SPB	PU	PU	4
9Z3	KODIAK	KODIAK /LILLY LAKE/	SPB	PU	PU	15
AK74	KODIAK	KODIAK	HELIPORT	PU	PR	0
5KO	KOGGIUNG	KOGGIUNG	AIRPORT	PR	PU	0
LKK	KULIK LAKE	KULIK LAKE	AIRPORT	PU	PU	1
27AK	KUPARUK	PAD-66	HELIPORT	PR	PR	0
UBW	KUPARUK	UGNU-KUPARUK	AIRPORT	PR	PR	1
9Z7	KVICHAK	KVICHAK /DIAMOND J/	AIRPORT	PR	PU	0
KWK	KWIGILLINGOK	KWIGILLINGOK	SPB	PU	PU	0
13S	LAKE LOUISE	LAKE LOUISE	SPB	PR	PU	1
9Z9	LAWING	LAWING	AIRPORT	PU	PU	1
ALZ	LAZY BAY	ALITAK	SPB	PR	PU	0
4AK	LIVENGOOD	LIVENGOOD CAMP	AIRPORT	PU	PU	0
AK71	LONELY	LONELY AS	AIRPORT	MA	PR	0
4AK3	LONG LAKE	LONG LAKE	AIRPORT	PR	PR	0
13Z	LORING	LORING	SPB	PU	PU	0
LSR	LOST RIVER	LOST RIVER 1	AIRPORT	PR	PR	0
AK45	LOST RIVER	LOST RIVER 2	AIRPORT	PR	PR	0

Local Non-NPIAS Airports (cont.)

ID	Community	Facility Name	Type	Own-ership	Use	Based Air-
4AK5	MANKOMEN	MANKOMEN LAKE	AIRPORT	PR	PR	2
0AK5	MAY CREEK	YOUNG CREEK	AIRPORT	PR	PR	1
AK0	MCCARTHY	JAKES BAR	AIRPORT	PU	PU	0
AK31	MCCARTHY	SWIFT CREEK	AIRPORT	PR	PR	3
16Z	MCGRATH	MC GRATH	SPB	PU	PU	0
AK40	MCGRATH	NIXON FORK MINE	AIRPORT	PR	PR	0
AK06	MCKINLEY PARK	DENALI	AIRPORT	PR	PR	2
INR	MCKINLEY PARK	MC KINLEY NATIONAL	AIRPORT	PU	PU	7
24AK	MEADOW LAKES	TOAD LAKE STRIP	AIRPORT	PR	PR	0
MDO	MIDDLETON ISLAND	MIDDLETON ISLAND	AIRPORT	PU	PU	0
0AK3	MONTANA	PARKER LAKE	AIRPORT	PR	PR	0
99AK	MOORE CREEK	MOORE CREEK	AIRPORT	PR	PR	0
52Z	MOOSE PASS	SUMMIT LAKE	SPB	PU	PU	0
KMY	MOSER BAY	MOSER BAY	SPB	PR	PU	0
IBN	NABESNA	DEVILS MOUNTAIN LODGE	AIRPORT	PR	PR	2
76Z	NAKEEN	NAKEEN	AIRPORT	PR	PU	0
4AK9	NAKNEK	TIBBETTS	AIRPORT	PR	PR	5
78Z	NANCY LAKE	NANCY LAKE	SPB	PR	PU	3
AK07	NANWALEK	DOG FISH BAY	AIRPORT	PR	PR	5
4AK8	NAPAIMUTE	NAPAIMUTE PIONEER	AIRPORT	PR	PR	0
WWT	NEWTOK	NEWTOK	SPB	PU	PU	0
AK73	NIKISHKA	MCGAHAN INDUSTRIAL	AIRPORT	PR	PR	0
1AK5	NIKISKI	OFFSHORE SYSTEMS-	HELIPORT	PR	PR	2
IKO	NIKOLSKI	NIKOLSKI AS	AIRPORT	PR	PR	0
NIN	NINILCHIK	NINILCHIK	AIRPORT	PU	PU	9
94Z	NOME	NOME CITY FIELD	AIRPORT	PU	PU	28
5AK3	NORTH POLE	AIRWAY	AIRPORT	PR	PR	15
95Z	NORTH POLE	BRADLEY SKY-RANCH	AIRPORT	PR	PU	76
AK41	NORTH POLE	GREG'N SAGE	AIRPORT	PR	PR	1
5AK2	NORTH POLE	HOWARDS	AIRPORT	PR	PR	2
0AK8	NORTH POLE	POLLUX	HELIPORT	PR	PR	4
0AK0	NORTH POLE	SCOTTS	AIRPORT	PR	PR	3
AA76	NORTH POLE	TIMBER TRAILS	AIRPORT	PR	PR	0
33AK	NUGGET BENCH	NUGGET BENCH	AIRPORT	PR	PR	0
AK20	NUIQSUT	CD-3 AIRSTRIP	AIRPORT	PR	PR	0
AK32	NUIQSUT	OOOGURUK ISLAND	HELIPORT	PR	PR	0
AA27	NUIQSUT	OOOGURUK TIE IN PAD	HELIPORT	PR	PR	1
ZNC	NYAC	NYAC	AIRPORT	PR	PR	0

Local Non-NPIAS Airports (cont.)

ID	Community	Facility Name	Type	Own-ership	Use	Based Air-
KOY	OLGA BAY	OLGA BAY	SPB	PR	PU	0
AK46	PALMER	ABI	AIRPORT	PR	PR	5
3AK6	PALMER	B & B BOYS RANCH	AIRPORT	PR	PR	0
AK1	PALMER	BUTTE MUNI	AIRPORT	PR	PU	10
34AK	PALMER	CARDWELL STRIP	AIRPORT	PR	PR	0
5AK6	PALMER	COLBERG	AIRPORT	PR	PR	3
AK53	PALMER	DOWNWIND LANDING	AIRPORT	PR	PR	0
AK88	PALMER	EAGLE NEST	AIRPORT	PR	PR	1
5AK4	PALMER	EAGLES NEST	HELIPORT	PR	PR	1
99Z	PALMER	FINGER LAKE	SPB	PR	PU	10
14AK	PALMER	FOUR CORNERS	AIRPORT	PR	PR	0
39AK	PALMER	GILMORE STRIP	AIRPORT	PR	PR	2
2D3	PALMER	GOODING LAKE	SPB	PR	PU	0
5AK9	PALMER	GRANDVIEW SUBDIVISION	AIRPORT	PR	PR	2
AK93	PALMER	GROUSE RIDGE	AIRPORT	PR	PR	2
97AK	PALMER	HIGH RIDGE ASSOCIATION	AIRPORT	PR	PR	6
AK66	PALMER	HUNTER CREEK	AIRPORT	PR	PR	4
82AK	PALMER	JIM'S LANDING	AIRPORT	PR	PR	1
AK92	PALMER	MARTIN	AIRPORT	PR	PR	1
92AK	PALMER	MAT-SU RGNL MEDICAL	HELIPORT	PR	PR	0
3AK2	PALMER	NIKLASON LAKE ESTATES	AIRPORT	PR	PR	1
AK63	PALMER	PAT-MAR STRIP	AIRPORT	PR	PR	4
AK50	PALMER	SKY RANCH AT PIONEER	AIRPORT	PR	PR	9
9AK1	PALMER	STORMY HILL	SPB	PR	PR	0
AK42	PALMER	VALLEY HOSPITAL -	HELIPORT	PR	PR	0
7AK9	PALMER	VINDUSKA	AIRPORT	PR	PR	1
05AK	PALMER	WASILLA CREEK AIRPARK	AIRPORT	PR	PR	2
4AK6	PALMER	WOLF LAKE	AIRPORT	PR	PR	68
PXK	PAXSON	PAXSON	AIRPORT	PR	PU	0
PYL	PERRY ISLAND	PERRY ISLAND	SPB	PR	PU	0
UGB	PILOT POINT	UGASHIK BAY	AIRPORT	PU	PU	0
6AK1	PLATINUM	PLATINUM MINE	AIRPORT	PR	PR	0
64AK	POINT	CARPENTIERS STRIP	AIRPORT	PR	PR	0
0AK9	POINT	FALCON LAKE STRIP	AIRPORT	PR	PR	2
2AK0	POINT	MAC KENZIE COUNTRY	AIRPORT	PR	PR	1
AK36	POINT	POINT MAC	AIRPORT	PR	PR	1
AK37	POINT	POINT MACKENZIE	HELIPORT	PU	PR	0
50AK	POINT	ROBIN'S LANDING	AIRPORT	PR	PR	3
6AK2	POINT	SLEEPERS STRIP	AIRPORT	PR	PR	0

Local Non-NPIAS Airports (cont.)

ID	Community	Facility Name	Type	Own-ership	Use	Based Air-
AK14	POINT MACKENZIE	TURINSKY AIRSTRIP	AIRPORT	PR	PR	2
AK11	POINT MCINTYRE	POINT MCINTYRE	AIRPORT	PU	PU	0
16K	PORT ALICE	PORT ALICE	SPB	PR	PU	2
TPO	PORT ALSWORTH	PORT ALSWORTH	AIRPORT	PR	PR	13
AK51	PORT ALSWORTH	WILDER/NATWICK LLC	AIRPORT	PR	PR	10
KPY	PORT BAILEY	PORT BAILEY	SPB	PR	PU	0
KPC	PORT CLARENCE	PORT CLARENCE CGS	AIRPORT	PU	PR	0
PWR	PORT WALTER	PORT WALTER	SPB	PU	PU	0
KPR	PORT WILLIAMS	PORT WILLIAMS	SPB	PR	PU	0
90AK	PRUDHOE BAY/	NORTHSTAR	HELIPORT	PR	PR	0
01A	PURKEYPILE	PURKEYPILE	AIRPORT	PU	PU	0
20K	QUAIL CREEK	QUAIL CREEK	AIRPORT	PU	PU	0
5QC	QUARTZ CREEK	QUARTZ CREEK	AIRPORT	PU	PU	0
6AK	RAINY PASS	RAINY PASS LODGE	AIRPORT	PU	PU	0
DGG	RED DOG	RED DOG	AIRPORT	PR	PR	0
9AK2	RUSSIAN	KAKO	AIRPORT	PR	PR	3
A23	SAGINAW BAY	SAGINAW	SPB	PR	PU	0
Z81	SALMON LAKE	SALMON LAKE	AIRPORT	PU	PU	0
WSJ	SAN JUAN	SAN JUAN /UGANIK/	SPB	PR	PU	0
8AK3	SELAWIK	ROLAND NORTON	AIRPORT	PR	PR	0
A27	SELDOVIA	SELDOVIA	SPB	PU	PU	0
01AK	SEWARD	PROVIDENCE SEWARD	HELIPORT	PR	PR	0
SMU	SHEEP	SHEEP MOUNTAIN	AIRPORT	PU	PU	0
SYA	SHEMYA	EARECKSON AS	AIRPORT	MA	PR	0
1AK6	SKETNA	TALACHULITNA RIVER	AIRPORT	PR	PR	0
3AK9	SKWENTNA	RIVER JOHN	AIRPORT	PR	PR	0
1AK8	SKWENTNA	TALAHEIM	AIRPORT	PR	PR	0
DDT	SLANA	DUFFYS TAVERN	AIRPORT	PR	PR	1
7AK2	SNETTISHAM	SNETTISHAM	AIRPORT	PU	PR	0
70AK	SOLDOTNA	BANGERTER FIELD	AIRPORT	PR	PR	8
7AK5	SOLDOTNA	DAHLER HOMESTEAD	AIRPORT	PR	PR	1
7AK6	SOLDOTNA	DAN FRANCE	AIRPORT	PR	PR	4
7AK3	SOLDOTNA	GAEDE	AIRPORT	PR	PR	2
1AK4	SOLDOTNA	KENAI RIVER AIRPARK	AIRPORT	PR	PR	6
L85	SOLDOTNA	MACKEYS LAKES	SPB	PU	PU	10
AK55	SOLDOTNA	MOOSE RUN AIRSTRIP	AIRPORT	PR	PR	3
SD1	SOLDOTNA	SOLDOTNA HOSPITAL H	HELIPORT	PR	PU	0
AK26	SOLOMON	SOLOMON STATE FIELD	AIRPORT	PR	PR	0

Local Non-NPIAS Airports (cont.)

ID	Community	Facility Name	Type	Own-ership	Use	Based Air-
SVW	SPARREVOHN	SPARREVOHN LRRS	AIRPORT	MA	PR	0
36H	SQUAW HARBOR	SQUAW HARBOR	SPB	PU	PU	0
WSB	STEAMBOAT BAY	STEAMBOAT BAY	SPB	PR	PU	0
AK01	STERLING	ALASKA AIRPARK	AIRPORT	PR	PR	0
AK05	STERLING	BREEDEN	AIRPORT	PR	PR	1
88AK	STERLING	DUTCH LANDING STRIP	AIRPORT	PR	PR	0
53AK	STERLING	LAKEWOOD AIRSTRIP	AIRPORT	PR	PR	2
AK84	STERLING	SCOOTER'S LANDING STRIP	AIRPORT	PR	PR	6
AK39	STERLING	SOUTH GASLINE	AIRPORT	PR	PR	0
40AK	STERLING	STERLING AIR PARK	AIRPORT	PR	PR	3
UMM	SUMMIT	SUMMIT	AIRPORT	PU	PU	0
8AK6	SUSITNA	LITTLE SUSITNA	AIRPORT	PR	PR	1
28AK	SUTTON	FARRARS	AIRPORT	PR	PR	1
JVM	SUTTON	JONESVILLE MINE	AIRPORT	PR	PU	0
AK59	SUTTON	KING RANCH	AIRPORT	PR	PR	9
48AK	SUTTON/CHICKA	GRAHAM	AIRPORT	PR	PR	1
TLJ	TAKOTNA	TATALINA LRRS	AIRPORT	MA	PR	0
A43	TAKU HARBOR	TAKU HARBOR	SPB	PU	PU	0
TKL	TAKU LODGE	TAKU LODGE	SPB	PR	PU	0
2AK7	TALKEETNA	BALD MOUNTAIN	AIRPORT	PR	PR	0
51AK	TALKEETNA	BIRCH CREEK LANDING	AIRPORT	PR	PR	0
AK19	TALKEETNA	CARL'S LANDING	AIRPORT	PR	PR	0
AK8	TALKEETNA	CHRISTIANSEN LAKE	SPB	PR	PU	13
21AK	TALKEETNA	MONTANA CREEK	AIRPORT	PR	PR	0
49AK	TALKEETNA	SECLUDED LAKE	AIRPORT	PR	PR	0
AA00	TALKEETNA	SHUMP	AIRPORT	PR	PR	0
3AK3	TALKEETNA	SONGLO VISTA	AIRPORT	PR	PR	4
AK61	TALKEETNA	STEPHAN LAKE LODGE	AIRPORT	PR	PR	0
AK44	TALKEETNA	TALKEETNA VILLAGE	AIRPORT	PU	PR	7
TSG	TANACROSS	TANACROSS	AIRPORT	PU	PU	0
7AK0	TANANA	ART Z	AIRPORT	PR	PR	0
8KA	TATITNA	TATITNA	AIRPORT	PU	PU	0
AK49	TAYLOR	TAYLOR	AIRPORT	PR	PR	3
AK64	TAYLOR	TAYLOR MOUNTAIN	AIRPORT	PU	PR	0
Z14	TAZLINA	TAZLINA	AIRPORT	PU	PU	1
5AK	TAZLINA	TAZLINA /SMOKEY LAKE/	SPB	PR	PU	1
K55	THOMPSON PASS	THOMPSON PASS	AIRPORT	PU	PU	0
AK56	TIKCHIK	TIKCHIK LODGE	SPB	PU	PR	0

Local Non-NPIAS Airports (cont.)

ID	Community	Facility Name	Type	Own-ership	Use	Based Air-
TNC	TIN CITY	TIN CITY LRRS	AIRPORT	MR	PR	0
9AK0	TOK	SPORTS MANS PARADISE	AIRPORT	PR	PR	1
8AK9	TOK	TOK 2	AIRPORT	PR	PR	3
57A	TOKEEN	TOKEEN	SPB	PR	PU	0
58A	TOLSONA LAKE	TOLSONA LAKE	SPB	PU	PU	2
9AK	TOTATLANIKA	TOTATLANIKA RIVER	AIRPORT	PU	PU	0
5AK0	TRADING BAY	TRADING BAY	AIRPORT	PR	PR	0
81AK	TRAPPER CREEK	MC KINLEY COUNTRY	AIRPORT	PR	PR	0
61AK	TRAPPER CREEK	ERA CHULITNA RIVER	HELIPORT	PR	PR	2
Z20	TUNTUTULIAK	TUNTUTULIAK	SPB	PU	PU	0
5AK1	TYONEK	BELUGA	HELIPORT	PR	PR	1
9AK3	TYONEK	NIKOLAI CREEK	AIRPORT	PR	PR	0
TYE	TYONEK	TYONEK	AIRPORT	PR	PR	3
UMT	UMIAT	UMIAT	AIRPORT	PU	PU	0
UTO	UTOPIA CREEK	INDIAN MOUNTAIN LRRS	AIRPORT	MA	PR	0
L93	VALDEZ	ROBE LAKE	SPB	PU	PU	0
1AK7	VALDEZ	VALDEZ HOSPITAL	HELIPORT	PR	PR	0
0AK6	VICTORY BIBLE	VICTORY	AIRPORT	PR	PR	1
AK03	WAINWRIGHT	WAINWRIGHT AS	AIRPORT	MA	PR	0
0AK1	WASILLA	ANDERSON LAKE	AIRPORT	PR	PR	136
56AK	WASILLA	BECHTOL FIELD	AIRPORT	PR	PR	8
AK85	WASILLA	BIRCHWATER	AIRPORT	PR	PR	0
D75	WASILLA	BLODGET LAKE	SPB	PU	PU	0
71AK	WASILLA	BLUFF PARK FARM	AIRPORT	PR	PR	0
3AK8	WASILLA	BOISSELLE'S STRIP	AIRPORT	PR	PR	1
60AK	WASILLA	CAROL'S	HELIPORT	PR	PR	2
6AK9	WASILLA	CIZEK NORTH	AIRPORT	PR	PR	1
3H3	WASILLA	COTTONWOOD LAKE	SPB	PU	PU	20
58AK	WASILLA	FAIRVIEW EAST	AIRPORT	PR	PR	6
AK58	WASILLA	FAIRVIEW WEST	AIRPORT	PR	PR	10
36AK	WASILLA	FLYWAY FARM AIRSTRIP	AIRPORT	PR	PR	3
AK83	WASILLA	GANNON'S LANDING	AIRPORT	PR	PR	3
16AK	WASILLA	GATTIS STRIP	AIRPORT	PR	PR	10
AK99	WASILLA	GRAND HOME	STOLPORT	PR	PR	1
AK65	WASILLA	GREEN'S STRIP	AIRPORT	PR	PR	5
7AK8	WASILLA	HESS	AIRPORT	PR	PR	1
10AK	WASILLA	HUNT STRIP	AIRPORT	PR	PR	1
79AK	WASILLA	HUTTUNEN STRIP	AIRPORT	PR	PR	3
29A	WASILLA	ISLAND LAKE	SPB	PU	PU	5

Local Non-NPIAS Airports (cont.)

ID	Community	Facility Name	Type	Own-ership	Use	Based Air-
7AK4	WASILLA	JACK FISH LANDING	AIRPORT	PR	PR	11
AK43	WASILLA	JACOBSEN LAKE	SPB	PR	PR	4
AK79	WASILLA	JOLLY FIELD	AIRPORT	PR	PR	0
66AK	WASILLA	JUNE LAKE	SPB	PR	PR	0
06AK	WASILLA	JUNE LAKE AIRPARK	AIRPORT	PR	PR	0
43AK	WASILLA	KALMBACH	AIRPORT	PR	PR	3
54AK	WASILLA	KALMBACH LAKE	SPB	PR	PR	0
4A3	WASILLA	LAKE LUCILLE	SPB	PU	PU	0
55AK	WASILLA	LAWRENCE AIRSTRIP	AIRPORT	PR	PR	7
9AK6	WASILLA	LEISUREWOOD AIRSTRIP	AIRPORT	PR	PR	0
89AK	WASILLA	LINCOLN VILLAGE	AIRPORT	PR	PR	17
3AK0	WASILLA	LITTLE NIKLASON LAKE	SPB	PR	PR	2
57AK	WASILLA	LOST LAKE SPB	SPB	PR	PR	1
65AK	WASILLA	MCDONALD RIDGE	AIRPORT	PR	PR	5
38AK	WASILLA	MELS	AIRPORT	PR	PR	1
69AK	WASILLA	MEMORY LAKE	SPB	PR	PR	7
5AK8	WASILLA	MEMORY LAKE	AIRPORT	PR	PR	3
AA11	WASILLA	MISTY LAKE	SPB	PR	PR	1
4AK0	WASILLA	NIKLASON LAKE	SPB	PR	PU	1
8AK8	WASILLA	NORTH CUBS STRIP	AIRPORT	PR	PR	1
59AK	WASILLA	PENDEROSA	AIRPORT	PR	PR	2
AK25	WASILLA	PIPER LANDING	AIRPORT	PR	PR	2
6AK7	WASILLA	RAINBOW HEIGHTS	AIRPORT	PR	PR	0
41AK	WASILLA	SETTLERS BAY AIRSTRIP	AIRPORT	PR	PR	0
3A3	WASILLA	SEYMOUR LAKE SPB	SPB	PU	PU	10
AK47	WASILLA	SHAWN FIELD	AIRPORT	PR	PR	1
87AK	WASILLA	SOLOY STRIP	AIRPORT	PR	PR	19
67AK	WASILLA	SOUTH HOLLYWOOD	AIRPORT	PR	PR	0
4AK2	WASILLA	ST JOHN HOMESTEAD	AIRPORT	PR	PR	1
AK54	WASILLA	STRO'S	AIRPORT	PR	PR	0
AK16	WASILLA	SUNSET STRIP	AIRPORT	PR	PR	1
77AK	WASILLA	TIDEWATER BLUFFS	AIRPORT	PR	PR	0
5AK5	WASILLA	TODDS STRIP	AIRPORT	PR	PR	3
6AK8	WASILLA	TULAKES	AIRPORT	PR	PR	5
3K9	WASILLA	UPPER WASILLA LAKE	SPB	PR	PU	12
AK27	WASILLA	VALLEY FLYING CROWN	AIRPORT	PR	PR	5
AK48	WASILLA	VALLEY HOSPITAL,	HELIPORT	PR	PR	0
T66	WASILLA	VISNAW LAKE	SPB	PU	PU	16
62AK	WASILLA	WALLIS LAKE SPB	SPB	PR	PR	5

Local Non-NPIAS Airports (cont.)

ID	Community	Facility Name	Type	Own-ership	Use	Based Air-
5L6	WASILLA	WASILLA LAKE	SPB	PU	PU	10
44AK	WASILLA	WEST PAPOOSE LAKE	AIRPORT	PR	PR	0
42AK	WASILLA	WICKER	AIRPORT	PR	PR	1
9AK8	WASILLA	WOLF TRACK	AIRPORT	PR	PR	0
23AK	WASILLA	YUKNIS	AIRPORT	PR	PR	3
KWF	WATERFALL	WATERFALL	SPB	PR	PU	0
KWP	WEST POINT	WEST POINT VILLAGE	SPB	PR	PU	0
78AK	WILLOW	C.T.S.	AIRPORT	PR	PR	1
3AK1	WILLOW	DESHKA LANDING	AIRPORT	PU	PR	6
AK10	WILLOW	ERNIES AIRSTRIP	AIRPORT	PR	PR	1
25AK	WILLOW	HONEYBEE LAKE AERO	AIRPORT	PR	PR	7
AK72	WILLOW	JEWELL	AIRPORT	PR	PR	1
AK34	WILLOW	KASHWITNA LAKE	SPB	PR	PR	8
3AK7	WILLOW	LAUB	AIRPORT	PR	PR	1
AK69	WILLOW	LONG LAKE	AIRPORT	PR	PR	3
AK57	WILLOW	LONG LAKE	SPB	PR	PR	2
MFN	WILLOW	MINUTEMAN LAKE	SPB	PR	PU	0
AK68	WILLOW	MINUTEMAN STRIP	AIRPORT	PR	PR	2
02AK	WILLOW	RUSTIC WILDERNESS	AIRPORT	PR	PR	10
AK90	WILLOW	SHIRLEY LAKE	AIRPORT	PR	PR	1
AK67	WILLOW	SKID MARKS	AIRPORT	PR	PR	0
AK08	WILLOW	THOMAS STRIP	AIRPORT	PR	PR	2
2X2	WILLOW	WILLOW SPB	SPB	PU	PU	6
0AK2	WILLOW	YENTNA BEND STRIP	AIRPORT	PR	PR	0
CYT	YAKATAGA	YAKATAGA	AIRPORT	PU	PU	0
A57	YAKUTAT	ALSEK RIVER	AIRPORT	PU	PU	0
A70	YAKUTAT	DANGEROUS RIVER	AIRPORT	PU	PU	0
AK76	YAKUTAT	EAST ALSEK RIVER	AIRPORT	PU	PU	0
A67	YAKUTAT	HARLEQUIN LAKE	AIRPORT	PU	PU	0
A68	YAKUTAT	SITUK	AIRPORT	PU	PU	0
A69	YAKUTAT	TANIS MESA	AIRPORT	PU	PU	0
A77	YANKEE CREEK	YANKEE CREEK 2	AIRPORT	PR	PU	0
78K	YES BAY	YES BAY LODGE	SPB	PR	PU	3
L20	YUKON CHARLEY	COAL CREEK	AIRPORT	PU	PU	0

3.2.5 What about exceptions to the criteria for airport classes?

While objective definitions of each airport class are provided in the previous paragraphs, it is recognized that exceptions may arise, whereby more subjective reasons or other objective reasons support the classification of an airport. Reasons for exceptions should be reviewed for their justification, documented, retrievable, and accessible to the public.

Possible reasons for exceptions to airport class definitions include the following:
- Airports that are strategically important to other federal or state agencies may need to be Regional.
- Especially high population/aviation demand may warrant higher classification.
- Airports that provide important multi-modal connections may need to be in a higher class. Hollis is an example, and it has been included in the Community class rather than the Local class.
- Other special circumstances. For example, Tok might be reclassified a Regional airport. If the nearby fire tanker base at Tanacross were considered, the Tok area would have three characteristics of a Regional airport. It is located at the intersection of two major highways (intermodal linkage). The Interior Alaska Transportation Plan recommends a regional airport for the Tok/Tanacross area.

3.2.6 Should airports be classified by their current or proposed future role?

Both. However, at this time, airports have been classified by their current roles. Master plans, ALPs, Regional Transportation Plans, and the continuous AASP should provide justification for future changes in airport roles. Aviation demand forecasts should be analyzed to see if any airports move up or down in class as a result of projected changes in based aircraft, passengers, or cargo. Projecting class changes and funding improvements for a future role should be reviewed for their justification. They should also be documented, retrievable, and accessible to the public.

3.2.7 Do any communities lack access to a public use airport?

Five communities with populations of 25 or more and public schools do not have access to a public use airport within a one-hour drive. They are listed below. For reference, Appendix F contains a list of all Alaskan communities with populations of 25 or more and public schools, and indicates the class of airport serving each community.

Edna Bay	Community lacks access to the intrastate road system. No existing airport, although T-100 data show substantial seaplane traffic.
Mentasta Lake	Community has access to the intrastate road system. It is slightly more than 1 hour by road from airports in Chistochina and Tok. It is less than 1 hr from a privately owned private use airport in Slana.
Nikolski	Community lacks access to the intrastate road system. Community is served by an airport that is privately owned and restricted to private use (IKO - Nikolski AS).

Port Alsworth   Community lacks access to the intrastate road system. Two privately owned, private use
                   airports serve the community (TPO-Port Alsworth and AK51-Wilder/Natwick LLC).
Tyonek   Community lacks access to the intrastate road system. Community has two private use
                   airports and a private use heliport (5AK1-Beluga, 9AK3-Nikolai Creek, and TYE-Tyonek).

3.2.8   How do the new classes relate to NPIAS service levels?

Many states' airport classes supplement NPIAS service levels in order to provide more
distinction for General Aviation airports and to categorize airports that are not in the NPIAS.
For the new Alaska classes, state classes would not supplement NPIAS service levels; instead,
NPIAS service levels would overlay state classes. The International class directly relates to FAA
traffic hub designations, FAA primary designation is a factor for Regional class, and NPIAS
inclusion or exclusion is an important discriminator within the Local class. However, the FAA's
"General Aviation" category is not a good descriptor for many of the Alaskan airports in the
General Aviation service level, since much of the activity is commercial Part 135 scheduled and
nonscheduled service, in addition to Part 91 general aviation traffic.

3.2.9   Why reuse the names Regional, Community, and Local from the last AASP?

One reason is to build on familiarity with these names, which were also used in the first AASP.
In addition, the names provide some ability to track changes since the last AASP. The names
also reflect the functional roles these airports play within the state system. Regional airports
have importance that extends beyond the communities where they are located. Community
airports provide the primary means of air transportation for communities that are not served by
Regional airports. Local airports are used for local general aviation, and less for commercial
purposes than Community airports.

4.0   Baseline Performance Measurement

Once Alaskan airports were classified, performance that relates to airport classes could be measured. Baseline performance measurement defines the floor for measuring future progress. In addition, performance measurement of the current aviation system provides an indication of the health of Alaska's aviation system.

However, several of the performance measures developed for the planning process and for plan implementation require the passage of time before they can be measured. Some are action items that will be done at a future time. Several other performance measures require more data gathering, responsibility assignment, and/or the development of strategies for measuring.

Nevertheless, some of the plan implementation performance measures can be measured now, especially those related to the safety and service goals. One performance measure related to the fiscal responsibility goal can be measured now, too. This chapter documents the baseline performance measurement of these plan implementation measures. Generally, the measurements were for conditions documented in 2009 and do not reflect later improvement or deterioration.

4.1   Safety Performance Measurement

All of the performance measures for the plan implementation goal of safety can be measured now, with limitations. Design Standards Indices, Airfield Surface Condition, Weather Information (on- and off-airport), Visual Glide Slope Indicators, and Clear Approaches are the safety measures that have been assessed and are described in this section.

4.1.1 Design Standards Indices

Design standards indices for Regional, Community (Off-Road and On-Road), and Local NPIAS (High Activity and Lower Activity) airports have been measured. To assess how well these airports meet FAA airport design standards, compliance with a sampling of standards was measured, resulting in a score of up to 100 for each airport.[13] An index of 100 represents 100% compliance with all measured standards. The average of all airports in each class provides the index for each class. The standards in the index are as follows:
- Runway Safety Area (RSA) (measured for primary runway only). The purpose of the RSA is to enhance the safety of aircraft that overshoot, undershoot, or veer off the runway. The RSA also provides greater accessibility for firefighting and rescue equipment during such incidents. The RSA is a cleared and graded area centered about the runway centerline for the full length of the runway plus an extended distance off each runway end. The width and length off each runway end is a function of the type of aircraft and approach visibility minimums associated with the runway.

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[13] The source of airport design standards, except signage, is FAA Advisory Circular 150/5300-13, *Airport Design*. The source for signage standards is FAA Advisory Circular 150/5340-18, *Standards for Airport Sign Systems*. At this time, a percentage of the score has not been assigned to signage and data for assessing signage has not been collected.

- Obstacle Free Zone (OFZ) (measured for primary runway only). The runway OFZ is the airspace centered on the runway centerline and extending 200 feet beyond each runway end. The OFZ must be clear of objects other than frangible navigational aids. For runways with an approach lighting system, an inner-approach OFZ is required. A precision instrument approach runway with less than ¾-mile visibility minimums requires an inner-transitional approach OFZ.
- Threshold Siting Surface (TSS) (measure for primary runway ends only). The threshold siting surface is an imaginary surface sloping up from the runway threshold that should be clear of obstacles. The size and slope of the surface depends upon the type of approach to the runway.
- Runway Protection Zone (RPZ) (airport control of and compatible land use within). The function of the RPZ is to enhance the protection of people and property on the ground. The RPZ is a trapezoid centered about the extended runway centerline and beginning 200 feet from the runway end. The size of the RPZ is a function of the type of aircraft and approach visibility minimums associated with the runway end. The RPZ should be under the control of the airport owner; if it is infeasible for the RPZ to be on airport property, the airport owner should obtain an easement or similar agreement to restrict land use within the RPZ. Limited uses are permitted, but houses, assemblies of people, fuel storage, and uses that attract wildlife are not compatible with the RPZ.
- Crosswind Coverage. If wind coverage for a single runway is below 95%, the FAA recommends the airport have a crosswind runway.
- Runway Visibility Zone (RVZ). The runway visibility zone is an area between intersecting runways where an unobstructed line of sight between points five feet above each runway is required.
- Parallel Taxiway (if more than 20,000 annual aircraft operations) (measured for primary runway only). While the FAA considers a parallel taxiway fundamental airport development, the cost of providing one is not warranted at low activity airports or where they are not required for other reasons. Parallel taxiways required for instrument approaches are addressed under the service performance measures. Parallel taxiways may bring a runway into compliance with the FAA's standard for line-of-sight along the runway; however, the inventory effort did not collect this information. Only 20 Alaskan airports have more than 20,000 annual operations. Three are the International class airports (ANC, FAI, JNU), nine are Regional class (Bethel, Kenai, Kotzebue, King Salmon, Dillingham, Homer, Kodiak, Nome, and Sitka), one is Community class (Talkeetna), three are Local NPIAS High Activity (Merrill Field, Lake Hood, and Big Lake), and four are Local Non-NPIAS (Metro Field in Fairbanks and the military airfields at Elmendorf, Wainwright, and Fort Greely).

The Design Standards Index does not consider all the standards described above of equal importance. RSA compliance is 20% of the total index. OFZ and TSS each are 15% of the total. RPZ on airport property, RPZ compatible land use, crosswind runway, RVZ compliance, and parallel taxiway are each 10% of the total index.

If wind coverage is above 95%, the need for a crosswind runway is not applicable and the airport is rated as having met the crosswind coverage component of the Design Standards Index, whether or not it has a crosswind runway. If the airport does not have intersecting runways, the

RVZ standard is not applicable and the airport is rated as having met the RVZ component of the Design Standards Index. If annual operations are below 20,000, the need for a parallel taxiway is not applicable, and the airport is rated as meeting the parallel taxiway component of the Design Standards Index, whether or not it has a parallel taxiway.

Seaplane bases and the heliport at Diomede are excluded from the Design Standards Indices for their classes. The design standards assessed are, for the most part, inapplicable to seaplane bases and heliports. Threshold siting surface and runway protection zone standards might apply to seaplane bases if the waterlane thresholds were pinpointed, but they are not in most cases.[14]

Unfortunately, information is not available in all cases to determine the Design Standards Index. It was not possible to ascertain compliance with design standards if an ALP does not exist, if the ALP does not provide the information needed, or if the ALP only shows conditions at a relocated airport site and the airport has not yet been relocated. Indices for airports with unknown information are low to high ranges. The lower number in the range is the index if all the unknowns were not compliant with the design standards, and the higher number is if all the unknowns were compliant with the design standards.

The following table summarizes the Design Standards Indices by class and by index component.

Table 14. Design Standards Indices

Airport Class	RSA	OFZ	TSS	RPZ Control	RPZ Land Use	Cross-wind Coverage	RVZ	Par. Taxi-way*	Index
Regional	46-50	79-86	71-75	46-50	64-71	79-82	75	79	66-69
Community	67-69	75-88	71-85	61-66	74-81	38-61	95-98	100	72-80
Local NPIAS	43-57	55-77	59-73	41-60	70-86	41-89	91-95	98	60-77

*If annual operations exceed 20,000

It may be surprising that the Community airports index is higher than the Regional airports index. The standards are generally higher and more costly to meet for Regional airports, which typically serve larger and faster airplanes and are more likely to have instrument approaches than Community airports. About half of the Regional airports meet the RSA standard, while two-thirds of the Community airports do. Since RSA compliance is weighted more important than any other standard, the low RSA compliance at Regional airports helps to bring down the overall index. The wider range of indices for Local NPIAS airports reflects the larger percentage of unknowns, mostly resulting from a higher percentage of airports without ALPs.

Regional Airports Design Standards Index

The Design Standards Index for each of the airports in the Regional class appears in the following table.

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[14] Lake Hood Seaplane Base (LHD) is an exception to this lack of information; LHD does not comply with threshold siting surface, RPZ control and land use, and RVZ standards.

Table 15. Regional Airport Design Standards Index

Airport	RSA 20%	OFZ 15%	TSS 15%	RPZ Cont 10%	RPZ Use 10%	Xwind Cover 10%	RVZ 10%	Par TW 10%	Index
ANIAK	N	Y	N	N	N	NA	N	NA	35
BARROW	N	Y	Y	Y	N	N	NA	NA	60
BETHEL	Y	Y	Y	Y	Y	NA	Y	Y	100
COLD BAY	N	Y	Y	N	Y	NA	N	NA	60
CORDOVA	Y	Y	Y	Y	Y	NA	Y	NA	100
DEADHORSE	Y	Y	Y	Y	Y	NA	NA	NA	100
DILLINGHAM	N	Y	Y	N	Y	N	NA	N	50
EMMONAK	Y	Y	Y	Y	Y	N	NA	NA	90
FORT YUKON	N	Y	Y	N	N	NA	NA	NA	60
GALENA	UNK	UNK	UNK	UNK	UNK	N	NA	NA	20-100
GUSTAVUS	N	Y	Y	Y	Y	NA	N	NA	70
HOMER	Y	Y	N	N	Y	NA	NA	N	65
ILIAMNA	Y	Y	Y	N	Y	NA	Y	NA	90
KENAI	Y	N	N	Y	N	NA	NA	Y	60
KETCHIKAN	Y	Y	Y	Y	Y	NA	NA	NA	100
KING SALMON	Y	Y	Y	N	N	NA	N	N	70
KODIAK	N	Y	N	N	Y	Y	N	N	35
KOTZEBUE	N	Y	N	N	N	NA	Y	N	35
MCGRATH	Y	Y	Y	N	Y	N	N	NA	70
NOME	N	Y	N	N	N	NA	N	N	25
PETERSBURG	N	N	Y	N	Y	NA	NA	NA	55
SITKA	N	Y	Y	Y	Y	NA	NA	N	70
ST MARY'S	N	UNK	Y	Y	Y	NA	Y	NA	65-80
UNALAKLEET	N	Y	Y	Y	Y	NA	Y	NA	80
UNALASKA	N	N	N	Y	N	UNK	NA	NA	30-40
VALDEZ	Y	Y	Y	Y	Y	NA	NA	NA	100
WRANGELL	Y*	N	Y	N	Y	NA	NA	NA	75
YAKUTAT	Y	Y	Y	N	N	NA	NA	NA	80
Regional Airport Design Standard Index									**66-69**

Legend:
N — Not in compliance RSA — Runway Safety Area
NA — Not applicable OFZ — Obstacle Free Zone
UNK — Unknown TSS — Threshold Siting Surface
Y — Yes in compliance RPZ — Runway Protection Zone
  Cont — Controlled by airport owner
  Use — Compatible land use
Xwind Cover — Crosswind runway if coverage <95%
Par Tw — Parallel taxiway if > 20,000 annual operations
*RSA is nonstandard but FAA has determined it is impractical to meet the standard.

The Design Standards Index shows that several of the Regional airports have significant deficiencies in meeting FAA design standards. Most of the airports do not require a crosswind runway or have a nonstandard RVZ, since they do not have intersecting runways. However, only one of the seven airports with wind coverage below 95% has a crosswind runway. Less than half (six of thirteen) with intersecting runways meet the RVZ standard. Only two of the nine airports with more than 20,000 annual operations have a full-length parallel taxiway. Full-length taxiways may be infeasible because of serious constraints to their development or because of the lower priority for funding taxiways compared to other safety enhancements. Most of the airports without a full parallel taxiway have a partial parallel taxiway.

Community Airport Design Standards Index

The Design Standards Index for each of the land-based airports in the Community (Off-Road and On-Road) class appears in the following table.

Table 16. Community Airports Design Standards Index

Airport	RSA 20%	OFZ 15%	TSS 15%	RPZ Cont 10%	RPZ Use 10%	Xwind Cover 10%	RVZ 10%	Par TW 10%	Index
ADAK	N	Y	N	N	Y	NA	N	NA	45
AKHIOK	N	UNK	UNK	N	Y	UNK	NA	NA	30-70
AKIACHAK	N	Y	Y	Y	Y	N	NA	NA	70
AKIAK	Y	Y	Y	Y	Y	N	NA	NA	90
ALAKANUK	Y	Y	Y	Y	Y	N	NA	NA	90
ALEKNAGIK /NEW	N	N	N	N	Y	UNK	NA	NA	30-40
ALLAKAKET	Y	Y	Y	N	Y	NA	NA	NA	90
AMBLER	Y	Y	Y	Y	Y	NA	Y	NA	100
ANAKTUVUK PASS	N	UNK	UNK	N	N	NA	NA	NA	30-60
ANVIK	Y	Y	Y	Y	Y	NA	NA	NA	100
ARCTIC VILLAGE	Y	Y	Y	Y	Y	NA	NA	NA	100
ATKA	N	Y	Y	Y	Y	N	NA	NA	70
ATMAUTLUAK	Y	Y	Y	Y	Y	N	NA	NA	90
ATQASUK	Y	UNK	UNK	Y	Y	NA	NA	NA	70-100
BARTER ISLAND LRRS	N	N	Y	N	UNK	NA	NA	NA	45-55
BEAVER	Y	UNK	UNK	Y	Y	UNK	NA	NA	60-100
BREVIG MISSION	N	Y	N	N	Y	NA	N	NA	45-55
BUCKLAND	Y	Y	Y	Y	Y	UNK	NA	NA	90-100
CENTRAL	Y	Y	Y	Y	Y	NA	NA	NA	100
CHALKYITSIK	Y	Y	Y	Y	Y	N	NA	NA	90-100
CHEFORNAK	Y	Y	Y	Y	Y	N	NA	NA	65-75

Community Airports Design Standards Index (cont.)

Airport	RSA 20%	OFZ 15%	TSS 15%	RPZ Cont 10%	RPZ Use 10%	Xwind Cover 10%	RVZ 10%	Par TW 10%	Index
CHENEGA BAY	Y	Y	N	N	Y	UNK	NA	NA	65-75
CHEVAK	Y	Y	Y	Y	Y	N	NA	NA	90
CHIGNIK	Y	Y	Y	Y	Y	N	NA	NA	90
CHIGNIK LAGOON	N	N	N	N	N	N	NA	NA	20
CHIGNIK LAKE	Y	N	N	N	N	N	NA	NA	40
CHISTOCHINA (no ALP)	UNK	UNK	UNK	UNK	UNK	UNK	NA	NA	20-100
CHUATHBALUK	Y	Y	Y	Y	Y	NA	NA	NA	100
CIRCLE CITY /NEW/	Y	UNK	N	UNK	UNK	UNK	NA	NA	40-85
CLARKS POINT	N	Y	Y	N	Y	N	NA	NA	60
CROOKED CREEK	N	UNK	UNK	Y	Y	NA	NA	NA	50-80
DEERING	Y	Y	Y	Y	Y	NA	N	NA	90
DELTA JUNCTION (no ALP)	UNK	UNK	N	UNK	UNK	UNK	N	NA	10-75
EAGLE	Y	Y	Y	Y	Y	UNK	NA	NA	90-100
EEK	Y	Y	Y	Y	N	N	NA	NA	80
EGEGIK	Y	UNK	Y	N	Y	Y	Y	NA	75-90
EKWOK	Y	Y	Y	Y	N	N	NA	NA	80
ELIM	Y	Y	Y	Y	Y	NA	NA	NA	100
FALSE PASS	Y	N	Y	N	N	N	NA	NA	55
GAMBELL	Y	Y	Y	Y	Y	N	NA	NA	90
GOLOVIN	Y	Y	Y	Y	N	N	NA	NA	80
GOODNEWS	N	Y	Y	UNK	Y	UNK	NA	NA	60-80
GRAYLING	Y	Y	Y	UNK	UNK	NA	NA	NA	80-100
GULKANA	N	Y	Y	Y	Y	NA	NA	NA	80
HAINES	Y	Y	N	Y	Y	NA	NA	NA	85
HEALY RIVER	Y	Y	Y	Y	Y	UNK	NA	NA	90-100
HOLY CROSS	Y	Y	N	N	Y	UNK	NA	NA	65-75
HOONAH	Y	Y	N	N	Y	N	NA	NA	75
HOOPER BAY	Y	UNK	UNK	Y	Y	N	NA	NA	60-90
HOPE	Y	N	N	N	Y	UNK	NA	NA	50-60
HUGHES	Y	Y	Y	UNK	UNK	NA	NA	NA	80-100
HUSLIA	Y	Y	Y	Y	UNK	NA	NA	NA	90-100
IGIUGIG	Y	Y	Y	N	Y	UNK	NA	NA	80-90
KAKE	Y	Y	Y	Y	Y	UNK	NA	NA	100
KALSKAG	Y	Y	Y	Y	Y	NA	NA	NA	100

Community Airports Design Standards Index (cont.)

Airport	RSA 20%	OFZ 15%	TSS 15%	RPZ Cont 10%	RPZ Use 10%	Xwind Cover 10%	RVZ 10%	Par TW 10%	Index
KALTAG	Y	Y	Y	Y	Y	UNK	NA	NA	90-100
KARLUK	N	N	Y	N	Y	UNK	NA	NA	45-55
KASIGLUK	Y	UNK	UNK	N	Y	N	NA	NA	50-80
KIANA (BOB BAKER MEMORIAL)	Y	Y	Y	N	N	UNK	NA	NA	70-80
KING COVE	N	N	Y	Y	Y	Y	NA	NA	55
KIPNUK	N	Y	Y	Y	Y	N	NA	NA	70
KIVALINA	Y	Y	Y	Y	N	UNK	NA	NA	80-90
KLAWOCK	Y	N	Y	Y	Y	NA	NA	NA	85
KOBUK	N	Y	Y	Y	Y	NA	NA	NA	80
KOKHANOK	Y	N	Y	Y	Y	N	NA	NA	75
KOLIGANEK	Y	Y	UNK	Y	Y	N	NA	NA	75-90
KONGIGANAK	N	Y	Y	N	Y	N	NA	NA	60
KOTLIK	Y	Y	Y	Y	Y	N	NA	NA	90
KOYUK ALFRED ADAMS	Y	UNK	Y	N	N	N	NA	NA	55-70
KOYUKUK	Y	Y	Y	N	UNK	UNK	NA	NA	70-90
KWETHLUK	Y	Y	Y	N	Y	N	NA	NA	80
KWIGILLINGOK	N	Y	Y	N	Y	N	NA	NA	60
LARSEN BAY	Y	N	N	N	Y	UNK	NA	NA	50-60
LEVELOCK	Y	Y	Y	Y	Y	NA	NA	NA	100
MANLEY HOT SPRINGS	Y	Y	Y	Y	Y	NA	NA	NA	100
MANOKOTAK	Y	Y	Y	Y	Y	N	NA	NA	90
MARSHALL DON HUNTER SR	Y	Y	Y	Y	Y	N	NA	NA	90
MEKORYUK	N	UNK	UNK	Y	Y	UNK	NA	NA	40-80
MINTO AL WRIGHT	N	Y	Y	N	Y	NA	NA	NA	70
MOUNTAIN VILLAGE	Y	Y	Y	Y	Y	N	NA	NA	90
NANWALEK (no ALP)	N	N	N	N	N	UNK	NA	NA	20-30
NAPAKIAK	Y	Y	Y	Y	N	N	NA	NA	80
NAPASKIAK	Y	Y	UNK	Y	N	N*	NA	NA	65-90
NELSON LAGOON	Y	Y	N	N	Y	N	NA	NA	65
NEW STUYAHOK	Y	Y	Y	Y	Y	N	NA	NA	90
NEWTOK	N	Y	Y	Y	Y	UNK	NA	NA	70-80
NIGHTMUTE	N	N	N	Y	Y	N	NA	NA	40
NIKOLAI	Y	Y	Y	Y	Y	NA	NA	NA	100
NOATAK	Y	UNK	UNK	Y	Y	NA	NA	NA	70-100
NONDALTON	Y	Y	Y	Y	Y	N	NA	NA	90

Community Airports Design Standards Index (cont.)

Airport	RSA 20%	OFZ 15%	TSS 15%	RPZ Cont 10%	RPZ Use 10%	Xwind Cover 10%	RVZ 10%	Par TW 10%	Index
NOORVIK (ROBERT/BOB/CURTIS MEMORIAL	Y	Y	Y	Y	Y	N	NA	NA	90
NORTHWAY	Y	Y	Y	Y	Y	NA	NA	NA	100
NUIQSUT	N	UNK	UNK	N	Y	NA	NA	NA	40-70
NULATO	Y	Y	Y	N	Y	UNK	NA	NA	80-90
NUNAPITCHUK	N	Y	Y	Y	Y	N*	NA	NA	70
OLD HARBOR	Y	Y	Y	Y	Y	N	NA	NA	90
OUZINKIE	N	Y	Y	N	Y	UNK	NA	NA	60-70
PALMER MUNI	N	Y	N	N	N	NA	NA	NA	45
PEDRO BAY	Y	Y	N	Y	Y	UNK	NA	NA	75-85
PERRYVILLE	Y	Y	Y	N	Y	UNK	NA	NA	80-90
PILOT POINT	Y	Y	Y	Y	Y	N	NA	NA	90
PILOT STATION	Y	Y	Y	N	Y	N	NA	NA	80
PLATINUM	Y	Y	Y	Y	Y	Y	NA	NA	100
POINT HOPE	N	Y	Y	Y	Y	N	NA	NA	70
POINT LAY LRRS	N	Y	N	Y	Y	NA	NA	NA	65
PORT GRAHAM	N	N	N	N	Y	UNK	NA	NA	30-40
PORT HEIDEN	N	Y	Y	Y	Y	Y**	NA	NA	70-80
PORT LIONS	N	UNK	UNK	N	Y	UNK	NA	NA	30-70
QUINHAGAK	Y	Y	Y	Y	Y	N	NA	NA	90
RED DEVIL	N	Y	N	N	N	NA	NA	NA	45
RUBY	Y	Y	Y	UNK	Y	N	NA	NA	80-90
RUSSIAN MISSION	Y	Y	Y	Y	N	UNK	NA	NA	80-90
SAND POINT	N	Y	Y	Y	Y	N	NA	NA	70
SAVOONGA	N	Y	Y	Y	Y	N	NA	NA	70
SCAMMON BAY	Y	Y	Y	Y	N	Y	NA	NA	90
SELAWIK	Y	Y	Y	Y	N	NA	Y	NA	90
SELDOVIA	Y	Y	Y	N	N	NA	NA	NA	80
SEWARD	N	Y	Y	N	N	NA	Y	NA	60
SHAGELUK	Y	Y	Y	N	Y	NA	UNK	NA	80-90
SHAKTOOLIK	Y	Y	N	Y	Y	N	NA	NA	75
SHELDON POINT	Y	Y	Y	Y	Y	Y	UNK	NA	90-100
SHISHMAREF	Y	Y	Y	Y	Y	UNK	NA	NA	90-100
SHUNGNAK	Y	Y	Y	Y	UNK	NA	NA	NA	90-100

Community Airports Design Standards Index (cont.)

Airport	RSA 20%	OFZ 15%	TSS 15%	RPZ Cont 10%	RPZ Use 10%	Xwind Cover 10%	RVZ 10%	Par TW 10%	Index
SKAGWAY	N	Y	Y	N	Y	NA	NA	NA	70
SLEETMUTE	N	Y	Y	N	N	NA	NA	NA	60
ST GEORGE	Y	Y	N	N	N	N	NA	NA	55
ST MICHAEL	N	Y	Y	Y	Y	N	NA	NA	70
ST PAUL ISLAND	Y	Y	Y	N	Y	N	NA	NA	80
STEBBINS	Y	Y	Y	Y	Y	UNK	NA	NA	90-100
STEVENS VILLAGE	Y	Y	Y	Y	Y	NA	NA	NA	100
STONY RIVER	N	N	N	N	N	NA	NA	NA	30
TAKOTNA	N	N	N	Y	Y	NA	NA	NA	50
TALKEETNA	Y	Y	Y	Y	Y	NA	NA	Y	100
TANANA (RALPH M CALHOUN MEMOTIAL)	N	Y	Y	N	Y	NA	NA	NA	70
TATITLEK	Y	Y	Y	Y	N	UNK	UNK	NA	70-90
TELLER	Y	Y	Y	Y	Y	N	NA	NA	90
TOGIAK VILLAGE	Y	Y	Y	Y	Y	Y	NA	NA	100
TOK	Y	Y	Y	Y	Y	N	NA	NA	90
TOKSOOK BAY	Y	Y	Y	Y	Y	N	NA	NA	90
TULUKSAK	N	N	Y	N	N	NA	NA	NA	45
TUNTUTULIAK	Y	Y	Y	Y	N	N	NA	NA	80
TUNUNAK (no ALP)	UNK	UNK	UNK	UNK	UNK	N	NA	NA	20-90
TWIN HILLS	Y	Y	Y	Y	Y	N	NA	NA	90
VENETIE	Y	Y	Y	Y	Y	NA	NA	NA	100
WAINWRIGHT	Y	UNK	UNK	Y	Y	NA		NA	70-100
WALES	Y	Y	Y	N	N	N		NA	70
WHITE MOUNTAIN	N	UNK	UNK	Y	Y	UNK	NA	NA	40-80
WHITTIER	N	N	N	N	N	NA	NA	NA	30
Community Airports Design Standard Index									**72-80**

Legend:

N	Not in compliance	RSA	Runway Safety Area
NA	Not applicable	OFZ	Obstacle Free Zone
UNK	Unknown	TSS	Threshold Siting Surface
Y	Yes in compliance	RPZ	Runway Protection Zone
		Cont	Controlled by airport owner
		Use	Compatible land use
		Xwind Cover	Crosswind runway if coverage <95%
		Par Tw	Parallel taxiway if > 20,000 annual operations

*Crosswind runway is water.

**Wind coverage is unknown, but airport has a crosswind runway.

Local NPIAS Airports Design Standards Index

The Design Standards Index for each of the land-based airports in the Local NPIAS (High Activity and Lower Activity) class appears in the following table.

Table 17. Local NPIAS Airports Design Standards Index

Airport	RSA 20%	OFZ 15%	TSS 15%	RPZ Cont 10%	RPZ Use 10%	Xwind Cover 10%	RVZ 10%	Par TW 10%	Index
BETTLES	N	Y	Y	Y	Y	NA	NA	NA	80
BIG LAKE	N	Y	N	N	N	NA	NA	N	35
BIRCH CREEK	N	Y	Y	Y	Y	NA	NA	NA	80
BIRCHWOOD	N	Y	N	N	Y	NA	NA	NA	55
BOUNDARY	Y	Y	Y	Y	N	UNK	NA	NA	80-90
CHANDALAR LAKE	Y	Y	Y	N	Y	UNK	NA	NA	80-90
CHANDALAR SHELF	N	Y	Y	N	Y	UNK	NA	NA	60-70
CHICKEN	N	UNK	N	Y	Y	UNK	NA	NA	40-65
CHISANA	UNK	Y	Y	Y	Y	NA	NA	NA	80-100
CHITINA	Y	Y	N	Y	Y	N	NA	NA	75
CIRCLE HOT SPRINGS	Y	Y	Y	N	Y	UNK	NA	NA	80-90
CLEAR	Y	Y	Y	N	Y	NA	NA	NA	90
COLDFOOT	Y	Y	Y	Y	N	UNK	NA	NA	80-90
CORDOVA MUNI (no ALP)	Y	Y	Y	UNK	UNK	UNK	NA	NA	70-100
COUNCIL	Y	Y	N	N	Y	N	NA	NA	65
DAHL CREEK	N	UNK	Y	Y	Y	UNK	NA	NA	55-80
FLAT (no ALP)	UNK	UNK	UNK	UNK	UNK	UNK	NA	NA	20-100
GALBRAITH LAKE	N	Y	Y	Y	Y	NA	NA	NA	80
GIRDWOOD	N	Y	Y	N	Y	UNK	NA	NA	60-70
GOOSE BAY	Y	N	Y	Y	Y	UNK	NA	NA	75-85
KANTISHNA	N	UNK	N	N	Y	UNK	NA	NA	30-55
KODIAK MUNI (no ALP)	N	N	N	N	N	UNK	N	NA	10-20
LAKE HOOD STRIP	Y	N	Y	N	N	NA	NA	Y*	65
LAKE LOUISE	Y	Y	Y	N	Y	NA	NA	NA	90
LIME VILLAGE (no ALP)	N	N	N	N	Y	UNK	NA	NA	30-40
MAY CREEK (no ALP)	UNK	UNK	UNK	UNK	UNK	UNK	NA	NA	20-100
MC CARTHY	Y	Y	Y	Y	Y	UNK	NA	NA	90-100
MERRILL FIELD	N	Y	Y	N	N	NA	N	Y	50
MINCHUMINA	Y	Y	Y	Y	Y	NA	NA	NA	100
NAKNEK	N	UNK	UNK	UNK	UNK	NA	NA	NA	30-80

Local NPIAS Airports Design Standards Index (cont.)

Airport	RSA 20%	OFZ 15%	TSS 15%	RPZ Cont 10%	RPZ Use 10%	Xwind Cover 10%	RVZ 10%	Par TW 10%	Index
NENANA MUNI	N	N	N	N	Y	NA	NA	NA	40
OPHIR (no ALP)	UNK	UNK	UNK	UNK	UNK	UNK	NA	NA	20-100
PORTAGE CREEK	N	N	N	N	Y	Y	UNK	NA	30-40
PROSPECT CREEK	N	Y	Y	Y	Y	N	NA	NA	70
RAMPART	Y	Y	Y	N	Y	UNK	NA	NA	80-90
SKWENTNA	N	N	N	Y	Y	UNK	NA	NA	40-50
SOLDOTNA	Y	N	Y	Y	Y	N	NA	NA	75
SOUTH NAKNEK NR 2	Y	N	N	Y	Y	NA	UNK	NA	60-70
TELIDA (no ALP)	UNK	UNK	UNK	UNK	UNK	UNK	NA	NA	20-100
TETLIN	Y	Y	Y	Y	Y	NA	NA	NA	100
UGASHIK/NEW	N	N	Y	Y	Y	N	NA	NA	55
WASILLA	Y	UNK	Y	N	Y	UNK	NA	NA	65-90
WILLOW	Y	Y	Y	N	Y	NA	NA	NA	90-100
WISEMAN (no ALP)	UNK	UNK	UNK	UNK	UNK	UNK	NA	NA	20-100
	Local NPIAS Airports Design Standard Index								**60-77**

Legend:
N   Not in compliance   RSA   Runway Safety Area
NA   Not applicable   OFZ   Obstacle Free Zone
UNK   Unknown   TSS   Threshold Siting Surface
Y   Yes in compliance   RPZ   Runway Protection Zone
                                        Cont   Controlled by airport owner
                                        Use   Compatible land use
                              Xwind Cover   Crosswind runway if coverage is <95%
                              Par Tw   Parallel taxiway if > 20,000 annual operations

*NFDC lists Lake Hood Strip as having 0 operations; however, its operations are listed as part of Lake Hood Seaplane Base operations.

**Wind coverage is unknown, but airport has a crosswind runway.

4.1.2 Airfield Surface Condition

This measure was applied to assess the condition of airfield surfaces at International, Regional, and Community airports. At the time this document was developed, minimum pavement conditions were based on FAA guidance. For paved surfaces, the minimum pavement condition index is 70 for runways and 60 for taxiways and aprons. PCIs were determined by using the extrapolated 2009 numbers from the AASP inventory database. Unpaved runways must be in "Good" or "Excellent" condition to meet the measure, using NFDC data. Information is not available about the condition of unpaved taxiways and aprons.

In future performance measurement, minimum surface conditions for both paved and non-paved surfaces are anticipated to be based on prevailing Service Based Budgeting guidance.

The percentages by class for surface adequacy are shown in the following tables.

Table 18. Adequate Pavement Condition

Class	Runway	Taxiway	Apron
International	33%	100%	67%
Regional	57%	56%	48%
Community	52%	64%	59%

The three International class airports have a total of six paved runways. Of the Regional class airports, 25 have paved surfaces, including 35 paved runways. A small portion of the Community class airports have paved surfaces—22 airports with 25 paved runways.
For the International class, two of ANC's three runways meet the adequacy threshold, and the taxiways and aprons have adequate condition. At FAI, both paved runways were measured below 70 PCI, taxiways meet the adequacy threshold, and paved aprons do not. At JNU, the taxiway and apron PCI exceed 60, but the runway PCI is below 70.

Table 19. Adequate Unpaved Runway Condition*

Class	Runway
International	Condition of gravel strip at FAI unknown
Regional	80%
Community	71%

*The source of unpaved runway condition is the FAA's NFDC database, which relies on airport master records (5010 forms). The 5010 inspections of public airports occur every three years. DOT&PF planners, designers, and M&O personnel questioned the accuracy of many runway conditions reported on 5010 forms, and the table reflects their modifications to the 5010 information. M&O, through the Service Based Budgeting initiative, is also working to develop a method for determining unpaved runway condition that is more accurate than the general visual method used in 5010 inspections.

Of the 10 unpaved runways at Regional airports, 8 are in good or excellent condition. Of the 138 unpaved runways at Community airports, 98 are in good or excellent condition. For seaplane bases, surface condition adequacy is not applicable, so seaplane bases were omitted from the analysis.

4.1.3   Weather Information at Airports

The percentage of International, Regional, and Community airports with real time, automated weather reporting system and weather cameras follow. Among other things, weather reporting systems provide altimeter readings necessary for instrument approaches. Automated Weather Observation Systems (AWOS), Automated Surface Observing Systems (ASOS), and Automated Weather Sensor Systems (AWSS) are the systems considered adequate for this measure.

Table 20. Weather Information at Airports

Airport Class	Automated Weather Stations	Weather Cameras
International	100%	0%
Regional	100%	68%
Community	44%	35%

4.1.4 Weather Information off Airports

Automated weather reporting systems and weather cameras can provide valuable information to pilots en route, particularly at mountain passes and other locations where weather conditions are prone to change suddenly. Currently:

- 5 automated weather reporting stations are located off-airport (excluding 20 that are located at Local class airports).
- 33 weather camera stations are located off-airport (excluding 9 that are at Local class airports).

4.1.5 Visual Glide Slope Indicators

Visual glide slope indicators (VGSI), such as Visual Approach Slope Indicators (VASI) and Precision Approach Path Indicators (PAPI), provide important information to landing pilots. The percentage of runway ends at Regional and Community class airports with visual glide slope indicators follows:

- 63% of runway ends at Regional airports
- 32% of primary runway ends at Community airports

The 63% for Regional airports includes all runways at all airports. The percentage for Community airports is limited to primary runways, and includes 15 seaplane bases and one heliport for which VGSI would not be applicable.

4.1.6 Clear Approaches

Airports with instrument approaches have been surveyed to identify obstructions in approach surfaces. Approach surfaces are imaginary surfaces described by Title 14 CFR Part 77, *Objects Affecting Navigable Airspace*. According to Part 77, the approach surface for a visual approach slopes up at 20 horizontal to 1 vertical; the slope is lower for nonprecision and precision instrument approaches.

Most of Alaska's airports are used in visual flight conditions and have not had aeronautical surveys. An assessment of close-in obstacle clearance is part of the 5010 inspection that provides information for the NFDC database. The percentages of runway ends at Regional, Community, and Local NPIAS airports that have obstacle clearance no steeper than 20:1 are as follows:

- 89% of runway ends at Regional airports
- 67% of runway ends at Community airports
- 48% of runway ends at Local NPIAS airports

4.2   Service Performance Measures

The service goal for plan implementation has the following performance measures: Service Index, Current ALP, and Seasonal Closure.

4.2.1   Service Indices

Service Indices were calculated using existing conditions from the current NFDC database and information gathered for the AASP inventory database. Like the Design Standards Index, the Service Index provides useful information about the health of the aviation system and a baseline for measuring future progress toward the Service goal, which is to develop, operate, and maintain a reliable aviation system with facilities scaled to meet system user needs.

Service Indices are performance measures for Regional and Community class airports.[15] An index is developed for each airport in the class and the class index is the average of the indices for all airports in the class. Like the Design Standards Index, the Service Index is comprised of weighted scores for several characteristics and is expressed as a number between 0 and 100. The Service Index includes features important to a range of airport users, including aircraft operators and passengers. If information about components of the Service Index is unknown, the index is a range of numbers, reflecting whether or not the unknown information would meet the characteristic if it were known. The Service Indices, explained in the following paragraphs, are:

- 69-71 for Regional airports
- 55-56 for Community (Off-Road and On-Road) airports

Regional Airports Service Index
The Service Index for Regional airports includes characteristics associated with an airfield capable of handling jet or turboprop aircraft over 12,500 pounds in nearly all weather conditions. A paved runway is one of the characteristics because of the higher concern about foreign object damage at an unpaved runway for turbine aircraft. The minimum length (5,000 feet) and strength (30,000 pounds single wheel load) are minimums for the type of mainline mail carriers that might use these airports. To provide reliable air service, an instrument approach with visibility minimums for the airport reference code that are as low as ¾ mile is a component of the Service Index. For runways with such an approach, the FAA requires a parallel taxiway and high or medium intensity (HIRL/MIRL) runway edge lighting. The Service Index includes

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[15] The calculated Service Indices presented on the next pages are for the components and weights in the July 2010 version of this report and do not include power and airport-owned T-hangar availability.

HIRL lighting. Lease lot, tiedown, and/or floatplane parking availability are characteristics of a busy airport capable of meeting growing aviation demand and providing for new aviation businesses.[16] The availability of fuel sales is another feature important to based and transient aircraft operators. Having shelter for passengers and public toilet facilities are amenities that Regional airports should provide as a minimum level of service for the people using them.

The next table shows the individual airport indices that make up the index for the whole Regional airport class.

Table 21. Regional Airport Service Index

ID	Community	Airport	Service Index
ANI	ANIAK	ANIAK	62-70*
BRW	BARROW	WILEY POST-WILL ROGERS MEMORIAL	80
BET	BETHEL	BETHEL	90
CDB	COLD BAY	COLD BAY	90
CDV	CORDOVA	MERLE K (MUDHOLE) SMITH	70
SCC	DEADHORSE	DEADHORSE	80
DLG	DILLINGHAM	DILLINGHAM	90
ENM	EMMONAK	EMMONAK	30-38*
FYU	FORT YUKON	FORT YUKON	33-42*
GAL	GALENA	EDWARD G. PITKA SR	70
GST	GUSTAVUS	GUSTAVUS	70
HOM	HOMER	HOMER	65
ILI	ILIAMNA	ILIAMNA	47-55*
ENA	KENAI	KENAI MUNI	90
KTN	KETCHIKAN	KETCHIKAN INTL	80
AKN	KING SALMON	KING SALMON	90
ADQ	KODIAK	KODIAK	75
OTZ	KOTZEBUE	RALPH WIEN MEMORIAL	80
MCG	MCGRATH	MCGRATH	60
OME	NOME	NOME	80
PSG	PETERSBURG	PETERSBURG JAMES A JOHNSON	60
SIT	SITKA	SITKA ROCKY GUTIERREZ	55
KSM	ST MARY'S	ST MARY'S	48-57*
UNK	UNALAKLEET	UNALAKLEET	57-65*

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[16] A proxy for lease lot availability is data collected regarding "no unmet demand for a lease lot." Having no unmet demand does not mean a lease lot is available, should demand for one arise. The same sort of proxy was used for tiedown and floatplane parking availability; the data collected was whether or not there is unmet demand. In addition, large aircraft apron parking availability is probably a better measure for Regional airports than tiedown availability. However, information on large aircraft parking availability has not been collected.

DUT	UNALASKA	UNALASKA	38-47*
VDZ	VALDEZ	VALDEZ PIONEER FIELD	85
WRG	WRANGELL	WRANGELL	70
YAK	YAKUTAT	YAKUTAT	75
Regional Airport Service Index			**69-71**

*The strength of these airports' pavement is unknown

Average scores for the individual characteristics vary as follows:

86-94 Paved primary runway at least 5,000 feet long with at least 30,000 pounds (single wheel load) strength (25% of index). Only Unalaska and Emmonak have runways shorter than 5,000 feet. Emmonak, Fort Yukon, and St. Mary's have unpaved runways. Seven airports lack strength information.

75   High Intensity Runway Lighting (HIRL) for primary runway (10% of index). Most of the runways lacking HIRL have MIRL, which may be adequate for the type of instrument approach at the airport.

18   Full length parallel taxiway for primary runway (10% of index). This was the lowest scoring characteristic. Most of the airports without parallel taxiways have partial parallel taxiways.

46   Instrument approach visibility minimums as low as ¾ mile (15% of index).

57   Lease lot availability (10% of index). The score may actually be lower, since the proxy for lease lot availability was no unmet demand for lease lots.

79   Tiedown or floatplane parking availability (10% of index). The score may actually be lower, since the proxy for lease lot availability was no unmet demand for tiedowns or floatplane parking.

89   Fuel sales (10% of index). This was measured for any type of fuel, as reported in the NFDC database. Cordova, Fort Yukon, and St. Mary's lack fuel sales. At most Regional airports, only aviation gas is for sale, and jet fuel is not.

93   Passenger shelter (5% of index). Common use and individual air carriers' terminals were at most Regional airports. Emmonak and Galena lack passenger shelters.

75   Public toilet (5% of index). Toilets that only customers could use were not counted. Cold Bay, Emmonak, Fort Yukon, Gustavus, McGrath, Petersburg, Wrangell, and Yakutat lack public toilets.

Community Airports Service Index

The Service Index for Community airports is a weighted average of a number of characteristics tailored to be appropriate for airports in this class. One of the most important characteristics is whether or not the primary runway meets the length needed at that airport. The length needed varies from airport to airport, mostly due to the design aircraft type and the haul/stage length, which relates to operators' route structures and distance between airports. The runway length needed at each Community airport was determined by review of regional transportation plans and ALPs.

Similar to Regional airports, Community airports need to be all-weather. However, a higher approach visibility minimum was set for Community instrument approaches, reflecting the lower benefit compared to cost for the on-airport improvements required. An instrument approach with 1-mile visibility minimums for the airport reference code, or lower, is part of the Service Index. The FAA requires medium or low (MIRL/LIRL) intensity runway edge lights for an approach with 1 mile visibility minimums. To meet the runway edge lighting component of the Service Index, the primary runway must have MIRL lighting (or better).

Fuel sales and lease lot, tiedown, and floatplane parking availability are characteristics of an airport capable of meeting growth in aviation demand. Having shelter for passengers and public toilet facilities are amenities that Community airports should provide as a minimum level of service for the people using them.

The table below shows the individual airport indices that make up the index for the whole Community airport class.

Table 22. Community Airports Service Index

ID	Community	Airport	Service Index
ADK	ADAK ISLAND	ADAK	85
AKK	AKHIOK	AKHIOK	10
Z13	AKIACHAK	AKIACHAK	20
AKI	AKIAK	AKIAK	80
KQA	AKUTAN	AKUTAN (SPB)	20-40
AUK	ALAKANUK	ALAKANUK	35
5A8	ALEKNAGIK	ALEKNAGIK /NEW	60
6A8	ALLAKAKET	ALLAKAKET	50
AFM	AMBLER	AMBLER	53
AKP	ANAKTUVUK PASS	ANAKTUVUK PASS	65
AGN	ANGOON	ANGOON	53
ANV	ANVIK	ANVIK	80
ARC	ARCTIC VILLAGE	ARCTIC VILLAGE	75
AKA	ATKA	ATKA	65
4A2	ATMAUTLUAK	ATMAUTLUAK	65
ATK	ATQASUK	ATQASUK EDWARD BURNELL SR MEMORIAL	80

Community Airports Service Index (cont.)

ID	Community	Airport	Service Index
BTI	BARTER ISLAND LRRS	BARTER ISLAND LRRS	65
WBQ	BEAVER	BEAVER	80
KTS	BREVIG MISSION	BREVIG MISSION	35
BVK	BUCKLAND	BUCKLAND	50
CEM	CENTRAL	CENTRAL	35
CIK	CHALKYITSIK	CHALKYITSIK	80
CFK	CHEFORNAK	CHEFORNAK	35
C05	CHENEGA	CHENEGA BAY	65
VAK	CHEVAK	CHEVAK	50
AJC	CHIGNIK	CHIGNIK	20
KCL	CHIGNIK LAGOON	CHIGNIK LAGOON	20
A79	CHIGNIK LAKE	CHIGNIK LAKE	20
CZO	CHISTOCHINA	CHISTOCHINA	0-30
9A3	CHUATHBALUK	CHUATHBALUK	65
CRC	CIRCLE	CIRCLE CITY /NEW/	35
CLP	CLARKS POINT	CLARKS POINT	65
KCC	COFFMAN COVE	COFFMAN COVE	50
CGA	CRAIG	CRAIG	6
CJX	CROOKED CREEK	CROOKED CREEK	30
DEE	DEERING	DEERING	50
D66	DELTA JUNCTION	DELTA JUNCTION	0-30
DM2	DIOMEDE	DIOMEDE	50
EAA	EAGLE	EAGLE	70
EEK	EEK	EEK	80
EII	EGEGIK	EGEGIK	83
KEK	EKWOK	EKWOK	65
ELI	ELIM	ELIM	35
KFP	FALSE PASS	FALSE PASS	20
GAM	GAMBELL	GAMBELL	65
GLV	GOLOVIN	GOLOVIN	80
GNU	GOODNEWS	GOODNEWS	20
KGX	GRAYLING	GRAYLING	35
GKN	GULKANA	GULKANA	90
HNS	HAINES	HAINES	85
HRR	HEALY	HEALY RIVER	35
HYL	HOLLIS	HOLLIS	55
HCA	HOLY CROSS	HOLY CROSS	65

Community Airports Service Index (cont.)

ID	Community	Airport	Service Index
HNH	HOONAH	HOONAH	30
HPB	HOOPER BAY	HOOPER BAY	50
5HO	HOPE	HOPE	50
HUS	HUGHES	HUGHES	35
HLA	HUSLIA	HUSLIA	80
HYG	HYDABURG	HYDABURG	50
4Z7	HYDER	HYDER	50
IGG	IGIUGIG	IGIUGIG	75
AFE	KAKE	KAKE	68
KLG	KALSKAG	KALSKAG	80
KAL	KALTAG	KALTAG	50
KYK	KARLUK	KARLUK	10
Z09	KASIGLUK	KASIGLUK	65
IAN	KIANA	BOB BAKER MEMORIAL	35
KVC	KING COVE	KING COVE	68
IIK	KIPNUK	KIPNUK	80
KVL	KIVALINA	KIVALINA	50
AKW	KLAWOCK	KLAWOCK	60
OBU	KOBUK	KOBUK	80
9K2	KOKHANOK	KOKHANOK	80
JZZ	KOLIGANEK	KOLIGANEK	80
DUY	KONGIGANAK	KONGIGANAK	20
2A9	KOTLIK	KOTLIK	80
KKA	KOYUK	KOYUK ALFRED ADAMS	40
KYU	KOYUKUK	KOYUKUK	80
KWT	KWETHLUK	KWETHLUK	80
GGV	KWIGILLINGOK	KWIGILLINGOK	15-45
2A3	LARSEN BAY	LARSEN BAY	25
9Z8	LEVELOCK	LEVELOCK	65
MLY	MANLEY HOT SPRINGS	MANLEY HOT SPRINGS	35
MBA	MANOKOTAK	MANOKOTAK	90
MDM	MARSHALL	MARSHALL DON HUNTER SR	35
MYU	MEKORYUK	MEKORYUK	50
MTM	METLAKATLA	METLAKATLA	50
51Z	MINTO	MINTO AL WRIGHT	50
MOU	MOUNTAIN VILLAGE	MOUNTAIN VILLAGE	80
KEB	NANWALEK	NANWALEK	13

Community Airports Service Index (cont.)

ID	Community	Airport	Service Index
WNA	NAPAKIAK	NAPAKIAK	80
PKA	NAPASKIAK	NAPASKIAK	65
OUL	NELSON LAGOON	NELSON LAGOON	75
KNW	NEW STUYAHOK	NEW STUYAHOK	80
EWU	NEWTOK	NEWTOK	20
IGT	NIGHTMUTE	NIGHTMUTE	20
FSP	NIKOLAI	NIKOLAI	80
WTK	NOATAK	NOATAK	80
5NN	NONDALTON	NONDALTON	25
D76	NOORVIK	ROBERT/BOB/CURTIS MEMORIAL	65
96Z	NORTH WHALE PASS	NORTH WHALE	50
ORT	NORTHWAY	NORTHWAY	95
AQT	NUIQSUT	NUIQSUT	75
NUL	NULATO	NULATO	80
16A	NUNAPITCHUK	NUNAPITCHUK	20
6R7	OLD HARBOR	OLD HARBOR	10
4K5	OUZINKIE	OUZINKIE	10
PAQ	PALMER	PALMER MUNI	95
4K0	PEDRO BAY	PEDRO BAY	65
PEC	PELICAN	PELICAN	43
PEV	PERRYVILLE	PERRYVILLE	65
PNP	PILOT POINT	PILOT POINT	80
0AK	PILOT STATION	PILOT STATION	35
PTU	PLATINUM	PLATINUM	65
PHO	POINT HOPE	POINT HOPE	80
PIZ	POINT LAY	POINT LAY LRRS	80
AHP	PORT ALEXANDER	PORT ALEXANDER	40
PGM	PORT GRAHAM	PORT GRAHAM	13
PTH	PORT HEIDEN	PORT HEIDEN	65
ORI	PORT LIONS	PORT LIONS	25
19P	PORT PROTECTION	PORT PROTECTION	63
AQH	QUINHAGAK	QUINHAGAK	75
RDV	RED DEVIL	RED DEVIL	50
RBY	RUBY	RUBY	80
RSH	RUSSIAN MISSION	RUSSIAN MISSION	65
SDP	SAND POINT	SAND POINT	80
SVA	SAVOONGA	SAVOONGA	80

Community Airports Service Index (cont.)

ID	Community	Airport	Service Index
SCM	SCAMMON BAY	SCAMMON BAY	20
WLK	SELAWIK	SELAWIK	50
SOV	SELDOVIA	SELDOVIA	20
SWD	SEWARD	SEWARD	70
SHX	SHAGELUK	SHAGELUK	35
2C7	SHAKTOOLIK	SHAKTOOLIK	80
SXP	SHELDON POINT	SHELDON POINT	20
SHH	SHISHMAREF	SHISHMAREF	80
SHG	SHUNGNAK	SHUNGNAK	80
SGY	SKAGWAY	SKAGWAY	85
SLQ	SLEETMUTE	SLEETMUTE	45
PBV	ST GEORGE	ST GEORGE	75
SMK	ST MICHAEL	ST MICHAEL	80
SNP	ST PAUL ISLAND	ST PAUL ISLAND	90
WBB	STEBBINS	STEBBINS	38
SVS	STEVENS VILLAGE	STEVENS VILLAGE	65
SRV	STONY RIVER	STONY RIVER 2	10
TCT	TAKOTNA	TAKOTNA	20
TKA	TALKEETNA	TALKEETNA	80
TAL	TANANA	RALPH M CALHOUN MEMORIAL	85
7KA	TATITLEK	TATITLEK	20
TER	TELLER	TELLER	50
TKE	TENAKEE SPRINGS	TENAKEE	60
KTB	THORNE BAY	THORNE BAY	53
TOG	TOGIAK VILLAGE	TOGIAK	85
6K8	TOK	TOK JUNCTION	55
OOK	TOKSOOK BAY	TOKSOOK BAY	65
TLT	TULUKSAK	TULUKSAK	20
A61	TUNTUTULIAK	TUNTUTULIAK	68
4KA	TUNUNAK	TUNUNAK	35
AK62	TUXEKAN ISLAND	NAUKATI BAY	30-60
A63	TWIN HILLS	TWIN HILLS	65
VEE	VENETIE	VENETIE	90
AWI	WAINWRIGHT	WAINWRIGHT	80
IWK	WALES	WALES	80
WMO	WHITE MOUNTAIN	WHITE MOUNTAIN	35
IEM	WHITTIER	WHITTIER	20
Community Airport Service Index			**55-56**

Average scores for the individual characteristics varied as follows:

62   Primary runway meets minimum length needed now, as identified by Regional Transportation Plan or ALP (30% of index). All seaplane bases were assumed to have adequate length. DOT&PF regional aviation planners reviewed the results of runway length research.

68   Primary runway edge lighting MIRL or better (15% of index).

37   Instrument approach visibility minimums 1 mile or lower (15% of index).

93-96 Lease lot availability (10% of index). The score may actually be lower, since the proxy for lease lot availability was no unmet demand for lease lots.

88-90 Tiedown or floatplane parking availability (10% of index). The score may actually be lower, since the proxy for tiedown or floatplane parking availability was unmet demand for tiedowns or floatplane parking.

10   Fuel sales (10% of index). Only 17 Community airports have fuel sales. This is the lowest scoring component of the index.

16-19 Passenger shelter (5% of index). Common use terminals, individual carriers' terminals, and heated shelters are counted as passenger shelters. Open and unheated shelters are given half weight.

12-15 Public toilet (5% of index). Toilets that only customers could use were not counted. Latrines were counted.

4.2.2   Current Airport Layout Plan

According to the FAA Advisory Circular 150/5300-13, "An Airport Layout Plan (ALP) is a scaled drawing of existing and proposed land and facilities necessary for the operation and development of the airport. Any airport will benefit from a carefully developed plan that reflects current FAA design standards and planning criteria." Having a current ALP is a good measure for the objective to provide facilities that serve current and future needs. If the current and future needs are not reflected on the ALP, they are not eligible for the Federal Airport Improvement Program funding.

The percentage of Regional, Community, and Local NPIAS airports with ALPs less than 10 years old is a service performance measure. As the next table shows, 67% of the airports in these classes have ALPs with FAA approval dates after May 1, 2000. The only Regional airport with an ALP more than ten years old is Kotzebue, which has an FAA approval date of 1999. Of the 18 Community airports lacking an ALP, two are not in the NPIAS, so would not be expected to have an ALP.

Table 23. Current Airport Layout Plan

Class	ALP less than 10 Years Old	ALP Older than 10 Years	No ALP
Regional	96%	4%	0%
Community	70%	19%	11%
Local NPIAS	49%	21%	30%
Total of these Classes	67%	18%	15%

4.2.3 Seasonal Closure

The percentage of Regional and Community airports without seasonal closures is another measure of service. Airport closure due to spring flooding or a similar cause seriously degrades the reliability of air transportation for some Alaskan residents. For Regional airports, 100% lack seasonal use restrictions. For Community airports, 92% lack seasonal use restrictions.

Of the 164 Community airports, the 13 listed below have seasonal use restrictions. The DOT&PF has categorized nine of these as having seasonal closures; they are closed primarily due to seasonal flooding that makes the runway unusable. At three of the other four airports, fixed wing nighttime operations are prohibited, a situation that severely restricts winter use. The lack of winter maintenance accounts for the seasonal use restriction at the other airport, Whittier.

Table 24. Community Airports with Seasonal Use Restrictions

AKIACHAK*	Soft in spring
AMBLER*	Soft in spring
GOLOVIN*	Soft in spring
KONGIGANAK*	Soft in spring
KOYUK ALFRED ADAMS*	Soft every spring
KWIGILLINGOK*	Closed in spring and during heavy rain
NANWALEK*	Daylight use only; high tide damage
NEWTOK	Daylight use only except for helicopters
RED DEVIL*	Spring ice jam flooding, daylight use only
SAVOONGA*	Winter drifts
SELDOVIA	Daylight use only
TULUKSAK	Daylight use only except for helicopters
WHITTIER	No winter maintenance

*Airport is on 5/10 DOT&PF list of airports with seasonal closure deficiencies.

The DOT&PF has programmed improvements for Akiachak, Kongiganak, and Savoonga that should be completed by the end of 2011. A major rehabilitation project for Ambler is expected in FFY 2014. Improvements to Kwigillingok are delayed by sovereignty and right-of-way issues. Raising the runway elevation of Red Devil will be a major, costly project.

Eliminating seasonal airport closures was a goal of the *2030 Let's Get Moving, Alaska Statewide Long-Range Transportation Policy Plan Update*. In the last five years, improvement projects

have eliminated the problem at Atka, Ekwok, Iliamna, Huslia, Kiana, King Cove, Koyukuk, Manokotak, New Stuyahok, Nightmute, Scammon Bay, Selawick, Tanana, and Tuntutuliak.

4.3   Fiscal Responsibility Performance Measure

One of the plan implementation fiscal responsibility goal performance measures can be addressed now--inclusion in the National Plan of Integrated Airport Systems (NPIAS). Being part of the NPIAS makes an airport eligible for federal funding from the Airport Improvement Program (AIP). Nearly all the airports in these classes are in the NPIAS, which shows that the DOT&PF and the FAA have been very successful at assuring the most important airports in the state are part of the NPIAS.

For Community class airports, 98% are in the NPIAS. The Community airports that are not in the NPIAS are Chistochina, Delta Junction, and Naukati Bay, although a proposed seaplane base for Naukati Bay is listed in the NPIAS Report to Congress.

While nearly all the Community airports are in the NPIAS, not every community that might qualify for a Community class airport has one. As discussed earlier in this report, a Community airport serves a community with at least 25 permanent, year-round residents that has a public school. Communities that meet these criteria and lack a public use airport are Edna Bay,[17] Mentasta Lake, Nikolsi, Port Alsworth, and Tyonek. To be included in the NPIAS, airports in these communities would need to be open to the public and owned by a public entity qualified to be a sponsor for a NPIAS airport.

Although they are not International, Regional, or Community airports, Lake Hood Strip (Z41) and Homer Beluga Lake (5BL) should be added to the NPIAS. Lake Hood Strip is actually part of Lake Hood Seaplane Base, which is in the NPIAS, and Homer Beluga Lake is actually part of Homer Airport, which is also in the NPIAS.

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[17] A seaplane base is proposed for Edna Bay and listed in the latest NPIAS Report to Congress.

5.0   Implementation—What's Next?

How will it be possible to tell if the effort and investment expended on the aviation system is carrying out the AASP goals and objectives?

The previous section of this document measured many facets of the aviation system's current condition to provide a floor, or baseline, for measuring future progress. However, more work is needed to measure progress towards meeting *all* the objectives set forth in this document. The following steps summarize the work ahead:

- **Develop consensus for the AASP goals and objectives.** If those who plan, design, operate, and use Alaska's airports do not support the goals and objectives, they are unlikely to be met.

- **Assign responsibility for performance measurement.** Measuring the progress made towards meeting goals and objectives helps focus resources. Accountability is required to ensure the measurement happens.

- **Commit the necessary resources.** Measuring performance requires time to collect and maintain appropriate data, make periodic measurements, and report on results. More important, investments of time and money in airport improvements should align with AASP goals and objectives.

- **Maintain important data and increase automation**.
  - A great deal of information about 289 airports has been collected in an on-line database, http://internal.alaskaasp.com/. Still, not all the information desired for performance measurement is in the database. For example, workshop participants felt that having a public apron available for large transient aircraft parking is important at some airports. Paved and unpaved apron areas are in the database, but there is no assessment of availability or suitability of the apron dimensions, location, and strength.
  - The AASP database also contains much information that was *not* used to measure performance, to classify airports, or to facilitate DOT&PF's day-to-day stewardship of the aviation system. Useless data should be eliminated from the database, allowing resources to be focused on updating more important and useful data.
  - While the AASP database now has several query reports, it needs more to facilitate airport classification, do additional performance measurement, and help the DOT&PF in other ways. The Design Standards Indices and the Service Indices need to be automated reports. Geographic Information System (GIS) analysis of driving times would facilitate airport classification.
  - Continue to improve the quality of 5010 data, including updating information about airport improvements in a timely manner. The 5010 information is part of the NFDC database that the FAA updates every 56 days and that is linked from the AASP database. Work to match NFDC community names with those in the Department of Commerce, Community, and Economic Development (DCCED)

database. This will allow adding the extra AASP inventory for some of the over 400 Local Non-NPIAS airports that may warrant more attention. Many of the community names in the NFDC database are not in the DCCED database.

- **Refine performance measures.** Reasons to revise, add, or delete performance measures include the following:
    - Some performance measures for planning process and plan implementation may be redundant and should be combined.
    - Some performance measures may prove to be more trouble to measure than their value, and should be dropped or replaced.
    - Some of the performance measures have no data available to measure. When relevant, measurable data are found, the performance measure may need to be modified to match the data better.
    - Measures should not be changed before the passage of time allows intermittent progress assessment. But when the objective is substantially met, the measure should be dropped or replaced.
    - With the passage of time, performance expectations may rise and FAA standards may change, requiring the adoption of measures that are harder to meet than the current ones.

- **Measure performance regularly**. Annual performance measurement is a reasonable frequency. Report on performance measures in consistent way, such as in an annual report, and publicize the information.

- **Work to accomplish action items as well as make incremental improvements to system performance**. Several of the AASP objectives are action items and do not have performance measures. For example, an objective leading to the safety goal is, "Facilitate the preservation of backcountry airports needed for system safety." Further work is needed to define what this means exactly, how and when it should be done, and by whom.

5.1   What else is needed to measure plan implementation performance?

Each of the plan implementation objectives is listed below, along with comments about the implementation of the objective—what has been done and needs to be done. The comments formulate a "to do list" for a later stage of continuous system planning.

Safety Objectives	Comments
Bring airports into compliance with FAA airport design standards, to the extent practical.	Design Standards Indices are measured for land-based airports in the Regional, Community, and Local NPIAS classes. Need similar measures for seaplane bases and heliports. Need data collection and analysis for signage.

Provide adequate airfield surface condition.	Baseline condition is measured. Need improvement in assessing the condition of unpaved runways reported in 5010s.
Reduce obstructions to aviation that are in approach/departure surfaces.	Baseline condition is measured using data from NFDC compared to 20:1 surface clearance. Obstruction clearance data reported in 5010s may need improvement/updating.
Advocate adequate infrastructure (communication, approaches, IFR routes, weather reporting, etc.) for pilots.	Action Item. Needs what, how, when, by whom.
Improve access control around aircraft operating areas.	Action Item. Needs what, how, when, by whom. Refer to Part 139 regulations for requirements at some commercial service airports, to TSA recommendations for security at general aviation airports, and to recommendations in individual airport wildlife hazard assessments. Additional data collection may be needed.
Facilitate the preservation of backcountry airports needed for system safety.	Action item. Needs what, how, when, by whom. Alaska contains airports not registered with the FAA, including some owned by the DOT&PF. Review the practice to remove airports from the NFDC database if the DOT&PF does not maintain them.

Service Objectives	**Comments**
Develop an air transportation system that supports and promotes economic development.	Regional airport class definition considers economic factors. Economic development considered in components of the Service Index (runway length, strength, instrumentation, lighting, lease lot and tiedown availability, fuel sales, and amenities for people.) Service Indices are measured for baseline conditions, although data collection and analysis needed for "power" and "airport-owned T-hangars".
Provide facilities that serve current and future needs.	"Current ALP" measure addresses current and future needs. Service Index incorporates current and future needs. Community airport

runway length needed is the near-term future need. Lease lot and tiedown availability considers future growth, although data available addresses "no unmet demand for lease lots and tiedowns", which is not the same as lease lot and tiedown availability. Need additional data collection for availability of large aircraft apron, lease lot, power, tiedown/floatplane parking, and airport-owned T-hangars. Consider developing Service Index for Local NPIAS High Activity airports.

Provide Alaskan residents with appropriate and reasonable levels of access to the air transportation system, including access to targeted airports capable of handling medical evacuation at night and during bad weather

Service Index components are tailored for Regional and Community airports to be appropriate and reasonable. Assignment of airports to Community class considers minimum community population and maximum driving time to an airport. Service Indices for both Regional and Community classes incorporate "all-weather" medevac capability. Communities that qualify for a Community class airport, but lack a public airport, are listed in this report.

Eliminate correctable seasonal closures of airports needed year-round, to the extent practical.

Number of Community airports with seasonable closures is measured. Recent past improvement and planned improvement to eliminate seasonal closures is also reported.

Consider options to connect communities by alternative means instead of building new/improved airports.

Action item. AASP data collection included regional aviation planners' assessment of each community's potential access to another airport by road.

Fiscal Responsibility Objectives

Comments

Adequately fund airport management, operation, and maintenance functions.

Need definition of adequate funding level to measure. Service Based Budgeting is anticipated to provide this definition.

Prioritize investment in airports to advance system goals and objectives, lower life cycle costs, and consider maximizing the economic benefit relative to the cost.

Fiscal responsibility measures that have not been assessed include: "Does the priority for AIP funding advance system goals and objectives, lower life cycle costs, and maximize the economic benefit to cost ratio?"

"Have optional solutions been considered to determine the most cost effective?" "Have projects that exceed FAA design standards or that exceed the performance objectives of the airport's class been fully justified? If not, will the cost of exceeding standards/objectives be funded by other sources than AIP and DOT&PF?" "Has the cost of meeting grant assurances for 20 years been considered if the need for the airport improvement is relatively short-term?"

Current APEB process and scoring are generally in line with this objective; however, the objective could be considered an action item for the APEB Policy Board.

Consider cost effectiveness for air carriers, airport owners, and other airport users.	A performance measure is listed for this objective, but it might be better as an action item for APEB improvement.
Recommend to the FAA airports that should be added to the NPIAS to be eligible for federal AIP grants.	All International and Regional airports are in the NPIAS. This report lists the few additional communities that should have a Community class airport that is in the NPIAS. More criteria for Local airport inclusion/exclusion in the NPIAS may be needed. If there are any airports that could be excluded from the NPIAS, they are in the Local NPIAS Lower Activity class.
Improve the management of AIP grants.	Average life of a grant is a performance measure, but the baseline condition has not been measured.
Increase airport revenue and funding.	Several performance measures are listed, but baseline condition is not measured due to the lack of available data. Need improvement in the collection of revenue/expense data by individual airport.

Communication Objectives	**Comments**
Incorporate public participation in capital improvement programming, project	Action Item. Need additional definition of what is appropriate public participation.

development, and ongoing airport operation.

| Provide timely and effective interdepartmental and agency coordination. | Action Item. Need additional definition of what is appropriate coordination. |

Management Objectives	**Comments**
Comply with applicable federal, state, and local laws and regulations.	Action Item. Need to identify where compliance is difficult and address why.
Meet regularly with the FAA, other agencies, and users to identify and resolve emerging problems and needs.	Action Item. Need additional definition of regular meeting.
Promote aviation safety education for pilots, airport staff, and the public.	Action Item. Need to assess what is ongoing and any need for change.
Explore the selective transfer of airports from state to local ownership.	Action Item. May need policy development, criteria to determine where transfer is appropriate, and techniques to encourage selective transfer.
Explore the selective joint use of military/civilian airfields and other aviation facilities.	Action Item. May need policy and procedure development established with the military.
Coordinate with the FAA and the military on military airspace and training activities.	Action Item. Need to ensure mitigation of impacts on commercial aviation, general aviation, and airports.
Ensure those that manage, plan, design, maintain, and operate Alaska's airports are trained to do their jobs well. Support continuing education.	Action Item. Need to assess what is ongoing and any need for change.
Ensure that policies and procedures for planning, design, managing, and funding are consistent with system goals and objectives, are documented, and are accessible to the public.	Action Item. Need to assess what is ongoing and any need for change.

5.2   What else is needed to measure planning process performance?

DOT&PF regional aviation planners and statewide aviation personnel have been discussing how data collection and performance measurement for the planning process (Appendix H) might be accomplished. These discussions need to become a plan of action. The plan of action might begin with a review of the performance measures for the planning process:

Safety
Has Statewide Aviation incorporated the results of the various safety reviews in its annual report?
Has the annual APEB/CIP safety project review been conducted?
Is the AASP M&O assessment and safety needs list current? When was it last updated?
Has the annual System Safety Issues review been conducted?
Have the annual summaries of LOC, FAA inspector recommendations, and 5010 inspection findings been prepared?
Have all of the above been distributed to Regional Directors and their staffs?

Service
Does the AASP identify threats to reliability? Is the information current?
Has the public been invited to provide input concerning community, regional, and statewide aviation needs? When was this last done?
Does the AASP include a list of projects (or the type of projects) necessary to maintain a reliable and sustainable system of airports? When was this list last reviewed and updated?
Have recommendations for changes to the NPIAS been made?
Have locations where infrastructure constrains economic development been identified?

Fiscal Responsibility
Have the project scoring criteria been reviewed to determine whether criteria are adequate to ensure funding allocation and asset management policies are met?
Has the AIP spending plan been reviewed in the last year in order to determine whether actual project funding is in concert with established priorities?
Has the APEB established a policy concerning project add-ons and their effect on funding allocation priorities? If so, has the spending plan been reviewed to determine whether the policy's implementation has improved the allocation of resources?
Have priorities for paving projects become more coherent through the use of pavement management information in the formulation of the spending plan?

Communication:
Has an annual report been prepared?
After five years, has the AASP been reviewed? How many public meetings have been conducted concerning the AASP?
How many comments have been received at the AASP web site?
Is the input received pertinent to AASP and aviation planning issues?
Has the five-year capital improvement program been developed and updated annually?
How many airports have had a stakeholder meeting in the last year? How many have not had such a meeting in more than two years?

Management:
Has a policy review meeting of the APEB occurred and been acted on?
Have semi-annual meetings of the aviation planning group occurred?
How much communication has occurred with the FAA, GAAB, TSA, statewide aviation, regional and headquarters planning, design, leasing, ROW, and M&O?
Has the AASP database and 5010 information been updated?

Appendix A – Goals from 2030 Transportation Plan & Last AASP

2030 Let's Get Moving, Alaska Statewide Long-Range Transportation Policy Plan Update

Policies:

System Development: Develop the multimodal transportation system to provide safe, cost-effective, and energy-efficient accessibility and mobility for people and freight. Establish statewide strategic priorities for transportation system development funding.

System Preservation: Apply the best management practices to preserve the existing transportation system. Increase understanding of and communicate ADOT&PF's responsibilities for system preservation as the owner of highways, airports, and vessels.

System Management and Operations: Ensure the efficient management and operation of the transportation system. Use technology and Intelligent Transportation Systems where cost-effective to ensure the efficient operation of the transportation system, accessibility, and customer service.

Economic Development: Identify system development needs that address travel demand growth, economic development, and funding strategies through regional and metropolitan plans. Preserve and operate Alaska's multimodal transportation system to provide efficient reliable access to local, national, and international markets.

Safety: Increase the safety of the transportation system for users of all modes.

Security: Work with federal, local, and state agencies to provide a secure transportation system and emergency preparedness for all modes.

Environment and Quality of Life: Preserve the natural beauty of the state, limit the negative impacts and enhance the positive attributes – environmental, social, economic, and human health – of an efficient transportation system. Support energy conservation, specifically in our consumption of fossil fuels as a matter of national security and to address climate change. Develop transportation plans in close coordination with local communities to ensure transportation investment decisions reflect Alaskans' quality of life values.

Good Government: Openness and Accountability for Transportation System Performance: the statewide plan will provide the analytical framework from which ADOT&PF sets investment priorities.

Strategic Goals and Priorities for System Development – ADOT&PF Airports

Goal 1: 24-hour Medivac capability for targeted airports (28). This goal requires that:

- Runways are adequate to support 24-hour operations by fixed wing aircraft (3300-foot runway).
- Runway lighting is provided to support 24-hour operations by fixed wing aircraft or helicopter landing zones identified and lighted.

Goal 2: Address seasonal closures impacting targeted airports (13).

Goal 3: Participation and Partnership with FAA Initiatives (NextGen).

Other Strategic Considerations: Longer and wider runways for freight and fuel shipments, to be addressed through ADOT&PF's aviation system planning.

1996 Alaska Aviation System Plan

The Alaska Aviation System Plan Update is intended to be a dynamic tool to ensure sound investment of public funds in the aviation infrastructure. Goals that have guided the preparation of the plan are:

Safety: Implement programs to ensure safe air traffic, airport facilities, and airport operations throughout the system.

Service: Provide a convenient, reliable, and cost-effective aviation system with facilities scaled to meet community, regional, and state needs.

Economic: Invest capital to enhance aviation service and economic development. Provide cost-effective maintenance and operational support for the existing and future aviation infrastructure.

Environmental: Ensure airport activities and land uses are compatible with the surrounding communities. Minimize the environmental impacts of existing and future airport improvements and operations.

Management: Provide criteria for state and local government ownership, management, design, maintenance and operation of airport facilities. Encourage the selective transfer of airport management to local government. Integrate the aviation system with other modes of transportation.

Appendix B – DOT&PF Missions and Measures

DOT&PF - Aviation	DOT&PF - Planning	DOT&PF-Ted Stevens Anchorage International Airport	DOT&PF - Fairbanks International Airport	DOT&PF - Highways & Aviation
Mission/Services				
Provide airport system vision, planning, and infrastructure for the safe movement of people and goods, and provide relevant and reliable financial information to the international airport system / plan development, technical assistance/coordination, 5010 inspections, accounting/financial procedures, fee structures, property management, promote aviation safety improvements	Optimize State Investment in Transportation by means of data-driven recommendations and meet federal and state requirements through effective data collection, analysis, planning, public involvement and documented decisions. Numerous core services focused on highways.	Safely, effectively, and efficiently operate and maintain the airport consistent with federal regulatory requirements, high customer standards, sensitivity to user needs, and awareness of community goals / no core services listed	Provide for the safe movement of people and goods at FAI / Admin, maintenance, operations, ARFF.	Operate, maintain, safeguard, and control the state's infrastructure system of highways, airports, and harbors / Maintenance, security, emergency response.
Goals (End Results)				
Increase revenue generation at statewide rural airports.	Access optimal federal funds for highway construction projects	Safe operations on the airport. Customer satisfaction. Optimize revenue. Regulatory compliance at all levels. Economic development.	Ensure safe operations at the airport	Maintain state-owned roads, highways, and airports to appropriate department standards.
Objectives (Strategies to Achieve End Result and Targets)				
Increase revenue. Process land-use applications more expeditiously.	Adopt specific plans. Streamline and improve federal-aid funding process		Reduce employee injury, illness, lost time. Reduce public property damage/injuries. Maximize safety and security of traveling public.	Ensure regulatory compliance at rural Part 139 airports. Carry out safe operations.

DOT&PF - Aviation	DOT&PF - Planning	DOT&PF-Ted Stevens Anchorage International Airport	DOT&PF - Fairbanks International Airport	DOT&PF - Highways & Aviation
Performance Measures (Targets)				
Amount of revenue, processing time.	Completion of plans, deadlines, and processing time	Injury/lost time/illness rates, work orders, comment cards/surveys, revenue amount, Part 139 inspection results, private investment amount, cargo landed weight.	Statistics on employees and claims. Part 139 & similar discrepancies. Runway condition, hours closed, incursions. Adequate and timely police and fire response.	Customer satisfaction, Part 139 inspection violations, employee safety training.

Source: OMB Website for DOT&PF Entities. http://www.gov.state.ak.us/omb/results/index.php

Appendix C – Goals and Measures from Other States

Arizona

Arizona's 2008 State Airports System Plan states a vision, with supporting goals and performance measures:

> Vision: Provide an airport system that accommodates demand, supports economic and transportation needs, and maximizes funding resources.

> Goals: Development, Economic Support, Safety and Standards, Environmental Sensitivity and Stewardship.

Many performance measures are listed for Arizona's four goals. A sample follows:

- Development: Percent of airports with a current (past 5 years) master plan
- Economic Support: Percent of businesses with the propensity to use aviation within a 30-minute drive of an airport
- Safety and Standards: Percent of airports with adopted Security Plans
- Environmental Sensitivity and Stewardship: Percent of system airports supporting flight training

California

Although not adopted, the following were proposed to measure the performance of California's aviation system[18]:

- mobility and accessibility
- reliability
- cost effectiveness
- economic well-being
- sustainability
- environmental quality
- safety and security
- equity (fair distribution of benefits, such as funding, and burdens, such as noise)
- customer satisfaction

Colorado

Colorado's 2005 Aviation System Plan included a vision and six specific goals and performance measures. The vision was: To provide a safe and efficient airport system that maximizes existing investment and meets interstate and intrastate travel and emergency needs while supporting Colorado's diverse economy. The goals and performance measures were:

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[18] Geoffrey D. Gosling: Aviation System Performance Measures Working Paper, Institute of Transportation Studies, University of California, Berkeley, 1999.

Goal	Performance Measure
Support a system that is adequate to meet current and projected demand.	Activity
Provide a system that meets future demand while considering community and environmental compatibility.	Expansion Potential
Have a system of airports that supports economic growth and diversification.	Economic Support
Provide a system of airports that is convenient and one that supports emergency services.	Coverage/Emergency Access
Support a system that maximizes investment by optimizing the useful life of existing facilities.	Investment
Encourage an aviation system that is secure.	Security

Maine

Maine's goals/performance measures covered seven areas:

- Quality of Life
- Capacity
- Aviation Outreach
- Standards/Safety
- Economic Support
- Flexibility
- Accessibility

Here is an example from the Maine Aviation System Plan of how goals and performance measures are linked, although different terminology is used:

Performance Measure:

Quality of Life

Benchmarks:

-Percent of State, its population, and employment centers that are within 30 minutes of a system airport that supports forest firefighting activities.

-Percent of the State, its population, and employment centers that are within 30 minutes of a system airport that supports flights by fixed-wing, twin-engine emergency/medical aircraft.

New Mexico

New Mexico's 2003 aviation system plan included the following goals and performance measures:

Goals	Evaluation Factors (Performance Measures)	
Accommodate Existing and Projected Aviation Demand	• Runway Length and Width • Wind Coverage • Pavement Strength	• Visual Glide Slope Indicator • Runway Edge Lighting • Automated Weather Reporting
Promote Accessibility to Airports	• Major Airline Service Areas • Candidates - National Plan of Integrated Airport Systems (NPIAS) • Emergency Use of Airports	
Preserve Investment in Airports	• Current Airport Layout Plan • Current Master / Action Plan • Height Zoning	• Noise Zoning • Runway Condition
Enhance Safety and Security	• Runway Safety Area • Clear Runway Approaches • Parallel Taxiway	
Support Economic Growth	• Fuel Sales • Rental Car Service • Fixed Base Operator	• Instrument Approach • Industrial/Business Park

Virginia

Virginia's system plan included the following goals, objectives, and performance measures:

Goals	Objectives	Performance Measures
Maintain a safe and reliable airport system.	A. Ensure that facilities meet applicable federal or State design criteria and safety standards. B. Protect FAA-mandated safety areas, runway protection zones, and other clear areas. C. Provide meteorological facilities at all airports with a service role of "general aviation community" and higher to enhance the safety and reliability of operations under all weather conditions. D. Provide instrument approach procedures through the use of ground based navigational facilities and/or global positioning satellites (GPS) to airports with a service role of "general aviation community" and higher, to improve reliability during adverse weather	I. Percentage of runways with full safety areas and runway protection zones (RPZ's). II. Percentage of airports with a service role of "general aviation community" and higher with an Automated Weather Observation System III with present weather and thunderstorm information (AWOS III-P-T). III. Percentage of airports with a service role of "general aviation community" and higher that have a published straight-in approach and Runway End Identification Lighting (REIL). IV. Percentage of airports with a Vertical Guidance Visual Aid (VGVA) or similar system at both ends. V. Percentage of system

	conditions.	operations at airports at:
Goals, cont.	Objectives, cont.	Performance Measures, cont.
Maintain a safe and reliable airport system, cont.		− Commercial Service and Reliever airports with a precision approach (200-1/2). − General Aviation Regional airport with a non-precision approach (300-1). − General Aviation Community airports with a non-precision approach (400-1).
Provide an efficient airport system capable of meeting existing and future demand and supporting statewide economic development.	A. Preserve and enhance existing airport facilities and provide new or replacement airports as recommended by adopted system plan. B. Provide convenient access to the National Air Transportation System	I. Percentage of State population within 45 minutes of a commercial service airport. II. Percentage of State population within 30 minutes of a public use airport. III. Percentage of population served by an airport with at least a 5500 foot runway and approach minima of a 400 foot ceiling and 1 statute mile visibility (400-1). IV. Percentage of airports that meet the following criteria that also have a parallel taxiway: − 40,000 annual operations; or − 20,000 annual operations and landing minimums less than 1 statute-mile visibility and/or less than 400 feet decision height.
Minimize non-compatible land use.	Encourage local planning/zoning boards to consider airport needs and impacts when developing land use and zoning plans.	I. Number of jurisdictions that have enacted height restrictive zoning according to Code of Virginia
Develop system in a fiscally responsible manner	Optimize benefit derived from capital improvement investments.	I. Ratio of State and Federal capital grant dollars to the number of aircraft operations at those airports.

Appendix D – Airport Classification Examples from Other States

Arizona

Arizona divides its airports into Primary and Secondary categories, and then subdivides those categories:

- Primary: Primary Service, Commercial Service Reliever, General Aviation-Public Use, Native American.
- Secondary: General Aviation-Public Use, Native American, Government, General Aviation-Private Use.

Colorado

Colorado has the following airport functional levels:

- Major
- Intermediate
- Minor

Minnesota

Minnesota has divided its 136 public use airports into three classifications in regard to size and function:

- Key Airports: Airports that have paved and lighted primary runways 5,000 feet or greater; capable of accommodating all single engine aircraft along with larger multi-engine aircraft and most corporate jets.
- Intermediate Airports: Airports that have paved and lighted primary runways less than 5,000 long; capable of accommodating all single engine aircraft, some multi-engine aircraft, and some corporate jets.
- Landing Strips: Airports that have turf runways that can accommodate most single engine aircraft and some twin engine aircraft; may be unusable during wet weather, winter months, and during the spring melt.

Nebraska

Nebraska numerically determined airport service levels by measuring the following components:

- Airport Site (land area)
- Runway (length, strength, width, condition, lighting)
- Taxiway
- Navigation Aid
- Apron-Terminal
- Ground Access

New Mexico

In its 2003 system plan, New Mexico's five classifications adopt FAA service levels, except they subdivide the general aviation service level into two classifications. The five airport classifications for the New Mexico airport system are:

- Primary Commercial Service: Airport with scheduled passenger service and more than 10,000 annual passenger boardings.
- Non-primary Commercial Service: Airport with scheduled passenger service with 2,500 – 10,000 annual passenger boardings.
- GA Reliever: Airport that is an attractive alternative to a busy commercial service airport in large metropolitan area.
- GA Gateway: Airport that provides access to business aircraft within 30 minutes drive of a population center.
- GA Key: Airport that is located in close proximity to a GA Gateway or Commercial Service airport or has insufficient activity for the GA Gateway role.

Oregon

Oregon revised its airport classifications in 2007 into the following five classifications:

- Category I – Commercial Service Airports: These airports support some level of scheduled commercial airline service in addition to a full range of general aviation aircraft. This includes both domestic and international destinations.
- Category II – Urban General Aviation Airports: These airports support all GA aircraft and accommodate corporate aviation activity, including business jets, helicopters, and other GA activity. The primary users are business related and service a large geographic region, or they experience high levels of GA activity.
- Category III – Regional General Aviation Airports: These airports support most twin and single engine aircraft, may accommodate occasional business jets, and support regional transportation needs.
- Category IV – Local General Aviation Airports: These airports primarily support single engine, GA aircraft, but are capable of accommodating smaller twin-engine GA aircraft. They also support local air transportation needs and special use aviation activities.
- Category V – RAES (Remote Access/Emergency Service) Airports: These airports primarily support single-engine GA aircraft, special use aviation activities, and access to remote areas or provide emergency service access.

Utah

Utah divides commercial service airports into two classifications and general aviation airports into three classifications:

- International Airport: SLC International provides essential national and international commercial airline access.

- National Airports: Accommodate a high level of commercial service and general aviation activity and serve major population centers or tourism destinations.
- General Aviation Regional Airports: Serve primarily GA activity, including jet and multi-engine aircraft and provide access to major population centers.
- General Aviation Community Airports: Provide aviation access to smaller population centers and are used for emergency air medical operations, business, recreational, and personal flying activities.
- General Aviation Local Airports: Have local importance, primarily serving recreational and personal flying activities.

Virginia

Virginia has five airport classifications:

- Commercial Service: Provide scheduled air carrier and/or commuter service to domestic and, in some cases, international destinations for surrounding communities.
- Reliever: GA airports in metro areas intended to reduce congestion at large commercial service airports by providing general aviation pilots with comparable landside and airside facilities.
- General Aviation Regional: Service areas are often multi-jurisdictional due to geographic isolation or the relative scarcity of other airport services and facilities. Regional airports serve a large market area. They provide a full range of aviation facilities and services to the GA flying public, including jet fuel, instrument approaches, full service fixed based operations, corporate hangars, and GA terminal facilities.
- General Aviation Community: Provide general aviation facilities and services to business and recreational users. Community airports typically serve their respective communities or a smaller market area. The services provided typically include aircraft rental, flight training, and AvGas sales.
- Local Service: Local service airports are generally low activity facilities and provide limited GA aviation facilities to their respective communities. They typically have development constraints which preclude substantial expansion, such as airspace conflicts, environmental concerns, topography, competing aeronautical services, surrounding land use patterns, and ownership status.

Washington

Washington divided its public use airports into six classifications:

- Commercial Service Airports: Accommodate at least 2,500 scheduled passenger boardings per year for at least three years.
- Regional Service Airports: Serve the GA needs of multiple communities or are located in large metropolitan areas where multiple airports are warranted; include all FAA-designated Reliever airports. Except for some Reliever airports, should be capable of handling corporate and commuter jets and be distributed so nearly all the state's population is within a 90 minute drive of a Regional Service Airport or a Commercial

Service Airport providing comparable facilities and services. Have at least 40 based aircraft and a runway at least 4,000 feet long, unless the airport is required for coverage of lower density population areas.

- Community Service Airports: Serve small to medium-sized communities; have at least 20 based aircraft and a paved runway.
- Local Service Airports: Serve small to medium-sized communities; have fewer than 20 based aircraft and have a paved runway.
- Rural Essential: All land-based public use airports that do not meet criteria for other classifications; include airparks, backcountry airstrips, airports with unpaved runways.
- Seaplane Bases: Are reported by the FAA as a seaplane base, except for those classified as Commercial Service Airports.

Appendix E – Passenger Enplanements for 2006-2008

The source of the following is the Air Carrier Activity Information System (ACAIS).[19]

ID	Community	Airport	CY08 Enplane-ments	CY07 Enplane-ments	CY06 Enplane-ments
ADK	Adak (Naval) Station/Mitchell Field	Adak	1,989	2,102	1,859
AKK	Akhiok	Akhiok	1,220	1,054	1,190
Z13	Akiachak	Akiachak	2,207	2,607	1,811
AKI	Akiak	Akiak	1,620	1,983	1,483
KQA	Akutan	Akutan	1,346	1,733	1,714
AUK	Alakanuk	Alakanuk	4,015	3,527	3,518
5A8	Aleknagik	Aleknagik /New	3	3	7
6A8	Allakaket	Allakaket	2,304	2,505	1,969
AFM	Ambler	Ambler	2,365	2,354	2,371
AK81	Amook Bay	Amook Bay	30	12	13
AKP	Anaktuvuk Pass	Anaktuvuk Pass	3,832	3,749	3,444
LHD	Anchorage	Lake Hood	15,184	23,647	18,540
MRI	Anchorage	Merrill Field	15,206	9,204	10,820
ANC	Anchorage	Ted Stevens Anchorage International	2,599,313	2,617,964	2,367,390
EDF	Anchorage	Elmendorf AFB	4,152	1,091	7,866
AK07	Anchorage	Dog Fish Bay	5	0	
Z41	Anchorage	Lake Hood Strip			453
AGN	Angoon	Angoon	1,770	1,896	2,080
ANI	Aniak	Aniak	18,526	23,803	26,041
ANV	Anvik	Anvik	897	1,408	1,128
ARC	Arctic Village	Arctic Village	1,597	1,584	1,547
AKA	Atka	Atka	321	323	285
4A2	Atmautluak	Atmautluak	2,244	2,613	2,018
ATK	Atqasuk	Atqasuk Edward Burnell Sr Memorial	2,105	2,819	2,929
BRW	Barrow	Wiley Post-Will Rogers Memorial	40,674	39,009	39,183
WBQ	Beaver	Beaver	1,003	838	897
BLG	Beluga	Beluga	2,541	3,951	6,308
BET	Bethel	Bethel	140,291	143,341	137,521
BTT	Bettles	Bettles	1,463	1,471	1,569
37AK	Big Mountain Radio Relay Site (U.S. Air Force)	Big Mountain	13	16	22
Z91	Birch Creek	Birch Creek	472	395	359
BCV	Birchwood	Birchwood	350	350	10
KTS	Brevig Mission	Brevig Mission	2,119	2,696	3,152
BVK	Buckland	Buckland	4,016	4,776	5,192

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[19] http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/

ID	Community	Airport	CY08 Enplane-ments	CY07 Enplane-ments	CY06 Enplane-ments
AK75	Candle	Candle 2	16	40	52
TTW	Cantwell	Cantwell	1	0	
LUR	Cape Lisburne	Cape Lisburne LRRS	124	105	107
EHM	Cape Newenham	Cape Newenham LRRS	103	122	132
CZF	Cape Romanzof	Cape Romanzof LRRS	77	116	128
26AK	Cape Sarichef Radio Relay Site	Cape Sarichef			47
CEM	Central	Central	47	34	28
CIK	Chalkyitsik	Chalkyitsik	795	907	784
WCR	Chandalar Lake	Chandalar Lake	48	153	91
CYM	Chatham	Chatham	8	16	7
CFK	Chefornak	Chefornak	3,236	3,391	3,570
AK13	Chena Hot Springs	Chena Hot Springs	2	8	0
C05	Chenega	Chenega Bay	910	85	87
VAK	Chevak	Chevak	4,741	4,641	5
CKX	Chicken	Chicken	12	19	4,791
AJC	Chignik	Chignik	800	1,017	49
KCL	Chignik Flats	Chignik Lagoon	566	538	1,145
A79	Chignik Lake	Chignik Lake	15	0	485
CZN	Chisana	Chisana	31	56	42
9A3	Chuathbaluk	Chuathbaluk	383	549	510
CRC	Circle	Circle City /New/	303	357	294
CHP	Circle Hot Springs	Circle Hot Springs			4
CLP	Clarks Point	Clarks Point	497	432	479
Z84	Clear	Clear	14	16	2
KCC	Coffman Cove	Coffman Cove	126	107	110
CDB	Cold Bay	Cold Bay	9,105	8,721	9,153
1AK3	Cold Bay	Port Moller	487	427	446
CXF	Coldfoot	Coldfoot	537	534	285
CDV	Cordova	Merle K (Mudhole) Smith	16,640	16,759	17,442
K29	Council	Council			22
CGA	Craig	Craig	5,844	6,300	2,517
5C5	Craig	El Capitan Lodge	86	627	0
CJX	Crooked Creek	Crooked Creek	701	867	822
DCK	Dahl Creek	Dahl Creek	92	80	123
SCC	Deadhorse	Deadhorse	99,719	52,517	21,961
AK15	Deadhorse	Alpine Airstrip	14	786	39
4AK1	Deadhorse	Inigok			2
DEE	Deering	Deering	1,417	2,154	2,517
D66	Delta Junction	Delta Junction	252	5	259
BIG	Delta Junction Ft Greely	Allen AAF	16	7	10
DLG	Dillingham	Dillingham	32,215	42,617	43,420
0Z3	Dillingham	Shannons Pond	1,000	0	
DM2	Diomede	Diomede	106	167	163

ID	Community	Airport	CY08 Enplane-ments	CY07 Enplane-ments	CY06 Enplane-ments
EAA	Eagle	Eagle	621	697	697
EEK	Eek	Eek	3,292	3,759	3,241
EII	Egegik	Egegik	1,182	1,159	1,283
AK96	Egegik	Bartletts			122
KEK	Ekwok	Ekwok	283	285	217
ELV	Elfin Cove	Elfin Cove	196	314	326
ELI	Elim	Elim	2,356	3,189	3,772
MOS	Elim	Moses Point	4	0	
ENM	Emmonak	Emmonak	9,097	12,638	10,648
KEB	English Bay	Nanwalek	3,533	3,191	3,358
EXI	Excursion Inlet	Excursion Inlet	69	126	30
FAI	Fairbanks	Fairbanks International	456,947	449,076	424,816
EIL	Fairbanks	Eielson AFB	6,486	1,867	1,110
FBK	Fairbanks/Ft Wainwright	Ladd AAF	1,266	1,539	2,076
KFP	False Pass	False Pass	505	344	302
FWL	Farewell	Farewell	20	13	17
FLT	Flat	Flat	2	15	3
FYU	Fort Yukon	Fort Yukon	8,298	9,085	8,929
FNR	Funter Bay	Funter Bay	16	11	20
GBH	Galbraith Lake	Galbraith Lake	1,352	1,175	1,297
GAL	Galena	Edward G. Pitka Sr	7,784	8,909	10,770
GAM	Gambell	Gambell	3,793	4,372	4,310
AQY	Girdwood	Girdwood			8,100
N93	Golovin	Golovin	1,838	2,605	2,868
GNU	Goodnews Bay	Goodnews	1,532	1,567	1,286
GSZ	Granite Mountain	Granite Mountain AS	52	15	9
KGX	Grayling	Grayling	1,106	1,363	1,555
GKN	Gulkana	Gulkana	204	144	153
GST	Gustavus	Gustavus	11,828	5,197	10,959
HNS	Haines	Haines	7,035	7,554	7,071
HRR	Healy	Healy River	34	116	107
2AK6	Hogatza	Hog River	13	12	28
HYL	Hollis	Hollis	1,661	1,274	948
HCA	Holy Cross	Holy Cross	1,551	2,244	2,042
HOM	Homer	Homer	44,288	44,114	40,213
46AK	Homer	Bear Cove Farm	7	14	18
HNH	Hoonah	Hoonah	7,680	8,482	8,615
HPB	Hooper Bay	Hooper Bay	6,002	6,321	6,327
HUS	Hughes	Hughes	1,104	1,148	1,137
HLA	Huslia	Huslia	3,331	3,215	3,337
HYG	Hydaburg	Hydaburg	13	16	8
4Z7	Hyder	Hyder	123	129	150
19AK	Icy Bay	Icy Bay	37	0	
IGG	Igiugig	Igiugig	774	631	786
ILI	Iliamna	Iliamna	9,545	8,153	9,207

ID	Community	Airport	CY08 Enplane- ments	CY07 Enplane- ments	CY06 Enplane- ments
AK60	Jensens	Fort Jensen	29	14	23
JNU	Juneau	Juneau International	378,741	403,825	394,929
KAE	Kake	Kake	1,564	2,233	2,743
AFE	Kake	Kake	30	0	
BTI	Kaktovik	Barter Island LRRS	3,029	3,695	4,942
KLG	Kalskag	Kalskag	3,147	4,420	4,852
KAL	Kaltag	Kaltag	2,099	2,268	2,601
5Z5	Kantishna	Kantishna	985	0	
KYK	Karluk	Karluk	505	697	586
KKL	Karluk Lake	Karluk Lake	5	0	
KXA	Kasaan	Kasaan	58	148	92
Z09	Kasigluk	Kasigluk	3,871	4,001	4,218
5Z9	Katmai National Park	Lake Brooks	5,547	4,295	2,304
ENA	Kenai	Kenai Municipal	96,565	94,720	93,246
3AK5	Kenai	Drift River			400
5KE	Ketchikan	Ketchikan Harbor	38,945	41,085	29,878
KTN	Ketchikan	Ketchikan International	108,837	111,048	108,102
IAN	Kiana	Bob Baker Memorial	3,907	4,734	5,000
KVC	King Cove	King Cove	2,647	2,332	2,783
AKN	King Salmon	King Salmon	42,310	42,253	38,220
IIK	Kipnuk	Kipnuk	4,924	5,189	5,893
KKB	Kitoi Bay	Kitoi Bay	28	32	40
KVL	Kivalina	Kivalina	3,784	3,941	4,033
AKW	Klawock	Klawock	4	27	1,247
OBU	Kobuk	Kobuk	1,176	1,294	1,385
ADQ	Kodiak	Kodiak	82,057	81,713	77,343
T44	Kodiak	Trident Basin	11,218	2,561	2,788
KDK	Kodiak	Kodiak Municipal	2	0	6
9K2	Kokhanok	Kokhanok	1,313	1,765	1,610
JZZ	Koliganek	Koliganek	481	606	624
DUY	Kongiganak	Kongiganak	3,835	3,716	4,008
2A9	Kotlik	Kotlik	4,237	4,117	3,654
OTZ	Kotzebue	Ralph Wien Memorial	66,322	64,717	63,417
KKA	Koyuk	Koyuk Alfred Adams	2,541	3,192	3,766
KYU	Koyukuk	Koyukuk	1,103	1,018	1,305
LKK	Kulik Lake	Kulik Lake	1,879	1,518	1,086
UBW	Kuparuk	Ugnu-Kuparuk	177	3,865	61
KWT	Kwethluk	Kwethluk	2,602	2,923	2,329
GGV	Kwigillingok	Kwigillingok	3,083	3,476	3,859
MHM	Lake Minchumina	Minchumina	149	164	162
2A3	Larsen Bay	Larsen Bay	2,933	2,944	2,699
ALZ	Lazy Bay	Alitak	175	81	39
9Z8	Levelock	Levelock	527	675	575
2AK	Lime Village	Lime Village	17	54	55
4AK	Livengood	Livengood Camp	1	0	

ID	Community	Airport	CY08 Enplane- ments	CY07 Enplane- ments	CY06 Enplane- ments
AK71	Lonely	Lonely AS	46	7	18
MLY	Manley Hot Springs	Manley Hot Springs	43	52	33
MBA	Manokotak	Manokotak	13,393	10,869	10,620
MDM	Marshall	Marshall Don Hunter Sr	2,892	3,077	2,636
MYK	May Creek	May Creek	28	6	4
15Z	McCarthy	McCarthy	48	78	90
MCG	McGrath	McGrath	5,278	5,190	5,006
AK40	McGrath	Nixon Fork Mine	120	483	224
INR	McKinley Park	McKinley National Park	150	0	
AK06	McKinley Park	Denali	11	0	
MYU	Mekoryuk	Mekoryuk	1,718	1,736	1,614
MTM	Metlakatla	Metlakatla	3,344	3,932	2,329
84K	Meyers Chuck	Meyers Chuck	174	217	101
MDO	Middleton Island	Middleton Island	43	0	
51Z	Minto	Minto Al Wright	154	136	119
KMY	Moser Bay	Moser Bay	9	19	10
MOU	Mountain Village	Mountain Village	5,100	5,528	5,013
5NK	Naknek	Naknek	161	105	122
WNA	Napakiak	Napakiak	1,840	1,828	1,246
PKA	Napaskiak	Napaskiak	1,321	1,858	914
OUL	Nelson Lagoon	Nelson Lagoon	290	302	250
ENN	Nenana	Nenana Municipal	34	42	52
KNW	New Stuyahok	New Stuyahok	993	1,031	816
EWU	Newtok	Newtok	2,192	2,348	2,103
IGT	Nightmute	Nightmute	1,800	1,659	1,642
FSP	Nikolai	Nikolai	364	459	461
IKO	Nikolski	Nikolski AS	165	266	206
NIN	Ninilchik	Ninilchik	18	0	
WTK	Noatak	Noatak	5,536	5,210	5,604
OME	Nome	Nome	59,984	62,915	63,017
5NN	Nondalton	Nondalton	1,574	1,679	2,162
D76	Noorvik	Robert /Bob/ Curtis Memorial	6,055	6,523	6,884
96Z	North Whale Pass	North Whale	204	189	35
ORT	Northway	Northway	39	4	8
AQT	Nuiqsut	Nuiqsut	2,819	4,545	4,882
NUL	Nulato	Nulato	2,917	3,465	3,335
16A	Nunapitchuk	Nunapitchuk	2,850	3,152	2,821
ZNC	Nyac	Nyac	66	65	100
6R7	Old Harbor	Old Harbor	3,282	2,946	2,620
KOY	Olga Bay	Olga Bay	7	13	20
Z17	Ophir	Ophir	10	0	
4K5	Ouzinkie	Ouzinkie	2,071	1,914	1,695
PAQ	Palmer	Palmer Municipal	44	252	217
3AK6	Palmer	B & B Boys Ranch	3	0	

ID	Community	Airport	CY08 Enplanements	CY07 Enplanements	CY06 Enplanements
4K0	Pedro Bay	Pedro Bay	678	1,271	609
PEC	Pelican	Pelican	744	1,011	998
PEV	Perryville	Perryville	723	683	741
PSG	Petersburg	Petersburg James A Johnson	19,901	20,543	19,898
PNP	Pilot Point	Pilot Point	738	678	673
UGB	Pilot Point	Ugashik Bay	180	182	183
0AK	Pilot Station	Pilot Station	3,563	4,239	3,693
PTU	Platinum	Platinum	1,020	634	361
KPB	Point Baker	Point Baker	25	30	15
PHO	Point Hope	Point Hope	5,236	5,091	4,900
PIZ	Point Lay	Point Lay LRRS	1,693	2,172	2,125
AHP	Port Alexander	Port Alexander	139	183	173
TPO	Port Alsworth	Port Alsworth	1,938	72	74
AK51	Port Alsworth	Wilder/Natwick LLC	54	0	
KPY	Port Bailey	Port Bailey	4	2	11
KPC	Port Clarence	Port Clarence CGS	95	128	169
PGM	Port Graham	Port Graham	2,916	2,953	3,363
PTH	Port Heiden	Port Heiden	919	1,017	1,073
ORI	Port Lions	Port Lions	2,386	2,311	2,162
19P	Port Protection	Port Protection	57	75	78
KPR	Port Williams	Port Williams	4	6	1
A14	Portage Creek	Portage Creek	83	202	418
PPC	Prospect Creek	Prospect Creek	662	555	767
01A	Purkeypile	Purkeypile	2	0	
AQH	Quinhagak	Quinhagak	6,950	7,373	7,248
RMP	Rampart	Rampart	224	198	220
RDV	Red Devil	Red Devil	320	340	354
DGG	Red Dog Mine	Red Dog	9,599	9,040	8,475
RBY	Ruby	Ruby	1,915	2,450	2,340
RSH	Russian Mission	Russian Mission	2,708	3,090	2,727
9AK2	Russian Mission	Kako	4	9	10
SNP	Saint Paul Island	St Paul Island	3,301	3,064	3,313
WSJ	San Juan	San Juan /Uganik/	5	16	7
SDP	Sand Point	Sand Point	4,296	4,105	4,117
SVA	Savoonga	Savoonga	4,156	4,467	4,400
SCM	Scammon Bay	Scammon Bay	3,861	4,309	4,131
WLK	Selawik	Selawik	5,920	6,380	6,504
8AK3	Selawik	Roland Norton Memorial Airstrip	289	178	229
SOV	Seldovia	Seldovia	7,696	9,081	9,637
SWD	Seward	Seward	22	26	7
SHX	Shageluk	Shageluk	901	1,462	1,461
2C7	Shaktoolik	Shaktoolik	2,246	2,289	2,196
SXP	Sheldon Point	Sheldon Point	2,103	1,628	1,391

ID	Community	Airport	CY08 Enplane- ments	CY07 Enplane- ments	CY06 Enplane- ments
SHH	Shishmaref	Shishmaref	3,476	4,732	5,040
SHG	Shungnak	Shungnak	2,626	2,452	2,643
SIT	Sitka	Sitka Rocky Gutierrez	68,197	74,518	78,918
A29	Sitka	Sitka	32	0	
SGY	Skagway	Skagway	10,727	13,156	9,038
SKW	Skwentna	Skwentna	496	303	160
SLQ	Sleetmute	Sleetmute	467	575	643
SXQ	Soldotna	Soldotna	141	19	39
AK26	Solomon	Solomon State Field	4	0	
WSN	South Naknek	South Naknek Nr 2	330	409	517
SVW	Sparrevohn	Sparrevohn LRRS	3	11	6
KSM	St Mary's	St Mary's	9,808	14,258	13,744
SMK	St Michael	St Michael	3,493	3,302	2,927
PBV	St. George	St George	604	637	722
WBB	Stebbins	Stebbins	2,571	2,349	2,428
SVS	Stevens Village	Stevens Village	554	652	581
SRV	Stony River	Stony River 2	198	343	341
8AK6	Susitna Station	Little Susitna	1	0	
TCT	Takotna	Takotna	206	243	159
TLJ	Takotna	Tatalina LRRS	100	103	93
TKA	Talkeetna	Talkeetna	1,150	0	
TSG	Tanacross	Tanacross	80	19	0
TAL	Tanana	Ralph M Calhoun Memorial	3,549	3,719	3,592
7KA	Tatitlek	Tatitlek	981	104	232
2K5	Telida	Telida	2	4	1
TER	Teller	Teller	1,293	1,948	2,548
TKE	Tenakee Springs	Tenakee	639	696	890
KTB	Thorne Bay	Thorne Bay	2,640	2,648	1,418
TNC	Tin City	Tin City LRRS	172	130	128
TOG	Togiak Village	Togiak	1,992	1,886	3,119
OOK	Toksook Bay	Toksook Bay	4,103	4,875	4,583
5AK0	Trading Bay	Trading Bay Production			1,066
TLT	Tuluksak	Tuluksak	2,630	2,883	2,168
A61	Tuntutuliak	Tuntutuliak	3,359	3,763	3,687
4KA	Tununak	Tununak	1,809	2,001	1,759
A63	Twin Hills	Twin Hills	405	510	464
TYE	Tyonek	Tyonek	2,356	3,260	3,445
UMT	Umiat	Umiat	197	226	137
UNK	Unalakleet	Unalakleet	12,327	11,249	11,261
DUT	Unalaska	Unalaska	28,234	30,581	29,260
UTO	Utopia Creek	Indian Mountain LRRS	111	114	149
VDZ	Valdez	Valdez Pioneer Field	14,981	16,225	15,457
VEE	Venetie	Venetie	1,993	1,774	1,788

ID	Community	Airport	CY08 Enplane-ments	CY07 Enplane-ments	CY06 Enplane-ments
AWI	Wainwright	Wainwright	3,547	5,559	4,324
IWK	Wales	Wales	1,362	1,638	1,863
IYS	Wasilla	Wasilla			384
KWF	Waterfall	Waterfall	2,072	2,237	1,444
KWP	West Point	West Point Village	51	31	30
WMO	White Mountain	White Mountain	1,989	2,516	2,821
UUO	Willow	Willow	2,703	2,025	1,605
WRG	Wrangell	Wrangell	10,601	11,588	10,580
CYT	Yakataga	Yakataga	36	37	10
YAK	Yakutat	Yakutat	11,028	11,443	11,586
A57	Yakutat	Alsek River	507	0	
78K	Yes Bay	Yes Bay Lodge	185	5	66
L20	Yukon Charley Rivers	Coal Creek	8	9	2

Appendix F – Alaskan Communities vs. Airport Service

The following is a list of all communities in Alaska with a population of at least 25 (in 2008) and a public school. The type of airport serving each community is listed. Airports restricted to private use cannot be Community class airports, but they are listed in the remarks.

Community	Population	Service by Airport Class	Remarks
Adak	178	Community Off-Road	
Akhiok	48	Community Off-Road	
Akiachak	659	Community Off-Road	
Akiak	341	Community Off-Road	
Akutan	796	Community Off-Road	
Alakanuk	670	Community Off-Road	
Aleknagik	242	Community Off-Road	
Allakaket	96	Community Off-Road	
Ambler	259	Community Off-Road	
Anaktuvuk Pass	284	Community Off-Road	
Anchor Point	1829	Within 1 hr Homer	
Anchorage	284,994	Served by International class	
Anderson	295	Within 1 hr Healy	Community is "Clear" in NFDC
Angoon	430	Community Off-Road	
Aniak	494	Served by Regional class	
Anvik	84	Community Off-Road	
Arctic Village	158	Community Off-Road	
Atka	73	Community Off-Road	
Atmautluak	306	Community Off-Road	
Atqasuk	219	Community Off-Road	
Barrow	4,054	Served by Regional class	
Beaver	65	Community Off-Road	
Bethel	5,665	Served by Regional class	
Big Lake	3,191	Within 1 hr Palmer	
Brevig Mission	350	Community Off-Road	
Buckland	458	Community Off-Road	
Cantwell	192	Within 1 hr Healy	
Central	95	Community On-Road	
Chalkyitsik	71	Community Off-Road	
Chefornak	470	Community Off-Road	
Chenega Bay	76	Community Off-Road	
Chevak	922	Community Off-Road	
Chignik	59	Community Off-Road	

Community	Population	Service by Airport Class	Remarks
Chignik Lagoon	71	Community Off-Road	
Chignik Lake	105	Community Off-Road	
Chuathbaluk	111	Community Off-Road	
Circle	94	Community On-Road	
Clark's Point	54	Community Off-Road	
Coffman Cove	141	Community Off-Road	
Cold Bay	90	Served by Regional class	
Cooper Landing	357	Within 1 hr Seward	
Copper Center	294	Within 1 hr Gulkana	
Cordova	2,161	Served by Regional class	
Craig	1,117	Community Off-Road	
Crooked Creek	132	Community Off-Road	
Deering	133	Community Off-Road	
Delta Junction	1,058	Community On-Road	
Dillingham	2,347	Served by Regional class	
Diomede	128	Community Off-Road	
Dot Lake Village	44	Within 1 hr Tok	
Eagle	129	Community Off-Road	
Eagle River-Chugiak	33,500	Within 1 hr Anchorage	
Edna Bay	40	None	No existing airport, although substantial seaplane traffic in T-100. Should be served by Community Off-Road airport.
Eek	272	Community Off-Road	
Egegik	62	Community Off-Road	
Eielson AFB	2,858	Within 1 hr Fairbanks	
Ekwok	121	Community Off-Road	
Elim	297	Community Off-Road	
Emmonak	794	Served by Regional class	
Fairbanks	30,367	Served by International class	
False Pass	39	Community Off-Road	
Fort Yukon	587	Served by Regional class	
Fritz Creek	1,809	Within 1 hr Homer	
Galena	580	Served by Regional class	
Gambell	673	Community Off-Road	
Girdwood	2,200	Within 1 hr Anchorage	
Glennallen	454	Community On-Road	Served by Gulkana Airport
Golovin	160	Community Off-Road	
Goodnews Bay	225	Community Off-Road	
Grayling	168	Community Off-Road	

Community	Population	Service by Airport Class	Remarks
Gustavus	448	Served by Regional class	
Haines	1,475	Community On-Road	
Healy	1,025	Community On-Road	
Holy Cross	194	Community Off-Road	
Homer	5,390	Served by Regional class	
Hoonah	823	Community Off-Road	
Hooper Bay	1,160	Community Off-Road	
Hope	148	Community On-Road	
Hughes	81	Community Off-Road	
Huslia	277	Community Off-Road	
Hydaburg	341	Community Off-Road	
Hyder	72	Community On-Road	
Igiugig	40	Community Off-Road	
Iliamna	95	Served by Regional class	
Juneau	30,427	Served by International class	
Kake	519	Community Off-Road	
Kaktovik	272	Community Off-Road	Community is "Barter Island" in NFDC
Kaltag	188	Community Off-Road	
Karluk	38	Community Off-Road	
Kasigluk	578	Community Off-Road	
Kasilof	560	Within 1 hr Kenai	
Kenai	7,134	Served by Regional class	
Ketchikan	7,508	Served by Regional class	
Kiana	383	Community Off-Road	
King Cove	750	Community Off-Road	
King Salmon	409	Served by Regional class	
Kipnuk	696	Community Off-Road	
Kivalina	406	Community Off-Road	
Klawock	785	Community Off-Road	
Kobuk	109	Community Off-Road	
Kodiak	5,974	Served by Regional class	
Kokhanok	179	Community Off-Road	
Koliganek	174	Community Off-Road	
Kongiganak	445	Community Off-Road	
Kotlik	610	Community Off-Road	
Kotzebue	3,126	Served by Regional class	
Koyuk	333	Community Off-Road	
Koyukuk	88	Community Off-Road	
Kwethluk	764	Community Off-Road	

Community	Population	Service by Airport Class	Remarks
Kwigillingok	352	Community Off-Road	
Larsen Bay	67	Community Off-Road	
Levelock	70	Community Off-Road	
Lower Kalskag	256	Community Off-Road	Lower and Upper Kalskag share an airport named Kalskag
Manley Hot Springs	77	Community On-Road	
Manokotak	430	Community Off-Road	
Marshall	417	Community Off-Road	
McGrath	317	Served by Regional class	
Mekoryuk	195	Community Off-Road	
Mentasta Lake	112	None	No existing airport. Should be served by Community On-Road airport. However, community is only slightly more than 1 hour by road from airports in Chistochina and Tok. It is less than 1 hr from the privately owned private use airport in Slana.
Metlakatla	1,318	Community Off-Road	
Minto	190	Community On-Road	
Moose Pass	186	Within 1 hr Seward	
Mountain Village	765	Community Off-Road	
Naknek	552	Within 1 hr King Salmon	
Nanwalek	229	Community Off-Road	
Napakiak	348	Community Off-Road	
Napaskiak	435	Community Off-Road	
Naukati Bay	124	Community Off-Road	Community is "Tuxecan Island" in NFDC.
Nelson Lagoon	65	Community Off-Road	
Nenana	479	Within 1 hr Fairbanks	
New Stuyahok	491	Community Off-Road	
Newtok	357	Community Off-Road	
Nightmute	249	Community Off-Road	
Nikiski	4,406	Within 1 hr Kenai	
Nikolai	90	Community Off-Road	
Nikolski	27	None	Community is served by an airport that is privately owned and restricted to private use. Should be served by a Community Off-Road airport.
Ninilchik	853	Within 1 hr Homer	
Noatak	512	Community Off-Road	
Nome	3,570	Served by Regional class	

Community	Population	Service by Airport Class	Remarks
Nondalton	202	Community Off-Road	
Noorvik	642	Community Off-Road	
North Pole	2,099	Within 1 hr Fairbanks	
Northway	88	Community On-Road	
Northway Junction	61	Within 1 hr Northway	
Nuiqsut	424	Community Off-Road	
Nulato	274	Community Off-Road	
Nunam Iqua	207	Community Off-Road	Community is "Sheldon Point" in NFDC.
Nunapitchuk	540	Community Off-Road	
Old Harbor	184	Community Off-Road	
Ouzinkie	167	Community Off-Road	
Palmer	5,559	Community On-Road	
Pedro Bay	44	Community Off-Road	
Pelican	113	Community Off-Road	
Perryville	133	Community Off-Road	
Petersburg	3,009	Served by Regional class	
Pilot Point	72	Community Off-Road	
Pilot Station	587	Community Off-Road	
Platinum	47	Community Off-Road	
Point Hope	713	Community Off-Road	
Point Lay	257	Community Off-Road	
Port Alexander	51	Community Off-Road	
Port Alsworth	125	None	Two privately owned, private use airports are in the community. Should be served by a Community Off-Road airport.
Port Graham	136	Community Off-Road	
Port Heiden	90	Community Off-Road	
Port Lions	190	Community Off-Road	
Port Protection	66	Community Off-Road	
Quinhagak	661	Community Off-Road	
Red Devil	48	Community Off-Road	
Ruby	160	Community Off-Road	
Russian Mission	362	Community Off-Road	
Sand Point	958	Community Off-Road	
Savoonga	722	Community Off-Road	
Scammon Bay	533	Community Off-Road	
Selawik	846	Community Off-Road	
Seldovia	284	Community Off-Road	

Community	Population	Service by Airport Class	Remarks
Seward	2,619	Community On-Road	
Shageluk	102	Community Off-Road	
Shaktoolik	223	Community Off-Road	
Shishmaref	587	Community Off-Road	
Shungnak	272	Community Off-Road	
Sitka	8,615	Served by Regional class	
Skagway	846	Community On-Road	
Slana	107	Within 1 hr Chistochina	Community has a privately owned, private use airport. Should be served by a Community On-Road airport.
Sleetmute	70	Community Off-Road	
Soldotna	4,061	Within 1 hr Kenai	
St George	112	Community Off-Road	
St Mary's	549	Served by Regional class	
St Michael	434	Community Off-Road	
St Paul	450	Community Off-Road	
Stebbins	577	Community Off-Road	
Sterling	5,134	Within 1 hr Kenai	
Stevens Village	57	Community Off-Road	
Stony River	51	Community Off-Road	
Sutton-Alpine	1,310	Within 1 hr Palmer	
Takotna	46	Community Off-Road	
Talkeetna	857	Community On-Road	
Tanacross	189	Within 1 hr Tok	
Tanana	252	Community Off-Road	
Tatitlek	102	Community Off-Road	
Teller	260	Community Off-Road	
Tenakee Springs	99	Community Off-Road	
Thorne Bay	440	Community Off-Road	
Togiak	802	Community Off-Road	
Tok	1,382	Community On-Road	
Toksook Bay	605	Community Off-Road	
Trapper Creek	407	within 1 hr Talkeetna	
Tuluksak	500	Community Off-Road	
Tuntutuliak	417	Community Off-Road	
Tununak	332	Community Off-Road	
Twin Hills	75	Community Off-Road	
Tyonek	154	None	Community has two private use airports and a private use heliport. Should be served by a Community Off-Road airport.

Community	Population	Service by Airport Class	Remarks
Unalakleet	723	Served by Regional class	
Unalaska	3,551	Served by Regional class	
Upper Kalskag	235	Within 1 hr Kalskag	See Lower Kalskag
Valdez	4,498	Served by Regional class	
Venetie	177	Community Off-Road	
Wainwright	534	Community Off-Road	
Wales	138	Community Off-Road	
Wasilla	7,176	Within 1 hr Palmer	
Whale Pass	48	Community Off-Road	Community is "North Whale Pass" in NFDC.
White Mountain	191	Community Off-Road	
Whittier	161	Community On-Road	
Willow	2,142	Within 1 hr Talkeetna	
Wrangell	2,112	Served by Regional class	
Yakutat	590	Served by Regional class	

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Appendix G – Air Carrier Hubs

This appendix documents the air carrier hubs that helped determine the airports that should be in the Regional class. A "hub" where passengers and cargo transfer between airplanes indicates that the airport is significant to multiple "spoke" communities. The list below covers carriers with Part 121 and 135 certificates, but generally limits the Part 135 operators to those with published schedules/routes. This reduces the list of carriers substantially, since there are over 250 entities with Part 135 certificates in Alaska. The air carriers listed below had activity reported in the 20008 USDOT T-100 database, except for two carriers who did not report to the USDOT, but operated in 2008. Some changes in carriers, hubs, and routes have occurred since 2008.

Air Carrier	Hub
40 Mile Air	Tok
Air Excursion	Gustavus
Alaska Airlines	Anchorage
Alaska Central Express	Anchorage
Alaska Seaplane Service	Juneau
Alsek Air Service	Yakutat
Arctic Circle Air Service	Anchorage, Fairbanks
Arctic Transportation Services*	Aniak, Bethel, Emmonak, Kotzebue, Nome, St. Marys, Unalakleet
Bering Air	Kotzebue, Nome
Ellis Air	Anchorage, Gulkana (Glennallen)
Empire Airlines	Anchorage, Juneau
Era Aviation**	Anchorage, Fairbanks
Frontier Flying Service**	Anchorage, Aniak, Bethel, Fairbanks, Galena, Kotzebue, Nome, St. Marys
Grant Aviation	Anchorage, Bethel, Dillingham, Emmonak, Homer, Kenai
Hageland Aviation**	Anchorage, Aniak, Barrow, Bethel, Emmonak, Kotzebue, Nome, St. Marys, Unalakleet
Harris Air Services	Sitka
Homer Air	Homer
Iliamna Air Taxi	Iliamna
Inland Aviation Services	Aniak
Island Air Service	Kodiak
Katmai Air	Lake Hood SPB
Lynden Air Cargo	Anchorage
Northern Air Cargo	Anchorage
Pacific Airways	Ketchikan Harbor

Air Carrier	Hub
Peninsula Airways	Anchorage, Cold Bay, Dillingham, Unalaska (Dutch Harbor), King Salmon
PM Air	Ketchikan Harbor
Servant Air	Lake Hood SPB, Lake Hood Strip, Kodiak
Smokey Bay Air	Homer
Spernak Airways	Merrill Field
Tanana Air Service	McGrath
Taquan Air Service***	Ketchikan Harbor
Tatonduck Flying Service****	Fairbanks
Warbelow	Fairbanks
Ward Air	Juneau
Wings of Alaska	Juneau
Wright Air Service	Fairbanks
Yute Air*****	Bethel

*Now operating as Ryan Air
**These three carriers are combined as Era Alaska, but still report activity to USDOT as three separate entities.
***Venture Travel LLC dba Taquan Air Service
****dba Everts Air and Everts Air Cargo
*****Yute Air aka Flight Alaska

Appendix H – AASP Planning Process Goals, Objectives, and Performance Measures

The five goals derived from the AASP mission have been tailored to the DOT&PF's internal planning process. Objectives leading to the goals, and performance measures for the objectives were also developed through workshops held in 2009 and 2010.

Goal: Safety

Incorporate policies and programs to ensure safe airport infrastructure and a safe airport system.

Objectives:
- Ensure that safety is addressed through airport management and projects selected through the Airport Project Evaluation Board (APEB) process.
- Ensure APEB criteria adequately prioritize safety needs through an annual review of projects that incorporate safety enhancements.
- Incorporate and regularly update an assessment of airport M&O, and identify any unmet M&O needs (equipment, personnel, training, etc.) that affect safety.
- Conduct an annual review of systemic safety issues.
- Prepare an annual summary of Letters of Correction (LOC) and recommendations of FAA inspectors for certified airports to identify common of systemic problems.
- Prepare an annual summary of safety problems found in 5010 inspections.

Measures for Planning Process Safety Goal

Has Statewide Aviation incorporated the results of the various safety reviews in its annual report?
Has the annual APEB/CIP safety project review been conducted?
Is the AASP M&O assessment and safety needs list current? When was it last updated?
Has the annual System Safety Issues review been conducted?
Have the annual summaries of LOC, FAA inspector recommendations, and 5010 inspection findings been prepared?
Have all of the above been distributed to Regional Directors and their staffs?

Goal: Service

Guide the development of a reliable aviation system with facilities that meet system user needs.

Objectives:
- Identify threats to system reliability.
- Engage in a regular public process to determine community, regional, and statewide needs.

- Establish and regularly update a list of projects and activities needed to maintain a reliable system.
- Review airport class assignments annually to determine if they should be changed.
- Annually or biennially recommend to the Federal Aviation Administration (FAA) airports that should be added to or deleted from the National Plan of Integrated Airport Systems (NPIAS).
- Identify locations where airport infrastructure constrains economic development.
- Consider options to connect communities by alternate means instead of building new/improved airports.

Measures for Planning Process Service Goal

Does the AASP identify threats to reliability? Is the information current?
Has the public been invited to provide input concerning community, regional, and statewide aviation needs? When was this last done?
Does the AASP include a list of projects (or the type of projects) necessary to maintain a reliable and sustainable system of airports? When was this list last reviewed and updated?
Have recommendations for changes to the NPIAS been made?
Have locations where infrastructure constrains economic development been identified?

Goal: Fiscal Responsibility

Provide responsible asset management and efficient allocation of limited resources.

Objectives:
- Ensure that the process of establishing project priorities incorporates appropriate criteria to address funding allocation and asset management policies.
- Conduct regular retrospective review of the Airport Improvement Program (AIP) spending plan in order to determine whether actual project funding is in concert with established priorities.
- Improve accounting mechanisms to assign expenses to airports better.
- Consider the formulation of a policy concerning project add-ons and their effect on funding allocation priorities.
- Improve the use of pavement management information in formulating the spending plan.

Measures for Planning Process Fiscal Responsibility Goal

Have the project scoring criteria been reviewed to determine whether criteria are adequate to ensure funding allocation and asset management policies are met?
Has the AIP spending plan been reviewed in the last year in order to determine whether actual project funding is in concert with established priorities?
Has the APEB established a policy concerning project add-ons and their effect on funding allocation priorities? If so, has the spending plan been reviewed to determine whether the policy's implementation has improved the allocation of resources?
Have priorities for paving projects become more coherent through the use of pavement management information in the formulation of the spending plan?

Goal: Communication

Engage in early, clear, and continuous public involvement to ensure the department fully understands aviation issues and needs, and the aviation community understands departmental actions and constraints.

Objectives:
- Produce an annual report of airport improvements and invite public feedback concerning additional needs.
- Conduct a formal review of the AASP every five years that incorporates public meetings for feedback on accomplishments and priorities.
- Establish a mechanism for collecting public input through the AASP web site, regularly reviewing comments received, and providing them to regional managers and planning staff.
- Develop a five-year airport capital improvement program, with enough description and justification of projects for the public and others to understand the program.
- Host meetings at individual airports on a regular basis to inform stakeholders of the status of plans and procedures that might affect them and to identify and "triage" airport issues.

Measures for Planning Process Communication Goal

Has an annual report been prepared?
After five years, has the AASP been reviewed? How many public meetings have been conducted concerning the AASP?
How many comments have been received at the AASP web site?
Is the input received pertinent to AASP and aviation planning issues?
Has the five-year capital improvement program been developed and updated annually?
How many airports have had a stakeholder meeting in the last year? How many have not had such a meeting in more than two years?

Goal: Management

Advance policies for management, planning, design, maintenance, and operation of aviation facilities.

Objectives:
- Conduct an annual policy review meeting of the APEB to consider and act on changes to the APEB process and scoring criteria.
- Conduct semi-annual meetings of the aviation planning group to identify issues and propose changes in aviation management.
- Enhance communication among FAA, Governor's Aviation Advisory Board (GAAB), Transportation Security Administration (TSA), statewide aviation staff, and the regional and headquarters planning, design, leasing, right-of way (ROW), and M&O staff.
- Enhance communication between individual airports and the communities and stakeholders they serve.

- Protect airports by working with communities to ensure compatible land use around them.
- Keep the AASP database and airport 5010 information updated.

Measures for Planning Process Management Goal

Has a policy review meeting of the APEB occurred and been acted on?
Have semi-annual meetings of the aviation planning group occurred?
How much communication has occurred with the FAA, GAAB, TSA, statewide aviation, regional and headquarters planning, design, leasing, ROW, and M&O?
Has the AASP database and 5010 information been updated?