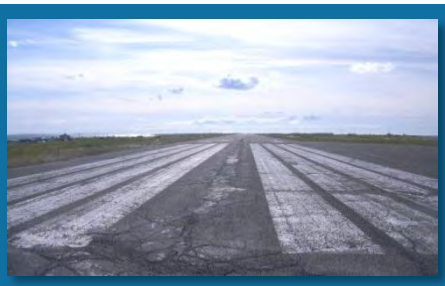


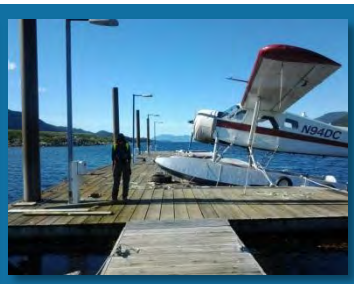

Alaska Aviation System Plan

Airport Needs Inspection Pilot Project

May 2013

ALASKA AVIATION SYSTEM PLAN

AIRPORT NEEDS INSPECTION PILOT PROJECT

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LIST OF ACRONYMS

AASP .....Alaska Aviation System Plan
AIP ..... Airport Improvement Program
ALP ..... Airport Layout Plan
APEB ..... Aviation Project Evaluation Board
CIMP..... Capital Improvement and Maintenance Program
DOT&PF.....State of Alaska Department of Transportation and Public Facilities
FAA..... Federal Aviation Administration
GF ..... general fund
GPS .....Global Positioning System
IT..... Information Technology
NPIAS.....National Plan of Integrated Airport Systems
O&M .....operations and maintenance
SPB .....seaplane base
SREB.....snow removal equipment building

1.0 PILOT PROJECT INTRODUCTION

The Airport Needs Inspection Pilot Project was developed and conducted as a proof-of-concept for a systematic and comprehensive documentation and tracking of 20-year airport needs. The pilot project and airport inspection program documented airport needs, created a centralized web-based system for storing those identified capital and maintenance needs, and incorporated a centralized document (i.e., Airport Layout Plans [ALP], Master Plans) storage system. The pilot project determined that the State of Alaska Department of Transportation and Public Facilities (DOT&PF) could implement the project statewide for all DOT&PF airports.

1.1 Project Need

Alaska is a vast land with 82% of communities not connected to the national highway system. In most cases, aviation serves as Alaska's only lifeline, providing essential goods and services. Ensuring a safe and accessible airport system is a top priority for the state of Alaska.

The DOT&PF is broken into three Regions (Southeast, Central, and Northern) and oversees 253 rural airports in the state of Alaska. DOT&PF airports are spread over more than 586,000 square miles. Very few DOT&PF airports are staffed with management, operations, or maintenance personnel; the majority are maintained by local contractors and managed by DOT&PF staff from a distance. DOT&PF staff often oversee multiple airports, making it difficult to routinely visit each airport. The absence of on-site staff and routine "eyes on" the airports creates an inconsistent and incomplete documentation of airport condition and needs. DOT&PF's lack of a systematic and comprehensive method for documenting aviation needs statewide reduces the effectiveness of its airport maintenance, planning, and programming activities.

DOT&PF's airport needs exceed the amount of funding currently available from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) and the State of Alaska general fund (GF) appropriations. By optimizing the financial investment made in the airport system, DOT&PF can extend the life of these critical facilities and ultimately reduce both State and AIP expenditures.

To ensure those airports and projects with the greatest need are funded, DOT&PF needs a program that does the following:

1. Provides a systematic, trackable, comprehensive, updatable, and transparent process to assess and record information about airport conditions and needs on a regular basis.

2. Provides a centralized location to store this data and airport documents so that airport information is easily accessible by all DOT&PF sections.

3. Allows for stakeholder input.

2.0 PILOT PROJECT METHODOLOGY

As part of the Alaska Aviation System Plan (AASP), a work group was formed and a pilot project developed to determine a method to comprehensively identify airport needs and conditions. A list of work group members is provided in Appendix A. The work group held several preparatory meetings (April through June), guiding the DOWL HKM team through the project methodology. The work group recommended that a detailed inspection program would be the first step to identify needs and assess airport conditions. The work group proposed the following pilot project methodology:

1. Develop inspection methodology checklists.
2. Identify pilot project airports.
3. Gather current identified/documented needs.
4. Test and revise the draft inspection checklists at an airport.
5. Create a tool to gather data.
6. Conduct carrier/user interviews.
7. Conduct pilot project airport inspections.
8. Develop a needs list for each airport and estimate project costs.
9. Refine inspection checklists.
10. Develop a draft report.
11. Develop a final report.

2.1 Develop Inspection Methodology Checklists

The checklists included inspection criteria for the key airport inspection areas: Environmental, Gravel Surfacing, Seaplane Facilities, Buildings, Pavement Markings, Pavement Preservation, Safety/Non-movement Areas, Visual Aids, Resources, and Facility Details. These sections were

further broken down into specific inspection questions and ratings of A through F to correspond with the DOT&PF performance target service levels. The checklists were set up so that example photos of each condition rating could be placed adjacent to the question for reference by the inspector. Winter checklists were developed by the contractor, but have not yet been incorporated into the application.

2.2 Identify Pilot Project Airports

Airport inspections were conducted at 18 airports across all three regions of the state, including four Part 139 Certificated airports and fourteen other rural airports. Table 1 depicts the airports that were inspected during the pilot project by DOWL HKM and DOT&PF employees. Pilot project airports are of various types and sizes and from different geographical settings to allow for a thorough unbiased proof of concept. Whenever possible, airports were chosen in each DOT&PF region to represent the following categories:

- Part 139 Certificated
- Paved, State Maintained
- Gravel, State Maintained
- Gravel, Contractor-Maintained
- Gravel, Unattended
- Seaplane Base (SPB)

Two airports in the pilot project were non-DOT&PF-owned airports (Juneau International Airport and Craig SPB). Both airports were included to obtain a different perspective of the feasibility and benefits that could be realized and to help determine if the inspection program would be of interest for non-DOT&PF airports. Craig SPB was added to further provide data for SPBs. The initial list included 16 facilities; two additional DOT&PF airports were included after the initial list was identified (Fort Yukon and Birch Creek) and briefly inspected because they were along the route to the target airport (Beaver), increasing the efficiency of the chartered aircraft usage.

Table 1: Airports in Pilot Project

Airport	DOT&PF Region	Type
Akiachak	Central	Gravel, Contractor Maintained
Aniak	Central	Paved, State Maintained
Beaver	Northern	Gravel, Contractor Maintained
Bethel	Central	Part 139, w Security Program
Birch Creek	Northern	Gravel, Contractor Maintained
Chitina	Northern	Gravel, State Maintained
Craig	Southeast[1]	SPB, Local Sponsor
Fort Yukon	Northern	Gravel, Contractor Maintained
Girdwood	Central	Gravel, Unattended
Gulkana	Northern	Paved, State Maintained
Juneau	Southeast[1]	Part 139, w Security Program (Local Sponsor)
Kasigluk	Central	Gravel, Contractor Maintained
Ketchikan	Southeast	Part 139, w Security Program
Klawock	Southeast	Paved, State Maintained
Kwethluk	Central	Gravel, Contractor Maintained
Nome	Northern	Part 139, w Security Program
Salmon Lake	Northern	Gravel, Unattended
Sand Point	Central	Paved, Contractor Maintained

[1] These airports are located geographically within the Southeast DOT&PF geographical region, but are owned and operated by local sponsors.

2.3 Gather Current Needs

Existing data in the form of reports, spreadsheets, photographs, and maps were collected and compiled for each airport in the sample group. This advance data collection oriented the inspectors with each airport and provided reference information regarding known conditions and improvements previously proposed by DOT&PF, FAA, or others for the airport. This information was provided in hard copy format to the inspectors in a three-ring binder prior to the site visit.

FAA-published data was readily available in electronic form for all Alaska airports receiving AIP funding, regardless of sponsorship. Collecting non-FAA data from local sponsors was efficient since a single point of contact within the local sponsor organization was able to locate and provide the information quickly. Collecting certain types of information for DOT&PF-sponsored airports was sometimes time-consuming because the data was not readily available, was in an out-of-date form, or was only available by collecting and compiling information from multiple functional or regional units within the DOT&PF.

The following information is regularly updated and available online or through DOT&PF staff in a format that can be sorted and stored electronically:

- Aerial photographs (available from FAA online)
- AIP grant records (available from FAA online)
- DOT&PF 6-Year AIP (available electronically from DOT&PF staff)
- FAA Form 5010 Airport Master Records (available from FAA online)
- National Plan of Integrated Airport Systems (NPIAS) (available from FAA online)
- DOT&PF Pavement Reports (available from DOT&PF online)
- Maintenance and Operations Equipment and Building inventories (available electronically from DOT&PF staff)
- Deferred maintenance project inventory (available electronically from DOT&PF staff)
- Equipment Inventory (available electronically from State Equipment Fleet staff)

The following information was either unavailable, out-of-date, or not from a centralized source:

- ALPs (varied among DOT&PF regions, many out-of-date, not available from a single source)
- Historical GF Expenditures (generally not available without extensive research)
- DOT&PF Needs List (available from single source online, but out-of-date)
- Letters of Correction (not available from a single source)
- Airport Master Plans (not available from a single source)
- Land Occupancy Drawings (varied among DOT&PF regions, many out-of-date, not available from a single source)

All airport documents filed and correctly attributed in DOT&PF's eDocs (Electronic documents) system are now available through the public AASP website [http://www.AlaskaAsp.com]. This allows many of the above documents to be found from a single source. As more DOT&PF staff utilize Edocs and store documents there, more documents will become available to DOT&PF and

the public. Although making this data more readily available in one location will require an allocation of additional resources on the front end, it will also benefit other planning, design, and management activities within the DOT&PF, reducing overall costs and increasing efficiency in the long term.

Appendix B provides additional detail on the types of documents collected, their content, and how the documents were obtained.

2.4 Test and Revise the Inspection Checklists at an Airport

In July 2012, the work group traveled to the Birchwood Airport to further refine the early draft inspection checklists developed by the work group. Since the primary focus of the exercise was to evaluate and refine the checklists--and significant revisions resulted--no data was gathered at Birchwood Airport.

2.5 Create a Tool to Gather Data

The work group and DOWL HKM worked with an Information Technology (IT) contractor to build computer-based tools that would simplify inspections in the field. The IT contractor built an android inspection application on a Samsung tablet specifically for this project to house the inspection criteria and capture the inspection data. The tablet pulls information directly from the AASP website. The following screenshots describe how the application functions.

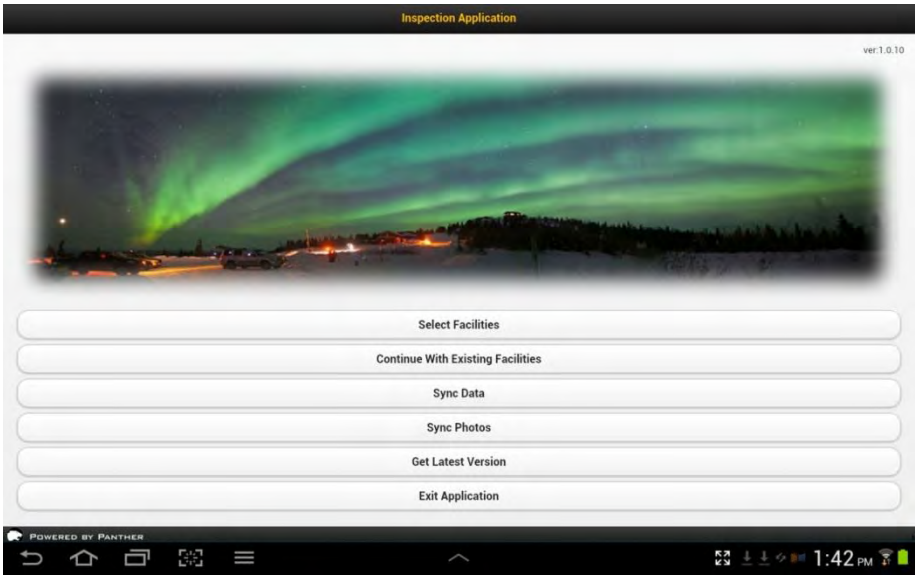


Figure 1: Home Screen Screenshot

While connected to a wireless network, facilities are uploaded from the AASP website's Facility Information Directory using the "Select Facilities" button. Once the facilities are uploaded, the web connection is no longer required for conducting inspection work. The inspector can then proceed to the field and choose "Continue with Existing Facilities" to load the Facility Information page.

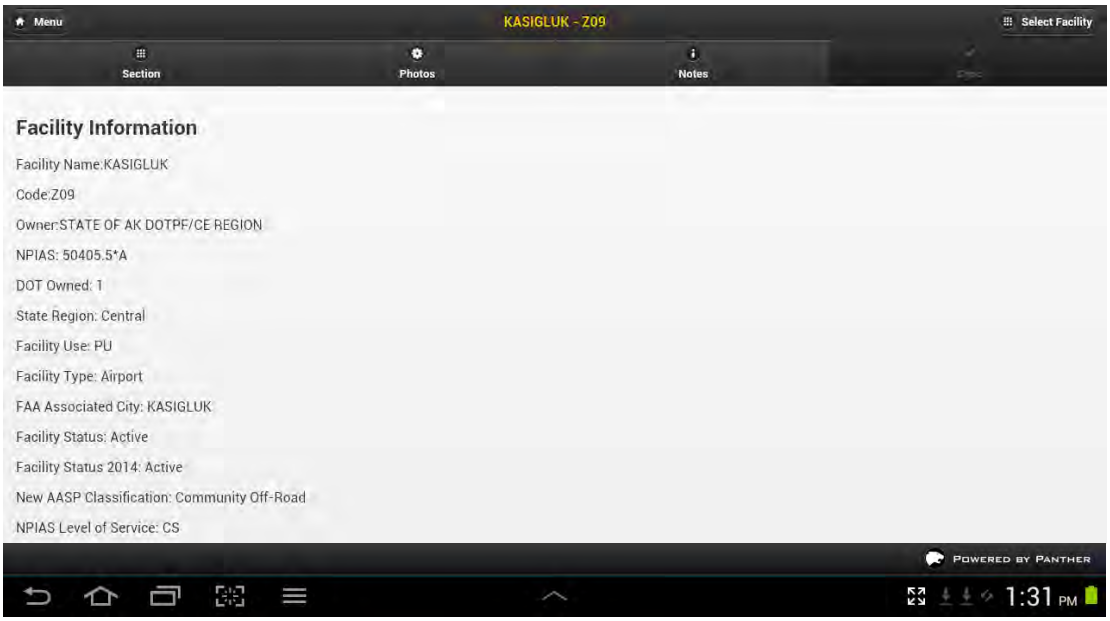


Figure 2: Facility Information Screenshot

The checklists are programmed into the application to record information about the condition of the airfield, buildings, and equipment, as well as document conditions by taking photos and documenting the location of the photo using the tablet's Global Positioning System (GPS). Using the tablet's touch screen, the inspector can scroll through each checklist easily and choose the answer that most closely represents the current condition. Inspectors can also switch between checklists during the course of an inspection to allow for documenting other found conditions. Below is an example of a checklist in the application.

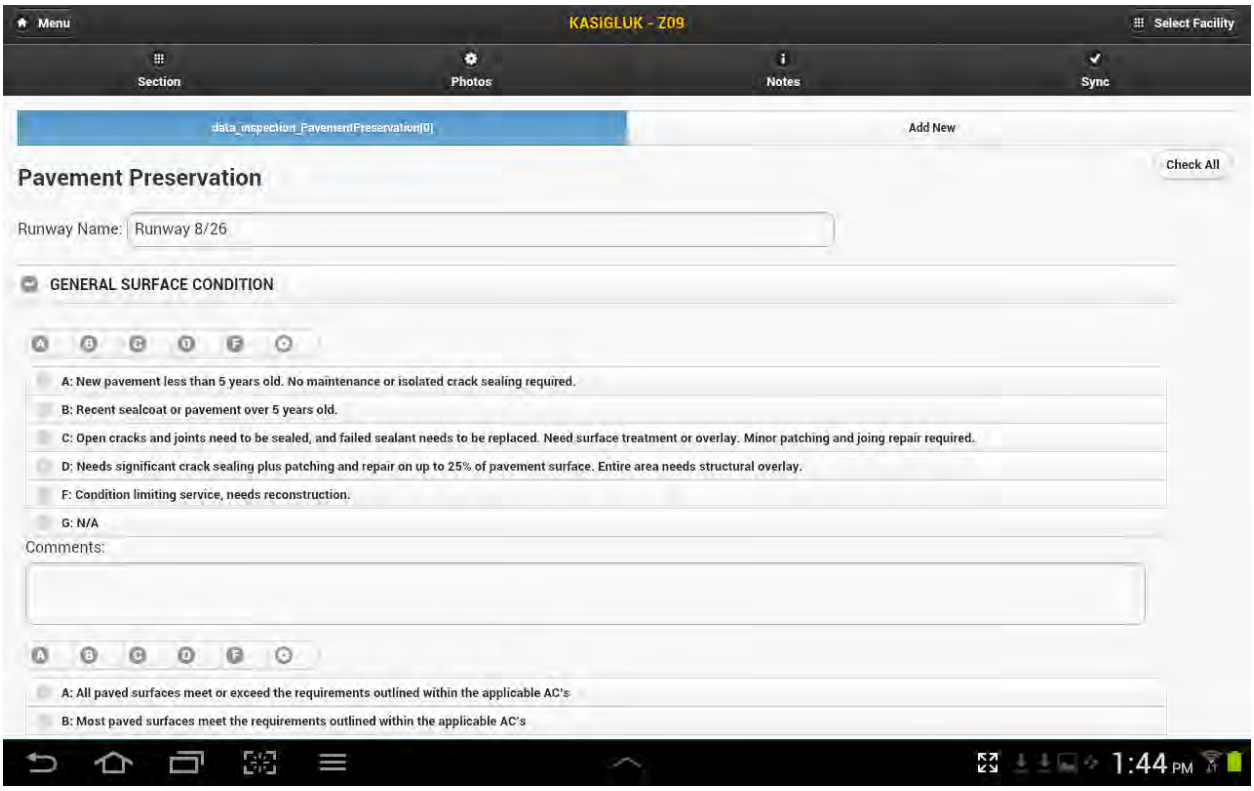


Figure 3: Pavement Preservation Checklist Screenshot

The A-F toolbar located above each question is used to show a photo example of an airport facility's condition that corresponds to the letter grade (visible by clicking on each rating). The photos are also intended to encourage consistent facility evaluations by airport inspectors. Some sample pictures were uploaded for purposes of the pilot project, but additional sample pictures need to be gathered and uploaded into the application. The gear symbol located next to the F can be used to take a picture of the current condition of the element being inspected. This photo, along with its GPS data, is tied directly to the inspection question. Comments can be typed into the box below each question to capture any noteworthy details. More general comments can be input under the Notes feature (found at the top of the screen). Notes are tied to the facility, instead of individual inspection questions. Similarly, with the Photo button (found at the top of the screen) the inspector can take additional photos that are tied to the facility.

The data is then uploaded to the internal AASP website using the Sync button, while connected to a wireless network. Once uploaded, it is accessible to DOT&PF staff. The tablet also has the

capability to hold pdf documents (i.e., ALP) and Excel spreadsheets (i.e., project/needs list), to assist the inspector in verifying existing information while in the field.

2.6 Conduct Carrier/User Interviews

Airport needs were further identified through stakeholder interviews prior to the inspection. Two carriers/users from each pilot project airport were interviewed using a standard questionnaire. The questionnaire, found in Appendix I, gathered the users' concerns and perspective on the airport's needs.

2.7 Conduct Pilot Project Airport Inspections

Inspections were conducted during August and September 2012 by one to two DOWL HKM staff members and one to two DOT&PF staff members. Juneau's inspection was conducted by one DOWL HKM staff member and one Juneau staff member. Inspectors' expertise ranged from former and current airport managers, to aviation planners, engineers, and operations and maintenance staff.

Inspectors conducted 18 airport inspections. In some cases multiple inspections were conducted on the same day. Inspectors traveled on scheduled and charter aircraft, drove (Chitina and Gulkana) or traveled by boat (Akiachak and Kwethluk) to the airports for inspections. Time to conduct inspections ranged from four hours to twenty hours, depending on flight schedules and size/complexity of the airport.

2.8 Develop A Needs List For Each Airport and Estimate Project Costs

After the inspection, a list of discrepancies was created for each airport. The discrepancies represent elements that "failed" the inspection, receiving grades of D or F on checklist questions. Existing projects were examined to determine if they would address the identified discrepancies. If a discrepancy was not addressed by a project already defined, a new project/need was created. In addition, other new projects and needs were identified by inspectors while conducting the inspection and during stakeholder interviews.

A list of needs for each airport was developed from discrepancies identified, previously identified projects and needs, and newly identified projects and needs, creating a 20-year Capital Improvement and Maintenance Program (CIMP) for the airport. The CIMP describes the ASAP

(0 to 1 year), short-term (0 to 7 years), mid-term (8 to 14 years), and long-term (15 to 20 years) projects needed at each airport as well as additional or replacement equipment. Proposed funding sources such as AIP, State GF Capital (State Capital), Operations and Maintenance (O&M) Operating, O&M Capital, and Local were proposed for each identified need. Planning level cost estimates were generated or revised for projects that had a sufficiently developed scope.

The CIMP, which is accessible on the internal AASP website (http://internal.AlaskaAsp.com), is a tool that can be used by DOT&PF and the FAA to determine how to prioritize projects and needs for funding. To find each facility's CIMP, choose the facility and then choose the "Projects" button.

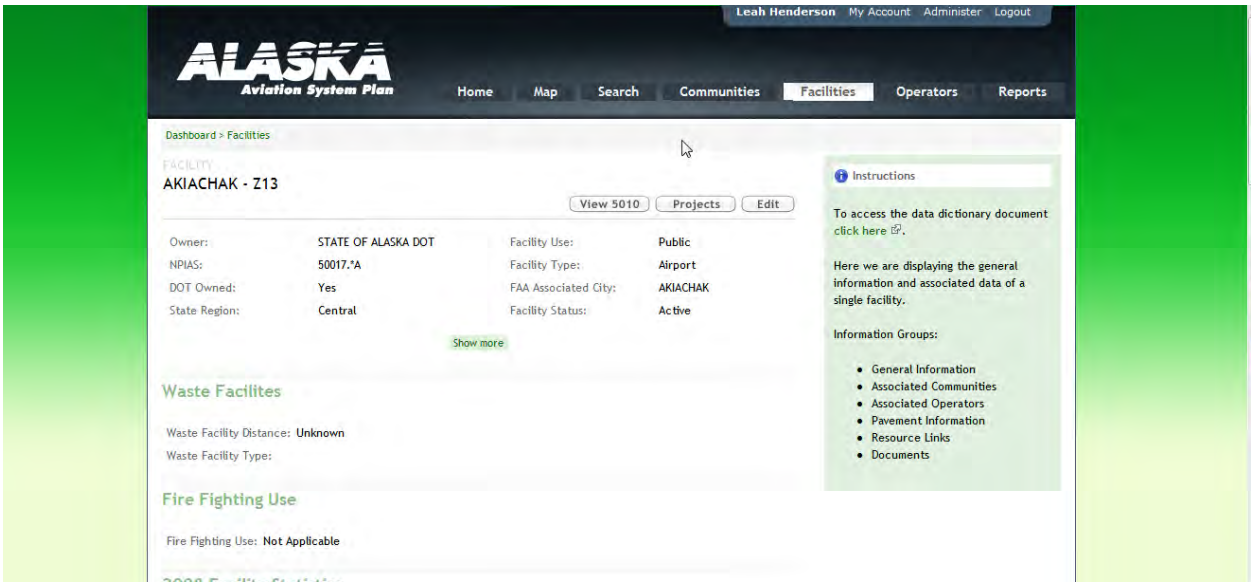


Figure 4: Akiachak Facility Page Screenshot

The CIMP allows sort and display of needs by funding source and in aggregate. Total ASAP, short-, mid-, and long-term needs are summarized at the top of the screen (Figure 5).

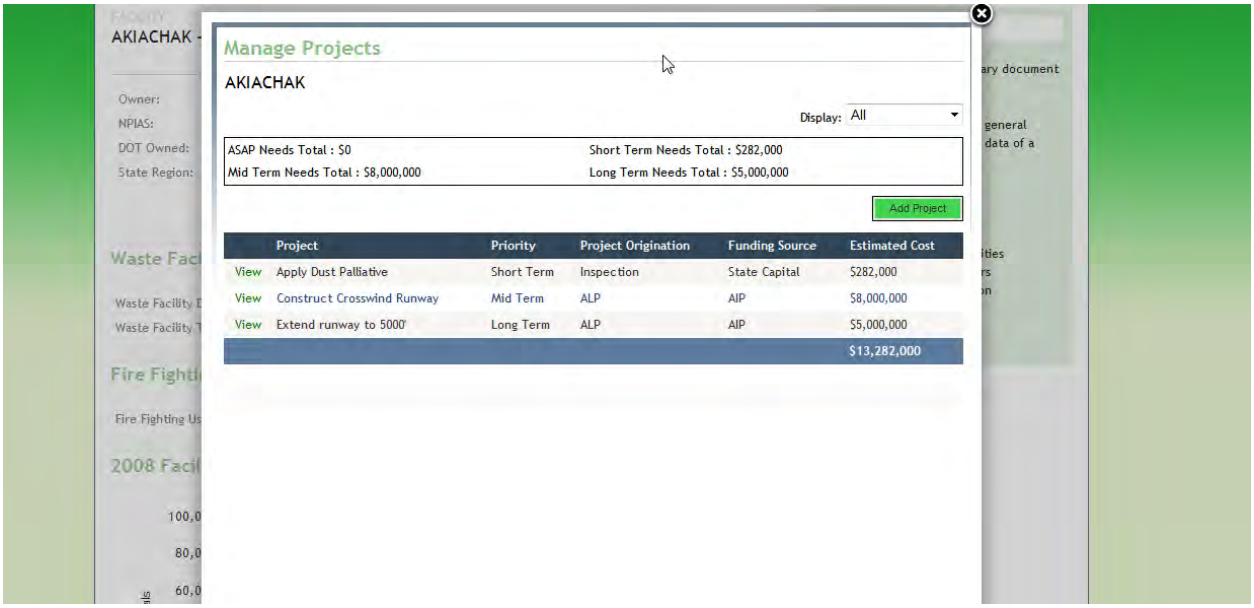


Figure 5: Akiachak's Capital Improvement and Maintenance Program Screenshot

Projects can be added to the CIMP through a popup window shown in the screenshot below.

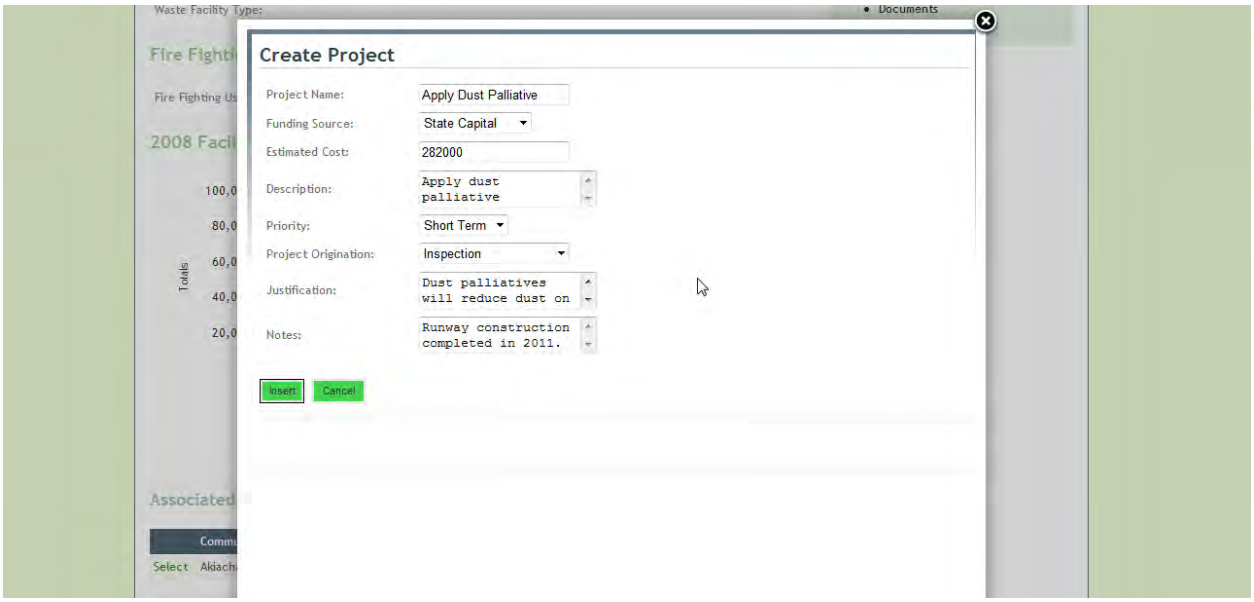


Figure 6: Create Project Screenshot

Planning level 2013 cost estimates were developed by DOWL HKM engineers for capital projects and by DOWL HKM and DOT&PF staff for smaller maintenance and state capital projects. Projects with cost estimates from Master Plans or ALPs with a known estimate date were updated to 2013 dollars. Projects with NPIAS cost estimates were not updated. All cost

estimates still need to be verified by DOT&PF regional staff (as of the date of publication). Each CIMP was uploaded to the AASP website and can be found in Appendix F.

2.9 Refine Inspection Checklists

A work group meeting was held in January 2013 to refine inspection checklists. Final checklist revisions were based on field observations from inspectors during the pilot project, and were incorporated into the application by the IT contractor. Final checklists are found in Appendix E.

2.10 Develop a Draft Report

DOWL HKM compiled a draft report in January 2013 for review by the work group members.

2.11 Develop Final Report

DOWL HKM compiled a final report in April 2013 to detail the methodology, results, and next steps.

3.0 PILOT PROJECT COSTS

This section shows estimated time and cost expected if the inspection program were implemented by DOT&PF for all 253 airports. The staff time estimates are based on actual inspector times experienced during the pilot project.

The total cost (wages, travel expense, and per diem) to conduct inspections at 253 airports by a DOT&PF staff member at a Range 18 Step A is $350,765 for scheduled flights and $419,204 for charter flights. A Range 21 Step A inspector would cost $410,146 for scheduled flights and $478,471 for charter flights. Table 2 breaks down the cost for each method of transportation and for each type of inspector. Additional details regarding the cost to complete the pilot project are found in Appendix C.

Table 2: Total Inspection Cost Estimates

	Administrative Cost	Inspection Cost	Time to Travel Cost	Travel Expense	Per Diem	Total Cost	Cost Per Airport
Scheduled Flights							
DOT&PF Staff Cost Range 18, Step A	$109,094	$70,501	$45,330	$109,400	$16,440	$350,765	$1,386
DOT&PF Staff Cost Range 21 Step A	$137,895	$89,114	$57,297	$109,400	$16,440	$410,146	$1,621
Charter Flights							
DOT&PF Staff Cost Range 18, Step A	$109,094	$70,501	$44,899	$184,300	$9,660	$419,204	$1,657
DOT&PF Staff Cost Range 21 Step A	$137,895	$89,114	$56,752	$184,300	$9,660	$478,471	$1,891

Due to the accelerated time schedule for completion of this project, winter inspections were not completed and winter cost estimates are not included. Winter airport condition inspections are typically infrequent due to limited resources, but it is recommended that a sampling of each region's airports be inspected during winter conditions each year. Winter inspections will focus on surface conditions, (including grooving and other traction enhancing techniques), potential hazards to aircraft from snow berms, lighting system damage, and energy efficiency improvements to snow removal equipment buildings (SREB). Winter conditions will change the travel costs as well as the time required to perform these assessments.

Inspection data is uploaded and stored in the AASP website that is maintained by an IT contractor. The costs for the IT contractor to maintain the website have historically been approximately $3,000 per month. Costs for website maintenance have not increased with the addition of the inspection data and inspection application. However, any future additional programming and modifications may have additional fees.

3.1 Total Time Statewide

It took approximately six weeks for DOWL HKM to conduct 18 inspections, resulting in an average rate of three airports per week. It is estimated to take approximately 4,200 hours to conduct inspections at all 253 airports.

Due to the short summer (i.e., snow-free) season at many DOT&PF airport locations and the goal of accomplishing most airport inspections during thawed conditions. It may be more effective to utilize seasonal non-permanent employees or a contractor with several employees available during summer months to conduct the inspections, or a combination of both. Seasonal and contractor employees can be released during the winter, whereas a full-time DOT&PF inspector may have limited work during the winter months.

4.0 RESULTS

Inspections identified projects that, if completed, will extend the life of infrastructure. As a result of the inspections, the components that received a D or F rating were reviewed for condition trends in the pilot project sample set of airports. The following list of deficiencies is an example of less-than-desirable conditions that trend at five or more airports in the sample set.

1. Loose/raveling pavement - 9 airports
2. Thermal cracks - 10 airports
3. Crack sealing - 13 airports
4. Ponding - 7 airports
5. Fuel area unprotected - 6 airports
6. No placards on fuel tanks - 7 airports
7. Lack of/expired fire extinguishers (fuel area) - 12 airports
8. Emergency fuel shutoff - 9 airports
9. Fuel tanks not protected - 7 airports
10. No smoking signs at fuel tanks - 9 airports
11. Lack of heater timer - 9 airports
12. Lack of septic - 8 airports
13. Lack of/expired fire extinguishers (buildings) - 7 airports

CIMPs for each facility inspected during the pilot project are found on the internal AASP website under each facility, as well as in Appendix F. Overall the following needs were identified:

Table 3: Pilot Project Airports Total Identified Needs by Priority

Airport	ASAP	Short	Mid	Long	TOTAL
Akiachak	0	$1,529,139	$16,200,000	$11,300,000	$29,029,139
Aniak	0	$55,886,438	$2,261,000	$91,480,971	$149,628,409
Beaver	$468,000	$285,409	$6,199,601	$1,600,000	$8,553,010
Bethel	$1,528,000	$80,765,659	$27,482,237	$88,100,000	$197,875,896
Birch Creek	$38,500	$1,501,000	$5,600,000	$1,400,000	$8,539,500
Chitina	$7,800	$269,000	$792,000	$3,600,000	$4,668,800
Craig SPB	$1,073,000	$905,000	$12,980,000	$3,500	$14,961,500
Fort Yukon	$290,000	$342,000	$623,000	$5,000,000	$6,255,000
Girdwood	$1,200	$2,910,000	$12,535,000	$4,100,000	$19,546,200
Gulkana	$11,500	$21,804,632	$2,960,000	$563,000	$25,339,132
Juneau	$18,499,999	$109,356,947	$64,847,421	$11,236,842	$203,941,209
Kasigluk	$7,162,300	$8,489,105	$8,000,000	$7,500,000	$31,151,405
Ketchikan	0	$32,192,681	$46,490,453	$10,700,000	$89,383,134
Klawock	$230,000	$11,142,842	$11,566,579	$11,160,526	$34,099,947
Kwethluk	$17,000	$4,211,000	$3,100,000	$12,000,000	$19,328,000
Nome	$48,636,158	$13,005,000	$5,327,632	$77,176,712	$144,145,502
Salmon Lake	$14,500	$215,000	$60,000	$2,725,000	$3,014,500
Sand Point	$94,000	$4,770,000	$37,600,000	$17,769,000	$60,233,000
TOTAL	**$78,071,957**	**$349,580,852**	**$264,624,923**	**$357,415,551**	**$1,049,693,283**

Table 4: Pilot Project Airports Total Identified Needs by Funding Source

Airport	AIP	State Capital	O&M Capital	O&M Operating	Local	TOTAL
Akiachak	$28,562,139	$467,000	0	0	0	$29,029,139
Aniak	$149,602,409	$21,000	$5,000	0	0	$149,628,409
Beaver	$8,239,010	$314,000	0	0	0	$8,553,010
Bethel	$197,209,896	$666,000	0	0	0	$197,875,896
Birch Creek	$8,196,000	$255,000	0	$88,500	0	$8,539,500
Chitina	$4,649,500	$10,000	0	$9,300	0	$4,668,800
Craig SPB	$14,831,000	0	0	0	$130,500	$14,961,500
Fort Yukon	$5,983,000	$272,000	0	0	0	$6,255,000
Girdwood	$19,460,000	$85,000	0	$1,200	0	$19,546,200
Gulkana	$25,167,632	$164,500	0	$7,000	0	$25,339,132
Juneau	$203,941,209	0	0	0	0	$203,941,209
Kasigluk	$30,394,105	$755,000	0	$2,300	0	$31,151,405
Ketchikan	$89,188,134	0	0	0	$195,000	$89,383,134
Klawock	$32,869,947	$1,120,000	0	$110,000	0	$34,099,947
Kwethluk	$18,746,000	0	$582,000	0	0	$19,328,000
Nome	$143,785,502	$360,000	0	0	0	$144,145,502
Salmon Lake	0	$3,006,500	$8,000	0	0	$3,014,500
Sand Point	$59,639,000	0	$594,000	0	0	$60,233,000
TOTAL	**$1,040,464,483**	**$7,496,000**	**$1,189,000**	**$218,300**	**$325,500**	**$1,049,693,283**

5.0 HISTORICAL FUNDING

Projects have been historically funded through FAA's AIP grants and state-funded programs. The airports inspected, with the exception of Salmon Lake, as part of this pilot project have received a total of $443,520,044 in AIP grants since 1982. Salmon Lake, a non-NPIAS airport, has not received funds from the FAA. Individual airport historical funding totals are found in Table 5.

Table 5: Historical Airport Improvement Program Funding 1982-2012 at Pilot Project Airports

Obligated Airport	Total AIP Funds 1982-2012
Akiachak	$12,817,502
Aniak	$13,097,560
Beaver	$1,266,442
Bethel	$77,698,685
Birch Creek	$4,951,893
Chitina	$1,802,315
Craig	$2,323,679
Fort Yukon	$4,045,048
Girdwood	$1,717,614
Gulkana	$763,733
Juneau	$126,145,247
Kasigluk	$3,684,890
Ketchikan	$73,960,697
Klawock	$8,331,121
Kwethluk	$6,125,664
Nome	$69,364,187
Sand Point	$35,423,767
TOTAL	**$443,520,044**

Current airport needs exceed historical funding levels. For example, over the past 30 years Akiachak received almost $13 million in AIP funds. In the next 20 years, Akiachak's estimated AIP eligible needs exceed $29 million. As federal funding continues to shrink, it is imperative that DOT&PF and other airport sponsors systematically assess airport needs, implement preventative maintenance measures, and prioritize projects. This inspection program provides easily accessible, complete, and up-to-date data allowing for a comprehensive management system for airport projects.

6.0 NEXT STEPS/RECOMMENDATIONS

The project team recommends that the AASP website and the inspection application continue to be developed to accommodate inspections, the CIMP, and integration of the Aviation Project

Evaluation Board (APEB) process, the spending plan, and the 5010 Airport Master Record inspections. Specific recommendations include:

- Complete initial inspections at all DOT&PF airports over the next three years.
- Incorporate 5010 Airport Master Record inspections into this program.
- Continue to build CIMPs for each airport. The DOT&PF and other airport sponsors can add projects into the CIMP as airport master plans, ALPs, and other planning and project development activities are completed.
- Consider requiring projects be in the CIMP in order to be nominated for the APEB; this will encourage greater use of the CIMP system by the DOT&PF.
- Improve deficiency reporting.

The following AASP website/CIMP enhancements are recommended:

- Once field verified, incorporate winter inspection checklists into the application.
- Build a photo component on the website allowing categorization and photo labeling. Transferring the large numbers (and sizes) of the inspection photos from the field inspection application to the internal inventory website remains a bandwidth and technical issue.
- Develop a method to download previous inspection data onto the tablet for reference during subsequent inspections.
- Update administration settings/permissions so that users can only manipulate the CIMP on airports for which they have authorization. Notifications can then be set up so appropriate staff can review and approve, decline, or modify changes.
- Add fields to record date and name of user when projects are added or edited.
- Develop ability to edit inspection data on the website. After review the inspection can be finalized.
- Plot all inspection photos and photo notes on an airport map or ALP.
- Develop a setting that notifies you of incomplete fields prior to syncing/closing.

- Tie discrepancies directly to projects on the CIMP. This will ensure all discrepancies are addressed either by existing or new projects.
- Integrate the APEB project nomination form into the website to ensure nominated projects are recorded in the CIMP.
- Integrate the spending plan. The spending plan can be tied directly to projects on the CIMP.

7.0 SUMMARY

The pilot project began in mid-May, with inspections beginning July 31 and completed on September 18. The pilot project identified a total of more than $1 billion in needs over the next 20 years. ASAP needs are almost $50 million, and short-term needs are almost $350 million, which reflect the current needs to be addressed over the next seven years. Identifying and documenting these needs in a single location will allow the DOT&PF and other Alaskan airport sponsors to plan projects over the next 20 years. By ensuring all needs are frequently and routinely identified, evaluated, updated, and documented, preventative maintenance programs can also be developed, extending the life of these critical facilities with considerable cost savings to the FAA and airport sponsor.

During the inspection wrap-up work group meeting, support for the project was expressed; the group felt that the pilot project was a success and showed promise in creating a feasible system that could be implemented statewide. The process was also well-received by airport maintenance and operation staff, as well as contractors. Based on field observations it is recommended that this inspection process be completed at all rural airports once every two years. This will ensure airports are being operated/maintained safely and efficiently and are meeting the required standards. The checklists and information garnered from the site visits, combined with the ability to house and access all airport needs in a single location, meets the goal of creating a systematic, trackable, comprehensive, updatable, and transparent process for identifying maintenance and capital improvement needs for airports throughout the state of Alaska.

APPENDIX A

Needs vs. Funding Work Group Membership

Needs vs. Funding Work Group Membership

DOT&PF Employee	Region	Title
Mike Coffey	Statewide	Chief, Statewide Maintenance & Operations
Jessica Della Croce	Statewide	Statewide Aviation Planner
Verne Skagerberg	Southeast	Transportation Planner
Scott Gray	Southeast	Maintenance & Operations Specialist
Marc Cheatham	Southeast[1]	Juneau Special Projects Manager
Jeremy Worrall	Northern	Aviation Manager
Clark Milne	Central	Maintenance & Operations Supervisor
Troy Larue	Central	Aviation Manager
Dave Cummings	Central	Bethel Airport Manager

[1] Mr. Cheatham is geographically located within the Southeast region, but is not a DOT&PF employee and represented local sponsor airports.

APPENDIX B

Summary of Documents Collected in Support of Airport Inspections and Needs Identification

Summary of Documents Collected in Support of Airport Inspections & Needs Identification

Document or Data Type	Value for Inspection	Source	Notes
Aerial Photograph	Shows the airport within its immediate environment. May help illustrate erosion problems, approach constraints, distance to community landfill and sewage lagoon, potential for expanded airport facilities, undesirable access to/from adjacent land uses, etc.	http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alaskan/alaska/fai/arpt_photo/	Photos do not always show current conditions. FAA website often shows "pages under construction" for current photographs - must go to FAA archive for most recent photos.
Airport Layout Plan	Describes existing facilities and planned development of the airport. Includes description of airport property, topography and elevations, and Part 77 airspace. The ALP narrative will include a basic aeronautical forecast, basis for proposed development items, and a rationale for unusual features and modifications to FAA standards. Cost estimates for development items may be included.	http://dot.alaska.gov/stwdav/AirportList.shtml	Posting of ALPs on DOT&PF website is inconsistent among regions. Must sometimes be obtained through email contacts with Planning or Design.
AIP Grant Records	Provides a historical summary (scope and budget) of FAA-funded improvements.	http://www.faa.gov/airports/alaskan/aip/	
Deferred Maintenance Records	Provides a summary of known, but unfunded maintenance projects.	DOT&PF M&O Division Operations Manager	The definition of "deferred maintenance" is changeable and politically sensitive.
DOT&PF 6-Year AIP	Provides an estimated schedule for the funding (but not the execution or completion) of future airfield, equipment, building, and planning project improvements. Also identifies other major known but unfunded capital projects.	Chief Statewide Maintenance Operations	
Historical GF Expenditures	Provides a historical summary (scope and budget) of GF-funded improvements.		This information is not routinely collected and made available in a centralized repository. Consequently, generating it is a time-consuming undertaking. The value of this information may not justify the effort.
DOT&PF Needs List	Provides project descriptions for projects entered into the APEB evaluation process or otherwise suggested by local governments for consideration by DOT&PF.	http://www.dot.alaska.gov/stwdplng/cip/stip/needslist/index.cfm	This list is not culled or updated on a regular basis and may occasionally include projects that have already been accomplished or are otherwise without justification.
Letters of Correction	Identifies items not in compliance with Title 14 CFR Part 139, the Airport Certification Manual, or Airport Operating Certificate.	DOT&PF Regional M&O Superintendents	Letters of Correction (LOCs) are only issued for Part 139 airports. Only unmet LOCs would be useful for the inspections. Typically, LOCs are quickly satisfied. No unmet LOCs existed when the initial inspections were conducted.
Airport Master Plan	Describes the development of a 20-year improvement plan for a specific airport. Includes a summary of existing issues, a detailed forecast, a demand/capacity analysis, comparison of development alternatives, an ALP, and a fiscal program for accomplishing the needed improvements.	DOT&PF Regional Planners	Retrieval of master plans could be speeded up if they were posted on the DOT&PF web site with the ALPs.
NPIAS	Provides estimates of the amount of AIP money needed over the next 5 years to fund infrastructure development projects that will bring each airport up to current design standards and add capacity to congested airports. The FAA is required to provide Congress with an updated report every 2 years.	http://www.faa.gov/airports/planning_capacity/npias/reports/	For this inspection, an FAA Alaska Region Planner provided updated NPIAS information not yet available on the FAA website.
Pavement Report	Provides results of pavement condition inspections conducted every third year. The inspections involve visual assessment of pavement to quantify the extent and severity of various distresses. Includes pavement age, construction/maintenance histories, and a PCI (Pavement Condition Index) value, which are included in annual reports and maps.	http://www.dot.alaska.gov/stwdmno/pvmtmgt/data/airports/	
Leasing Land Occupancy Map	Identifies lease area boundaries, size and location of lease lots, lease holders, beginning and end dates for leases, location of fuel tanks, buildings, and other lease-related improvements.	DOT&PF Regional Leasing Chiefs	The accessibility and currency of Leasing Occupancy (LO) maps varies greatly by region.
M&O Equipment Listing	Provides a wide variety of information about the M&O rolling stock and related equipment.	DOT&PF State Equipment Fleet	Generally reliable and up to date.
Buildings Records	Identifies the size, age, and general purpose for DOT&PF-owned buildings.	DOT&PF State Buildings Maintenance Managers	Generally reliable and up to date.

APPENDIX C

Pilot Project Costs

Data Collection

The time required for initial sorting of the source data and compiling, printing, or otherwise storing the information as a reference is estimated to range between 2 and 3 hours per airport. This, however, does not include the time required to obtain the source data.

If current information can be obtained on Alaskan airports from a single source (i.e., AASP website), the time required to obtain the data is just a few minutes per airport. However, if the information is not readily available from a single source, finding, updating, and compiling this information could potentially add days or even weeks to the effort. For example, DOT&PF Land Occupancy (LO) drawings and ALPs are often out of date or unavailable. Having all information compiled in one centralized location will also reduce and eliminate duplicate efforts for needs and projects. This also ensures smaller projects are not missed during the planning and design phase of large projects.

Pre-Inspection

After background data has been compiled, it is recommended that airport commercial users be contacted via phone, to gather first-hand knowledge of the needs or concerns of the airport from a user prospective. We recommend speaking with at least two carriers or tenants for each airport to discuss concerns, needs, and airfield issues, allowing one hour for each interview.

Prior to the inspection, the inspector must review data, upload documents to the tablet, or compile in a binder. The inspector must also gather equipment, such as tape measures, levels and a drill, needed for the inspection. One hour is estimated as the cost to prepare for the inspection.

An average of six hours per airport is needed for pre-inspection activities. Table C-1 breaks down cost for all inspection administration time for airports statewide.

Table C-1

Total Inspection Administration Time				
	# of Hours			
Data Gathering	3			
Carrier Interviews	2			
Inspection Prep	1			
Post Inspection	2			
Total Time	8			
	Rate	**Cost Per Airport**	**# of Airports**	**Total Cost**
DOT&PF Staff Cost Range 18-Step A	$ 53.90	$ 431.20	253	$109,093.60
DOT&PF Staff Cost Range 21-Step A	$ 68.13	$ 545.04	253	$137,895.12
**** Note this does not include engineer time to complete cost estimates.**				

Inspection

The time to conduct the inspection varies depending on the type and size of the airport. For purposes of estimating the time required, the airports were divided into the following types: Part 139, Non-Certificated Hub (Hub), and Rural. A Rural airport inspection takes an average of four hours to complete. A Hub airport inspection takes an average of eight hours to complete. A Part 139 airport inspection takes an average of 16 hours to complete. Part 139 airports take longer not only due to size, but also the increased amount of airfield activity and the difficulty of getting onto the active runways and taxiways.

If DOT&PF chose to conduct inspections with staff, it is estimated the inspector would be a pay Range 18 to Range 21. These would most likely represent the appropriate range for this type of position. The 2012 hourly billable rate for Range 18-Step A is $53.90 and for Range 21-Step A is $68.13. This rate only includes personnel expenses (paid time off, insurance, retirement, etc.) at a loaded rate of 190%. This rate does not include distributed costs such as office space, supplies, or vehicle expenses that are typically included in the overhead rate of private businesses.

Cost estimates for a contractor to complete the inspections are not detailed in this report. Contractor costs are not comparable to DOT&PF costs because they are an all-inclusive rate (which varies from firm to firm) which includes overhead (vehicles, office space, equipment, etc.), profit, and all other associated costs of the inspections.

Table C-2: Cost for On-site Inspections compares the cost to complete the inspection by a Range 18-Step A and a Range 21-Step A. An estimated total of 1,308 hours is needed on the ground at the airports to complete all 253 airport inspections. This does not include travel time/costs or other pre- and post-inspection time/costs.

Table C-2

Cost for On Site Inspections				
	Part 139	**Non-Certificated Hubs**	**Rural**	
Hours	16	8	4	
DOT&PF Staff rate Range 18, Step A	$ 53.90	$ 53.90	$ 53.90	
DOT&PF Staff rate Range 21 Step A	$ 68.13	$ 68.13	$ 68.13	
# of Airports	22	8	223	**TOTAL COST**
DOT&PF Staff Cost Range 18, Step A	$ 18,972.80	$ 3,449.60	$ 48,078.80	$ 70,501.20
DOT&PF Staff Cost Range 21, Step A	$ 23,981.76	$ 4,360.32	$ 60,771.96	$ 89,114.04
# of Hours to Complete Inspections	352	64	892	1,308

Travel

Alaska's vast size, lack of roads, and frequent bad weather can increase the cost to conduct the inspections. Most airports are not accessible via road, therefore, either a scheduled, chartered, or rental aircraft would typically be used to reach the airport for the inspection.

During the pilot project three airports were on the road system, two were reached via boat from Bethel (due to weather and unavailability of aircraft), four by charter (including three in one day), and nine by scheduled carrier. In some instances (ex. Part 139 or Non-Certificated Hub airports) two inspectors were utilized during the inspection for evaluation and development of the pilot project. It is assumed that in the future only one inspector will perform inspections, therefore for future budgeting reference the expenses associated with only one inspector traveling to the 18 pilot project airports is shown in Table C-3.

Table C-3

Pilot Study Expenses One Inspector	
Type of Expense	**Cost**
Lodging	$ 2,678.99
Travel	$ 8,578.04
Per Diem	$ 1,340.00
Total Cost	$ 12,597.03

Statewide Travel Estimates

Traveling to a Part 139 airport from Anchorage generally takes, on average, six hours roundtrip. Traveling to a Non-Certificated Hub airport inspection takes, on average, five hours roundtrip if traveling via scheduled carrier (due to time needed to arrive prior to the flight) and four hours via charter. Travel to a rural airport from a Part 139 airport or a Non-Certificated Hub airport takes, on average, three hours roundtrip via charter or scheduled aircraft (This does not include standby time other than 30 minutes prior to departure).

After research, no companies could be located which currently offer aircraft rental on a long term basis, therefore costs associated with renting an aircraft on a long term basis were not included in this report. However, at one time DOT&PF used small procurement procedures to have an aircraft available for a State employee to travel around to various airports. The State issued an "Invitation for Quotes for a Small Procurement" and entered into contract with an aircraft owner for use of his aircraft. The rates paid were $170 per hour for exclusive usage with one hour notice and $165 per hour for use as needed with a 12-hour notice. DOT&PF could solicit invitations for quotes for aircraft rental for inspections in the future. While costs would vary from those mentioned above, renting an aircraft could offer considerable cost savings and flexibility to the Department.

Table C-4

Travel Time - Charter Flights				
	Part 139	**Non-Certificated Hubs**	**Rural**	
Hours	6	4	3	
DOT&PF Staff rate Range 18, Step A	$ 53.90	$ 53.90	$ 53.90	
DOT&PF Staff rate Range 21 Step A	$ 68.13	$ 68.13	$ 68.13	
# of Airports	22	8	223	**TOTAL COST**
DOT&PF Staff Cost Range 18-Step A	$ 7,114.80	$ 1,724.80	$ 36,059.10	$ 44,898.70
DOT&PF Staff Cost Range 21-Step A	$ 8,993.16	$ 2,180.16	$ 45,578.97	$ 56,752.29
Total hours	132	32	669	833

Note: Charter flights consider stops at neighboring airports. Time and costs do not reflect compensation variations for standby or down time during normal work hours.

Table C-5

Travel Time - Scheduled Flights				
	Part 139	**Non-Certificated Hubs**	**Rural**	
Hours	6	5	3	
DOT&PF Staff Rate Range 18, Step A	$ 53.90	$ 53.90	$ 53.90	
DOT&PF Staff Rate Range 21 Step A	$ 68.13	$ 68.13	$ 68.13	
# of Airports	22	8	223	**TOTAL COST**
DOT&PF Staff Cost Range 18-Step A	$ 7,114.80	$ 2,156.00	$ 36,059.10	$ 45,329.90
DOT&PF Staff Cost Range 21-Step A	$ 8,993.16	$ 2,725.20	$ 45,578.97	$ 57,297.33
Total hours	132	40	669	841

Traveling by scheduled carrier is generally less expensive than charter. However, traveling by charter would present the opportunity to conduct more airport inspections in a single day or carry additional staff to the airport(s), thereby sharing - or at least optimizing the cost of the charter. Table C-6 details the cost to complete inspections via scheduled carrier to the Part 139 and Non-Certificated Hub airports and charters to the surrounding airports. Table C-7 details the cost to complete the inspections at all DOT&PF airports by scheduled carrier. All expenses are estimated based on pilot project costs. Note that there are some airports that do not have scheduled service and may require "Flag Stops" and/or charter flights in every scenario considered.

Table C-6

Charter Flight Cost			
	Part 139	**Non-Certificated Hubs**	**Rural**
Average Ticket on Scheduled Carrier	$700	$600	-
Average Charter Cost for 1 full day (this includes inspecting two airports)	-	-	$3,000
# of Airports	22	8	223
Total Cost	$15,400	$2,400	$167,250
Total Cost to Inspect all 253 Airports			
Charter		$185,050	

Table C-7

Scheduled Flight Cost			
	Part 139	**Non-Certificated Hubs**	**Rural**
Average Ticket on Scheduled Carrier	$700	$600	$400
# of Airports	22	8	223
Total Cost	$15,400	$4,800	$89,200
Total Cost to Inspect all 253 Airports			
Scheduled		$109,400	

**These costs include only one inspector per airport: if additional inspectors or staff attends the inspection costs would increase accordingly on scheduled flights. Not all airports receive scheduled service, but cost is assumed at $400.

Post Inspection

After the inspection is complete, two hours per airport is needed for the inspectors to review the capital and maintenance needs list with the appropriate DOT&PF staff member. Projects are added or changed during this process based on information learned from the inspection. Then this preliminary data is input into the facility information directory on the AASP website. The list is then shared with appropriate DOT&PF staff members with responsibility for that airport (Planning, Design, Leasing, and O&M). After the review period is complete, cost estimates are prepared for incorporation into the CIMP. The pilot project included using DOWL HKM aviation engineers to complete major capital project cost estimates, where sufficient project descriptions exist, and DOT&PF resources for operations and maintenance cost estimates. With varying numbers of projects and types of projects from airport to airport, it is very difficult to estimate the amount of time needed to complete cost estimates, therefore it is excluded from this study.

APPENDIX D

Pilot Project Expenses

Travel Expenses

Airport	Actual Costs	Notes
Girdwood	$ 43.29	Mileage reimbursement to Girdwood
Bethel	$ 459.00	Flight to Bethel from Anchorage
	$ 726.00	4 nights in a hotel for Bethel, Akiachiak, Kwethluk, & Kasigluk inspections
Kasigluk	$ 374.25	Charter flight from Bethel to Kasigluk
Akiachak	$ 87.39	Private Boat Fuel: Bethel to Akiachak
Kwethluk	$ 87.39	Private Boat Fuel: Bethel to Kwethluk
	$ 65.00	Parking at ANC
	$ 300.00	Per diem costs
Fairbanks	$ 198.14	Mileage reimbursement to Fairbanks
	$ 126.00	Lodging expenses the night before the flight to Beaver, Ft. Yukon and Birch Creek
Beaver, Ft. Yukon, Birch Creek	$ 2,898.20	Charter Flight: actual costs were split between five passengers
	$ 75.00	Lodging expenses while driving from Fairbanks to Glennallen
Gulkana	$ 133.76	Mileage reimbursement from Fairbanks to Gulkana
	$ 200.00	Two nights lodging expenses for Gulkana and Chitina inspections
Chitina	$ 41.07	Mileage reimbursement from Glennallen to Chitina
	$ 137.64	Mileage reimbursement from Chitina to Anchorage
	$ 256.00	Per diem costs
Nome	$ 450.00	Airfare to Nome from Anchorage
	$ 499.50	Three nights lodging in Nome for Nome and Salmon Lake inspections
Salmon Lake	$ -	Drove to Salmon Lake in DOT vehicle
	$ 52.00	Parking at ANC
	$ 228.00	Per diem costs
Ketchikan	$ 462.10	Flight to Ketchikan from Anchorage
	$ 260.00	Flight to Ketchikan from Juneau
	$ 27.00	Cab to Juneau Airport for flight to Ketchikan
	$ 10.50	Ferry from Ketchikan Airport to Ketchikan
	$ 163.31	Car rental in Ketchikan
	$ 384.99	Two nights lodging in Ketchikan for one person
	$ 192.49	One night lodging in Ketchikan for one person
Craig	$ 560.00	Flight to Craig from Ketchikan for two people
Klawock	$ 200.00	Car rental in Craig and Klawock
	$ 235.20	Lodging for one night in Craig for two people
	$ 240.00	Per diem costs
Juneau	$ 510.00	Flight to Juneau from Anchorage
	$ 112.00	Taxi between hotel and Juneau Airport
	$ 322.56	Lodging for two nights in Juneau
	$ 45.00	Parking at ANC
	$ 148.00	Per diem costs
Aniak	$ 1,552.00	Flight to Aniak from Anchorage for two people
	$ 24.00	Parking at ANC
	$ 180.00	One night lodging in Aniak for two people
	$ 152.00	Per diem costs
Sand Point	$ 938.00	Flight to Sand Point from Anchorage
	$ 30.00	Parking at ANC
	$ 126.50	One night lodging in Sand Point
	$ 92.00	Per diem costs
Total for 18 Airports	**$ 14,405.28**	

APPENDIX E

Inspection Checklists

ENVIRONMENTAL

Wildlife

☐ A: No known wildlife hazards on the airport. ☐ B: ☐ C: Known wildlife hazards on the airport, active wildlife hazard program. ☐ D: ☐ F: Known wildlife hazards on the airport, no wildlife hazard program.	
☐ A: No wildlife is observed on the airfield. ☐ B: Small wildlife or evidence of is observed on the airfield. ☐ C: ☐ D: Wildlife is observed in the vicinity of the airport. ☐ F: Large wildlife or evidence of is observed on the airfield.	Environmental_wildlife_box2F
☐ A: Landfill complies (10,000 or 5,000 ft.) with distance from airfield requirement. ☐ B: ☐ C: ☐ D: ☐ F: Landfill is not an adequate distance from the airfield and is non-compliant.	
☐ A: There is no dumping of trash, animal remains or fish cleaning taking place on the airport. ☐ B: ☐ C: There is some trash located around the airport; there are no animal remains or fish cleaning on the airport. ☐ D: ☐ F: There is trash being dumped on the airport, fish cleaning and animal remains are present.	
☐ A: There are no ponds or puddles that serve as wildlife attractants in safety areas. ☐ B: There are minimal ponds or puddles that may serve as wildlife attractants, in safety areas. ☐ C: There are some ponds or puddles that serve as wildlife attractants in safety areas. ☐ D: There are considerable ponds or puddles that serve as wildlife attractants in safety areas. ☐ F: Wildlife habitat is supported by ponds in safety areas, providing significant wildlife attractants.	

ENVIRONMENTAL

Wildlife (cont)

☐ A: Ponds, wetlands, and wildlife attracting habitat are not present on the airport. ☐ B: ☐ C: Ponds, wetlands, and wildlife attracting habitat are present on the airport but active measures are being taken to repel wildlife. ☐ D: ☐ F: Ponds, wetlands, and wildlife attracting habitat are present on the airport but no active measures are being taken to repel wildlife.	
☐ A: Airport is free of trash. ☐ B: Airport has minimal trash, poses no significant FOD hazard. ☐ C: Frequent areas of trash (i.e. shipping materials) pose a FOD hazard. ☐ D: Significant trash/shipping materials present. Frequent FOD hazards. ☐ F: FOD is frequently observed creating a hazard to Aircraft.	

ENVIRONMENTAL

Hazmat/Fuel

☐ A: Storage tanks have secondary containment and are properly maintained. ☐ B: ☐ C: Storage tanks have secondary containment, but need repairs. ☐ D: ☐ F: Storage tanks do not have secondary containment.	
☐ A: Hazmat (including petroleum) spills not observed on the Airport. ☐ B: ☐ C: ☐ D: ☐ F: Hazmat (including petroleum) spills observed on the Airport (note location).	
☐ A: Hazmat barrels not located on Airport. ☐ B: ☐ C: Hazmat barrels located on Airport and properly marked and stored. ☐ D: ☐ F: Hazmat barrels located on Airport not marked and stored properly.	
☐ A: Fueling area protected from damage, revetment, bollards or fencing. ☐ B: ☐ C: ☐ D: ☐ F: Fueling area not protected from damage.	Environmental_HazmatFuel_Box4A.jpg Environmental_HazmatFuel_Box 4F.jpg
☐ A: Placards indicate type of fuel and are good condition. ☐ B: Placards indicate type of fuel and are in fair condition. ☐ C: ☐ D: Placards indicate type of fuel/octane/grade, but need to be replaced. ☐ F: No placards indicating type of fuel/octane/grade.	
☐ A: Fire extinguishment readily available and inspected. ☐ B: ☐ C: ☐ D: Fire extinguishment readily available but inspection not current. ☐ F: Fire extinguishment not readily available.	
☐ A: Fuel tanks locked/secured. ☐ B: ☐ C: ☐ D: ☐ F: Fuel tanks not locked/secured.	

ENVIRONMENTAL

Hazmat/Fuel (cont)

☐ A: Emergency fuel shutoff with signs in good condition. ☐ B: ☐ C: Emergency fuel shutoff with signs in poor condition. ☐ D: No emergency fuel shut off signs. ☐ F: No emergency fuel shutoff.	
☐ A: "No Smoking" signage is present and in good condition. ☐ B: ☐ C: ☐ D: "No Smoking" signage is present and in poor condition. ☐ F: No "No Smoking" signage present.	
☐ A: Security lighting at fuel tanks in good condition (photo cell operated). ☐ B: ☐ C: ☐ D: ☐ F: No security lighting at fuel tanks.	
☐ A: Fueling equipment properly stored. Lines and hoses are in very good condition (no signs of wear and tear).	
☐ B: Fueling equipment properly stored. Lines and hoses are in fair condition (show minimal signs of wear and tear).	
☐ C: Fueling equipment properly stored. Lines and hoses are in poor condition but there are no leaks.	
☐ D: Fueling equipment not properly stored. No leaks observed in lines or hoses.	
☐ F: Fueling equipment not properly stored. Leak evidence observed on lines or hoses.	

WINTER ENVIRONMENTAL

Wildlife

☐ A: No wildlife is observed on the airfield. ☐ B: ☐ C: Small wildlife is observed on the runway or taxiway. ☐ D: ☐ F: Large wildlife is observed on the runway or taxiway.	Environmental_wildlife_box2F
☐ A: Landfill complies (10,000 or 5,000 ft) with distance from airfield requirement. ☐ B: ☐ C: ☐ D: ☐ F: Landfill is not an adequate distance from the airfield and is non-compliant.	
☐ A: There is no dumping of trash, animal remains, or fish cleaning taking place on the airport. ☐ B: ☐ C: There is some trash located around the airport; there are no animal remains or fish cleaning on the airport. ☐ D: ☐ F: There is trash being dumped on the airport, fish cleaning and animal remains are present.	
☐ A: Snow from ramp and tenant area is clean and trash free. ☐ B: Snow from ramp and tenant areas is mostly clean and trash free, minimum contaminants visible. ☐ C: Snow from ramp and tenant areas has frequent trash mixed in, contaminants visible. ☐ D: Snow from ramp and tenant areas has considerable trash. ☐ F: Snow from ramp and tenant areas has substantial trash mixed in.	
☐ A: Brush, and wildlife attracting habitat are not present on the airport. ☐ B: ☐ C: Brush, and wildlife attracting habitat are present on the airport but active measures are being taken to repel wildlife. ☐ D: ☐ F: Brush, and wildlife attracting habitat are present on the airport but no active measures are being taken to repel wildlife.	

WINTER ENVIRONMENTAL

Hazmat/Fuel

☐ A: Storage Tanks have secondary containment and are properly maintained. ☐ B: ☐ C: Storage Tanks have secondary containment, but need repairs. ☐ D: ☐ F: Storage tanks do not have secondary containment.	
☐ A: Hazmat (including petroleum) spills not observed on the airport. ☐ B: ☐ C: ☐ D: ☐ F: Hazmat (including petroleum) spills observed on the airport (location).	
☐ A: Hazmat barrels not located on airport. ☐ B: ☐ C: Hazmat barrels located on airport and properly marked and stored. ☐ D: ☐ F: Hazmat barrels located on airport not marked and stored properly or protected from snow removal ops.	
☐ A: Fueling area protected from damage, revetment, bollards or fencing. ☐ B: ☐ C: ☐ D: ☐ F: Fueling area not protected from damage and snow removal ops.	Environmental_HazmatFuel_Box4A.jpg Environmental_HazmatFuel_Box 4F.jpg
☐ A: Placards indicate type of fuel and are good condition. ☐ B: Placards indicate type of fuel and are in fair condition. ☐ C: ☐ D: Placards indicate type of fuel/octane/grade, but need to be replaced. ☐ F: No placards indicating type of fuel/octane/grade.	
☐ A: Fire extinguishment readily available, inspected, and protected from snow and ice. ☐ B: ☐ C: ☐ D: Fire extinguishment readily available but inspection not current, and or protected from snow and ice. ☐ F: Fire extinguishment not readily available.	

WINTER ENVIRONMENTAL

Hazmat/Fuel (cont)

☐ A: Fuel tanks locked/secured. ☐ B: ☐ C: ☐ D: ☐ F: Fuel tanks not locked/secured.	
☐ A: Emergency fuel shutoff with signs in good condition. ☐ B: ☐ C: Emergency fuel shutoff with signs in poor condition. ☐ D: No emergency fuel shut off signs, or shut off blocked by snow and ice. ☐ F: No emergency fuel shutoff.	
☐ A: "No Smoking" signage is present and in good condition. ☐ B: ☐ C: ☐ D: "No Smoking" signage is present and in poor condition. ☐ F: No "No Smoking" signage present.	
☐ A: Security lighting at fuel tanks in good condition (photo cell operated). ☐ B: ☐ C: Security lighting does not work or works intermittently. ☐ D: ☐ F: No security lighting at fuel tanks.	
☐ A: Fueling equipment properly stored. Lines and hoses are in very good condition (no signs of wear and tear) Protected from snow and ice. ☐ B: Fueling equipment properly stored. Lines and hoses are in fair condition (show minimal signs of wear and tear). ☐ C: Fueling equipment properly stored. Lines and hoses are in poor condition but there are no leaks. ☐ D: Fueling equipment not properly stored. No leaks observed in lines or hoses, not protected from snow and ice. ☐ F: Fueling equipment not properly stored. Leak evidence observed on lines or hoses, nozzle's contaminated with snow and ice.	

FENCES/GATES

☐ A: Perimeter fences, barb wire and gates are well-maintained ☐ B: ☐ C: Perimeter fences, barb wire and gates are in fair condition, need some maintenance (barb wire has trash, some holes, bent poles, vegetation growth) ☐ D: ☐ F: Perimeter fences and gates are in poor condition, need major maintenance (non-routine)	Buildings_FencesGates_1F.JPG
☐ A: Fencing and gates are installed at the proper height to prevent unauthorized access – no gaps ☐ B: ☐ C: Fencing and gates have areas not at the proper height to prevent unauthorized access – gaps could allow wildlife to enter ☐ D: ☐ F: Fencing and gates have numerous areas not at the proper height to prevent unauthorized access	
☐ A: Gates are well adjusted and operate freely and close completely ☐ B: ☐ C: Gates are difficult to operate and close completely ☐ D: ☐ F: Gates are difficult to operate and/or broken, and do not close completely and/or gates do not lock	Buildings_Fences_Gates 3F.jpg
☐ A: Fully fenced and entirely accessible by road ☐ B: ☐ C: Fully fenced ☐ D: ☐ F: Is not fully fenced or fully accessible by road	

WINTER FENCING/ACCESS ROADS

Fences/Gates

☐ A: Snow piles and/or drifts are not within 10 feet of security fences. ☐ B: Snow piles present creating a potential for drifting. ☐ C: Small snow piles and/or drifts are within10 feet of security fences. ☐ D: Significant drifting/ snow piles in all areas. ☐ F: Frequent snow piles and/or heavy drifting over 4 feet within 10 feet of security fence, compromising security.	
☐ A: Perimeter fences, barbwire, and gates are well-maintained. ☐ B: ☐ C: Perimeter fences, barbwire, and gates are in fair condition; need some maintenance (barbwire has trash, some holes, bent poles, snow drifted into fencing, or pushed into fence). ☐ D: ☐ F: Perimeter fences and gates are in poor condition; needs major maintenance (non-routine). Snow pushed into fencing causing considerable damage.	Buildings_FencesGates_1F.ipg
☐ A: Fencing and gates are installed at the proper height to prevent unauthorized access – no gaps or snow piled against fence. ☐ B: ☐ C: Fencing and gates have areas not at the proper height to prevent unauthorized access - gaps or snow piled against fence could allow unauthorized access. ☐ D: ☐ F: Fencing and gates have numerous areas not at the proper height to prevent unauthorized access; snow piled against fencing has damaged fencing creating access points.	
☐ A: Gates are well adjusted and operate freely and close completely. ☐ B: ☐ C: Gates are difficult to operate and close completely. ☐ D: ☐ F: Gates are difficult to operate and/or broken, and do not close completely and/or gates do not lock.	Buildings_Fences_Gates 3F.jpg
☐ A: Fully fenced and entirely accessible by road. ☐ B: ☐ C: Fully fenced. ☐ D: ☐ F: Is not fully fenced or fully accessible by road.	

WINTER FENCING/ACCESS ROADS

Access Roads

☐ A: Access roads are cleared full width and clean. ☐ B: ☐ C: Access roads are not cleared, but passable. ☐ D: ☐ F: Snow accumulation /drifts make the road hazardous or impassable.	
☐ A: Access roads are well sanded where needed to provide traction. ☐ B: ☐ C: Access roads do not have adequate traction. ☐ D: ☐ F: Access roads are very slippery hazardous conditions present.	

GRAVEL SURFACING

Gravel Supply

☐ A: Adequate DOT-owned stockpile on airport. ☐ B: Adequate supply available by road. ☐ C: Adequate supply within 50 miles, by barge or other means. ☐ D: Adequate supply within 100 miles, by barge or other means. ☐ F: Gravel shipped in 100 miles or more.	

Maintainability

☐ A: Equipment and materials on hand for regular maintenance. ☐ B: ☐ C: Most regular maintenance requirements can be addressed with tools, skills, or materials on hand (hauling, blading, water, compaction mechanisms available or own). ☐ D: ☐ F: Surface condition requires specialized tools, skills, or materials that the airport does not have immediate access to.	
☐ A: Patches are well-compacted and bonded with existing surface material. ☐ B: ☐ C: Patches have slightly different consistency from other surface materials, different reactions to different weather conditions, some damage. ☐ D: Patches failing, do not bond with existing runway material, obviously different. ☐ F: Regular patching not done.	

GRAVEL SURFACING

Ruts/Humps/Depressions

☐ A: There are no surface variations, distortion, or differential settlement cracking. ☐ B: There are minimal surface variations, distortion, or differential settlement cracking. ☐ C: There are minimal significant surface variations, distortion, or differential settlement cracking. ☐ D: There are significant surface variations, distortion, or differential settlement cracking. ☐ F: Frequent significant depressions, cracking, and humps creating unsafe conditions. ☐ A: There are no depressions or humps. ☐ B: There are minimal depressions, or humps. ☐ C: Significant depressions and minor humps on the surface movement area. ☐ D: Significant depressions and minor humps on the surface movement area. ☐ F: Movement areas have significant depressions and soft areas (frost boils) creating unsafe/unusable conditions; wash boarding.	

Grade

☐ A: All surfaces are well graded, sloped, and/or crowned. ☐ B: All surfaces are graded, sloped, and/or crowned adequately. ☐ C: Most surfaces are graded, sloped, and/or crowned. ☐ D: Most surfaces are graded, with no or limited crowned surfaces. ☐ F: Surfaces are not graded, sloped, and/or crowned.	
☐ A: There is no shoulder erosion. ☐ B: ☐ C: There is minimal shoulder erosion. ☐ D: There is considerable shoulder erosion. ☐ F: Significant shoulder erosion, reducing safety areas below required distances.	

GRAVEL SURFACING

Compaction

☐ A: All surfaces are well compacted. ☐ B: All surfaces are compacted, no significant soft spots. ☐ C: Some surfaces are compacted, minimal soft spots. ☐ D: Surfaces are not thoroughly compacted, frequent soft spots. ☐ F: Surfaces are not compacted, significant soft spots.	
☐ A: No wheel rutting or potholes. ☐ B: Some wheel rutting or potholes. ☐ C: Moderate wheel rutting or potholes. ☐ D: Frequent wheel rutting or potholes. ☐ F: Severe wheel rutting, frost boils, or potholes are observed creating unsafe/unusable conditions.	
☐ A: There is considerable gravel (D1 surfacing). ☐ B: There is adequate gravel (D1 surfacing). ☐ C: There is minimal gravel (D1 surfacing). ☐ D: Limited crushed gravel is present, sub base is exposed. ☐ F: Sub base is exposed, leaving rocks of unacceptable size on surfaces.	
☐ A: Surfaces are sealed and there are minimal loose rocks (D1 gradation) on surface. ☐ B: Surfaces are minimally sealed and there are frequent areas of loose rocks (D-1 gradation) on surface. ☐ C: There are minimal loose rocks (larger than D-1) on surface. ☐ D: There are frequent loose rocks (larger than D-1) on surface. ☐ F: Loose rocks on surface larger than 2”.	
☐ A: Good balance of fines, keeping compaction but not becoming muddy in wet weather. ☐ B: ☐ C: Not a good balance of fines. Muddy in wet weather, causing a little drag. Conversely, does not stay compacted, and loose rocks are present when dry. ☐ D: ☐ F: Too many fines: muddy and slick in wet weather. Not enough fines: rocks regularly kicked up in normal operations, loose rocks common, prop damage a regular concern.	

GRAVEL SURFACING

Drainage

☐ A: There is no ponding. ☐ B: There is minimal shallow ponding. ☐ C: Frequent shallow ponding. ☐ D: Considerable ponding. ☐ F: Severe ponding creating directional control and other hazards for aircraft.	
☐ A: Drainage features are in good condition and work well. ☐ B: Drainage features are in fair condition, overall drainage is adequate ☐ C: Drainage features are in fair condition overall drainage is minimally adequate. ☐ D: Drainage features are in poor condition overall drainage is inadequate. ☐ F: Drainage features have failed, water is backed up.	
☐ A: Area where taxiway meets runway drains well. ☐ B: ☐ C: Area where taxiway meets runway drains adequately, minimal erosion. ☐ D: ☐ F: Area where taxiway meets runway does not drain, or evidence of erosion.	

Dust Palliative

☐ A: Surface is treated with a dust palliative and is a sealed surface with no dust. ☐ B: Surface is treated with a dust palliative, surface is dust free but not sealed. ☐ C: Surface has been treated with a dust palliative, palliative is depleted. ☐ D: Surface shows no sign of dust palliative. ☐ F: Surface has inadequate surface course to apply dust palliatives.	

WINTER GRAVEL SURFACING (additional tabs)

Maintainability

☐ A: Equipment and materials on hand for regular maintenance/snow removal. ☐ B: ☐ C: Most regular maintenance requirements can be addressed with tools, skills or materials on hand (hauling, blading, compaction, snow removal etc. ☐ D: ☐ F: Surface condition requires specialized tools, skills, or materials that the airport does not have immediate access to.	

Ruts/Humps/Depressions

☐ A: There are no surface variations, distortion or rutting. ☐ B: There are minimal surface variations, distortion, or rutting. ☐ C: There are minimal significant surface variations, distortion, or rutting. ☐ D: There are significant surface variations, distortion, or rutting. ☐ F: Frequent, significant depressions, cracking and humps, rutting, creating unsafe conditions.	

Grade

☐ A: All surfaces are well graded, sloped, and/or crowned. ☐ B: All surfaces are graded, sloped, and/or crowned adequately. ☐ C: Most surfaces are graded, sloped, and/or crowned. ☐ D: Most surfaces are graded, with no or limited crowned surfaces. ☐ F: Surfaces are not graded, sloped, and/or crowned.	

WINTER GRAVEL SURFACING (additional tabs)

Compaction (Snow)

☐ A: All surfaces are well compacted snow (3” snowpack maintained) and or grooved snow. Maintained for ski and or wheel ops. ☐ B: Surfaces are mostly compacted snow < 2” loose snow, with some ice areas or minimal grooving. Maintained for ski and wheel operations. ☐ C: ☐ D: Surfaces have drifted and/or un-compacted snow greater than 2 inches in depth, or no grooving. (Snow pack inconsistent) (Ski ops only). ☐ F: Surfaces have inconsistent compacted/loose snow and ice on surface, Gravel base showing through. (Unsuitable for wheel or Ski ops).	
☐ A: Surface braking action is good. ☐ B: ☐ C: ☐ D: Surface braking action is fair. ☐ F: Surface braking action is poor to nil.	
☐ A: No wheel rutting or potholes. ☐ B: Some wheel rutting or potholes. ☐ C: Moderate wheel rutting or potholes. ☐ D: Frequent wheel rutting or potholes. ☐ F: Severe wheel rutting, soft spots, or potholes are observed creating unsafe/unusable conditions.	
☐ A: Surfaces are sealed and there are minimal loose rocks (D1 gradation) on surface. ☐ B: Surfaces are minimally sealed and there are frequent areas of loose rocks (D-1 gradation) on surface. ☐ C: There are minimal loose rocks (larger than D-1) on surface. ☐ D: There are frequent loose rocks (larger than D-1) on surface. ☐ F: Loose rocks on surface larger than 2”.	

WINTER GRAVEL SURFACING (additional tabs)

Dust Palliative (non-snow-pack surfaces)

☐ A: Surface is treated with a dust palliative and is a sealed surface with no dust. ☐ B: Surface is treated with a dust palliative, surface is dust free but not sealed. ☐ C: Surface has been treated with a dust palliative, palliative is depleted. ☐ D: Surface shows no sign of dust palliative. ☐ F: Surface has inadequate surface course to apply dust palliatives.	

PAVEMENT MARKINGS

All Markings

☐ A: No wear. ☐ B: Minimal wear. ☐ C: Some wear. ☐ D: Significant wear. ☐ F: Markings failing.	
☐ A: Are bright and have excellent contrast from pavement. ☐ B: ☐ C: Are visible and have average contrast from pavement. ☐ D: ☐ F: Are barely visible and have limited to no contrast from pavement.	
☐ A: Beads are applied uniformly, without concentrated streaks or clumps. ☐ B: ☐ C: Beads are applied uniformly; some concentrated streaks or clumps are found. Markings reflect adequately in wet and dark conditions. ☐ D: ☐ F: Beads are not applied. Markings are not visible in wet and dark conditions.	
☐ A: No overspray and/or “bow tie” or hour-glass effect. ☐ B: ☐ C: Some overspray and/or “bow tie” or hour-glass effect. ☐ D: ☐ F: Significant overspray and/or “bow tie” or hour-glass effect, markings may be misleading.	
☐ A: There is no peeling, blistering, chipping, and fading of any markings. ☐ B: ☐ C: Frequent peeling, blistering, chipping, and fading of markings observed. Rubber present on markings. ☐ D: ☐ F: Significant peeling, blistering, chipping and fading of markings observed, markings obliterated in many areas.	
☐ A: Lines are uniform, properly spaced, no overspray. ☐ B: ☐ C: Some lines are not uniform, properly spaced, with some overspray. ☐ D: ☐ F: Significant overspray lines may be misleading.	

PAVEMENT MARKINGS

All Markings (cont)

☐ A: Lead in lines and radiuses are true. ☐ B: ☐ C: Lead in lines is not properly spaced. ☐ D: ☐ F: Lead in lines and radiuses are not properly spaced or true, may be misleading.	

PAVEMENT PRESERVATION

General Surface Condition

☐ A: New pavement less than 5 years old. No maintenance or isolated crack sealing required. ☐ B: Recent sealcoat less than 5 years old. ☐ C: Pavement is weathered and or worn but still serviceable. ☐ D. Pavement shows considerable wear. Requires constant maintenance. ☐ F: Pavement has failed or met life expectancy. Beyond the scope of maintenance for repairs.	PavementPreservation_GenSurfaceCondition_Box1C.jpg PavementPreservation_SurfaceOBservation_Box1F.jpg
☐ A: Surface is tight (non-porous) with no raveling and in overall excellent condition. ☐ B: Surface is tight (non-porous) with little to no raveling and in overall good condition. ☐ C: Surface is typically tight (non-porous) with minimal raveling and in overall fair condition. ☐ D: Surface is loose and porous showing signs of raveling and in overall poor condition. ☐ F: Surface is loose and porous showing signs of raveling and in overall poor/unsafe condition.	PavementPreservation_GenSurfaceCondition_Box3C.jpg PavementPreservation_GenSurfaceCondition_Box3F.jpg
☐ A: All pavement edges are intact and have no lips. ☐ B: Pavement edges are intact and have infrequent lips under 3”. ☐ C: Pavement edges are mostly intact and have infrequent lips 3” ☐ D: Pavement edges have broken segments and frequent lips 3” or higher. ☐ F: Pavement edges have numerous broken segments and constant lips 3” or higher.	

PAVEMENT PRESERVATION

Surface Observation

☐ A: No cracks, or initial thermal cracks less than 1/8”. ☐ B: Thermal cracking, but generally spaced more than 50’ apart. ☐ C: Thermal cracks and joints generally spaced less than 50’ apart. ☐ D: Frequent thermal cracks. Wide cracks and joints with settlement creating moderate undulations. ☐ F: Widespread, severe cracking with wide joints and severe undulations/raveling and/or deterioration in cracks.	PavementPreservation_GenSurfaceCondition_Box1A.jpg
☐ A: No alligator cracking. ☐ B: ☐ C: Isolated alligator cracking. ☐ D: ☐ F: Frequent areas of alligator cracking.	
☐ A: No pavement patches. ☐ B: ☐ C: Some pavement patches well blended/feathered, no lips or raveling. ☐ D: ☐ F: Poor patches, patches not blended/feathered, broken lips, and raveling present.	
☐ A: All cracks have been properly sealed and sealant is in excellent condition. ☐ B: All cracks have been properly sealed and sealant is in good condition. ☐ C: Most cracks have been properly sealed. Sealant adheres well to pavement, is properly applied (not globby or higher than pavement) needs replacement in isolated areas. ☐ D: Cracking is frequent and widespread. Most cracks have been improperly sealed or offer little to no preservation value. ☐ F: Cracking is extensive, any remaining sealant offers little to no value, some cracks not sealed.	Pavement General Box 2 D.jpg
☐ A: Runway grooves are full depth (3/8 inch) clear of tar, no polishing, or flushing evident. ☐ B: Runway grooves are full depth (3/8 inch), mostly clear of tar, provides for adequate drainage. ☐ C: Most runway grooves are full depth (3/8 inch) and predominately clear of tar, minimal polishing, or flushing evident. ☐ D: Most runway grooves appear to be worn, are blocked with tar, and have gouges and or rounded edges, leaving a polished or flushing surface. ☐ F: Runway grooves are severely degraded and have frequent gouges and/or rounded edges, frequently filled with tar, polished or flushing surface is evident.	PavementPreservation_Surface observation_Box3C.jpg

PAVEMENT PRESERVATION

Surface Observation (cond)

☐ A: All surfaces are crowned or sloped and drain well, no ponding known.	
☐ B: Most surfaces are crowned or sloped and drain adequately, little ponding known.	
☐ C: Most surfaces are crowned or sloped and drainage is fair, little to no ponding known.	PavementPreservation_Surface Observation_Box4C.jpg
☐ D: Surfaces are inconsistent, resulting in poor drainage and ponding.	Pavement Preservation Observation Box4D.jpg
☐ F: Surfaces are inconsistent, resulting in inadequate drainage and severe ponding.	PavementPreservation__Surfac eObservation_Box4F.jpg

WINTER PAVEMENT

All Markings

☐ A: Are uniform, bright, and have excellent contrast from pavement, are not obscured by snow and ice. ☐ B: ☐ C: Are uniform, visible, have average contrast from pavement, minimal snow buildup. ☐ D: ☐ F: Are not uniform, barely visible and have limited to no contrast from pavement, considerable snow buildup obscuring markings.	
☐ A: Beads are applied uniformly, without concentrated streaks or clumps. ☐ B: ☐ C: Beads are applied uniformly; some concentrated streaks or clumps are found. Markings reflect adequately in wet and dark conditions. ☐ D: ☐ F: Beads are not applied. Markings are not visible in dark conditions.	
☐ A: No overspray and/or “bow tie” or hour-glass effect. ☐ B: ☐ C: Some overspray and/or “bow tie” or hour-glass effect. ☐ D: ☐ F: Significant overspray and/or “bow tie” or hour-glass effect, markings may be misleading.	
☐ A: There is no peeling, blistering, chipping, and fading of any markings. ☐ B: ☐ C: Frequent peeling, blistering, chipping, and fading of markings observed. Rubber present on markings. ☐ D: ☐ F: Significant peeling, blistering, chipping and fading of markings observed, markings obliterated in many areas.	
☐ A: Lines are properly spaced, no overspray. ☐ B: ☐ C: Some lines are not properly spaced, with overspray. ☐ D: ☐ F: Significant overspray lines may be misleading.	
☐ A: Lead in lines and radiuses are true. ☐ B: ☐ C: Lead in lines is not properly spaced. ☐ D: ☐ F: Lead in lines and radiuses are not properly spaced or true, may be misleading.	

WINTER PAVEMENT

All Markings (cont)

☐ A: No berms are present on the surface area. ☐ B: ☐ C: Berms are less than 2 feet inside lights. ☐ D: ☐ F: Berms are over 2 feet inside lights.	
☐ A: Surfaces are clean and free of compacted snow and ice. ☐ B: Surfaces are mostly snow and ice free, and acceptable for critical aircraft operations. ☐ C: Surfaces are mostly snow and ice free, and adequate for critical aircraft operations. ☐ D: ☐ F: Surfaces may contain frequent drifted and/or loose snow greater than 2 inches in depth, creating a hazard for aircraft ops.	
☐ A: Surface braking action is good. ☐ B: ☐ C: ☐ D: Surface braking action is fair. ☐ F: Surface braking action is poor to nil.	
☐ A: Sand and/or ice control chemicals present (if needed). ☐ B: ☐ C: Minimal sand and/or ice control chemicals present (if needed). ☐ D: ☐ F: No sand and/or ice control chemicals present (if needed).	
☐ A: Adequate supply of sand or ice control chemicals. ☐ B: ☐ C: Minimal supply of sand or ice control chemicals. ☐ D: ☐ F: No sand or ice control chemicals available.	

RESOURCES AND EQUIPMENT (need additional tabs)

Equipment

☐ A: Equipment meets the current airport need ☐ B: ☐ C: ☐ D: Additional equipment would increase efficiencies and provide a higher level of service ☐ F: Equipment needs to be purchased for safety and to meet the core maintenance duties and needs.	
☐ A: Equipment is reported to run smoothly ☐ B: ☐ C: Equipment needs some mechanical work. ☐ D: ☐ F: Equipment needs significant work/needs to be replaced.	
☐ A: Cutting Edges are in good condition ☐ B: ☐ C: Cutting Edges are in fair condition ☐ D: ☐ F: Cutting Edges are in poor condition	
☐ A: Mold boards are in good condition (2 ½ in from bottom of bolt hole) ☐ B: ☐ C: Mold boards are in fair condition ☐ D: ☐ F: Mold boards are in poor condition	
☐ A: Tires are in good condition ☐ B: ☐ C: Tires are in fair condition ☐ D: ☐ F: Tires are in poor condition	
☐ A: Implements (plow, forks, etc.) are in good condition ☐ B: ☐ C: Implements (plow, forks, etc.) are in fair condition ☐ D: ☐ F: Implements (plow, forks, etc.) are in poor condition	
☐ A: Glass is in good condition ☐ B: ☐ C: Glass is in fair condition ☐ D: ☐ F: Glass is in poor condition	

RESOURCES AND EQUIPMENT (need additional tabs)

Equipment (cont)

☐ A: Radios are installed and functioning properly ☐ B: ☐ C: Radios are installed and sometimes function ☐ D: ☐ F: Radios are not installed	

WINTER RESOURCES AND EQUIPMENT (need additional tabs)

Equipment

☐ A: Equipment meets the current airport need. ☐ B: ☐ C: ☐ D: Additional equipment would increase efficiencies and provide a higher level of service. ☐ F: Equipment needs to be purchased for safety and to meet the core maintenance duties and needs.	
☐ A: Equipment is reported to run smoothly. ☐ B: ☐ C: Equipment needs some mechanical work. ☐ D: ☐ F: Equipment needs significant work/needs to be replaced.	
☐ A: Cutting edges are in good condition and the proper type. ☐ B: ☐ C: Cutting edges are in fair condition. ☐ D: ☐ F: Cutting edges are in poor condition.	
☐ A: Mold boards are in good condition (2½ inches from bottom of bolt hole). ☐ B: ☐ C: Mold boards are in fair condition. ☐ D: ☐ F: Mold boards are in poor condition.	
☐ A: Tires are in good condition. ☐ B: ☐ C: Tires are in fair condition. ☐ D: ☐ F: Tires are in poor condition.	
☐ A tire chains are available and in good condition. ☐ B: ☐ C. Tire chains are available and in fair condition. ☐ D: ☐ F Tire chains are not available.	

WINTER RESOURCES AND EQUIPMENT (need additional tabs)

Equipment (cont)

☐ A: Implements (plow, forks, etc.) are in good condition. ☐ B: ☐ C: Implements (plow, forks, etc.) are in fair condition. ☐ D: ☐ F: Implements (plow, forks, etc.) are in poor condition.	
☐ A: Glass is in good condition. ☐ B: ☐ C: Glass is in fair condition. ☐ D: ☐ F: Glass is in poor condition.	
☐ A: Radios are installed and functioning properly. ☐ B: ☐ C: Radios are installed and sometimes function. ☐ D: ☐ F: Radios are not installed.	
☐ A: Equipment has external speakers that function properly. ☐ B: ☐ C: Equipment has external speakers and sometimes function. ☐ D: ☐ F: Equipment does not have external speakers.	
☐ A: Beacon is working. ☐ B: ☐ C: Beacon is inoperative. ☐ D: ☐ F: Beacon is missing.	

WINTER RESOURCES AND EQUIPMENT (need additional tabs)

Resources

☐ A: All Areas meet and or exceed requirements outlined within the ACM or contract provisions. ☐ B: ☐ C: All surfaces do not meet the requirements outlined within the ACM or contract provisions. ☐ D: ☐ F: Surfaces are not maintained per the ACM or contract provisions, unsafe areas present.	
☐ A: Snow removal efforts commence no later than with the accumulation of 2 inches of snow. ☐ B: Snow removal efforts commence no later than with the accumulation of 4 inches of snow. ☐ C: Snow removal efforts are conducted only for known scheduled and or requested flights. ☐ D: Snow removal efforts do not meet the requirements for operating a safe runway. ☐ F: Snow removal efforts are not visible. Current conditions unsafe for aircraft.	

SAFETY NON-MOVEMENT AREAS (add additional areas)

Runway Protection Zone

☐ A: Free of structures or only contains those approved by the FAA. ☐ B: ☐ C: ☐ D: ☐ F: Structures and/or objects that are not approved by the FAA are located in the RPZ.	

Runway Safety Area

☐ A: Are compacted, well graded and sloped, free of ruts, humps, depressions ponding, or other surface variations. ☐ B: Are compacted, graded, and sloped, with minimal shallow ruts, no significant humps, depressions, ponding, or other surface variations. ☐ C: Are graded, sloped, with occasional shallow ruts, no significant humps, depressions, ponding or other surface variations. ☐ D: Are minimally graded, with varying slopes, frequent shallow and occasional deep (over 3") ruts, humps, depressions, ponding or other surface variations. ☐ F: Are poorly graded, with varying slopes, frequent shallow and occasional deep (over 4") ruts, humps, depressions, ponding or other surface variations.	ASafety_RSA_box1A BSafety_RSA_box1B CSafety_RSA_box1C Safety_RSA_box1D Safety_RSA_box1F
☐ A: Free of objects with the exception of those fixed by function. ☐ B: ☐ C: ☐ D: ☐ F: Contains objects other than those fixed by function and approved on the ALP.	Safety_RSA_box2A
☐ A: Brush is well maintained, eliminating or reducing wildlife habitat. ☐ B: Brush is maintained in most areas, reducing habitat near the airport. ☐ C: Brush is maintained in some areas, with limited wildlife habitat. ☐ D: Brush is maintained in few areas, with considerable wildlife habitat. ☐ F: Brush is not maintained, and has significant wildlife habitat.	Safety_RSA_box3A Safety_RSA_box3B Safety_RSA_box3C Safety_RSA_box3D Safety_RSA_box3F

SAFETY NON-MOVEMENT AREAS (add additional areas)

Trees

☐ A: Trees and/or other obstructions appear to be in accordance with Part 77. ☐ B: ☐ C: ☐ D: ☐ F: Trees appear to be penetrating Part 77 surfaces.	
☐ A: No known eagle nests within 2 miles of the runway. ☐ B: ☐ C: ☐ D: ☐ F: Eagle nests observed within 2 miles of the runway.	

Drainage and Ditches

☐ A: Drainage ditches are clear. ☐ B: ☐ C: Drainage ditches are partially clogged. ☐ D: ☐ F: Drainage ditches are clogged.	Safety Nonmovement Area DrainageBox 1C.jpg
☐ A: Provides excellent drainage for the airport. ☐ B: ☐ C: Provides adequate drainage for the airport. ☐ D: ☐ F: Prevents drainage for the airport.	SafetyNonMovementDrainage_2C.jpg SafetyNonMovement_Drainage_Box2F.jpg

SAFETY NON-MOVEMENT AREAS (add additional areas)

Culverts

☐ A: Culverts are clean and free flowing. ☐ B: ☐ C: Culverts are partially plugged. ☐ D: ☐ F: Culverts are plugged or partially plugged, water not draining.	
☐ A: Sized appropriately to carry the flows. ☐ B: ☐ C: May be under-sized to carry the flows. ☐ D: ☐ F: Are under sized to carry the flows, and overflow often.	
☐ A: Not damaged by equipment or debris. ☐ B: ☐ C: Damage does not impact function. ☐ D: ☐ F: Damage impacts function.	

Brush Cutting

☐ A: Brush is maintained every year in all areas, eliminating habitat near the airport ☐ B: Brush is maintained every two years, reducing habitat near the airport. ☐ C: Brush is maintained every three years in most areas, some habitat present. ☐ D: ☐ F: Brush is not maintained, creating habitat and visibility issues near the airport.	

Around Lighting

☐ A: Grass is well-groomed, trimmed, and does not interfere with lighting. ☐ B: ☐ C: Grass shields lighting. ☐ D: ☐ F: Grass blocks lighting.	Safety_lighting_box1A

WINTER SAFETY NON-MOVEMENT AREA

Runway Protection Zone

☐ A: Free of structures or only contains those approved by the FAA. ☐ B: ☐ C: ☐ D: ☐ F: Structures and/or objects that are no approved by the FAA are located in the RPZ.	

Runway Safety Area

☐ A: Are compacted, well graded and sloped, free of ruts, humps, depressions snow drifts/piles or other surface variations. ☐ B: Are compacted, graded, sloped, with minimal shallow ruts, no significant humps, depressions, snow drifting/piles or other surface variations. ☐ C: Are graded, sloped, with occasional shallow ruts, no significant humps, depressions, snow drifting/piles or other surface variations. ☐ D: Are minimally graded, with varying slopes, frequent shallow and occasional deep (over 3”) ruts, humps, depressions, snow drifting/piles or other surface variations. ☐ F: Are poorly graded, with varying slopes, frequent shallow and occasional deep (over 4”) ruts, humps, depressions, snow drifting/piles or other surface variations.	Safety_RSA_box1A Safety_RSA_box1B Safety_RSA_box1C Safety_RSA_box1D Safety_RSA_box1F
☐ A: Free of objects with the exception of those fixed by function. ☐ B: ☐ C: ☐ D: ☐ F: Contains objects other than those fixed by function and approved on the ALP.	Safety_RSA_box2A
☐ A: Brush is well maintained, eliminating or reducing drifting snow. ☐ B: Brush is maintained in most areas, reducing drifting snow. ☐ C: Brush is maintained in some areas, with limited snow drifting potential. ☐ D: Brush is maintained in few areas, with considerable drifting snow. ☐ F: Brush is not maintained, and has significant drifting snow.	Safety_RSA_box3A Safety_RSA_box3B Safety_RSA_box3C Safety_RSA_box3D Safety_RSA_box3F

WINTER SAFETY NON-MOVEMENT AREA

Trees

☐ A: Trees and/or other obstructions are in accordance with Part 77. ☐ B: ☐ C: ☐ D: ☐ F: Trees are penetrating Part 77 surfaces.	
☐ A: No known eagle nests within 2 miles of the runway. ☐ B: ☐ C: ☐ D: ☐ F: Eagle nests observed within 2 miles of the runway.	
☐ A: Safety areas are cleared and/or compacted, no berms and/or drifts. ☐ B: Safety areas are cleared, loose snow less than 2”, no drift areas. ☐ C: Safety areas are not cleared, loose snow more than 4” may be present some minor drift areas. ☐ D: Safety areas are not cleared, loose snow more than 6” may be present some drift areas. ☐ F: Safety Areas are not cleared; frequent berms and/or heavy drift areas, many areas impassable, for aircraft.	
☐ A: Snow storage piles are placed well outside of the safety area. ☐ B: Snow storage piles are placed outside of wing clearance areas, minimal impact on visibility. ☐ C: Snow piles are impacting visibility. ☐ D: Snow storage piles are in wing clearance areas for critical aircraft. ☐ F: Berms and/or piles create significant blind spots and wing clearance hazards.	

STATE-OWNED BUILDINGS

State Owned Buildings Building Name: _____

☐ A: Building is well maintained. ☐ B: ☐ C: Building is adequately maintained. ☐ D: ☐ F: Building is poorly maintained.	
☐ A: Exterior paint and/or panels are in excellent condition, no visible damage. ☐ B: ☐ C: Exterior paint and/or panels are in fair condition, minimal visible damage. ☐ D: Exterior panels have considerable damage and or need painting. ☐ F: Exterior paint and/or panels are in extremely poor condition or considerable visible damage.	
☐ A: Interior walls and paint are clean and bright. ☐ B: ☐ C: Interior walls and paint are in fair condition, but are not clean (peeling and/or dull). ☐ D: ☐ F: Interior walls and paint are in poor condition (peeling and/or dull) and is dirty.	
☐ A: Exterior areas are well graded and drain properly. ☐ B: ☐ C: Exterior areas are graded but may not drain completely. ☐ D: ☐ F: Exterior areas within the building are poorly graded and do not drain completely with ponding and rutting.	
☐ A: Exterior stored and/or stockpiled materials are neat and/orderly. ☐ B: ☐ C: Exterior stored and/or stockpiled materials are not neat and/orderly/properly stacked. ☐ D: ☐ F: Stored and/or stockpiled materials are in disarray, wind easily dislodges materials. Storage areas hold water.	Building_StateOwnedBuilding5F.jpg

STATE-OWNED BUILDINGS

Doors and Windows

☐ A: Doors and windows operate properly and smoothly, emergency stops are working properly. ☐ B: ☐ C: Doors and windows operate, emergency stops are working properly. ☐ D: ☐ F: Doors and windows do not operate properly.	
☐ A: All doors and windows are sealed. ☐ B: ☐ C: Not all doors and windows are sealed. ☐ D: ☐ F: Doors and windows have significant air leakage.	

Heaters

☐ A: Heaters and furnaces are functioning and appear to be well-maintained. ☐ B: ☐ C: ☐ D: ☐ F: Heaters do not function.	Buildings_Heaters_Box1A.jpg
☐ A: Thermostats are set at a reasonable level. ☐ B: ☐ C: ☐ D: ☐ F: Thermostats are not set a reasonable level.	

Lighting

☐ A: Interior and exterior lighting is operational and adequate. ☐ B: ☐ C: Interior and exterior lighting inadequate for some tasks/security. ☐ D: ☐ F: Interior and exterior lighting is failing.	
☐ A: Fixtures are clean, in good condition and provide adequate lighting. ☐ B: ☐ C: Fixtures are dirty and in fair condition. ☐ D: ☐ F: Fixtures are dirty and/or broken and in poor condition.	

STATE-OWNED BUILDINGS

Electrical

☐ A: Wiring is properly run in conduit and secured to walls. ☐ B: ☐ C: Not all wiring is run in conduit, in some areas conduit is not secured to walls. ☐ D: ☐ F: Considerable wiring is run without conduit, in many areas conduit is not secured to walls.	Buildings_Electrical_Box1A.jpg
☐ A: Electrical panels are well maintained and clear of obstructions. ☐ B: ☐ C: Electrical panels are maintained, some clutter or obstructions in front of panels. ☐ D: ☐ F: Electrical panels are not maintained, considerable clutter or obstructions in front of panels.	Buildings_Electrical_Box2A.jpg

STATE-OWNED BUILDINGS

Floors

☐ A: Floors and floor drains are clean. ☐ B: ☐ C: Floors and floor drains are dirty. ☐ D: ☐ F: Floors and floor drains are full of dirt.	F.Buildings_Floors_1F.jpg
☐ A: Concrete floors are in excellent condition with only minimal small cracking. ☐ B: Concrete floors are in good condition with areas of cracking. ☐ C: Concrete floors are in fair condition with some areas of significant cracking. ☐ D: Concrete floors are in poor condition with some areas of significant cracking and differential settlement. ☐ F: Concrete floors are in poor condition with areas of significant cracking and differential settlement.	Buildings_Floors_Box1A.jpg
☐ A: Painted floors have skid resistant surfaces. ☐ B: ☐ C: Painted floors have skid resistant surfaces, but are worn and need to have a re-application. ☐ D: ☐ F: Painted floors have no skid resistant surfaces.	
☐ A: Gravel floors are in good condition, flat and solid. ☐ B: ☐ C: Gravel floor needs some repairs or grading. ☐ D: ☐ F: Gravel floor is soft needs major repairs and grading.	
☐ A: Metal floors are in good condition. ☐ B: ☐ C: Metal floors are in fair condition and are adequate. ☐ D: Metal floors have ponding water need repairs. ☐ F: Metal floors have ponding water show considerable distress need replacement.	

STATE-OWNED BUILDINGS

Cleanliness

☐ A: Building is clean. ☐ B: ☐ C: Building cluttered. ☐ D: ☐ F: Building is cluttered with trash in walking areas and exits creating a hazard.	Buildings_Cleanliness_Box1C.jpg Buildings_Cleanliness_BoxF.jpg
☐ A: Parts/tools and other supplies are well organized. ☐ B: ☐ C: Parts/tools and other supplies are reasonably organized and stored to prevent damage. ☐ D: ☐ F: Parts/tools and other supplies are not properly stored or organized.	Buildings_Cleanliness_Box2C.jpg
☐ A: Benches are well kept uncluttered/ clean. ☐ B: ☐ C: Benches are cluttered and/or dirty. ☐ D: ☐ F: Benches are cluttered/dirty and unusable.	Buildings_Cleanliness_Box3C.jpg
☐ A: Abandoned materials not present. ☐ B: ☐ C: ☐ D: ☐ F: Abandoned materials present (i.e. tires, junk, trash).	Buildings_Cleanliness_Box5F.jpg

STATE-OWNED BUILDINGS

Fire Extinguishers

☐ A: Fire extinguishers are clearly marked and unobstructed. Maintenance checks are current. ☐ B: Fire extinguishers items are marked and unobstructed. ☐ C: Fire extinguishers are marked but have obstructions in front of them. ☐ D: Fire extinguishers are not marked and have obstructions in front of them or have not been properly maintained. ☐ F: Fire extinguishers are not marked and have obstructions in front of them, or don't exist.	Buildings_FireExtinguishers_1A.jpg
☐ A: Eye wash stations and other safety items are clearly marked and unobstructed. Maintenance checks are current. ☐ B: Eye wash stations and other safety items are marked and unobstructed. ☐ C: Eye wash stations and other safety items are marked but have obstructions in front of them. ☐ D: Eye wash stations and other safety items are not marked and have obstructions in front of them or have not been properly maintained. ☐ F: Eye wash stations and other safety items, are not marked and have obstructions in front of them, or don't exist.	

Non-DOT Use

☐ A: Buildings are being used for DOT purposes only. ☐ B: ☐ C: Buildings are being used for non DOT purposes. ☐ D: ☐ F: Buildings are being used for non DOT, private vehicles located in facility, DOT equipment outside.	Buildings_NonDOTUse_1F.jpg

WINTER STATE-OWNED BUILDINGS

State Owned Buildings Building Name: _____

☐ A: Building is well maintained. ☐ B: ☐ C: Building is adequately maintained. ☐ D: ☐ F: Building is poorly maintained.	
☐ A: Exterior paint and/or panels are in excellent condition, no visible damage. ☐ B: ☐ C: Exterior paint and/or panels are in fair condition, minimal visible damage. ☐ D: ☐ F: Exterior paint and/or panels are in extremely poor condition or considerable visible damage.	
☐ A: Interior walls and paint are clean and bright. ☐ B: ☐ C: Interior walls and paint are in fair condition but are not clean (peeling and/or dull). ☐ D: ☐ F: Interior walls and paint are in poor condition (peeling and/or dull) and is dirty.	
☐ A: Exterior areas are well graded and cleared of snow. ☐ B: ☐ C: Exterior areas are graded, some snow piles and or drifting snow. Doors accessible. ☐ D: ☐ F: Exterior areas are poorly graded, snow piles and or drifting snow near building. Doors blocked or partially blocked with snow.	
☐ A: Stored and/or stockpiled materials are neat and/orderly, accessible and or protected from the snow. ☐ B: ☐ C: Stored and/or stockpiled materials are not neat and/orderly/properly stacked, are obscured by snow, difficult to access. ☐ D: ☐ F: Stored and/or stockpiled materials are in disarray, wind easily dislodges or buries materials in snow. Materials are not accessible without the high potential for damage.	Building_StateOwnedBuilding5F.jpg

WINTER STATE-OWNED BUILDINGS

Doors and Windows

☐ A: Doors and windows operate properly and smoothly, emergency stops are working properly. ☐ B: ☐ C: Doors and windows operate, emergency stops are working properly. ☐ D: ☐ F: Doors and windows do not operate properly.	
☐ A: All doors and windows are sealed. ☐ B: ☐ C: Not all doors and windows are sealed. ☐ D: ☐ F: Doors and windows have significant air leakage.	

Heaters

☐ A: Heaters and furnaces are functioning and appear to be well-maintained. ☐ B: ☐ C: Heaters are functioning, appear to be in poor condition, do not operate smoothly. Misfiring/ black smoke from chimney. ☐ D: ☐ F: Heaters do not function, or function intermittently.	Buildings_Heaters_Box1A.jpg
☐ A: Heaters have set back thermostats or timers. ☐ B: ☐ C: Heaters do not have setback thermostats or timers. ☐ D: ☐ F: Heaters do not have functioning thermostats, heat controls do not function properly.	

Lighting

☐ A: Interior and exterior lighting is operational and adequate. ☐ B: ☐ C: ☐ D: ☐ F: Interior and exterior lighting is failing.	
☐ A: Fixtures are clean, in good condition and provide adequate lighting. ☐ B: ☐ C: Fixtures are dirty and in fair condition. ☐ D: ☐ F: Fixtures are dirty and/or broken and in poor condition.	

WINTER STATE-OWNED BUILDINGS

Electrical

☐ A: Wiring is properly run in conduit and secured to walls. ☐ B: ☐ C: Not all wiring is run in conduit, in some areas conduit is not secured to walls. ☐ D: ☐ F: Considerable wiring is run without conduit, in many areas conduit is not secured to walls.	Buildings_Electrical_Box1A.jpg
☐ A: Electrical panels are well maintained and clear of obstructions. ☐ B: ☐ C: Electrical panels are maintained, some clutter or obstructions in front of panels. ☐ D: ☐ F: Electrical panels are not maintained, considerable clutter or obstructions in front of panels.	Buildings_Electrical_Box2A.jpg

Floors

☐ A: Floors and floor drains are clean. ☐ B: ☐ C: Floors and floor drains are dirty. ☐ D: ☐ F: Floors and floor drains are full of dirt.	F.Buildings_Floors_1F.jpg
☐ A: Concrete floors are in excellent condition with only minimal small cracking. ☐ B: Concrete floors are in good condition with areas of cracking. ☐ C: Concrete floors are in fair condition with some areas of significant cracking. ☐ D: Concrete floors are in poor condition with some areas of significant cracking and differential settlement. ☐ F: Concrete floors are in poor condition with areas of significant cracking and differential settlement.	Buildings_Floors_Box1A.jpg
☐ A: Painted floors have skid resistant surfaces. ☐ B: ☐ C: Painted floors have skid resistant surfaces, but are worn and need to have a re-application. ☐ D: ☐ F: Painted floors have no skid resistant surfaces.	
☐ A: Gravel floors are in good condition, flat and solid. ☐ B: ☐ C: Gravel floor needs some repairs or grading ☐ D:. ☐ F: Gravel floor is soft needs major repairs and grading.	
☐ A: Metal floors are in good condition. ☐ B: ☐ C: ☐ D: ☐ F: Metal floors needs repairs.	

WINTER STATE-OWNED BUILDINGS

Cleanliness

☐ A: Building is clean. ☐ B: ☐ C: Building cluttered. ☐ D: ☐ F: Building is cluttered with trash in walking areas and exits.	Buildings_Cleanliness_Box1C.jpg Buildings_Cleanliness_BoxF.jpg
☐ A: Parts/tools and other supplies are well organized. ☐ B: ☐ C: Parts/tools and other supplies are not well organized. ☐ D: ☐ F: Parts/tools and other supplies are not properly stored.	Buildings_Cleanliness_Box2C.jpg
☐ A: Benches are well kept uncluttered/clean. ☐ B: ☐ C: Benches are mostly cluttered and/or dirty. ☐ D: ☐ F: Benches are cluttered/dirty and unusable.	Buildings_Cleanliness_Box3C.jpg

Fire Extinguishers

☐ A: Fire extinguishers are clearly marked and unobstructed. Maintenance checks are current. ☐ B: Fire extinguishers items are marked and unobstructed. ☐ C: Fire extinguishers are marked but have obstructions in front of them. ☐ D: Fire extinguishers are not marked and have obstructions in front of them or have not been properly maintained. ☐ F: Fire extinguishers are not marked and have obstructions in front of them, or don't exist.	Buildings_FireExtinguishers_1A.jpg
☐ A: Eye wash stations and other safety items are clearly marked and unobstructed. Maintenance checks are current. ☐ B: Eye wash stations and other safety items are marked and unobstructed. ☐ C: Eye wash stations and other safety items are marked but have obstructions in front of them. ☐ D: Eye wash stations and other safety items are not marked and have obstructions in front of them or have not been properly maintained. ☐ F: Eye wash stations and other safety items, are not marked and have obstructions in front of them, or don't exist.	

Non-DOT Use

☐ A: Buildings are being used for DOT purposes only. ☐ B: ☐ C: Buildings are being used for non DOT. ☐ D: ☐ F: Buildings are being used for non DOT, private vehicles located in facility.	Buildings_NonDOTUse_1F.jpg

VISUAL AIDS (additional tabs)

Lights

☐ A: No missing or inoperative lights. ☐ B: ☐ C: No more than 4 in a row or 8 total missing or inoperative lights. ☐ D: ☐ F: More than 4 in a row or 8 total missing or inoperative lights.	Visual Aids Missing_ Inop Lights Box1A.jpg
☐ A: Appropriately adjusted; bright, clean, all lights same intensity. ☐ B: ☐ C: Inappropriately adjusted; all lights are not similar in intensity. ☐ D: ☐ F: Misaligned or not installed correctly; globes damaged, pitted and or dull. Noticeable variance of intensity.	VisualAids_MissingInopLights_ Box2A.jpg Visual Aids Missing_Inop2C.jpg
☐ A: Globes are clear/translucent and are clean. ☐ B: ☐ C. Globes are slightly dull, pitted, and dirty. ☐ D: ☐ F. Globes are faded/ weathered, pitted, and dirty with poor brightness and visibility.	

VISUAL AIDS (additional tabs)

Wind Cone (Primary)

☐ A: Operational, moves freely. ☐ B: ☐ C: ☐ D: Movement is restricted, reliability is questionable. ☐ F: Movement is severely restricted; windsock is unreliable (NOTAM out of service).	
☐ A: Cone is bright in color. ☐ B: ☐ C: Cone slightly faded, may be tattered; provides adequate visibility. ☐ D: ☐ F: Cone is ripped and faded beyond usefulness.	Visual Aids Wind Cone Primary Box 2A.jpg
☐ A: Lit LED lights are bright and provide excellent visibility for cone. ☐ B: Lit incandescent lights are functioning providing adequate visibility for cone. ☐ C: Is lit and appears to meet minimal required operating conditions. ☐ D: Some lights are inoperable or lights do not provide for adequate visibility. ☐ F: Unacceptable to meet minimal required operating conditions.	
☐ A: Pole is true and well secured. ☐ B: ☐ C: Pole is slightly tipped, less than 5 degree discrepancy. ☐ D: ☐ F: Pole has greater than a 5 degree discrepancy, wind cone unreliable.	
☐ A: Clearly visible from the air and ground with excellent contrast. ☐ B: ☐ C: Visible from the air and ground with fair contrast. ☐ D: ☐ F: Obstructed visibility from the air and ground.	Visual aids wind cone_box5F
☐ A: Tip down mechanism is in good operating condition and is accessible. ☐ B: ☐ C: Tip down assembly is in fair condition. ☐ D: ☐ F: Pole tip down mechanism is damaged or not maintained and does not function adequately.	

VISUAL AIDS (additional tabs)

Wind Cone (Secondary)

☐ A: Operational, moves freely. ☐ B: ☐ C: ☐ D: Movement is restricted, reliability is questionable. ☐ F: Movement is severely restricted; windsock is unreliable (NOTAM out of service).	
☐ A: Secondary cone is new/bright in color. ☐ B: ☐ C: Secondary cone slightly faded, may be tattered; provides adequate visibility. ☐ D: ☐ F: Secondary cone is ripped and faded beyond usefulness.	
☐ A: Lit LED lights are bright and provide excellent visibility for cone. ☐ B: Lit incandescent lights are functioning providing adequate visibility for cone. ☐ C: Is lit and appears to meet minimal required operating conditions. ☐ D: Some lights are inoperable or lights do not provide for adequate visibility. ☐ F: Unacceptable to meet minimal required operating conditions.	
☐ A: Pole is true and well secured. ☐ B: ☐ C: Pole is slightly tipped, less than 5 degree discrepancy. ☐ D: ☐ F: Pole is greater than a 5 degree discrepancy, wind cone unreliable.	
☐ A: Clearly visible from the air and ground with excellent contrast. ☐ B: ☐ C: Visible from the air and ground with fair contrast. ☐ D: ☐ F: Obstructed visibility from the air and ground.	
☐ A: Tip down mechanism is in good operating condition and is accessible. ☐ B: ☐ C: Tip down assembly is in fair condition. ☐ D: ☐ F: Pole tip down mechanism is damaged or not maintained and does not function adequately.	
☐ A: A windsock is clearly visible within the first 1,500 feet of the approach end of runways. ☐ B: ☐ C: A windsock is visible within the first 1,500 feet of the approach end of runways. ☐ D: ☐ F: A windsock is not visible from within the first 1,500 feet of the approach end of runways.	

VISUAL AIDS (additional tabs)

Segmented Circle

☐ A: Circle Panels are clean, bright/vivid paint and/or plastic in excellent condition. ☐ B: ☐ C: Panels are clean, visible and in minimally acceptable condition (some denting, peeling and or fading observed), may not be level. ☐ D: ☐ F: Panels/barrels are damaged or missing, faded and generally in poor condition and do not meet current standards or Circle is made from metal 55 gallon barrels (should be replaced with panels during next project).	Visual aids_segmented circle_box2F
☐ A: Brush is maintained so that all panels/barrels are clearly visible. ☐ B: ☐ C: Brush is present, but panels/barrels are still visible. ☐ D: ☐ F: Brush is not maintained, causing some or all of the panel/barrels to be obscured.	

Rotating Beacon

☐ A: Proper color and rotations per minute (12 RPM) with excellent visibility, pilot controlled and photo cells (if equipped) work properly. ☐ B: ☐ C: Proper color and rotations per minute with fair visibility. ☐ D: ☐ F: Improper rotations, lighting poor, failed, or improperly aimed. Pilot control/photocell inoperable.	
☐ A: Tower is true and well secured; tip down mechanism is in good operating condition. ☐ B: ☐ C: Pole is slightly tipped, less than 5 degree discrepancy. ☐ D: ☐ F: Tower has greater than a 5 degree discrepancy, pole tip down mechanism is damaged or not maintained and does not function adequately.	

VISUAL AIDS (additional tabs)

Obstruction Lights

☐ A: All -identified obstructions are lit. ☐ B: ☐ C: ☐ D: ☐ F: Some identified obstructions are not lit.	
☐ A: No temporary cranes or derricks that appear to penetrate Part 77 surfaces. ☐ B: ☐ C: Temporary cranes or derricks that appear to penetrate Part 77 are NOTAMed. ☐ D: ☐ F: There may be temporary cranes or derricks that appear to penetrate Part 77 surfaces (not NOTAMed).	
☐ A: There are no unknown obstructions. ☐ B: ☐ C: ☐ D: ☐ F: Unknown obstruction exists that are not lit. Please take a photo and document.	

REILs/VASIs/PAPIs

☐ A: Are lit and appear to be in operating condition. ☐ B: ☐ C: Are lit and appear to have damage, may only meet minimal required operating conditions. ☐ D: ☐ F: Some fixtures are partially lit and may not meet minimal required operating conditions, need maintenance.	

VISUAL AIDS (additional tabs)

Cones/Bands/Markers

☐ A: Properly placed. ☐ B: ☐ C: ☐ D: ☐ F: Improperly placed or missing.	
☐ A: Good condition. ☐ B: ☐ C: Average condition. ☐ D: ☐ F: Poor condition.	VisualAids_ConesBandsMarkers_Box2F.jpg
☐ A: Proper/correct color. ☐ B: ☐ C: Slightly faded in color. ☐ D: ☐ F: Considerably faded in color, or wrong color.	VisualAids_ConesBandsMarkers_Box3C.jpg
☐ A: Good retro-reflectivity. ☐ B: ☐ C: Average retro-reflectivity. ☐ D: ☐ F: Poor retro-reflectivity.	VisualAids_ConesBandsMarkers_Box4A.jpg

VISUAL AIDS (additional tabs)

Signs

☐ A: Signs are bright and easily visible. ☐ B: ☐ C: Signs have discoloration or have delamination. ☐ D: ☐ F: Signs are not readable. Panels are broken or missing.	VisualAids_Signs_Box1A.jpg VisualAids_Signs_Box1F.jpg
☐ A: Brush is maintained and all signs are visible. ☐ B: ☐ C: Brush is growing around signs but signs are still readable. ☐ D: ☐ F: Brush obscures some or all signs and is not maintained.	 VisualAids_Signs_Box2C.jpg VisualAids_Signs2F.jpg
☐ A: Signs are mounted on frangible bases that are flush with grade. ☐ B: ☐ C: Bases are above grade. ☐ D: ☐ F: Signs are not on frangible bases, and/or the base is more than 3" above grade.	
☐ A: Fixtures are sealed to prevent introduction of snow or dust. ☐ B: ☐ C: There are cracks and/or breaks in the panels. ☐ D: ☐ F: Significant cracking or damage, allowing snow and dust to infiltrate the fixture.	

Fixtures

☐ A: All fasteners (cones if applicable) and frangible couplers are in good condition. ☐ B: ☐ C: Fasteners (cones if applicable) and less than 4 in a row or 8 total frangible couplers are damaged or broken. ☐ D: ☐ F: Fasteners (cones if applicable) and frangible couplers in excess of 4 in a row or 8 total are damaged or broken or non-frangible fixtures used.	
☐ A: All bases are in good condition. ☐ B: ☐ C: Bases show damage from snow and ice operations. ☐ D: ☐ F: Bases show significant damage from snow and ice and other maintenance operations.	 VisualAids_Fixtures1F.jpg

WINTER VISUAL AIDS

Missing or Inoperative Lights

☐ A: No missing or inoperative lights. ☐ B: ☐ C: No more than 4 in a row or 8 total missing or inoperative lights. ☐ D: ☐ F: More than 4 in a row or 8 total missing or inoperative lights	Visual Aids Missing_ Inop Lights Box1A.jpg
☐ A: Appropriately adjusted; bright, clean, all lights same intensity. ☐ B: ☐ C: Inappropriately adjusted; all lights are not similar in intensity. ☐ D: ☐ F: Misaligned or not installed correctly; globes damaged, pitted and or dull. Noticeable variance of intensity.	VisualAids_MissingInopLights_ Box2A.jpg Visual Aids Missing_Inop2C.jpg
☐ A: Lights are clear of snow or frost and fully visible. ☐ B: ☐ C: Lights are partially blocked by snow or frost. ☐ D: ☐ F: Lights are buried in snow or covered in frost, and are obscured.	

WINTER VISUAL AIDS

Wind Cone (Primary)

☐ A: Operational, moves freely. ☐ B: ☐ C: ☐ D: ☐ F: Movement is restricted, reliability is questionable.	
☐ A: Cone is bright in color. ☐ B: ☐ C: Cone slightly faded, may be tattered; provides adequate visibility. ☐ D: ☐ F: Cone is ripped and faded beyond usefulness.	Visual Aids Wind Cone Primary Box 2A.jpg
☐ A: Lit LED lights are bright and provide excellent visibility for cone. ☐ B: Lit incandescent lights are functioning providing adequate visibility for cone. ☐ C: Is lit and appears to meet minimal required operating conditions. ☐ D: Some lights are inoperable or lights do not provide for adequate visibility. ☐ F: Unacceptable to meet minimal required operating conditions.	
☐ A: Pole is true and well secured and tip down mechanism is in good operating condition. ☐ B: ☐ C: ☐ D: ☐ F: Pole has greater than a 5 degree discrepancy, wind cone unreliable, pole tip down mechanism is damaged or not maintained and does not function adequately.	
☐ A: Clearly visible from the air and ground with excellent contrast. ☐ B: ☐ C: Visible from the air and ground with fair contrast. ☐ D: ☐ F: Obstructed visibility from the air and ground.	Visual aids_wind cone_box5F

WINTER VISUAL AIDS

Wind Cone (Secondary)

☐ A: Secondary cone is new. ☐ B: Secondary cone is bright in color. ☐ C: Secondary cone slightly faded, may be tattered; provides adequate visibility. ☐ D: Secondary cone is faded, ripped, visibility is minimally adequate. ☐ F: Secondary cone is ripped and faded beyond usefulness.	
☐ A: Lit LED lights are bright and provide excellent visibility for cone. ☐ B: Lit incandescent lights are functioning providing adequate visibility for cone. ☐ C: Is lit and appears to meet minimal required operating conditions. ☐ D: Some lights are inoperable or lights do not provide for adequate visibility. ☐ F: Unacceptable to meet minimal required operating conditions.	
☐ A: Pole is true and well secured. ☐ B: ☐ C: ☐ D: Pole is more than 5 degrees discrepancy, possibly affecting reliability. ☐ F: Pole is greater than a 5 degree discrepancy, wind cone unreliable.	
☐ A: Clearly visible from the air and ground with excellent contrast. ☐ B: ☐ C: Visible from the air and ground with fair contrast. ☐ D: ☐ F: Obstructed visibility from the air and ground.	
☐ A:Windsock is clearly visible within the first 1,500 feet of the approach end of runways. ☐ B: ☐ C: Windsock is visible from approach end of runway. ☐ D: ☐ F: A windsock is not visible from approach end of runway.	

WINTER VISUAL AIDS

Segmented Circle

☐ A: Indicates the published airport traffic pattern. ☐ B: ☐ C: ☐ D: F: Panels/Barrels do not indicate the published airport traffic pattern.	
☐ A: Circle Panels are clean, bright/vivid paint and/or plastic in excellent condition. ☐ B: ☐ C: Panels are clean, visible and in minimally acceptable condition (some denting, peeling and or fading observed). ☐ D: ☐ F: Panels/barrels are damaged or missing, faded and generally in poor condition and do not meet current standards or Circle is made from metal 55 gallon barrels (should be replaced with panels during next project).	Visual aids_segmented circle_box2F
☐ A: Snow is maintained so that all panels/barrels are clearly visible. ☐ B: ☐ C: Snow is present, but panels/barrels are still visible. ☐ D: ☐ F: Snow is not maintained, causing some or all of the panel/barrels to be obscured.	

WINTER VISUAL AIDS

Rotating Beacon

☐ A: Proper color and rotations per minute (12 RPM) with excellent visibility, pilot controlled and photo cells (if equipped) work properly. ☐ B: ☐ C: Proper color and rotations per minute with fair visibility ☐ D: ☐ F: Improper rotations, lighting poor, failed, or improperly aimed. Pilot control/photocell inoperable.	
☐ A: Tower is true and well secured, Tip down mechanism is in good operating condition ☐ B: ☐ C: ☐ D: ☐ F: Tower has greater than a 5 degree discrepancy, pole tip down mechanism is damaged or not maintained and does not function adequately	

Obstruction Lights

☐ A: All -identified obstructions are lit. ☐ B: ☐ C: ☐ D: ☐ F: Some identified obstructions are not lit.	
☐ A: No temporary cranes or derricks that penetrate Part 77 surfaces. ☐ B: ☐ C: Temporary cranes or derricks that penetrate Part 77 are NOTAMed. ☐ D: ☐ F: There may be temporary cranes or derricks that penetrate Part 77 surfaces.	
☐ A: Permitted temporary cranes or derricks are lit. ☐ B: ☐ C: ☐ D: ☐ F: Unlit temporary cranes or derricks found near airport.	
☐ There are no unknown obstructions. ☐ B: ☐ C: ☐ D: ☐ F: Unknown obstruction exists that are not lit. Please take a photo and document.	

WINTER VISUAL AIDS

REILs/VASIs/PAPIs

☐ A: Are lit and appear to be in operating condition. ☐ B: ☐ C: Are lit and appear to have damage, may only meet minimal required operating conditions. ☐ D: ☐ F: Some fixtures are partially lit and may not meet minimal required operating conditions, need maintenance.	

Cones/Bands/Markers

☐ A: Properly placed. ☐ B: ☐ C: ☐ D: ☐ F: Improperly placed or missing.	
☐ A: Good condition. ☐ B: ☐ C: Average condition. ☐ D: ☐ F: Poor condition.	VisualAids_ConesBandsMarkers_Box2F.jpg
☐ A: Proper color. ☐ B: ☐ C: Slightly faded in color. ☐ D: ☐ F: Considerably faded in color, or wrong color.	VisualAids_ConesBandsMarkers_Box3C.jpg
☐ A: Good retro-reflectivity. ☐ B: ☐ C: Average retro-reflectivity. ☐ D: ☐ F: Poor retro-reflectivity.	VisualAids_ConesBandsMarkers_Box4A.jpg

WINTER VISUAL AIDS

Signs

☐ A: Signs are bright and easily visible. Signs are mounted on frangible bases that are flush with grade. Fixtures are sealed to prevent introduction of snow or dust. ☐ B: ☐ C: Signs have discoloration or have delamination. There are cracks and/or breaks in the panels. Bases are above grade. ☐ D: ☐ F: Signs are not readable. Panels are broken or missing. Signs are not on frangible bases, and/or the base is more than 3" above grade, allowing snow and dust to infiltrate the fixture.	VisualAids_Signs_Box1A.jpg VisualAids_Signs_Box1F.jpg
☐ A: Snow is maintained and all signs are visible and clear of snow. ☐ B: ☐ C: Snow is drifted/stacked around signs, but signs are still readable. ☐ D: ☐ F: Snow obscures some or all signs and is not maintained.	

Fixtures

☐ A: All bases, fasteners, (cones if applicable) and frangible couplers are in good condition. ☐ B: ☐ C: Bases show damage from snow and ice operations, fasteners, (cones if applicable) and less than 4 in a row or 8 total frangible couplers are damaged or broken. ☐ D: ☐ F: Bases show significant damage from snow and ice operations, fasteners (cones if applicable)and frangible couplers in excess of 4 in a row or 8 total are damaged or broken , or non-frangible fixtures used.	 VisualAids_Fixtures1F.jpg

APPENDIX F

Inspection Results

Akiachak Capital Improvement and Maintenance Program

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
Z13	Akiachak	AIP	$10,100,000	Long	ALP	Extend 3,300' runway to 6,000'.	To allow for larger aircraft use.	
Z13	Akiachak	AIP	$1,200,000	Long	ALP	Install PAPI and REIL.	To provide for more reliable service.	
Z13	Akiachak	AIP	$16,200,000	Mid	ALP	Construct crosswind runway.	To provide for more reliable and safer service.	
Z13	Akiachak	AIP	$300,000	Short	ALP	Install AWOS	To provide current local weather for pilots.	Requested by airport users.
Z13	Akiachak	AIP	$40,000	Short	Inspection	Stockpile for repairing gravel runway.	Gravel shipped in 100 miles or more. Approximately 200 cubic yards of gravel available.	Airport should have an adequate supply of surface repair materials available to do repairs.
Z13	Akiachak	AIP	$294,139	Short	NPIAS	Acquire snow removal equipment.	To provide for better snow management and create a safer operating environment.	Loader mounted snow blower. Funding is the amount available under the AIP program.
Z13	Akiachak	AIP	$348,000	Short	ALP	Replace snow removal equipment - grader.	Equipment has met its life expectancy.	Replace under normal replacement schedule (grader).
Z13	Akiachak	AIP	$80,000	Short	Inspection	Airport Master Plan.	To develop long range airport needs and planning.	
Z13	Akiachak	State capital	$300,000	Short	Inspection	Apply dust palliative.	Surfaces show no sign of dust palliative.	Dust palliatives will reduce dust on the airport and extend the surfacing life.
Z13	Akiachak	State capital	$167,000	Short	Needs List	Surface repair and dust control.	Scarify, reshape, and re-compact surfacing material at runway, taxiway, and apron to proper profile. Apply dust palliative to retain the critical fine particles in the crushed surfacing. To be treated with dust palliative for fines preservation to bind aggregate to prevent loss of fines from the runway, taxiway, and apron surfaces.	

Aniak Capital Improvement and Maintenance Program

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
ANI	Aniak	AIP	$22,000,000	Long	ALP	Move runway	Offset runway by 260 feet south/southwest with current alignment. Design to BIII	
ANI	Aniak	AIP	$3,000,000	Long	ALP	Install navaids (PAPIs, REILs, localizer)	Funded by airways facilities	
ANI	Aniak	AIP	$1,625,000	Long	ALP	Construct partial parallel taxiway	Construct on west end of new runway to provide an aircraft turnaround and maintenance equipment exit.	
ANI	Aniak	AIP	$9,500,000	Long	ALP	Construct full parallel taxiway	To connect partial taxiway. And provide full length runway access	
ANI	Aniak	AIP	$-	Long	SEF	Replace U/VPLOW GRADER/LDR	Included with the LOADER WHL 4.5 - 5CY	
ANI	Aniak	AIP	$325,971	Long	SEF	Replace LOADER WHL 4.5 - 5CY	Replace under normal replacement schedule	
ANI	Aniak	AIP	$930,000	Long	Inspection	New sand storage building	F: Interior walls and paint are in poor condition (peeling and/or dull) and is dirty. Emergency stops not working. F: Heaters do not have a timer.	
ANI	Aniak	AIP	$54,100,000	Long	Inspection	Construct Crosswind runway		
ANI	Aniak	AIP	$1,500,000	Mid	ALP	Relocate service road	Remove and relocate service rd. to allow for parallel taxiway. Construction	must be done in conjunction with parallel taxiway
ANI	Aniak	AIP	$750,000	Mid	SEF	Replace ROTARY PLW TKMT+3000	Replace under normal replacement schedule	
ANI	Aniak	AIP	$850,000	short	ALP	Remove obstacles and penetrations	Remove approximately 10 acres of trees, one to four buildings on east end, close rd. between apron and old shop, relocate 1400 feet of fence, relocation of 7,300 ft. of power poles along runway, acquire block 2 lot 2, hazard lighting for obstacles that can't be removed.	Not sure if this is the same project as remove obstructions
ANI	Aniak	AIP	$7,000,000	Short	NPIAS	Remove obstructions to Part 77 surfaces, ROFA and RSAs	F: Trees are penetrating Part 77 surfaces	Cost Estimate from NPIAS
ANI	Aniak	AIP	$5,750,000	short	ALP	Improve/Extend RSA Runway 10/28	Note: Add culvert west end service rd. to runway, remove culvert beneath road at river bank	
ANI	Aniak	AIP	$550,000	short	ALP	Extend fencing and repair gates	This will enclose the entire airport. TSA will require additional fencing to comply with Cat 4 security program.	Dike is needed first
ANI	Aniak	AIP	$350,000	Short	ALP	Conduct erosion and drainage study	To determine cause and rate of erosion along the sides of the airport	
ANI	Aniak	AIP	$-	short	ALP	Relocate approach lighting system	FAA/Airways Facilities funded project	If runway is relocated
ANI	Aniak	AIP	$2,850,000	Short	ALP	Reconfigure and expand apron and develop new lease lots	Combine apron reconfiguration and expansion/lease lot development.	
ANI	Aniak	AIP	$300,000	Short	ALP	Construct helipad	To provide service for helicopters up to UH 60 Blackhawk size.	
ANI	Aniak	AIP	$135,000	short	ALP	Remove dike by clinic and realign road	Realign airport Blvd. to allow for drainage improvements and remove dike.	
ANI	Aniak	AIP	$200,000	short	ALP	Construct floatplane ramp	Construct a float plane ramp and hardened road at the Aniak slough access point.	
ANI	Aniak	AIP	$4,210,526	Short	NPIAS	Rehab/overlay and Strengthen pavement Runway 10/28 (927,000 square feet)	D: Frequent thermal cracks. Wide cracks and joints with raveling in cracks. Deterioration along more than 25% of cracks. Edge cracks on up to 25% of pavement edges. Block cracks spaced 5’ apart or less. Alligator cracking or poor patches cover up to 20% of surface area. Distortion or settlement 1-2”. D: Cracking is frequent and widespread. Most cracks have been improperly sealed or offer little to no preservation value. D: Most runway grooves appear to be	Not:; ALP says mid-term need and has a price of $5.4 million for all pavement. Cost Estimate from NPIAS.

Aniak Capital Improvement and Maintenance Program
(continued)

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
							worn, are blocked with tar, and have gouges and or rounded edges, leaving a polished or flushing surface. No polishing. D: Needs significant crack sealing plus patching and repair on up to 25% of pavement surface. Entire area needs structural overlay. D: Surface is loose and porous showing signs of raveling and in overall poor condition (less than 30%). D: Frequent thermal cracks. Wide cracks and joints with raveling in cracks. Deterioration along more than 25% of cracks. Edge cracks on up to 25% of pavement edges. Block cracks spaced 5' apart or less. Alligator cracking or poor patches cover up to 20% of surface area. Distortion or settlement 1-2". D: Cracking is frequent and widespread. Most cracks have been improperly sealed or offer little to no preservation value D: Needs significant crack sealing plus patching and repair on up to 25% of pavement surface. Entire area needs structural overlay. D: Surface is loose and porous showing signs of raveling and in overall poor condition (less than 30%) D: Cracking is frequent and widespread. Most cracks have been improperly sealed or offer little to no preservation value. D: Surfaces are inconsistent, resulting in poor drainage and ponding (under 30%). D: Significant wear (less than 30% wear). F: Beads are not applied. Markings are not visible in wet and dark conditions.	
ANI	Aniak	AIP	$4,736,842	Short	NPIAS	Rehabilitate apron and taxiway pavement (391,241 sq. ft.)	F: Markings Failing (more than 30% wear). F: Are not uniform, barely visible and have limited to no contrast from pavement. F: Landfill is not an adequate distance from the airfield and is non-compliant \ About 900 ft. F: Haz Mat (including petroleum) spills observed on the Airport. F: Fueling area not protected from damage. D: Placards indicate type of fuel/octane/grade, but need to be replaced. D: Fire extinguishment readily available but inspection not current. F: Fuel tanks not locked/secured. Only the equipment tank is locked. F: No emergency fuel shutoff. They are not outside the building by the tanks. F: No fuel transfer pump timer. F: Tanks not protected from damage- bollards, fencing or revetment. D: There are significant surface variations, distortion or differential settlement cracking. F: Surfaces are not graded, sloped and/or crowned. D: Movement surfaces are not thoroughly compacted, frequent soft spots. D: There are frequent loose rocks (larger than D-1) on surface of movement areas. F: Too many fines: Muddy and slick in wet weather. Not enough fines: Rocks regularly kicked up in normal operations, loose rocks common, prop damage a regular concern. D:Surfaces show no sign of dust palliative.	Cost Estimate from NPIAS
ANI	Aniak	AIP	$16,000,000	Short	ALP	Provide erosion protection	Erosion protection along entire north side of the city/with some on the east side also.	
ANI	Aniak	AIP	$-	Short	SEF	Replace SNOWWING GRDR	Included with the grader rural arpt	
ANI	Aniak	AIP	$450,000	Short	SEF	Replace BROOM RUNWAY	Replace under normal replacement schedule	

Aniak Capital Improvement and Maintenance Program
(continued)

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
						TOWED		
ANI	Aniak	AIP	$315,333	short	SEF	Replace GRADER RURAL ARPT	Replace under normal replacement schedule	
ANI	Aniak	AIP	$50,000	Short	Inspection	Segmented Circle rehab	F: Panels/Barrels do not indicate the published airport traffic pattern. F: Areas not compliant with the requirements outlined in the AC.	replace panels
ANI	Aniak	AIP	$300,000	Short	Inspection	Stand by generator		including Building, transformers, etc.
ANI	Aniak	AIP	$420,000	Short	Inspection	Culvert replacement	F: Are under sized to carry the flows, and overflow often. F: Damage impacts function. Damage by ice in 2012 by river.	12in diameter with gate and 5 other culverts
ANI	Aniak	AIP	$4,000,000	short	Inspection	Remove trooper housing and FAA buildings		
ANI	Aniak	AIP	$304,000	short	Inspection	Remove power poles and install underground power lines		Combine with parallel taxiway
ANI	Aniak	AIP	$130,000	Short	Inspection	Ramp light rehab		
ANI	Aniak	AIP	$2,968,421	Short	NPIAS	Security Enhancements		Note; are these projects the same? Cost Estimate from NPIAS
ANI	Aniak	AIP	$2,820,000	Short	NPIAS	Safety Equipment and Fencing		Cost Estimate from NPIAS
ANI	Aniak	AIP	$655,000	Short	Spending Plan	Replace Snow blower	company went out of business and parts are hard to get, replace with new one and relocate this to road system airport	Cost estimate from spending plan
ANI	Aniak	AIP	$526,316	short	NPIAS	Light Obstructions		
ANI	Aniak	O&M Capital	$5,000	Short	Inspection	Replace sign panels		RAMP panel and runway panel
ANI	Aniak	State Capital	$11,000	Mid	Inspection	Replace wind cone lights with LED		
ANI	Aniak	State Capital	$10,000	Short	Inspection	SREB needs door rehab to weatherize	F: Doors and windows have significant air leakage	Current heating bill is 100,000/year

Beaver Capital Improvement and Maintenance Program

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
WBQ	Beaver	AIP	$50,000	ASAP	5010	Rehabilitate segmented circle		Segmented circle needs panels and brush control
WBQ	Beaver	AIP	$175,000	ASAP	Inspection	Dust Pallative	D:Surfaces show no sign of dust palliative	Clark thinks DOT can address this in 2013. Also include: pull surface to regrade surface around light cans to ensure they are flush with surface
WBQ	Beaver	AIP	$50,000	ASAP	Inspection	New fuel storage tank (3000+ gal), construct fence to secure and add lighting	F: Fueling area not protected from damage. F: Ultra Low Sulfur fuel not available for vehicles. F: Fire extinguishment not readily available. F: Fuel tanks not locked/secured. F: No fuel transfer pump timer. F: Tanks not protected from damage- bollards, fencing or revetment. F: No "No Smoking" signage present. F: No security lighting at fuel tanks. D: Fueling equipment not properly stored. No leaks observed in lines or hoses.	Current tank is only 1000 gallons making it extremely difficult if not impossible to fly in fuel
WBQ	Beaver	AIP	$1,600,000	Long	NPIAS	Construct SREB	F: Drains do not appear to have oil/water separators. D: Fire extinguishers are not marked and have obstructions in front of them or have not been properly maintained. Eye wash stations and other safety items, are not marked and have obstructions in front of them, or don't exist. F: Equipment does not have external speakers	2 bay building - NPIAS has cost at 526,316
WBQ	Beaver	State Capital	$-	Long	Needs List	Grading and drainage improvements	D: Are minimally graded, with varying slopes, frequent shallow and occasional deep (over 3") ruts, humps, depressions, ponding or other surface variations in 30% of safety areas	Project is no longer needed
WBQ	Beaver	AIP	$-	Long	ALP	Obtain wind data (crosswind runway needed?)		Project is no longer needed
WBQ	Beaver	AIP	$-	Long	ALP	Extend runway and RSA		Do not see a need with current fleet
WBQ	Beaver	AIP	$5,500,000	Mid	NPIAS	Resurface runway, apron and taxiway and create berm to block the two roads that cross the runway	Steep slopes and light can lips over 3. F: Contains objects other than those fixed by function and approved on the ALP.	Create a stockpile of material and address electrical tape on surface. Create berm to block road access which crosses the runway and mark with signs. NPIAS has 473842 for cost
WBQ	Beaver	AIP	$370,204	Mid	SEF	Replace LOADER WHL 1 1/2CY	To be replaced under normal replacement schedule	Current loader was purchased in 1999
WBQ	Beaver	AIP	$303,397	Mid	SEF	Replace GRADER 30,000#	To be replaced under normal replacement schedule	Current grader was purchased in 2003
WBQ	Beaver	AIP	$190,409	Short	Inspection	Purchase loader mounted snow blower		
WBQ	Beaver	State Capital	$8,000	ASAP	Inspection	Replace cones/markers and replace nonfrangible bases on threshold panels	Threshold panels are a hazard	
WBQ	Beaver	State Capital	$140,000	ASAP	Inspection	Brush Cutter - Fecon Skidsteer	F: Equipment needs to be purchased in order to meet the need. Need brush cutter. 500 gal water truck available in town, dump truck, backhoe available as well.	Equipment is needed to complete brush removal.
WBQ	Beaver	State Capital	$5,000	ASAP	Inspection	Replace beacon access ladder and secure		Ladder is unsafe and unsecure.
WBQ	Beaver	State Capital	$40,000	ASAP	Inspection	Brush cutting	F: Brush is not maintained, and has significant wildlife habitat. Brush is overgrown, obscures lights, and penetrates part 77 surfaces. F: Trees are penetrating Part 77 surfaces. F: Brush is not maintained, creating habitat and visibility issues near the airport. Brush obscures lights. F: Grass blocks lighting	
WBQ	Beaver	State Capital	$26,000	Mid	Inspection	Purchase pull behind compactor		Project could be combined with resurface project
WBQ	Beaver	State Capital	$50,000	Short	Inspection	Establish contingency shelter (connex shack)		A contingency shelter is needed for DOT staff/contractors while completing work on the airfield.
WBQ	Beaver	State Capital	$25,000	Short	Inspection	Light supplemental windsock		Secondary windsock is not currently lit, but power is nearby
WBQ	Beaver	State Capital	$20,000	Short	Inspection	Hazmat removal	F: Abandoned materials present (i.e. tires, junk, trash)	Hazmat barrel removal

Bethel Capital Improvement and Maintenance Program

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
BET	Bethel	AIP	$1,528,000	ASAP	Master Plan	Install additional landside security lighting in main terminal area	To provide better security lighting	This may need to be added to another project or funded by other than AIP
BET	Bethel	AIP	$400,000	Long	Master Plan	Extend Taxiway M to Runway 1L/19R	To provide better access to RWY 1L/ 19R	
BET	Bethel	AIP	$1,600,000	Long	Master plan	Expand N Air Taxi Apron to the south (to Lot 1B)		
BET	Bethel	AIP	$2,500,000	Long	Master Plan	Acquire land for w/in 2,000' of VORTAC and elsewhere for land use compatibility	Prevent future development and interference with the VORTAC	
BET	Bethel	AIP	$3,100,000	Long	Master Plan	Acquire & construct alternate access to Kasayuli Subdivision	To reduce traffic on airport access roads	
BET	Bethel	AIP	$2,100,000	Long	ALP	Construct new GA apron and support area with txws	To support GA growth	Depends on crosswind alignment. Support area TWs not included in this estimate; scope is undefined
BET	Bethel	AIP	$10,000,000	Long	ALP	Build 4000 ft. crosswind rwy with lighting and nav aids and RSA	This may be the same project as the 7,700,000 cross wind extension project	
BET	Bethel	AIP	$-	Long	master plan	construct new air cargo apron.	This is probably the same project as listed in phase III 18367 above	Inadequate description to allow for cost estimating
BET	Bethel	AIP	$70,000,000	Long	Needs list	Construct a new 10,000 ft. runway to accommodate 747 type aircraft.	To provide a runway capable of heavy aircraft (747) usage.	Is this an extension or a new runway?
BET	Bethel	AIP	$3,000,000	Long	Needs List	Runway stabilization project	To stabilize areas of runway settlement and or heaving	
BET	Bethel	AIP	$2,500,000	Mid	ALP	acquire 722 acres	For future airport expansion projects	
BET	Bethel	AIP	$10,000,000	Mid	ALP	Extend crosswind runway	Extend runway for larger aircraft usage	
BET	Bethel	AIP	$6,300,000	Mid	Master Plan	Expand and Strengthen N Air Taxi Apron pavement for heavier aircraft (Dash 8)	To allow for use of heavier aircraft	
BET	Bethel	AIP	$6,019,737	Mid	NIPIAS	Construct ARFF building	ARFF BUILDING F: Doors and windows have significant air leakage. Office window leaks wind and water. F: Heaters do not have a timer. F: Septic field does not exist. Sewer and water hauled. OLD ARFF BUILDING: F: Doors and windows have significant air leakage. F: Heaters do not function. F: Heaters do not have a timer. F: Drains do not appear to have oil/water separators. F: Abandoned materials present (i.e. tires, junk, trash). F: Eye wash stations and other safety items, are not marked and have obstructions in front of them, or don't exist located in storage building only.	Cost estimate from NPIAS
BET	Bethel	AIP	$175,500	Mid	Master Plan	Acquire 54 acres	For future air[port expansion/development	
BET	Bethel	AIP	$302,000	Mid	SEF	LOADER WHL 3 TO 4CY	Replace under normal replacement schedule	N/A
BET	Bethel	AIP	$302,000	Mid	SEF	LOADER WHL 3 TO 4CY	Replace under normal replacement schedule	N/A
BET	Bethel	AIP	$365,000	Mid	SEF	LOADER WHL 4.5 - 5CY	Replace under normal replacement schedule	N/A
BET	Bethel	AIP	$302,000	Mid	SEF	LOADER WHL 3 TO 4CY	Replace under normal replacement schedule	N/A
BET	Bethel	AIP	$950,000	Mid	SEF	SNOBLWR SP/W BROOM	Replace under normal replacement schedule	N/A
BET	Bethel	AIP	$266,000	Mid	SEF	TRK DUMP 8CY 6X4	Replace under normal replacement schedule	N/A
BET	Bethel	AIP	$8,500,000	Short	Master Plan	Reconfigure vehicle parking and access road for main terminal and N Air Taxi aprons	To reduce and or eliminate congestion and increase parking in both areas.	
BET	Bethel	AIP	$2,526,316	Short	NPIAS	Acquire land for extended crosswind runway		
BET	Bethel	AIP	$8,894,737	Short	NPIAS	Construct SREB	House snow removal equipment	100% design complete NPIAS has cost at $7894737
BET	Bethel	AIP	$850,000	Short	ALP	Install PAPIs and REILs Runway	Update VASI to PAPI approach lights. Airways facilities	

Bethel Capital Improvement and Maintenance Program
(continued)

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
						12/30	funded?	
BET	Bethel	AIP	$10,000,000	Short	ALP	Extend RSA runway 12	Enhance safety	
BET	Bethel	AIP	$3,000,000	Short	PCI	Preventative maintenance on 300,000 sq. ft. runway pavement and 833,760 sq. ft. apron/taxiway pavement	To extend the pavement life	
BET	Bethel	AIP	$5,600,000	Short	PCI	Rehabilitate apron and taxiway pavement (1,263,260 sq. ft.)	Pavement has met life expectancy and is in poor condition	
BET	Bethel	AIP	$3,400,000	Short	PCI	1,319,959 sq. ft. Runway Preventative Maintenance	To extend the pavement life	
BET	Bethel	AIP	$4,600,000	Short	PCI	1,794,600 sq. ft. Apron/Taxiway Preventative Maintenance	To extend the pavement life	
BET	Bethel	AIP	$200,000	Short	Master Plan	Mitigate wildlife problem in pond just south of Runway 1R threshold with suspended cable grid	Reduce the wildlife habitat and reduce wildlife hazards	
BET	Bethel	AIP	$2,400,000	Short	Master Plan	Construct M&O service roads	To allow access for maintenance activities without interrupting air traffic.	7400 feet
BET	Bethel	AIP	$900,000	Short	Inspection	Stabilize safety areas	safety areas are soft in many areas. And may not meet requirements	
BET	Bethel	AIP	$3,700,000	Short	Spending Plan	Commercial apron rehab	The pavement in this area is in poor condition and does not adequately support some large aircraft.	
BET	Bethel	AIP	$5,700,000	Short	Spending Plan	S. GA apron re construction	Pavement has met its life expectancy	
BET	Bethel	AIP	$2,400,000	Short	Spending Plan	Parallel runway and other improvements stg.6 ROW		
BET	Bethel	AIP	$11,760,000	Short	Needs list	construct a 695,000 SF. Air taxi/cargo apron and 385,000 SF G/A apron that are downsized from the original scope, widens the north air taxi access road and cul-de-sac	Phase III of project 18367	
BET	Bethel	AIP	$4,000,000	Short	NPIAS	West Heavy Apron Expansion	Accommodate Larger Cargo Aircraft This is probably the same project as listed in phase III 18367 above	
BET	Bethel	AIP	$450,000	Short	Needs list	Purchase new pull behind broom	Additional unit needed to comply with more stringent runway surface condition requirements.	additional unit
BET	Bethel	AIP	$446,628	Short	Needs list	Purchase truck mounted deicing system and 10,000 gallon storage tank	Additional unit needed to comply with more stringent runway surface condition requirements.	additional unit ($100,000 est. for tank)
BET	Bethel	AIP	$360,000	Short	Needs list	Purchase D-4dozer	Additional unit needed to comply with snow hazard requirements.	additional unit
BET	Bethel	AIP	$360,000	Short	Needs list	Purchase loader with attachments	Additional unit needed to comply with more stringent runway surface condition requirements.	additional unit
BET	Bethel	AIP	$481,000	Short	Needs list	Purchase a new loader (Case 821 size) with a boss plow and loader mounted snow blower to replace the existing	Additional unit needed to comply with more stringent runway surface condition requirements.	additional unit
BET	Bethel	AIP	$950,000	Short	SEF	Purchase Oshkosh carrier with	Replace under normal replacement schedule	N/A

Bethel Capital Improvement and Maintenance Program
(continued)

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
						broom to replace existing equipment.		
BET	Bethel	AIP	$-	Short	SEF	SNOWPLOW ROLLOVER	Unit is an attachment and included in host vehicle costs.	N/A
BET	Bethel	AIP	$-	Short	SEF	BLADE BELLY	Unit is an attachment and included in host vehicle costs.	N/A
BET	Bethel	AIP	$55,000	Short	SEF	SANDER 8CY STAINLESS	Replace under normal replacement schedule	N/A
BET	Bethel	AIP	$-	Short	SEF	SNOWWING GRDR	Unit is an attachment and included in host vehicle costs.	N/A
BET	Bethel	AIP	$570,000	Short	SEF	TRK PLOW ARPT 4X4	Replace under normal replacement schedule	N/A
BET	Bethel	AIP	$316,000	Short	SEF	GRADER 30,000#	Replace under normal replacement schedule.	N/A
BET	Bethel	AIP	$316,000	Short	SEF	GRADER RURAL ARPT	Replace under normal replacement schedule	N/A
BET	Bethel	AIP	$150,000	Short	SEF	HANDICAP PASS LOADER	Replace under normal replacement schedule	N/A
BET	Bethel	AIP	$160,000	Short	SEF	SNOBLWR LMT +1500TPH	Replace under normal replacement schedule	N/A
BET	Bethel	AIP	$35,000	Short	SEF	UTIL WAGON MID 4X4	Replace under normal replacement schedule	N/A
BET	Bethel	AIP	$350,000	Short	SEF	DOZER CRWLR 8-10T	Replace under normal replacement schedule	N/A
BET	Bethel	AIP	$38,978	Short	SEF	TRLR TILT +16T	Replace under normal replacement schedule	N/A
BET	Bethel	AIP	$1,076,400	Short	SEF	ARFF VEHICLE	Replace under normal replacement schedule	N/A
BET	Bethel	AIP	$346,628	Short	SEF	DE-ICER 4000 GAL	Replace under normal replacement schedule	N/A
BET	Bethel	AIP	$430,000	Short	SEF	BROOM RUNWAY TOWED	Replace under normal replacement schedule	N/A
BET	Bethel	AIP	$-	Short	SEF	TRAILER, FRIC MEASUR	Unit is no longer needed	N/A
BET	Bethel	AIP	$-	Short	SEF	TRAILER, FRIC MEASUR	Unit is no longer needed	N/A
BET	Bethel	State Capital	$100,000	short	Needs List	Pavement Markings	Layout and repair pavement markings on runways, taxiways and aprons.	
BET	Bethel	State Capital	$80,000	short	Needs List	Crack Seal	Crack sealing runways, taxiways and aprons.	
BET	Bethel	State Capital	$80,000	short	Needs List	Vegetation Control	Vegetation Control using herbicide on airfield surfaces with spot treatments of herbicide to (1) eradicate and eliminate the spread of invasive species and (2) reduction of the undermining of base course materials. Area of work is on the North Air Taxi Apron.	
BET	Bethel	State Capital	$150,000	short	Needs List	Erosion Control and Stability Control	Control erosion and re-establish stability along RSA (primarily), TSA and Taxiway C near 1L/19R. Embankments and hydroseed needed.	
BET	Bethel	State Capital	$100,000	short	Needs List	Safety Area Grading	Correct numerous ruts, humps, depressions and surface variations within the runway 1L/19R safety area	
BET	Bethel	State Capital	$60,000	short	Needs List	Airport Gate Replacement	Replace 4 existing gates. Upgrade will install new gates, ensure adequate power and install new power operators. Repairs are necessary to facilitate new card reader operations for entry tracking. This requirement has been required by TSA.	
BET	Bethel	State Capital	$96,000	short	Needs List	Airport Gate Card Reader Installation	Install 8 card readers at gates on the airport to facilitate access tracking to the airport per TSA requirements. Card reader systems are to be operational with new badging system.	

Birch Creek Capital Improvement and Maintenance Program

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
Z91	Birch Creek	AIP	$1,400,000	Long	Spending Plan	Construct SREB		Listed in Spending Plan - Cost estimate 500,000, Clark Milne suggested 700-750k per bay
Z91	Birch Creek	AIP	$5,600,000	Mid	2012 Inspection	Resurface runway, taxiway, apron		
Z91	Birch Creek	AIP	$160,000	Short	2012 Inspection	Dust palliative	To preserve the runway surface	
Z91	Birch Creek	AIP	$380,000	Short	SEF	Dozer 8-10 T	To be replaced under normal replacement schedule	
Z91	Birch Creek	AIP	$321,000	Short	SEF	Grader Rural	To be replaced under normal replacement schedule	
Z91	Birch Creek	AIP	$335,000	Short	SEF	Loader 3-4 cy	To be replaced under normal replacement schedule	
Z91	Birch Creek	O&M Operating	$30,000	ASAP	2012 Inspection	Replace cones and damaged lights		
Z91	Birch Creek	O&M Operating	$3,500	ASAP	2012 Inspection	Remove old threshold panels and approach indicators		
Z91	Birch Creek	O&M Operating	$5,000	ASAP	2012 Inspection	Remove hazmat and trash	F: Building is cluttered with trash in walking areas and exits. F: Abandoned materials present (i.e. tires, junk, trash) F: Exterior areas are dirty, cluttered and pose safety risks and wildlife attractants	
Z91	Birch Creek	O&M Operating	$50,000	Short	2012 Inspection	Contingency Shelter		Construct shelter using a connex shack for shelter while a DOT employee or contractor are completing work on the airfield
Z91	Birch Creek	State Capital	$5,000	Short	2012 Inspection	Fence and secure fuel tank		
Z91	Birch Creek	State Capital	$250,000	Short	2012 Inspection	Rehabilitate current SREB	F: Fire extinguishers are not marked and have obstructions in front of them, or don't exist. F: Eye wash stations and other safety items, are not marked and have obstructions in front of them, or don't exist: Gravel floor is soft needs major repairs and grading. F: Parts/tools and other supplies are not properly stored. F: Benches are cluttered/dirty and unusable	New floor, environmental assessment, replace doors/windows. Estimate only includes cost of environmental assessment

Chitina Capital Improvement and Maintenance Program

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
CXC	Chitina	AIP	$3,600,000	Long	2012 Inspection	Resurface runway, taxiway, and apron	D: Most surfaces are graded, with no or limited crowned surfaces. Limited crown, approximately 1.2%, 1.4 %, 1.7%, 1.5%.	
CXC	Chitina	AIP	$340,000	Mid	2012 Inspection	Parking lot expansion and Apron expansion		Expand to the south. Potentially include with resurface project and create material with the removal of the berm
CXC	Chitina	AIP	$150,000	Mid	Spending Plan	SRE Building Upgrades		
CXC	Chitina	AIP	$302,000	Mid		Loader (3-4 cy)	Replace under the normal replacement program	
CXC	Chitina	AIP	$-	Short	Spending Plan	Chitina Airport Paving		Listed beyond FFY13 in Spending Plan. This project is being reviewed and will most likely not proceed due to other priorities
CXC	Chitina	AIP	$97,500	Short	2012 Inspection	Part 77 tree removal and brush cutting		Trees penetrate part 77 surface
CXC	Chitina	AIP	$160,000	Short	2012 Inspection	Dust palliative	To preserve the runway surface	Applying dust palliative in the next few years will extend the life of the surface
CXC	Chitina	O&M Operating	$3,500	ASAP	2012 Inspection	Replace faded cones and damaged threshold cone		There are numerous cones that are not the same color as the newer bright oranges ones. Replace so that all cones are consistent color.
CXC	Chitina	O&M Operating	$2,000	ASAP	2012 Inspection	Place obstruction light on Maintenance shop buildings		Shop penetrates Part 77 surface
CXC	Chitina	O&M Operating	$300	ASAP	2012 Inspection	Replace wind sock		current wind sock is faded
CXC	Chitina	O&M Operating	$2,000	ASAP	2012 Inspection	Place frangible mounted aircraft movement sign near beginning of taxiway	To warn of aircraft operations	Sign should be something similar to "Aircraft movement area. No pedestrians or vehicles"
CXC	Chitina	O&M Operating	$1,500	Short	2012 Inspection	Raise 2 panels in segmented circle		Currently two panels are lower than the others. Raise to be of equal height of other panels
CXC	Chitina	State Capital	$10,000	Short	2012 Inspection	Fuel Tank Upgrades - security lighting, fencing, new placards, and timer	D: Placards indicate type of fuel/octane/grade, but need to be replaced. D: Fire extinguishment readily available but inspection not current. F: No fuel transfer pump timer. F: Tanks not protected from damage- bollards, fencing or revetment. D: “No Smoking” signage is present but in poor condition. F: No security lighting at fuel tanks.	

Craig Seaplane Base Capital Improvement and Maintenance Program

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
CGA	Craig SPB	AIP	$9,200,000	Mid	City	Replace Craig SPB Facilities (building, floats and access)	Projected routine replacement and expansion of facilities	Current facilities insufficient for current and projected needs.
CGA	Craig SPB	AIP	$1,000,000	ASAP	City	Improve street access and provide additional parking for SPB	3rd Tenant - insufficient space, No long term parking, No room for expansion, limited room for routine traffic	Need a minimum of 12 new spaces, should be 2 way traffic throughout site
CGA	Craig SPB	AIP	$80,000	Mid	City	New roof, gutters, downspouts and soffit screens on the building	Routine Replacement	
CGA	Craig SPB	AIP	$30,000	Short	City	Replace parking lot, ramp and float lighting with LEDs	Reduce Cost, maintenance, standardization	
CGA	Craig SPB	AIP	$70,000	Short	City	Repair erosion damage to the bank and install new armor rock on the N side of the ramp	DOT Bridge Inspection Report	
CGA	Craig SPB	AIP	$500,000	Short	City	Expand the terminal building	3rd Tenant with no space in facility	800 sf addition minimum, includes design.
CGA	Craig SPB	AIP	$3,000,000	Mid	City	Add four pull-out ramps to SP float for transient aircraft	To provide additional pull-outs for transient aircraft	
CGA	Craig SPB	AIP	$700,000	Mid	City	Upgrade/Repair Access Ramp and Abutment	DOT Bridge Inspection Report	Required Maintenance
CGA	Craig SPB	AIP	$51,000	Short	City	Repair or replace worn planking	Routine Replacement	150 - 300 linear feet
CGA	Craig SPB	AIP	$200,000	Short	City	Acquire additional property at Seaplane Base	No room currently to address other needs or to expand operations	
CGA	Craig SPB	Local	$34,000	ASAP	City	Replace damaged sidewalks on NW and SW corners of terminal building	Safety (trip) hazards	610 sf of sidewalk and subgrade
CGA	Craig SPB	Local	$15,000	ASAP	City	Install pipe bollards and guardrails to protect NE and SE corners of building and eaves around sewer pump station electrical panel, fire hydrant, and ends of the bull rail at the top of the ramp approach	Damage to building due to unprotected corners and limited traffic space	Need four 3-pipe bollards and four 2-pipe bollards
CGA	Craig SPB	Local	$20,000	ASAP	City	Repair non-skid surfaces on the float and haul out ramps	Safety (trip/slip) hazards	Approx. 200 sf
CGA	Craig SPB	Local	$4,000	ASAP	City	Replace corroded transition plates between floats	DOT Bridge Inspection Report	4 - 6 transition plates to replace
CGA	Craig SPB	Local	$3,500	Long	City	Replace signage	Routine Replacement	
CGA	Craig SPB	Local	$34,000	Short	City	Repair subgrade and repave parking lot	Driving hazard, maintenance issues, snow removal	11,000 sf (current)
CGA	Craig SPB	Local	$20,000	Short	City	Install additional bull rail on the center section of float for tying up skiffs	Only area to tie skiffs outside of seaplane traffic during pick-up and drop-off	Approx 60 linear feet

Fort Yukon Capital Improvement and Maintenance Program

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
FYU	Fort Yukon	AIP	$200,000	ASAP	2012 Inspection	Create material stockpile	To allow for airport surface area repairs.	
FYU	Fort Yukon	AIP	$5,000,000	Long	2012 Inspection	Resurface runway, taxiway and apron	Runway surfacing will gradually deteriorate over the years, requiring an airport resurfacing/rehabilitation project.	
FYU	Fort Yukon	AIP	$302,000	Mid	SEF replacement program	Loader		
FYU	Fort Yukon	AIP	$321,000	Mid	SEF replacement program	Grader		
FYU	Fort Yukon	AIP	$160,000	Short	2012 Inspection	Dust palliative	To preserve the gravel movement area surfacing	
FYU	Fort Yukon	State Capital	$85,000	ASAP	2012 Inspection	Brush cutting	D: Brush is maintained in few areas, with considerable wildlife habitat F: Brush is not maintained, creating habitat and visibility issues near the airport. Improved sight distance, reduce wildlife habitat	needed within the next year
FYU	Fort Yukon	State Capital	$5,000	ASAP	2012 Inspection	Re-plumb fuel tanks	F: No emergency fuel shutoff To provide better use of fuel tank sizes.	Place building on smaller 1000 gal tank and diesel on larger tank
FYU	Fort Yukon	State Capital	$180,000	Short	2012 Inspection	Erosion Control	Runway will be threatened if left un-repaired	Regrade and incorporate stabilization agent in soil to resist erosion from runway runoff
FYU	Fort Yukon	State Capital	$2,000	Short	2012 Inspection	Place signage and/or post/rocks on road that crosses runway	To prevent runway incursions	To be executed by our own personnel, but using DM funds, not GF (if we can help it) - Clark Milne

Girdwood Capital Improvement and Maintenance Program

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
AQY	Girdwood	AIP	$4,100,000	Long	ALP	Construct new airport access road	Construct a new airport access road for vehicle traffic to remove traffic impact to the adjacent neighborhood. The existing access road through the neighborhood will be gated at the airport property boundary.	
AQY	Girdwood	AIP	$535,000	Mid	ALP	Pave access road	Reduce dust and traffic noise created by frequent traffic as it passes through the adjacent neighborhood to and from the airport.	
AQY	Girdwood	AIP	$7,500,000	Mid	ALP	Construct new lease lots and M&O reserve	Provide lease lots for the forecasted demand. And future maintenance building lot.	$2,300,000. of this cost is for the excavation of 230,000 cu. Yds. That requires removal. Is this an AIP eligible project?
AQY	Girdwood	AIP	$200,000	Mid	ALP	Extend parallel taxiway to north	To provide access to the runway for the new lease lots.	Cost estimate is low, may be a typo on ALP
AQY	Girdwood	AIP	$4,300,000	Mid	NPIAS	Expand Apron	To provide additional parking and Apron area to meet forecasted need.	
AQY	Girdwood	AIP	$500,000	Short	ALP	Extend RSA, ROFA, and OFZ	Bring up to FAA standards by relocating both runway thresholds and by extending the runway embankment 116 feet to the south. This new section of embankment will need erosion protection from glacier creek.	
AQY	Girdwood	AIP	$110,000	Short	ALP	Remove Part 77 obstructions (trees)	F: Trees are penetrating Part 77 surfaces	Remove trees growing within the developed areas that are obstructing navigable airspace.
AQY	Girdwood	AIP	$802,000	Short	ALP	Construct erosion protection	To protect runway. Glacier creek is actively eroding the bank upon which the airport is located. The segmented circle is 10 feet from this eroding edge. Approx. 1400 feet of creek will bank will require protection.	
AQY	Girdwood	AIP	$240,000	Short	ALP	Lower power/telephone lines	Lower the power and telephone lines crossing Glacier creek to the same elevation as the Alyeska Highway Bridge.	Provide increased clearance and safety for aircraft departing RWY. 20
AQY	Girdwood	AIP	$60,000	Short	Inspection	Update ALP		
AQY	Girdwood	AIP	$13,000	Short	Inspection	Extend perimeter fencing		Possible through the fence access, extend fence to block off well access road.
AQY	Girdwood	AIP	$1,100,000	Short	Inspection	Construct apron for transient parking		
AQY	Girdwood	O&M Operating	$1,200	ASAP	Inspection	Replace signage, with a frangible base	F: Signs are not readable. Panels are broken or missing. Signs are not on frangible bases, and/or the base is more than 3” above grade, allowing snow and dust to infiltrate the fixture.	Sign is not frangible and is incorrect
AQY	Girdwood	State Capital	$30,000	Short	FY13 Deferred Maint	Brush cutting and dust control	Remove brush as a wildlife deterrent. Reduce dust to preserve surfacing and hazards from dust.	
AQY	Girdwood	State Capital	$50,000	Short	Inspection	Rehabilitate segmented circle	F: Panels/Barrels do not indicate the published airport traffic pattern F: Panels/barrels are damaged or missing, faded and generally in poor condition and do not meet current standards or Circle is made from metal 55 gallon barrels. (should be replaced with panels during next project).	
AQY	Girdwood	State Capital	$5,000	Short	Inspection	Install runway edge markers	Runway markers faded.	have this as part of an ongoing Regional cone replacement project?

Gulkana Capital Improvement and Maintenance Program

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
GKN	Gulkana	AIP	$-	long	ALP	Install floodlighting in ramp area	No longer needed per inspection	
GKN	Gulkana	AIP	$-	Long	ALP	Increase RSA Runway 33R/15L	Most likely past the long term planning period	Most likely past the long term planning period
GKN	Gulkana	AIP	$-	Long	ALP	Decrease vertical grade on runway	N/A	Do not see the need per the inspection
GKN	Gulkana	AIP	$316,000	Long	SEF	LOADER WHL 4.5 - 5CY	To be replaced under normal replacement schedule	Did not inspect
GKN	Gulkana	AIP	$247,000	Long	SEF	GRADER 34,000#	To be replaced under normal replacement schedule	
GKN	Gulkana	AIP	$-	Mid	ALP	Relocate FAA facility currently inside OFA	Funding estimate not available from FAA.	Must be completed prior to Runway 33L/15R construction.
GKN	Gulkana	AIP	$2,800,000	Mid	PCI	229,280 sq. ft. Reconstruct apron/ taxiway Runway pavement	D: Needs significant crack sealing plus patching and repair on up to 25% of pavement surface. Entire area needs structural overlay. F: Pavement edges have numerous broken segments and constant lips 3” or higher. Constantly broken, but three-inch lips not present. F: Widespread, severe cracking with raveling and deterioration. Alligator cracking and potholes over 20% of the area. Distortion over 2”. D: Cracking is frequent and widespread. Most cracks have been improperly sealed or offer little to no preservation value. D: Surfaces are inconsistent, resulting in poor drainage and ponding (under 30%).	Address ponding/drainage issues
GKN	Gulkana	AIP	$160,000	Mid	SEF	SNOBLWR LMT +1500TPH	To be replaced under normal replacement schedule	Did not inspect
GKN	Gulkana	AIP	$15,200,000	Short	ALP	Construct Runway 33L/15R	Relocate NPS fuel tank prior to this project.	Current use of Taxiway A as a runway is taking place and needs to be addressed immediately to include examination of obstructions
GKN	Gulkana	AIP	$400,000	Short	5010	Complete Aeronautical Survey/Remove Part 77 obstructions	F: Trees are penetrating Part 77 surfaces	Complete Aeronautical Survey. Address towers, poles. Check to see if 2nd windsock was placed for ski strip. Address ski strip issue.
GKN	Gulkana	AIP	$4,052,632	Short	NPIAS	Rehab runway, apron and taxiway		NPIAS has $1,052,632 for cost estimate to rehab runway and spending plan has $3 Million for apron and taxiway.
GKN	Gulkana	AIP	$1,681,000	Short	PCI	Preventative Maintenance on 504,500 sq. ft. runway pavement and 168,160 sq. ft. apron/taxiway pavement	D: Cracking is frequent and widespread. Most cracks have been improperly sealed or offer little to no preservation value.	
GKN	Gulkana	AIP	$-	Short	SEF	SNOWWING GRDR	Included in grader purchase	
GKN	Gulkana	AIP	$311,000	Short	SEF	GRADER 40,000#	To be replaced under normal replacement schedule	Did not inspect, however it was due for replacement in 03
GKN	Gulkana	O&M Operating	$2,000	ASAP	Inspection	Ramp sign removal		Ramp sign does not have frangible base
GKN	Gulkana	O&M Operating	$5,000	ASAP	Inspection	Replace sign panels		TW B signs, include a panel that says "Ramp" with arrow to replace the current sign. Keep signs as spares
GKN	Gulkana	State Capital	$3,500	ASAP	Inspection	Place cones on Taxiway C	F: Poor retro-reflectivity	
GKN	Gulkana	State Capital	$1,000	ASAP	Inspection	Replace Taxiway A cones with blue banded cones		Remove ski strip name from any documents
GKN	Gulkana	State Capital	$20,000	Short	Inspection	Relocate secondary windsock and/or add an additional	F: Obstructed visibility from the air and ground	
GKN	Gulkana	State Capital	$30,000	Short	Inspection	Rehabilitate SREB building		

Gulkana Capital Improvement and Maintenance Program
(continued)

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
GKN	Gulkana	State Capital	$30,000	Short	Inspection	Construct fence around fuel tanks	F: Fueling area not protected from damage. D: Placards indicate type of fuel/octane/grade, but need to be replaced. F: Fire extinguishment not readily available. F: Fuel tanks not locked/secured. F: No emergency fuel shutoff. F: Tanks not protected from damage - bollards, fencing, or revetment. F: No “No Smoking” signage present. F: No security lighting at fuel tanks. D: Fueling equipment not properly stored. No leaks observed in lines or hoses.	
GKN	Gulkana	State Capital	$50,000	Short	Inspection	Segmented Circle Rehab	F: Panels/Barrels do not indicate the published airport traffic pattern. F: Panels/barrels are damaged or missing, faded and generally in poor condition and do not meet current standards, or Circle is made from metal 55 gallon barrels (should be replaced with panels during next project).	Replace with panels
GKN	Gulkana	State Capital	$30,000	Short	Inspection	Place gate across road	To prevent unauthorized access	

Juneau Capital Improvement and Maintenance Program

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
JNU	Juneau	AIP	$6,315,789	ASAP	NPIAS	Rehabilitate Runway 08/26	**RUNWAY GROOVES:** D: Most runway grooves appear to be worn, are blocked with tar, and have gouges and or rounded edges, leaving a polished or flushing surface. Grooves between 1 /16 and 1/4 inch deep. F: Surface is loose and porous showing signs of raveling and in overall poor/unsafe condition (more than 30%). Significant raveling. **THERMAL CRACKS**. F: Widespread, severe cracking with raveling and deterioration. Alligator cracking and potholes over 20% of the area. Distortion over 2". Significant cracking. Cracking is frequent and widespread. Most cracks have been improperly sealed or offer little to no preservation value. Significant cracking throughout safety area pavement. D: Frequent thermal cracks. Wide cracks and joints with raveling in cracks. Deterioration along more than 25% of cracks. Edge cracks on up to 25% of pavement edges. Block cracks spaced 5' apart or less. Alligator cracking or poor patches cover up to 20% of surface area. Distortion or settlement 1-2". There are a lot of different pavement patches and mat ages on this ramp with varying levels of deterioration. D: Surface is loose and porous showing signs of raveling and in overall poor condition (less than 30%). Pot holes and raveling on 8 threshold some raveling and significant degradation of grooves throughout entire runway. D: Pavement edges have broken segments and frequent lips 3" or higher. D: Frequent thermal cracks. Wide cracks and joints with raveling in cracks. Deterioration along more than 25% of cracks. Edge cracks on up to 25% of pavement edges. Block cracks spaced 5' apart or less. Alligator cracking or poor patches cover up to 20% of surface area. Distortion or settlement 1-2" and 2 to 8 inch wide cracks full length widespread cracking throughout runway surface. **SURFACE PONDING** F: Surfaces are inconsistent, resulting in inadequate drainage and severe ponding (over 30%). Significant ponding and pavement distress. F: Surface is loose and porous showing signs of raveling and in overall poor/unsafe condition (more than 30%). **PAVEMENT EDGES**: Pavement edges have numerous broken segments and constant lips 3" or higher. The travelers way road near the sand storage building and light aircraft tie down areas is in poor condition The remaining areas are in fair to good condition. D: Frequent thermal cracks. Wide cracks and joints with raveling in cracks. Deterioration along more than 25% of cracks. Edge cracks on up to 25% of pavement edges. Block cracks spaced 5' apart or less. Alligator cracking or poor patches cover up to	This airport is the third busiest air carrier airport in the state. The runway pavement is currently in poor condition and should be replaced soon.

Juneau Capital Improvement and Maintenance Program
(continued)

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
							20% of surface area. Distortion or settlement 1-2". Problem areas are the travelers road and the area near the drain. D: Cracking is frequent and widespread. Most cracks have been improperly sealed or offer little to no preservation value. **In the travelers road** F: Condition limiting service, needs reconstruction. This access road is in very poor condition Ponding and flooding limits access during rain events. D: Surface is loose and porous showing signs of raveling and in overall poor condition (less than 30%). F: Pavement edges have numerous broken segments and constant lips 3" or higher. F: Widespread, severe cracking with raveling and deterioration. Alligator cracking and potholes over 20% of the area. Distortion over 2". F: Surfaces are inconsistent, resulting in inadequate drainage and severe ponding (over 30%). Severe ponding. **PAVEMENT MARKINGS**. F: Significant overspray and/or "bow tie" or hour-glass effect, markings may be misleading. F: Significant peeling, blistering, chipping and fading of markings observed, markings obliterated in many areas (more than 30%).	
JNU	Juneau	AIP	$8,947,368	ASAP	NPIAS	Rehab Taxiway A	Rehab Taxiway A	Rehab and re pave the Taxiway A. Pavement has exceeded its useful life and is failing.
JNU	Juneau	AIP	$736,842	ASAP	Master Plan	Update airport master plan	Revise master plan to reflect changes and current airport growth plan	
JNU	Juneau	AIP	$2,500,000	ASAP	Needs List	Install new MALSR Runway 26	Replace the MALSR on Runway 26	FAA plans for runway 26 MALSR are prepared for during RSA PH II, where utilities are being brought to site. Construction of the MALSR is subject to FAA Schedule. 2.5 million needed to complete project per airport manager
JNU	Juneau	AIP	$-	ASAP	Needs List	Relocate MALSR Runway 8	Project is expected to begin soon, pending funding	Concurrent with the RSA PH 2A project, FAA will relocate the MALSR for RW 8 to match the new threshold location. Waiting for airport manager to provide cost estimate
JNU	Juneau	AIP	$-	ASAP	Needs list	EA for Yandukin land acquisition	EA needed in order to acquire land	Scope undefined therefore no cost estimate is provided.
JNU	Juneau	AIP	$10,000,000	long	Master Plan	ATCT relocation	ATCT is currently an obstruction for Runway 8	The ATCT is currently penetrating the airspace for runway 8. Relocating this facility will improve minimums and operational safety for aircraft.
JNU	Juneau	AIP	$736,842	long	Master Plan	Update airport master plan	Revise master plan to reflect changes and current airport growth plan	
JNU	Juneau	AIP	$500,000	Long	Inspection	Resurface various sections of pavement on operational surfaces	Resurface areas of pavement that have excedded the design life and are failing. This will repair the very poor areas and extend the life of the entire paved area. See PCI rating.	This may be a duplicate from the PCI projects listed.
JNU	Juneau	AIP	$27,000	Mid	Needs List	F250 Crew Cab 4x4	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$29,000	Mid	Needs List	F350 4x4 Crew Cab	To be replaced under normal replacement schedule	

Juneau Capital Improvement and Maintenance Program
(continued)

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
JNU	Juneau	AIP	$25,000	Mid	Needs List	Silverado 4x4 reg cab pickup	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$25,000	Mid	Needs List	Explorer XLS Sport 4x4	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$150,000	Mid	Needs List	Skid Steer 70XT	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$430,000	Mid	Needs List	High Speed Runway Broom	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$430,000	Mid	Needs List	High Speed Runway Broom	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$430,000	Mid	Needs List	High Speed Runway Broom	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$27,000	Mid	Needs List	F250 Crew Cab 4x4	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$266,000	Mid	Needs List	Dump/Sander	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$25,000	Mid	Needs List	Trailblazer	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$25,000	Mid	Needs List	1500 4x4 crew cab pick up	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$600,000	Mid	Needs List	ARFF Vehicle, 1500gal.	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$180,000	Mid	Master Plan	Purchase runway sand truck		They may be in the current spending plan for replacement.
JNU	Juneau	AIP	$13,000,000	Mid	NPIAS	Construct sand and chemical storage building.	To provide for sand and ice control chemicals. Current facility is in poor condition, causing damage to chemicals. Cost estimate from airport architect	Design and construction
JNU	Juneau	AIP	$3,368,421	Mid	NPIAS	Rehab Apron- Part 135 ramp	Rehab the Part 135 air carrier ramp.	
JNU	Juneau	AIP	$8,000,000	mid	Master Plan	Water/sewer upgrade	Upgrade the water/sewer system at the airport	The current water sewer system dates back to 1947 and has exceeded its design life.
JNU	Juneau	AIP	$3,000,000	mid	Master Plan	Install Oil/water separators	F: Drains do not appear to have oil/water separators	
JNU	Juneau	AIP	$-	Mid	Master Plan	Construct fuel farm		Scope undefined therefore no cost estimate is provided.
JNU	Juneau	AIP	$-	Mid	Master Plan	Remove various structures in terminal area	Remove worn-out structures in the terminal area.	Scope undefined therefore no cost estimate is provided.
JNU	Juneau	AIP	$510,000	Mid	Needs list	Rehabilitate and resurface taxiways and intersections	Taxiways and intersections are deteriorating and need to be re-leveled to prevent ponding and replace failing pavement	This may be a duplicate from the PCI projects listed.
JNU	Juneau	AIP	$500,000	Mid	Inspection	Resurface various sections of pavement on operational surfaces	Resurface areas of pavement that have exceeded the design life and are failing. This will repair the very poor areas and extend the life of the entire paved area. See PCI rating.	This may be a duplicate from the PCI projects listed.
JNU	Juneau	AIP	$29,000	Short	Needs List	Expedition	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$25,000	Short	Needs List	Explorer XLT	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$45,000	Short	Needs List	F-450 Hvy Duty 4x4	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$30,000	Short	Needs List	Ford 4x4 Pickup Reg. Cab	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$45,000	Short	Needs List	Chevy 1 Ton Dump Truck - Fld. Mnt.	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$45,000	Short	Needs List	Ford 4x4 Utility - Fld. Mnt.	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$200,000	Short	Needs List	Oshkosh Tanker Model P2552	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$350,000	Short	Needs List	Oshkosh Runway Plow Truck/Dump Truck	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$350,000	Short	Needs List	Oshkosh Runway Plow Truck/Dump Truck	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$350,000	Short	Needs List	Oshkosh Runway Plow Truck/Dump Truck	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$25,000	Short	Needs List	Dodge RAM 4x4 Ex-Cab	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$25,000	Short	Needs List	Ford 4x4 Pickup Reg. Cab - Bldg. Mnt.	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$300,000	Short	Needs List	Geovac vacuum sweeper	To be replaced under normal replacement schedule	

Juneau Capital Improvement and Maintenance Program
(continued)

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
JNU	Juneau	AIP	$450,000	Short	Needs List	Cat Loader 980F	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$450,000	Short	Needs List	Cat Loader 980G Series II	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$450,000	Short	Needs List	Cat Loader 980G	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$25,000	Short	Needs List	Dodge RAM 4x4 Ex-Cab	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$29,000	Short	Needs List	Expedition	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$266,000	Short	Needs List	Western Star Truck 10 yd.	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$266,000	Short	Needs List	International Truck - Sand	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$250,000	Short	Needs List	Hitachi Hydraulic Excavator #EX200-2	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$150,000	Short	Needs List	Ford Tractor - Auger/Mower	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$720,000	Short	Needs List	Oshkosh Snow Blower	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$720,000	Short	Needs List	Oshkosh Snow Blower	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$275,000	Short	Needs List	Champion Motorgrader #736A-UHP	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$348,000	Short	Needs List	Volvo Grader w/Wing Blade	To be replaced under normal replacement schedule	
JNU	Juneau	AIP	$950,000	Short	Master Plan	Purchase ARFF vehicle		They may be in the current spending plan for replacement.
JNU	Juneau	AIP	$300,000	Short	Master Plan	Purchase SRE grader		They may be in the current spending plan for replacement.
JNU	Juneau	AIP	$22,000,000	short	Master Plan	Replace older portion of terminal	Replace aging infrastructure. Cost estimate from airport architect	per airport terminal master plan
JNU	Juneau	AIP	$26,400,000	short	NPIAS	Construct SREF (airfield shop replacement)	To provide inside housing for SRE equipment that is currently stored outside. Cost estimate from airport architect	Schedule for construction bid Oct. 2013
JNU	Juneau	AIP	$2,631,579	short	NPIAS	Acquire SRE - reimburse forward funded equipment	Additional SRE to allow for compliance with more stringent runway surface condition requirements	
JNU	Juneau	AIP	$6,842,105	short	NPIAS	Construct air carrier apron	Dedicated air carrier apron for air carrier operations	
JNU	Juneau	AIP	$2,105,263	Short	NPIAS	Rehabilitate runway lighting 08/26	F: Some fixtures are partially lit and may not meet minimal required operating conditions, need maintenance.	Fixtures are old and should be replaced to meet current standards.
JNU	Juneau	AIP	$3,200,000	short	Master Plan	Improve terminal access road (Alex Holden)	Provide for traffic pattern to better handle the increase of traffic	Current traffic patterns are congested during flight times.
JNU	Juneau	AIP	$6,200,000	short	Master Plan	East end GA development	Develop additional GA area on the east end of airport.	Additional GA areas on the east side of the airport will reduce the current congestion in the GA areas.
JNU	Juneau	AIP	$3,300,000	short	Master Plan	West end GA paving	Pave the west end of the GA area to reduce tracking of FOD onto paved surfaces.	Paved surface make snow removal and other maintenance activities more efficient. Pavement also reduces the likelihood of tracking FOD onto the paved surfaces.
JNU	Juneau	AIP	$5,400,000	short	Master Plan	Site prep for NW quad GA development	Initial site preparation for the NW quad GA development	This initial site preparation will allow the ground to be prepped for the next phase in the development of the NW, GA development. Site prep is part of the PH II A project. Paving of NW development area was moved to future phase.
JNU	Juneau	AIP	$6,200,000	Short	Master Plan	Based GA and helicopter transient parking	Additional parking for based and GA helicopter parking.	Helicopter parking is already overcrowded. With the growing tourist and mining industries, helicopter facilities are expected to grow.
JNU	Juneau	AIP	$500,000	short	Master Plan	Floatplane basin road extension	Extend floatplane basin road	This will allow full access to the float plane area. This project is part of RSA Phase II

Juneau Capital Improvement and Maintenance Program
(continued)

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
JNU	Juneau	AIP	$3,400,000	short	Master Plan	Floatplane slip expansion and basic facilities development	Expand float pond slips including development of additional facilities	This will provide for future float plane parking needs.
JNU	Juneau	AIP	$2,000,000	short	Master Plan	Security improvements and extend and replace perimeter fencing	Is not fully fenced or fully accessible by road.	The current perimeter access road and fencing does not completely surround the airport environment. This allows the opportunity for wildlife to enter the airport. This is part of the RSA PH II project.
JNU	Juneau	AIP	$3,000,000	short	Master Plan	Purchase land for airport expansion	Purchase adjoining land for future airport expansion	This could be the same as Yandukin land purchase
JNU	Juneau	AIP	$-	Short	Needs list	Expand air carrier ramp to the east	Provide additional ramp space to accommodate existing and future needs	Scope undefined therefore no cost estimate is provided.
JNU	Juneau	AIP	$-	Short	Needs list	Acquire land on Yandukin Drive for airport expansion	Prepare for future airport expansion.	Scope undefined therefore no cost estimate is provided.
JNU	Juneau	AIP	$1,000,000	Short	Needs list	Resurface various sections of pavement on operational surfaces	Resurface areas of pavement that have exceeded the design life and are failing. This will repair the very poor areas and extend the life of the entire paved area. See PCI rating?	This may be a duplicate from the PCI projects listed.
JNU	Juneau	AIP	$6,400,000		PCI	Pavement management for 2,501,420 sq. ft. apron/taxiway pavement		There are some more cost est. in the NPIAS tab in Airport Capital Needs file but I'm not sure which goes with which project
JNU	Juneau	AIP	$800,000		PCI	Reconstruct 51,000 sq. ft. apron, taxiway and runway pavement		There are some more cost est. in the NPIAS tab in Airport Capital Needs file but I'm not sure which goes with which project
JNU	Juneau	AIP	$510,000		PCI	Rehabilitate 82,700 sq. ft. apron/taxiway		There are some more cost est. in the NPIAS tab in Airport Capital Needs file but I'm not sure which goes with which project
JNU	Juneau	AIP	$32,500,000	Mid	Master Plan	Parking Facility	Need identified by terminal master plan	Landside Parking Infrastructure
JNU	Juneau	AIP	$1,300,000	mid	Master Plan	deicing fluid separator and recycling station		

Kasigluk Capital Improvement and Maintenance Program

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
Z09	Kasigluk	AIP	$1,400,000	ASAP	Needs list	Construct 1-bay heated SREB	Heated storage for the new grader is needed to allow for servicing and availability of their grader during winter.	No storage facility for a new grader cost estimate from spending plan.
Z09	Kasigluk	AIP	$5,000,000	ASAP	Inspection	Repair safety area undulations and soft areas	F: Are poorly graded, with varying slopes, frequent, shallow, and occasional deep (over 4") ruts, humps, depressions, ponding, or other surface variations in 50% of safety areas. Safety areas are soft even when dry deep dips and ruts need gravel and compaction, creating a safety hazard for aircraft.	Deep undulations in safety areas. This project could be combined with the runway reconstruction project.
Z09	Kasigluk	AIP	$350,000	ASAP	NPIAS	Purchase grader with nose plow and snow wing attachment	The airport needs a motor grader to provide for basic airport maintenance also needs heated building to store equipment.	No grader for snow removal at this airport
Z09	Kasigluk	AIP	$500,000	Long	NPIAS	Construct Terminal Building		
Z09	Kasigluk	AIP	$7,000,000	Long	ALP	Construct crosswind runway.		
Z09	Kasigluk	AIP	$8,000,000	Mid	NPIAS	Rehab runway 17/35		
Z09	Kasigluk	AIP	$7,000,000	Short	ALP	Reconstruct runway 17/35 to address settlement and line of sight issues	Dips and holes create safety concerns for aircraft. Airport users have complained about the runway dips and often land after problem areas, in effect shortening the runway. Runway has a "hump" in it creating line of sight issues.	Runway and safety areas have continual settlement issues.
Z09	Kasigluk	AIP	$842,105	Short	NPIAS	Improve SREB		
Z09	Kasigluk	AIP	$-	Short	SEF	SNOWBUCKET LDR	This is included in the 2cy loader replacement	
Z09	Kasigluk	AIP	$302,000	Short	SEF	LOADER WHL 2CY	Will have met life expectancy	To be replaced under normal replacement schedule
Z09	Kasigluk	O&M Operating	$1,500	ASAP	Inspection	Re-level wind sock tower	Leaning wind cone towers can restrict wind cone movement creating inaccurate wind direction and force readings	wind cone tower leaning
Z09	Kasigluk	O&M Operating	$800	ASAP	Inspection	Placards, fire extinguishers and signage for fuel tanks	F: No placards indicating type of fuel/octane/grade. F: Fire extinguishment not readily available. F: Tanks not protected from damage- bollards, fencing, or revetment. F: No "No Smoking" signage present. F: No security lighting at fuel tanks.	
Z09	Kasigluk	State Capital	$350,000	ASAP	Inspection	Brush cutting	F: Equipment needs to be purchased in order to meet the need. This equipment would be rotated between airports within the Bethel region. Brush is a part 77 obstruction.	Includes initial purchase of equipment
Z09	Kasigluk	State Capital	$3,500	ASAP	Inspection	Replace faded runway edge lighting globes	Weathered and faded globes reduce the visibility of the airport lighting system.	Many globes are very dull and weathered. This appears to be a common problem. Possibly request state capital funding to address this in all Bethel region airports.
Z09	Kasigluk	State Capital	$3,500	ASAP	Inspection	Replace cones and reflective bands	Poor visual aids create safety risks for aircraft utilizing these airports.	Combine all signage, lighting and cone projects into a single funding request for all Bethel region airports
Z09	Kasigluk	State Capital	$50,000	ASAP	Inspection	replace threshold panels with current standard markers	Faded and non-standard threshold panels create safety risks for airports and should be corrected ASAP.	Panels are old, faded and non-standard
Z09	Kasigluk	State Capital	$3,000	ASAP	Inspection	Re-level segmented circle	Panels are very un even and do not properly identify the primary wind cone	Segmented circle panels have settled and are uneven
Z09	Kasigluk	State Capital	$50,000	Short	Inspection	Stockpile gravel for surface repairs	Stockpiled gravels and surfacing materials could be utilized to make temporary repairs to runway and safety areas.	Create during runway re-construction project, as well as earlier to provide for temporary repairs.
Z09	Kasigluk	State Capital	$15,000	Short	Inspection	security fence for fuel tanks	F: Fueling area not protected from damage.	The fencing could be included in the new SREB construction project.
Z09	Kasigluk	State Capital	$100,000	Short	Needs List	Minor Gravel Resurfacing and Dust Control	Purchase, haul, and place E-1 to reshape runway crown and compact with a vibratory roller. Apply dust palliative to retain the critical fine particles in the crushed surfacing. To be treated with dust palliative for fines preservation to bind aggregate to prevent loss of fines from the runway surface.	
Z09	Kasigluk	State Capital	$180,000	Short	Inspection	Runway dust palliative		Dust palliative to extend surfacing life

Ketchikan Capital Improvement and Maintenance Program

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
KTN	Ketchikan	AIP	$5,100,000	Long	NPIAS	Expand Access Road	Expand access road to facilitate airport maintenance access	
KTN	Ketchikan	AIP	$5,500,000	Long	NPIAS	Add 2nd Ferry Terminal Berth	An additional berth would allow for use of the old ferry during peak traffic	
KTN	Ketchikan	AIP	$100,000	Long	ALP	KIA fuel storage		
KTN	Ketchikan	State Capital	$0	Long	ALP	Construct parking structure	To ease parking congestion	This may be a duplicate.
KTN	Ketchikan	AIP	$2,631,579	Mid	NPIAS	Improve Terminal Building	Many areas of the terminal have met or exceeded their life expectancy.	
KTN	Ketchikan	AIP	$2,789,474	Mid	NPIAS	Expand GA and Air Cargo Aprons	Expand aprons to meet existing and future growth	
KTN	Ketchikan	AIP	$100,000	Mid	Needs list	Install a second boarding ramp in terminal	A second boarding ramp would allow for simultaneous boarding of 2 aircraft without going out side	
KTN	Ketchikan	AIP	$1,500,000	Mid	Needs list	Construct additional vehicle parking at the ferry dock and terminal	Currently there is inadequate parking, this will prevent further congestion.	
KTN	Ketchikan	AIP	$20,000,000	Mid	ALP	Construct floatplane terminal	Traction D: Some traction material, or excessively steep. Hand Rails D: Hand rails are in poor condition, wood hand rails are “plank” style and do not allow user to curl their fingers around them. Most of the railing is in good shape, except for the rust on the underside of the railing going down left side. Float Surface D: Significant water-logged floatation with significant marine life adhering, contributing to dead load. Extremely uneven surface. The main float is in good condition, the auxiliary float is in extremely poor condition. The main float has areas of minor rot where it appears matting was attached, and areas of wire mesh are so corroded that pieces are coming loose. The aux float has numerous uneven boards, numerous missing and rotten boards. Floats on aux are disintegrating, hardware is broken, in one place hinges have disconnected from the dock and components are held together with rope. ROPE! Carpet F: Carpets or mats secured to the surface, obvious signs of rot.	
KTN	Ketchikan	AIP	$316,000	Mid	SEF	GRADER 34,000#	Replace under normal replacement schedule	
KTN	Ketchikan	AIP	$266,000	Mid	SEF	TRK DUMP 8CY 6X4	Replace under normal replacement schedule	
KTN	Ketchikan	AIP	$365,000	Mid	SEF	LOADER WHL 4.5 - 5CY	Replace under normal replacement schedule	
KTN	Ketchikan	AIP	$430,000	Mid	SEF	BROOM RUNWAY TOWED	Replace under normal replacement schedule	
KTN	Ketchikan	AIP	$650,000	Mid	SEF	BROOM RUNWAY SP	Replace under normal replacement schedule	
KTN	Ketchikan	AIP	$266,000	Mid	SEF	TRK DUMP 8CY 6X4	Replace under normal replacement schedule	
KTN	Ketchikan	AIP	$1,076,400	Mid	SEF	ARFF VEHICLE	Replace under normal replacement schedule	
KTN	Ketchikan	AIP	$315,789	Short	NPIAS	Update Airport Master Plan	Update master plan with airport changes and new growth potential	
KTN	Ketchikan	AIP	$1,052,632	Short	NPIAS	Improve ARFF	Improve ARFF response facilities to better provide for emergency services	
KTN	Ketchikan	AIP	$1,052,632	Short	NPIAS	Construct RSA 11/29	To bring this runway into compliance with RSA standards	
KTN	Ketchikan	AIP	$160,000	Short	Needs list	Pavement overlay of lower apron access TXY.	Overlay taxiway to add strength and extend life of pavement.	
KTN	Ketchikan	AIP	$80,000	Short	Needs list	Pavement overlay of GA apron	Overlay apron to add strength and extend life of	

Ketchikan Capital Improvement and Maintenance Program
(continued)

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
							pavement	
KTN	Ketchikan	AIP	$75,000	Short	Needs list	Purchase a fully equipped search and rescue boat.	To meet emergency ARFF response in waterways	
KTN	Ketchikan	AIP	$75,000	Short	5010	Re do runway markings	Markings are faded and need to be re done	
KTN	Ketchikan	AIP	$150,000	Short	5010	Remove part 77 obstructions	Remove obstructions to improve approach minimums and safety	
KTN	Ketchikan	AIP	$75,000	Short	PCI	Preventative Maintenance for 1,125,000 sq. ft. runway and 587,100 sq. ft. apron/taxiway	Preventative maintenance increases the life of paved surfaces.	
KTN	Ketchikan	AIP	$1,500,000	Short	PCI	Rehabilitate 378,378 sq. ft. apron and taxiway pavement	**UPPER APRON:** Concrete hard stands are raised above asphalt apron causing problems for the plows and surface water. There are a lot of surface cracks, no pot holes noticed. F: Surface is loose and porous showing signs of raveling and in overall poor/unsafe condition (more than 30%). Just on the edge by the lights, asphalt appears to be more like an ATB than a type II or Type III asphalt. D: Frequent thermal cracks. Wide cracks and joints with raveling in cracks. Deterioration along more than 25% of cracks. Edge cracks on up to 25% of pavement edges. Block cracks spaced 5' apart or less. Alligator cracking or poor patches cover up to 20% of surface area. Distortion or settlement 1-2". The asphalt is showing its age. D: Cracking is frequent and widespread. Most cracks have been improperly sealed or offer little to no preservation value. No cracks have been sealed. D: Most runway grooves appear to be worn, are blocked with tar, and have gouges and or rounded edges, leaving a polished or flushing surface. **LOWER APRON:** Very old surface and has lived beyond its life. F: Surface is loose and porous showing signs of raveling and in overall poor/unsafe condition (more than 30%). F: Widespread, severe cracking with raveling and deterioration. Alligator cracking and potholes over 20% of the area. Distortion over 2". D: Cracking is frequent and widespread. Most cracks have been improperly sealed or offer little to no preservation value. No sealant.	
KTN	Ketchikan	AIP	$750,000	Short	PCI	Reconstruct 127,000 sq. ft. runway/taxiway pavement	This section of runway/taxiway has met its life expectancy and is in need of replacement.	
KTN	Ketchikan	AIP	$20,200,000	Short	ALP	RSA improvements	To bring RSA's into compliance.	
KTN	Ketchikan	AIP	$1,100,000	Short	ALP	Expand M&O/SREB and ARFF	**CFR MAINTENANCE:** F: Building is poorly maintained. Building is old and needs a lot of work including doors lighting insulation and heating system. F: Exterior paint and/or panels are in extremely poor condition or considerable visible damage. F: Interior walls and paint are in poor condition (peeling and/or dull) and is dirty. None of the emergency door stop work on the big equipment doors. Widows appear to be	

Ketchikan Capital Improvement and Maintenance Program
(continued)

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
							double pained. Some doors are nonfunctional. F: Doors and windows have significant air leakage. Doors have significant gaps and air leaks. F: Heaters do not have a timer. F: Interior and exterior lighting is failing. F: Ground fault circuits are not installed. F: Abandoned materials present (i.e. tires, junk, trash).	
KTN	Ketchikan	AIP	$1,600,000	Short	ALP	Yes	Ramp is worn/damaged and cannot be safely used.	
KTN	Ketchikan	AIP	$1,080,000	Short	ALP	Airport parking and circulation improvements	To relieve congestion	
KTN	Ketchikan	AIP	$500,000	Short	Inspection	Re level surface drains and hard stands on ramp	Snow removal equipment hits pavement and concrete lips causing a unsafe condition and causing damage to the equipment	Hard stands have differential settlement between asphalt sections and concrete areas.
KTN	Ketchikan	AIP	$90,000	Short	Inspection	Fencing repairs (Lower apron fence non standard)	F: Is not fully fenced or fully accessible by road. F: Perimeter fences and gates are in poor condition, need major maintenance (non-routine).	The lower apron fencing is only 6 foot high and does not meet current standards.
KTN	Ketchikan	AIP	$130,000	Short	SEF	BROOM RUNWAY PUSH	Replace under normal replacement schedule	
KTN	Ketchikan	AIP	$45,000	Short	SEF	SNOWPLOW 18+ AIRPORT	Replace under normal replacement schedule	
KTN	Ketchikan	AIP	$55,000	Short	SEF	SANDER 8CY	Replace under normal replacement schedule	
KTN	Ketchikan	AIP	$950,000	Short	SEF	SNOBLWR SP/W BROOM	Replace under normal replacement schedule	
KTN	Ketchikan	AIP	$346,628	Short	SEF	DE-ICER 4000 GAL	Replace under normal replacement schedule	
KTN	Ketchikan	AIP	$150,000	Short	SEF	HANDICAP PASS LOADER	Replace under normal replacement schedule	
KTN	Ketchikan	AIP	$35,000	Short	SEF	UTIL WAGON MID 4X4	Replace under normal replacement schedule	
KTN	Ketchikan	AIP	$430,000	Short	SEF	BROOM RUNWAY TOWED	Replace under normal replacement schedule	
KTN	Ketchikan	AIP	$0		SEF	TRAILER, FRIC MEASUR	No longer needed	
KTN	Ketchikan	AIP	$14,000,000	Mid	ALP	Exit taxiway		
KTN	Ketchikan	AIP	$2,100,000	Mid	ALP	GA and air cargo expansion		this appears to be a duplicate project
KTN	Ketchikan	Local	$50,000	Short	Inspection	Brushing, safety areas and fence line	Reduce wildlife habitat near the airport	
KTN	Ketchikan	Local	$20,000	Short	Inspection	PAPI bases need fill around them to eliminate hump	LOC issue	
KTN	Ketchikan	Local	$100,000	Short	Inspection	Runway pavement seams bleed water in winter	Water bleeding through the pavement seams creates icing conditions and potential damage to the asphalt surface.	It appears that routing these seams and applying a crack sealant will correct this issue.
KTN	Ketchikan	Local	$25,000	Short	Inspection	Fencing repairs (eliminate gaps under fence)	Gaps under fencing is allowing wildlife to enter Airport	
KTN	Ketchikan	Local	$0	Long	ALP	Construct executive hangars	Inadequate information available to provide cost estimate	Who would do this?

Klawock Capital Improvement and Maintenance Program

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
AKW	Klawock	AIP	$2,210,526	Long	NPIAS	Construct Terminal Building	To provide a common passenger terminal area.	
AKW	Klawock	AIP	$1,000,000	Long	Needs List	Construct air cargo apron improvements and a cargo terminal	To provide for additional air cargo activity	
AKW	Klawock	AIP	$1,800,000	Long	Needs List	Construct access road and aircraft pullout ramp to provide SP access to airport apron	Connect the airport and seaplane base, to facilitate transfer of passenger and cargo and assist in aircraft servicing and access to the airport	
AKW	Klawock	AIP	$1,600,000	long	Needs List	construct parallel taxiway	To reduce the need for back taxing and make runway more available	
AKW	Klawock	AIP	$0	Long	Needs List	Construct ARFF building and purchase ARFF vehicle		Not required for this airport
AKW	Klawock	AIP	$2,550,000	Long	Master Plan	Construct runway extension		
AKW	Klawock	AIP	$2,000,000	Long	Master Plan	Expand apron and lease lots		This may be a duplicate
AKW	Klawock	AIP	$526,316	Mid	NPIAS	Improve Access Road		
AKW	Klawock	AIP	$736,842	Mid	NPIAS	Construct Twy		
AKW	Klawock	AIP	$3,473,684	Mid	NPIAS	Rehabilitate Rwy 02/20		
AKW	Klawock	AIP	$1,500,000	Mid	Needs List	Expand terminal aircraft parking apron	Provide additional parking for transient aircraft.	
AKW	Klawock	AIP	$700,000	Mid	Needs List	Construct access taxiway to GA aviation lease lots	To increase lease lot access for aircraft, and prevent conflicts on the service road.	
AKW	Klawock	AIP	$2,500,000	Mid	Needs List	Replace seaplane float		
AKW	Klawock	AIP	$1,894,737	Mid	NPIAS	Construct Apron		Is the same as expand terminal aircraft parking apron
AKW	Klawock	AIP	$200,000	Mid	Master Plan	Construct helipad	To provide a designated area for helicopter usage.	
AKW	Klawock	AIP	$1,473,684	Short	NPIAS	Construct SREB	To house airport snow removal equipment	
AKW	Klawock	AIP	$1,263,158	Short	NPIAS	Remove Part 77 obstructions	To provide safer approaches	
AKW	Klawock	AIP	$200,000	Short	Needs List	Install approach lighting		
AKW	Klawock	AIP	$600,000	Short	Needs List	Construct vehicle parking lot		
AKW	Klawock	AIP	$1,200,000	Short	ALP	Reduce runway grade, extend runway 1000'	Increase safety	
AKW	Klawock	AIP	$220,000	Short	ALP	Remove ROFA and airspace obstructions	Increase safety	
AKW	Klawock	AIP	$100,000	Short	PCI	500,000 sq. Ft. Runway preventative maint	Extend pavement life	
AKW	Klawock	AIP	$100,000	Short	PCI	396,375sq.ft. Apron and txy preventative maint	Extend pavement life	
AKW	Klawock	AIP	$500,000	Short	Master Plan	Construct connector road between apron and access road		
AKW	Klawock	AIP	$750,000	Short	Master Plan	Construct txy between lease lot reserve and former apron	To increase lease lot access to aprons	
AKW	Klawock	AIP	$0	Short	Master Plan	Designate public parking	Provide for transient and public use parking	This may be a duplicate with construct vehicle parking lot
AKW	Klawock	AIP	$3,000,000	Short	Master Plan	Construct float plane haul out and access road.	Construct access road and aircraft pullout ramp to provide SP access to airport apron	This may be a duplicate
AKW	Klawock	AIP	$20,000	Short	2012 inspection	Evaluate /Repair rwy undulations	After consulting with Airport management and planning, it appears that the settlement is getting worse. In order to determine the amount of movement it is recommended that a survey be completed each year to	RWY has undulations that are getting worse. Possible survey to determine annual movement.

Klawock Capital Improvement and Maintenance Program
(continued)

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
							document the amount of movement in the runway surface.	
AKW	Klawock	AIP	$55,000	Short	SEF	SANDER 6CY	To be replaced under normal replacement schedule	Normal replacement
AKW	Klawock	AIP	$266,000	Short	SEF	TRK DUMP 8CY 6X4	To be replaced under normal replacement schedule	Normal replacement
AKW	Klawock	AIP	$430,000	Short	SEF	BROOM RUNWAY TOWED		Is this an additional unit?
AKW	Klawock	Lease Holder	$0	Short	Inspection	Hazmat barrels located on airport	F: Hazmat barrels located on Airport not marked and stored properly. Leasing issue.	There are 55 gallon fuel barrels located on a lease lot that are not in secondary containment
AKW	Klawock	Local	$0	short	Master Plan	Extend W&S Utilities	Provide public utilities to the airport lease lots.	This may be the city's responsibility to fund
AKW	Klawock	O&M Operating	$20,000	Short	5010	Wildlife control	Wildlife incursion hazard	deer and bear frequent the airport
AKW	Klawock	O&M Operating	$65,000	Short	5010	Runway markings (NPU) poor	Improve runway markings	
AKW	Klawock	O&M Operating	$0	Short	Master Plan	Re-do apron lease lot arrangement.		To be done by airport leasing?
AKW	Klawock	O&M Operating	$25,000	Short	Master Plan	Paint 6 biz jet parking spaces	To provide clear delineation of parking areas	
AKW	Klawock	State Capital	$130,000	ASAP	Needs List	Construct ramp parking hard stands	Heavier aircraft including corporate jets are causing damage to the apron from parking. In the interim all heavier aircraft are required to provide their own portable hard stands.	
AKW	Klawock	State Capital	$100,000	ASAP	Inspection	Electrical conduit exposed	The electrical conduit is hidden in the brush at the top of the culvert inlet. Brushing operations could easily hit the conduit causing power outages as well as injury and or damage to the brush cutter and operator.	This could be a serious safety hazard for brush cutting activities.
AKW	Klawock	State Capital	$15,000	Mid	Inspection	Wind sock segmented circle panels	Replace or re-laminate for more reflectivity	
AKW	Klawock	State Capital	$80,000	Short	Master Plan	Add 7 smaller aircraft tie downs	Provide for additional aircraft tie downs	
AKW	Klawock	State Capital	$20,000	Short	Master Plan	Add NPI markings	Pilot advisory	
AKW	Klawock	State Capital	$45,000	Short	Master Plan	Relocate wind sensor	Winds are not always accurate at current location	
AKW	Klawock	State Capital	$500,000	Short	Master Plan	Improve airfield pavement	Extend pavement life	Duplicate?
AKW	Klawock	State Capital	$0	Short	Needs List	Transfer PAPI ownership to FAA, restore RWY 20 PAPIs		If this project is just to process paperwork, it will not require additional funding
AKW	Klawock	State Capital	$35,000	Short	Needs List	Brush cut RSA RWY 2/20	Remove wildlife habitat and RSA hazards	
AKW	Klawock	State Capital	$100,000	Short	Inspection	Safety Area Drainage	Drainage at the end of 02 has resulted in erosion and steep areas. Would be good to address with surface undulations, and maintain in the meantime. Also, if drainage could be pulled away from edges of runway a bit that would be good.	
AKW	Klawock	State Capital	$75,000	Short	Inspection	Runway signs	Runway hold signs need black outline around the number to be compliant with current standards	
AKW	Klawock	State Capital	$20,000	Mid	Needs List	Parking lot 100 sq. ft.? Raise approx. 1,000 lf. of access road to apron grade		

Kwethluk Capital Improvement and Maintenance Program

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
FKW	Kwethluk	AIP	$12,000,000	Long	needs list	Acquire land and construct crosswind runway, twy, apron lights, navaids and access road.	Construct a new 2400' X 60' gravel surface crosswind runway with a 2980'X120' safety area, install runway lights and avigation aids. The runway will be constructed in 2 phases; Phase 1 will construct the runway embankments and phase 2 will surface the runway and install MIRL lighting.	To provide more consistent service to Kwethluk when winds are not favorable to the existing runway.
FKW	Kwethluk	AIP	$3,000,000	mid	Master Plan	Rehab RW 18/36 gravel surface, safety areas, txys and ramp	Rehab all surfaces and repair undulations.	Rehab airport surface areas
FKW	Kwethluk	AIP	$2,500,000	Short	5010	Remove approach (hill) RWY 36	Threshold 35 unusable; slopes uphill 1.5 degrees, soft surface with grass and brush	Requires barging in gravel and equipment
FKW	Kwethluk	AIP	$800,000	short	needs list	Construct one bay SREB with floor	New SREB is needed to house additional snow removal equipment being purchased for the Kwethluk airport.	Cost estimate from Spending Plan (after FY13)
FKW	Kwethluk	AIP	$130,000	short	Master Plan	Purchase Caterpillar D-4 Dozer	F: Dozer needs to be purchased to clear snow berms that are pushed up with the grader during snow removal operations.	Airport only has a grader for airport snow removal (cost estimate from Spending plan After FY 13)
FKW	Kwethluk	AIP	$316,000	Short	SEF	GRADER 30,000#	Replace grader under normal replacement timeline.	Normal replacement
FKW	Kwethluk	O&M Capital	$3,500	ASAP	Inspection	Replace faded rwy edge lighting globes	Runway lighting globes are faded and should be replaced.	Edge light globes are faded and or dull.
FKW	Kwethluk	O&M Capital	$3,500	ASAP	Inspection	Replace cones and reflective bands	F: Poor condition. F: Considerably faded in color, or wrong color.	Runway cones are faded and or damaged
FKW	Kwethluk	O&M Capital	$10,000	ASAP	Inspection	Re-level wind sock tower	**BOTH POLES** F. Pole is greater than a 5 degree discrepancy, wind cone unreliable	Both wind sock towers are leaning. NOTAMed out-of-service.
FKW	Kwethluk	O&M Capital	$100,000	mid	Inspection	Stockpile gravel for surface repairs	Maintenance stockpile of gravel and surfacing materials to allow for airport surface repairs.	Maintenance gravel stockpile
FKW	Kwethluk	O&M Capital	$60,000	short	Inspection	SREB maintenance	F: Doors and windows do not operate properly. Doors do not open properly in winter bind on snow and ice. F: Heaters do not have a timer. Heater does not work all the time and needs to be serviced and evaluated for repair or replacement. F: Metal floors needs repairs. Floor has sunken, water will not reach drain pan floor needs to be repaired or replaced. D: Fire extinguishers are not marked and have obstructions in front of them or have not been properly maintained. Fire extinguisher need to have signs and have maintenance checks.	SREB needs maintenance
FKW	Kwethluk	O&M Capital	$25,000	short	Inspection	Brush cutting	D: Brush is maintained in few areas, with considerable wildlife habitat. F: Brush is not maintained, creating habitat and visibility issues near the airport. Airport needs brushing.	Assumes purchase of a transient brush cutter
FKW	Kwethluk	O&M Capital	$100,000	short	Inspection	Repair safety area undulations and soft areas	D: Are minimally graded, with varying slopes, frequent shallow and occasional deep (over 3") ruts, humps, depressions, ponding or other surface variations in 30% of safety areas. Lots of dips in safety areas.	Safety areas have undulations and soft areas. Requires gravel to be barged in for repairs
FKW	Kwethluk	O&M Capital	$180,000	short	Inspection	Runway dust palliative	Dust palliative application will extend the life of the runway surfacing.	Apply dust palliative to runway to reduce loss of surfacing.
FKW	Kwethluk	O&M Capital	$100,000	Short	Needs List	Minor Gravel Resurfacing and Dust Control	Purchase, haul and place E-1 to reshape runway crown and compact with a vibratory roller. Apply dust palliative to retain the critical fine particles in the crushed surfacing. To be treated with dust palliative for fines preservation to bind aggregate to prevent loss of fines from the runway surface.	

Nome Capital Improvement and Maintenance Program

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
AOM	Nome	AIP	$5,263,158	ASAP	NPIAS	Acquire land for RSAs	Required to extend RSA	Cost estimate from NPIAS
AOM	Nome	AIP	$16,684,211	ASAP	NPIAS	Construct RSA 10/28	To bring runway into compliance with standards	Cost estimate from NPIAS
AOM	Nome	AIP	$26,315,789	ASAP	NPIAS	Construct RSA 03/21	To bring runway into compliance with standards	Cost estimate from NPIAS
AOM	Nome	AIP	$13,000	ASAP	Inspection	Tie Down Areas - Provide for Additional Tie-Downs	Airport needs additional tie down areas for small aircraft.	
AOM	Nome	AIP	$-	long	Master plan	Re construct rwy 10/28 subgrade stage III	Replace poor foundation materials.	Inadequate information available for cost estimating
AOM	Nome	AIP	$22,105,263	Long	NPIAS	Construct new GA runway	To provide better GA service	Cost estimate from NPIAS
AOM	Nome	AIP	$-	long	Master Plan	Apron resurfacing phase III	improve apron pavement	Inadequate information available for cost estimating
AOM	Nome	AIP	$-	Long	ALP	Construct gravel RWY 03L/21R	For small aircraft with unimproved surface tires.	Inadequate information available for cost estimating
AOM	Nome	AIP	$-	Long	Needs list	Pave remaining gravel aprons and TXY's in NE hangar area.	Reduce fod on other paved surfaces,	Inadequate information available for cost estimating
AOM	Nome	AIP	$15,789,474	Long	NPIAS	Remove obstructions to Part 77 surfaces and RVZ	Increases safety and improves minimums	Cost estimate from NPIAS
AOM	Nome	AIP	$-	Long	ALP	Relocate Snake River	Allow for future airport expansion	Project deemed non feasible, per Airport Manager
AOM	Nome	AIP	$-	Long	Master Plan	Terrain Removal / line of sight improvements	Improves safety and minimums	Inadequate information available for cost estimating
AOM	Nome	AIP	$-	Long	Needs list	Acquire land for apron and drainage	Allow for future airport expansion	Inadequate information available for cost estimating
AOM	Nome	AIP	$-	Long	Needs list	Construct drainage improvements and a new GA facility	Allow for future airport expansion	Inadequate information available for cost estimating
AOM	Nome	AIP	$31,578,947	Long	NPIAS	Extend Rwy 10/28	Allows for larger aircraft usage	Cost estimate from NPIAS (Project deemed non feasible, per airport manager)
AOM	Nome	AIP	$5,000,000	Long	ALP	Construct parallel taxiway	To provide better traffic flow	
AOM	Nome	AIP	$100,000	Long	Inspection	Need Long-Range Plan for Compatible Uses for Security and Operational Issues	To meet the changing security requirements	
AOM	Nome	AIP	$200,000	Long	Inspection	De-icing Fluids Storage/Treatment study/design	This will prepare the Nome airport for anticipated regulations for the disposal and treatment of de-icing fluids.	EPA guidelines are expected
AOM	~~Nome~~	AIP	$950,000	Long	SEF	Replace SNOBLWR SP/W BROOM	Replace under normal replacement cycle	
AOM	~~Nome~~	AIP	$346,628	Long	SEF	Replace TRK DE-DEICER 2000g	Replace under normal replacement cycle	
AOM	Nome	AIP	$30,000	Long	SEF	TRLR TRAVEL	Replace under normal replacement cycle	Water rescue trailer
AOM	Nome	AIP	$1,076,400	Long	SEF	Replace ARFF VEHICLE	Replace under normal replacement cycle	
AOM	Nome	AIP	$-	mid	Master plan	Reconstruct rwy 10/28 subgrade stage II	Replace poor foundation materials.	Inadequate information available for cost estimating
AOM	Nome	AIP	$-	Mid	Master Plan	Expand GA RWY stage II	To improve GA landing length.	Inadequate information available for cost estimating
AOM	Nome	AIP	$-	mid	Master Plan	Apron resurfacing phase II	improve apron pavement	Inadequate information available for cost estimating
AOM	Nome	AIP	$-	Mid		Increase RSA, ROFA, and ROFZ, runway 10/28	Improve runway safety	Inadequate information available for cost estimating
AOM	Nome	AIP	$1,052,632	Mid	NPIAS	Update Airport Master Plan and Airport layout plan and declared distances	Allows for changes to the airport plans based on changing conditions.	Completed in Fall 2011 - complete again in 10 years Cost estimate from NPIAS
AOM	Nome	AIP	$-	Mid	ALP	Rwy 10/28 increase pavement strength	Allows for larger aircraft usage	Inadequate information available for cost estimating

Nome Capital Improvement and Maintenance Program
(continued)

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
AOM	Nome	AIP	$900,000	Mid	Inspection	Replace Runway 10-28 Lighting	The lighting system on RWY 10-28 has poor connectivity and experiences frequent outages due to line failures.	System is Worn Out, Low Connectivity
AOM	Nome	AIP	$900,000	Mid	Inspection	Improved Replacement Schedule and Funding For Maintenance Equipment.	Sometimes equipment is not replaced timely due to funding constraints. Properly functioning and reliable snow removal equipment is a key safety factor in the effective and efficient winter maintenance of Airports.	This will replace critical equipment that is beyond its usefull life
AOM	Nome	AIP	$430,000	Mid	SEF	Replace BROOM RUNWAY PUSH	Replace under normal replacement cycle	
AOM	Nome	AIP	$55,000	Mid	SEF	SANDER 8CY STAINLESS	Replace under normal replacement cycle	
AOM	Nome	AIP	$600,000	Mid	SEF	DOZER CRWLR +30T	Replace under normal replacement cycle	D-8 class
AOM	Nome	AIP	$325,000	Mid	SEF	LOADER WHL 4.5 - 5CY	Replace under normal replacement cycle	
AOM	Nome	AIP	$115,000	Mid	SEF	GRAVEL SCREEN PLANT	Replace under normal replacement cycle	
AOM	Nome	AIP	$950,000	Mid	SEF	SNOBLWR SP/W BROOM	Replace under normal replacement cycle	
AOM	Nome	AIP	$-	Long	SEF	TRAILER, FRIC MEASUR		This unit is no longer used (per airport manager)
AOM	Nome	AIP	$-	Short	Master plan	Re construct rwy 10/28 subgrade stage I	Replace poor foundation materials.	Inadequate information available for cost estimating
AOM	Nome	AIP	$-	Short	Master Plan	Apron re construction stage I	Improve Apron embankment	Inadequate information available for cost estimating
AOM	Nome	AIP	$5,800,000	Short	PCI	Preventative Maintenance for 1,711,650 sq. ft. of runway and 489,709 sq. ft. of apron and taxiway pavement	Extends the useful life of pavement.	
AOM	Nome	AIP	$3,000,000	Short	NPIAS	Rehabilitate 650,535 sq. ft. apron, taxiway and runway pavement including rwy 10/28	Pavement condition report and NPIAS shows these sections of pavement need rehabilitation	See PCI report
AOM	Nome	AIP	$-	Short	Needs list	Increase pavement strength to accommodate larger aircraft	allows for parking and operating heavier aircraft.	Inadequate information available for cost estimating
AOM	Nome	AIP	$80,000	Short	Master Plan	Storm water management plan	Need storm water management plan to meet requirements	
AOM	Nome	AIP	$50,000	Short	master plan	Prepare land use plan and property acquisition.	Need land use and acquisition plan for future airport uses.	
AOM	Nome	AIP	$3,100,000	Short	Inspection	Fence perimeter of airfield and Perimeter Roads	F: Large wildlife is observed on the runway or taxiway Musk ox problem not fully resolved. Fencing will help prevent wildlife from accessing the airport.	Fencing to include access road
AOM	Nome	AIP	$430,000	Short	Inspection	Replace tow behind broom		This unit is not on a regular replacement schedule. It needs replacement per the airport manager
AOM	Nome	AIP	$150,000	Short	SEF	Replace HANDICAP PASS LOADER	Replace under normal replacement cycle	
AOM	Nome	AIP	$35,000	Short	SEF	Replace UTIL WAGON 4X4 Full size	Replace under normal replacement cycle, with a full size SUV	Replace with Full-Size Utility
AOM	Nome	AIP	$160,000	Short	SEF	SNOBLWR LMT +1500TPH	Replace under normal replacement cycle	
AOM	Nome	AIP	$-		ALP	Shorten RWY ,RSA,ROFA& ROFZ, lengthen RSA beyond rwy ends and RPZ (21L) runway 03/21L		This project is probably not needed. Delete per Airport manager
AOM	Nome	AIP	$200,000	Short	Inspection	Crack sealing and ponding repairs	**Taxiway Golf, and also Foxtrot south, Echo**. D: Cracking is frequent and widespread. Most cracks have been improperly sealed or offer little to no preservation value. **South Ramp**: F: Pavement edges have numerous	Need additional resources to be able to complete all the crack sealing at the Nome airport.

Nome Capital Improvement and Maintenance Program
(continued)

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
							broken segments and constant lips 3” or higher. Lip is 6 inches on drain repair areas are pushing up. D: Cracking is frequent and widespread. Most cracks have been improperly sealed or offer little to no preservation value. **Bering Air Ramp** D: Surfaces are inconsistent, resulting in poor drainage and ponding (under 30%). Ponding is widespread.	
AOM	Nome	O&MOperating	$-	ASAP	Inspection	Identify additional lease lots	Provide additional lease lots to accommodate current needs and future growth.	Leasing project
AOM	Nome	StateCapital	$340,000	ASAP	Inspection	Install Electronic Access Controls for airfield	To comply with access control requirements	Card reader access controls for all existing electronic gates.
AOM	Nome	StateCapital	$20,000	ASAP	Inspection	Install 12-Foot Fencing around the ARFF building	Increase security fencing height to meet 10 foot setback rule. Parking area is limited in width and will not allow for parking in compliance with the 10 foot setback rule. Funding for all security related deficiencies could be combined into a single project.	Near ARFF for 10 foot setback Set-Back Rule

Salmon Lake Capital Improvement and Maintenance Program

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
Z81	Salmon Lake	O&M Operating	$1,000	ASAP	Inspection	Signage For "No Admittance"	Signage needed to prevent inadvertent access to this uncontrolled runway.	Signage near the airport access road to warn motorists of the runway.
Z81	Salmon Lake	O&M Operating	$5,000	ASAP	Inspection	Remove Road that Provides Direct Access	Needed to prevent inadvertent access to the runway.	Reroute road to an existing road that parallels the RWY
Z81	Salmon Lake	O&M Operating	$2,000	ASAP	Inspection	Relocate Threshold to 1860' Adjust Cones Accordingly	Make the actual runway length match the published length.	To be completed by M&O, verify during next inspection
Z81	Salmon Lake	State Capital	$5,000	ASAP	Inspection	Replace Cones		Replace worn and damaged cones as required
Z81	Salmon Lake	State Capital	$1,500	ASAP	Inspection	Install Updated Threshold Markers	Provides for uniformity at all DOT airports.	Replace old style threshold markers with new style
Z81	Salmon Lake	State Capital	$900,000	Long	5010	Resurface runway, apron and taxiway	RWY soft when wet with 6" rocks.	Surfaces rehabbed in 2012, need resurfacing in long term.
Z81	Salmon Lake	State Capital	$700,000	Long	5010	Remove Part 77 obstructions	Better approach	Pile of gravel beyond the safety area approach end of RWY 33
Z81	Salmon Lake	State Capital	$25,000	Long	ALP	Obtain wind data (crosswind runway needed?)		Cross wind RWY not needed in the foreseeable future
Z81	Salmon Lake	State Capital	$0	Long	5010	Install fencing (5010 indicates rwy used as roadway)	Project no longer needed due to road reroute	Road has been re-routed by M&O to prevent RWY use by vehicles.
Z81	Salmon Lake	State Capital	$200,000	Long	Inspection	Surface Safety Areas	Once safety areas are identified, they should be surfaced to allow for the occasional passage from an aircraft without causing damage.	Safety area widths are being identified.
Z81	Salmon Lake	State Capital	$900,000	Long	Inspection	Resurface Airport Access Road	Provide a maintainable driving surface.	
Z81	Salmon Lake	State Capital	$60,000	Mid	Inspection	Revise ALP for Safety Areas and Ultimate Plan		
Z81	Salmon Lake	State Capital	$50,000	Short	Inspection	Install Segmented Circle		Combine needs for segmented circles at other NR airports?
Z81	Salmon Lake	State Capital	$5,000	Short	Inspection	Improve Aircraft tie-down area and install additional aircraft tie-downs	Eliminate old barrels from being left on the airport, creating a hazard.	Currently there are no tie-downs available. There were some 55 gallon drums that appeared to have been used as tie-downs previously.
Z81	Salmon Lake	State Capital	$160,000	Short	Inspection	Dust Palliative	Needed to preserve the runway surfacing	This could be included in a NR airport dust palliative program?

Sand Point Capital Improvement and Maintenance Program

Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
SDP	Sand Point	AIP	$15,000,000	Mid	ALP	Runway rehab and extension. Phase 1	Under the first project, the RSA embankment and shore protection would be extended 700 ft. to the south into water up to 50 ft. deep.	$ 6.3 million (2002)
SDP	Sand Point	AIP	$16,000,000	Mid	ALP	Runway rehab and extension. Widen and extend RSA, Pave access roads, Replace runway lighting Phase 2	The second phase includes relocating the runway 26 ft. to the east, paving the runway extension and airport access roads, rehabbing the existing airport pavement, pavement markings, pavement grooving, runway light replacement, and relocating the REILS, replacing the VASI's with PAPI's in conformance with the new thresholds.	$6.8 million ((2002)
SDP	Sand Point	AIP	$6,400,000	Long	ALP	Widen and extend RSA		Could be included in Phase 2 project
SDP	Sand Point	AIP	$2,000,000	Short	PCI	Preventative Maintenance on 788,850 sq. ft. runway pavement		
SDP	Sand Point	AIP	$1,300,000	Short	PCI	Preventative maintenance on 542,900 sq. ft. apron/taxiway pavement		
SDP	Sand Point	AIP	$11,000,000	Long	Needs List	Demo existing Sand Storage Building and construct new Sand Storage and SRE/ARFF buildings		
SDP	Sand Point	AIP	$3,000,000	Mid	Needs List	Remove Part 77 obstructions from bluffs east of runway		
SDP	Sand Point	AIP	$3,400,000	Mid	Inspection	Repair ponding areas in apron	Apron has considerable ponding areas which create hazardous conditions when standing water freezes.	
SDP	Sand Point	O&M Capital	$500,000	Short	Needs List	Minor Pavement Repairs	Seal coat with aggregate the parking apron.	
SDP	Sand Point	O&M Capital	$94,000	ASAP	Inspection	Repaint all airport markings Layout and repair pavement markings on runway, taxiways and apron.	**RUNWAY** F: Markings Failing (more than 30% wear). F: Are not uniform, barely visible and have limited to no contrast from pavement. Markings are dull and have poor contrast from pavement. F: Beads are not applied. Markings are not visible in wet and dark conditions. Markings are very faded, could not verify night time or wet reflectivity. F: Significant peeling, blistering, chipping and fading of markings observed, markings obliterated in many areas (more than 30%). Considerable chipping, fading and or peeling on all markings. Markings are very worn. **TAXIWAY A/B:** F: Markings Failing (more than 30% wear). Markings are very faded, some are very difficult to see. F: Are not uniform, barely visible and have limited to no contrast from pavement. Markings are very faded, with poor contrast. F: Beads are not applied. Markings are not visible in wet and dark conditions. Beads are not visible due to worn paint. F: Significant peeling, blistering, chipping and fading of markings observed, markings obliterated in many areas (more than 30%). **APRON** F: Markings Failing (more than 30% wear). The only markings on the ramp are the taxi lane markings these are very worn. F: Are not uniform, barely visible and have limited to no contrast from pavement. Paint is very	All airport markings are faded and some are completely obliterated.

Sand Point Capital Improvement and Maintenance Program
(continued)

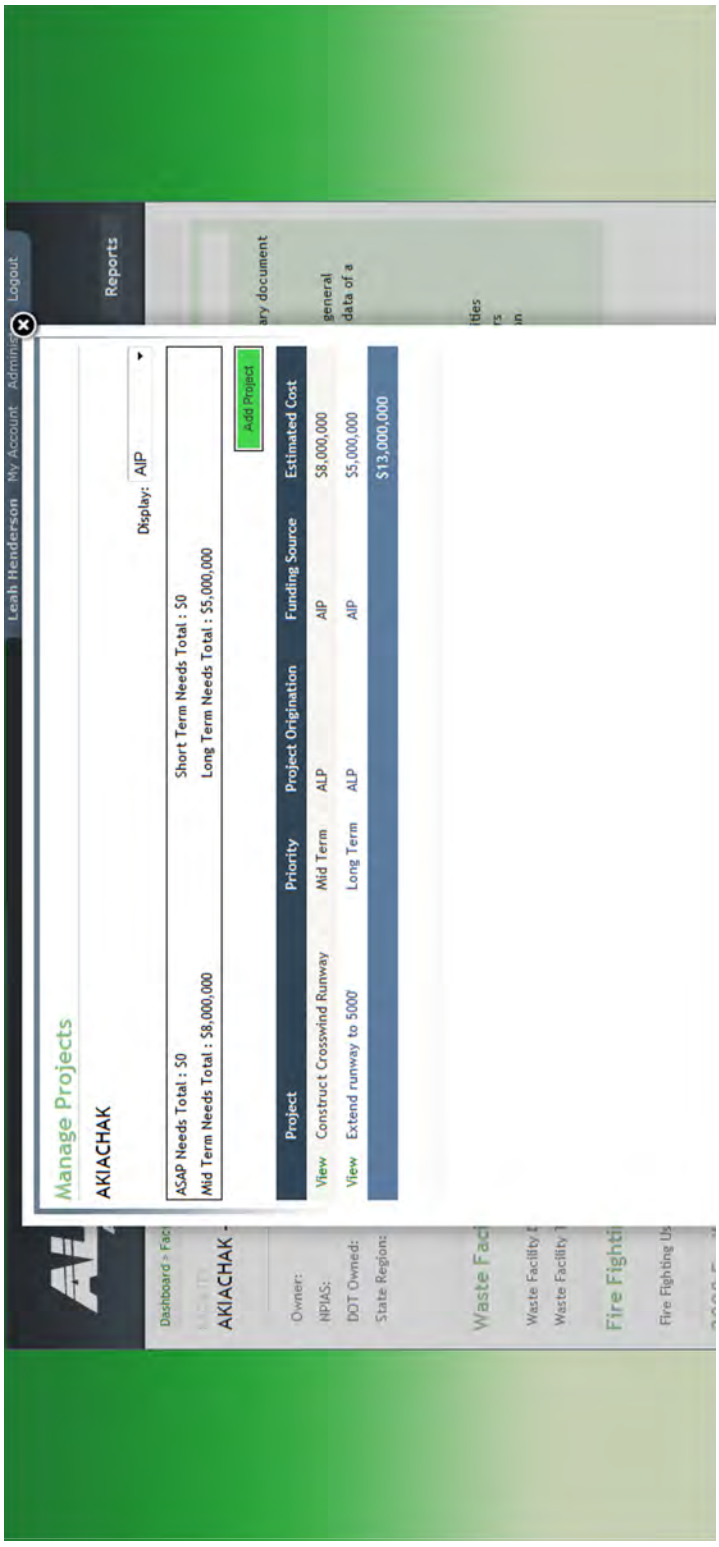
Facility ID	Facility Name	Funding Source	Estimated Cost	Priority	Project Origination	Project Description	Project Justification	Notes
							worn, limited contrast from pavement. F: Beads are not applied. Markings are not visible in wet and dark conditions. Beads and paint are worn out. F: Significant peeling, blistering, chipping and fading of markings observed, markings obliterated in many areas (more than 30%).	
SDP	Sand Point	AIP	N/A	Short	SEF	Replace SNOWPLOW GRDR	Attachment included with the Grader	10244
SDP	Sand Point	AIP	N/A	Short	SEF	Replace SNOWWING GRDR	Attachment included with the Grader	10245
SDP	Sand Point	AIP	$369,000	Short	SEF	Replace GRADER RURAL ARPT	replace under normal replacement schedule	31099
SDP	Sand Point	AIP	$-	Long	SEF	Replace ARFF VEHICLE	Airport not required to have ARFF, therefore replacement ARFF vehicle not needed	33665
SDP	Sand Point	AIP	$35,000	Short	SEF	Replace UTIL WAGON MID 4X4	Replace under normal replacement schedule	35018
SDP	Sand Point	AIP	$156,000	Short	SEF	SNOBLWR LMT +1500TPH	Replace under normal replacement schedule	11117
SDP	Sand Point	AIP	$-	Mid	SEF	U-BLADE LDR 12CY	Attachment included in Loader WHL 3 to 4CY	11434
SDP	Sand Point	AIP	$200,000	Mid	SEF	BROOM RUNWAY TOWED	Replace under normal replacement schedule	36549
SDP	Sand Point	AIP	$369,000	Long	SEF	GRADER 37,000# ARTIC	Replace under normal replacement schedule	38265
SDP	Sand Point	AIP	$355,000	Short	SEF	LOADER WHL 3 TO 4CY	Replace under normal replacement schedule	34023
SDP	Sand Point	AIP	$55,000	Short	Inspection	8 cu Yd. sander	F: Equipment needs to be purchased in order to meet the maintenance needs. Airport needs a 8-yard sander. The current one does not cover the whole runway and ramp areas. Current sander inadequate to sand entire runway	Additional unit

APPENDIX G

Alaska Aviation System Plan Website Screenshots

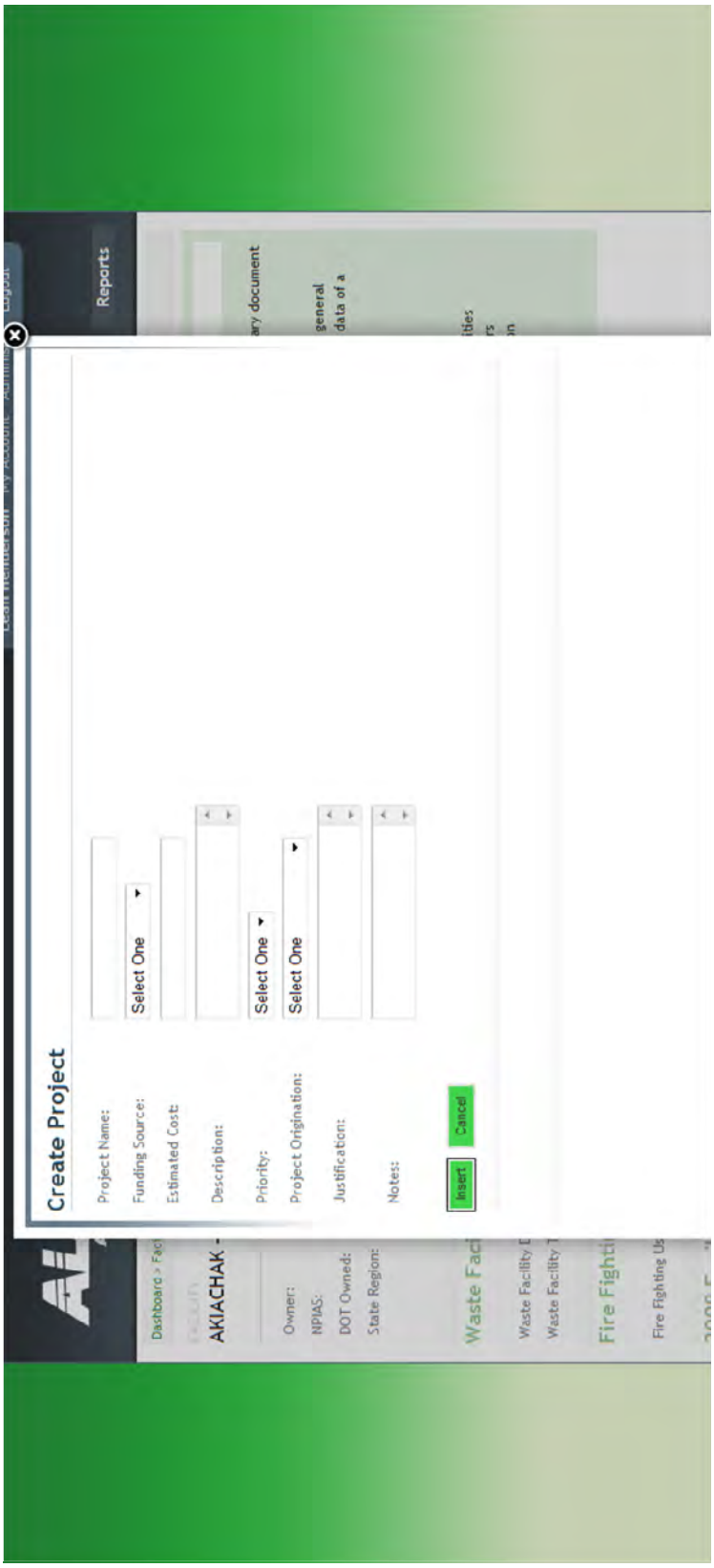
To go to the CIMP, click Projects.

Akiachak's CIMP with example projects. This page shows all projects in the CIMP.



From the display menu (in the top right hand corner of the CIMP) you can choose other funding sources to projects sorted by funding source. This example shows only AIP projects.

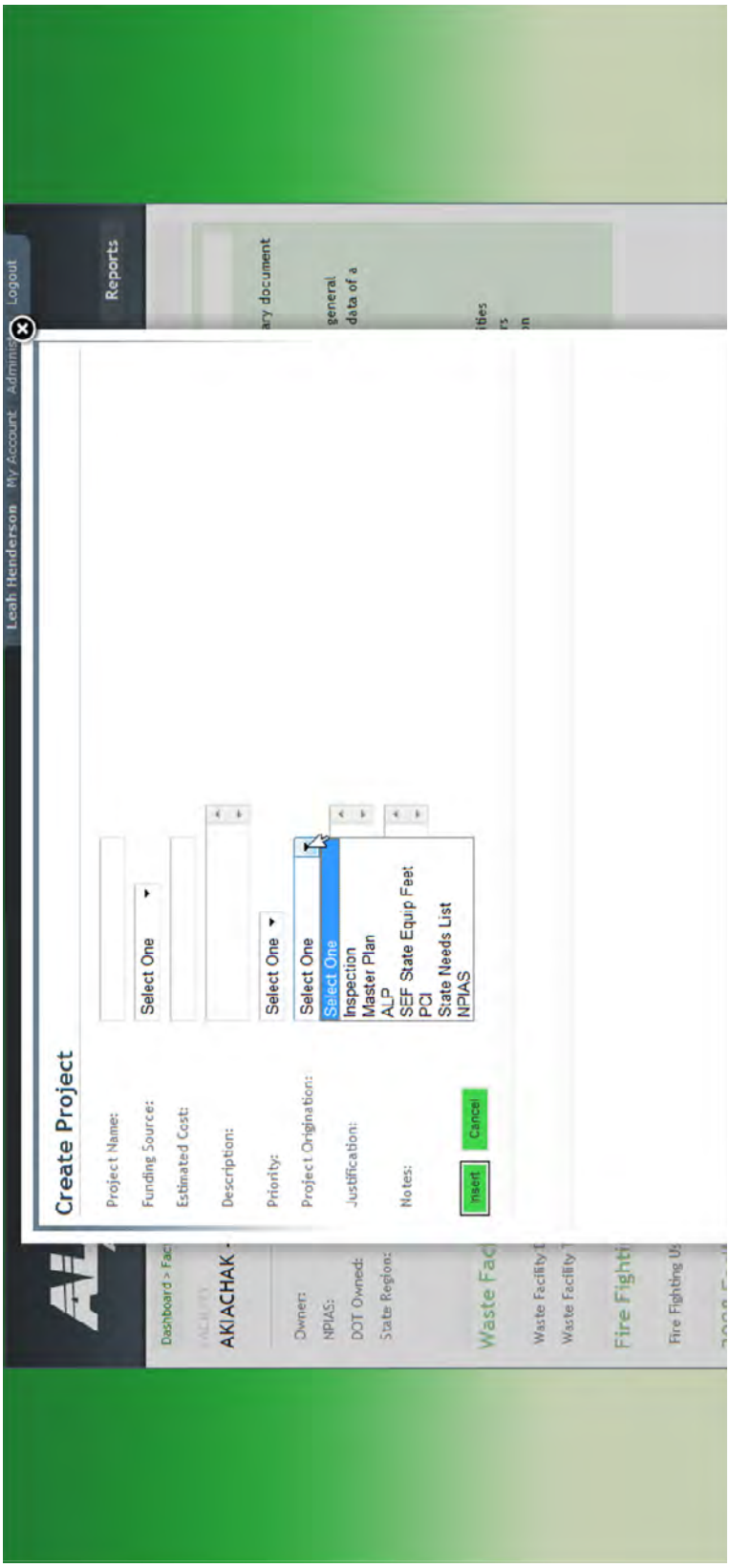
Example project overview.



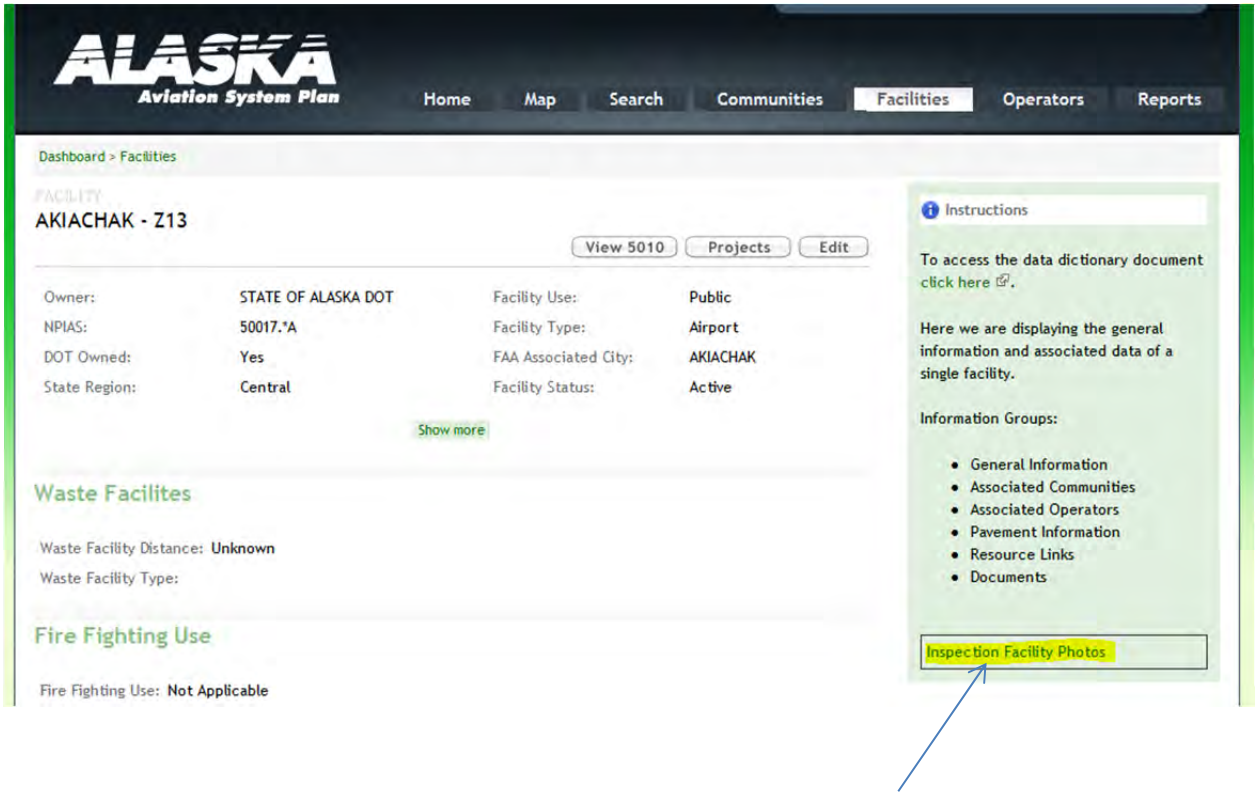
Using the Add Project button you can add projects.

Choose one of five funding sources from a drop down menu.

Choose the project priority from a drop down menu.



Choose how the project originated from the Project Origination drop down menu.



Photos are easily found on the AASP website. To acesss the photos, choose a facility from the Facility Directory, and then click “Inspection Facility Photos”. Users will then need to login to access the photos.

Photos contain the name of the section (checklist), the field (question) and the latitude and longitude so that photos are easily referenced back to the checklist questions. Photos can easily be downloaded, up to 100 at a time.

APPENDIX H

Stakeholder Questionnaire

Stakeholder

DISCUSSION QUESTIONS

Airport of discussion: _____
Name of Interviewee: _____
Company: _____
Contact Information: _____
_____
Name of Interviewer: _____
Date of Interview: _____

Carrier Questions

1. Your operations at this airport are mainly passenger, cargo, medevac, flightseeing or other?

2. How many operations per day, month or year? (one landing = 1 operation, one take off = 1 operation, one landing and one takeoff = 2 operations).

3. How is communication with the Airport owner on aviation issues? What could be improved?

4. Is snow removal/airport M&O sufficient to meet your needs? If not, why? What could be improved?

5. If applicable, is aircraft rescue firefighting coverage meeting your operational needs and schedule?

6. What is your current fleet?

7. Does the current runway/s meet the needs for your aircraft capacity and usage?

8. Do you anticipate fleet changes in the next year? 2 years? 5 years?

9. Are there weather observation needs? If weather reporting is available, is it reliable?

10. Are there any navigational aid or approach improvements that would be useful to your operation?

11. Are there important environmental, historical, or cultural properties being impacted by the airport?

12. Is aircraft parking and ramp space and tie downs adequate?

Stakeholder

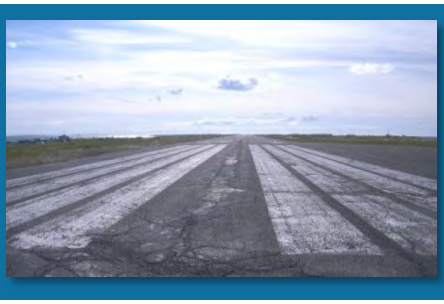
13. Is vehicle parking for your crews/passengers adequate?

14. Are utilities at the airport adequate – water/sewer and electricity?

15. Are other aircraft services adequate such as fuel and aircraft maintenance?

16. Does the airport need greater infrastructure to meet forecasted demand? If so, why? Is the demand expected to increase or change?

17. Are there any other concerns about the airport?





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