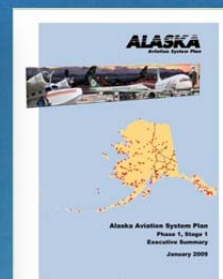
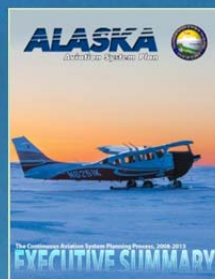




# ALASKA

## Aviation System Plan



## Evaluation of the Prior AASP

JUNE 2014



**ALASKA AVIATION SYSTEM PLAN  
EVALUATION OF THE PRIOR AASP**

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## **1.0 PURPOSE**

An initial task of the 2013-2018 Alaska Aviation System Plan (AASP) was to evaluate “the effectiveness and outcomes of prior AASP work to help guide the next five years.” The evaluation was to include:

*Issue Summary.* A summary of the issues identified at the initiation of the last AASP, whether the issue was addressed, and whether it should be considered for the next AASP.

*Task/Deliverable Summary.* A summary of all of the tasks and deliverables completed in the last AASP, any lessons learned, and any unresolved issues.

*Key Stakeholder Interviews.* Surveys of stakeholders within and outside of the State of Alaska Department of Transportation and Public Facilities (DOT&PF) to gain their insights on the value of prior AASP work and issues needing further attention in the next five years.

*Planner Discussion.* A review of the Evaluation of Prior AASP Efforts with the AASP Planners Advisory Committee.

*Potential AASP Topics.* A list of topics to be considered for the next five years of the AASP.

*Communications/Decisions.* A summary of the communications and decision-making process over the last five years and suggestions for the next five years.

This brief report documents the results of this evaluation, and proposes a list of topics that can be reviewed for potential inclusion in the scope of the AASP as new tasks are authorized during this current five-year planning period.

## **2.0 ISSUE SUMMARY FROM 2008-2013 AASP**

At the beginning of the 2008-2013 AASP, the project team queried DOT&PF and various stakeholders about potential issues to be addressed in the AASP. Many issues were identified by stakeholders and summarized in a table for the consideration of DOT&PF and the Aviation Advisory Board. While some of the issues identified were not relevant for an aviation system plan, others were addressed in the AASP over the last five years.

These issues were recently reviewed and summarized in *Issues/Topics Review From 2008-2013 AASP* (Appendix A) to determine if they were addressed in the last AASP and whether more

work on the issue should be considered for the current AASP. The conclusion of this review was that DOT&PF should consider whether the following issues are suitable for further review in the current AASP:

| Issue   | Comment  |
|---|--|
| Maintenance & Operations (M&O) Workgroup                                  | No outstanding need, but new M&O issues could come up  |
| Airport Inspections & Capital Improvements and Maintenance Program (CIMP) | Already being addressed in current AASP  |
| Comparison of Airport Needs vs. Airport Funding                           | Working on needs through CIMP and performance measures. Comparison of CIMP needs to funding should occur during later phase of current AASP, after all airports are inspected. |
| Rural Aviation Strategic Plan   | Already being addressed in current AASP  |
| Transfer of Airport Ownership to Local Government                         | Potential new issue to examine   |
| How to Encourage Lease Lot Development                                    | Potential new issue to examine   |
| Flexible Use of Airport Land for Revenue Generation                       | Potential new issue to examine   |
| Runway Length Standards   | Potential new issue to examine. Confusion about whether there are standards for Community Airports   |
| Ski Strip Standards   | Potential new issue to examine   |
| Backcountry Airports  | Already being addressed in current AASP  |
| State Funding Program   | Potential new issue to examine   |

### 3.0 TASK/DELIVERABLE SUMMARY FROM 2008-2013 AASP

The 2008-2013 AASP included tasks that should be continued in the current AASP. All of the prior AASP tasks and a discussion of whether there are ongoing issues to address in the current AASP are described below.

| 2008-2013 AASP Task   | Unresolved Issues/Actions for Current AASP   |
|---|--|
| Mission<br>Goals<br>Performance Measures<br>Classifications | <ul style="list-style-type: none"> <li>Reconfirm validity/usefulness of performance measures and add or delete measures. The evaluation by CDM Smith, Inc. will add perspective, as this firm has conducted aviation system planning nationwide</li> <li>Regularly measure/update progress</li> <li>Identify general costs of meeting performance measures and compare to available funding</li> <li>Clarify runway length standard for Community Airports from prior AASP</li> <li>Create a picture of the progress of development of the Alaska Aviation System over the last 20-30 years</li> </ul> |
| AASP Website  | <ul style="list-style-type: none"> <li>Design an upgraded website based on DOT&amp;PF vision</li> <li>Expand DOT&amp;PF familiarity with/use of website</li> <li>Integrate the Capital Improvement Program (CIP)/Airport Project Evaluation Board (APEB) process</li> </ul>  |

| 2008-2013 AASP Task  | Unresolved Issues/Actions for Current AASP  |
|--|---|
| Inventory and Database   | <ul style="list-style-type: none"> <li>• Reconfirm need for/usefulness of data collected and identify any additional data to be collected</li> <li>• Data needs will be partly dependent on items needed to measure performance</li> <li>• Provide more query opportunities</li> <li>• Update data on regular basis</li> <li>• Provide additional direct feeds from original data sources to reduce need to update</li> </ul>   |
| Airspace/Approaches Workgroup  | <ul style="list-style-type: none"> <li>• Update spreadsheet for survey/approach priorities based on latest information</li> <li>• Recommend additional airports for surveys/approaches</li> <li>• Expand workgroup topic to include addressing weather reporting on airports and removal of obstructions and other airspace issues of special significance to the system</li> </ul>   |
| Airport M&O Workgroup  | <ul style="list-style-type: none"> <li>• Address M&amp;O needs under the CIMP inspection process</li> <li>• Continue to address ongoing M&amp;O issues under the AASP, as needed, such as updating Fact Sheets and tracking/responding to new Federal Aviation Administration (FAA) mandates</li> </ul>   |
| APEB Workgroup   | <ul style="list-style-type: none"> <li>• Ongoing issues may be addressed as a Strategic Plan project</li> <li>• Look for ways to automate and make transparent the APEB/Spending Plan process using the AASP web site enhancements</li> <li>• Look at ways to integrate FAA's System of Airports Reporting (SOAR) with AASP website</li> <li>• Use CIMP to identify APEB project needs</li> <li>• Comments in survey suggest ongoing concerns that the current APEB process and policies need changes</li> </ul>                      |
| Airport Needs Inspection Pilot Project (Airport Capital Improvement & Maintenance Program) | <ul style="list-style-type: none"> <li>• Continue to complete airport inspections and fine tune the inspection and application process</li> <li>• Determine how to implement inspections at all DOT&amp;PF airports</li> <li>• Determine how to integrate the 5010 inspections into CIMP inspections</li> <li>• Use CIMP results for CIP and maintenance decision-making</li> <li>• Once needs have been defined for all airports, compare needs to funding and determine how to address the gap between needs and funding</li> </ul> |
| Bypass Mail/Essential Air Service Workgroup and Studies                                    | <ul style="list-style-type: none"> <li>• Continue to monitor national legislation</li> </ul>  |
| Economic Impact Studies  | <ul style="list-style-type: none"> <li>• No further work known at this time</li> </ul>  |
| Economic Analysis of Runway Extensions   | <ul style="list-style-type: none"> <li>• No further work known at this time</li> </ul>  |
| Aviation Functions Within DOT&PF   | <ul style="list-style-type: none"> <li>• No further work known at this time</li> </ul>  |
| Aviation Videos – Lifeline and Costs of Aviation Videos                                    | <ul style="list-style-type: none"> <li>• No further work known at this time. NAVAIDs and a history of Alaska's land status have been suggested as possible topics if more videos are made</li> </ul>  |

#### 4.0 KEY STAKEHOLDER INTERVIEWS

The project team issued surveys to 27 stakeholders within and outside of DOT&PF to gain their insights on the value of prior AASP work and issues needing further attention in the next five years. Eight people responded to the survey. The detailed survey results, *Alaska Aviation System Plan Topic Survey Results*, can be found in Appendix B. The surveyed rankings of topics from the 2008-2013 AASP and for the current 2013-2018 AASP are shown in the table below. The rankings from both suggest the most support for continuing efforts on the CIMP, performance measures, inventory, website, and the need for work on a Rural Airport Strategic Plan and airport land use compliance.

| Ranking of Most Important Topics from<br>2008-2013 AASP    | Ranking of Most Important Topics for<br>2013-2018 AASP |
|--|--|
| 1. Mission, Goals, Performance Measures                    | 1. Rural Airport Strategic Planning                    |
| 2. Airport Needs Inspection Pilot Program                  | 2. Airport Needs Inspection Pilot Program              |
| 3. AASP Website  | 3. Mission, Goals, Performance Measures                |
| 4. Inventory and Database                                  | 4. AASP Website  |
| 5. Economic Impact Studies                                 | 5. Airport Land Use Compliance Workgroup               |
| 6. Aeronautical Surveys/Approaches Workgroup               | 6. Inventory and Database                              |
| 7. Bypass Mail, Essential Air Service Workgroup<br>Studies | 7. Aeronautical Surveys/Approaches Workgroup           |
| 8. Aviation Videos-Lifelines and Costs of Aviation         | 8. Unmanned Aerial Systems Workgroup                   |
| 9. APEB Workgroup  | 9. Public Involvement                                  |
| 10. Airport M&O Workgroup                                  | 10. Backcountry Airports Workgroup                     |
| 11. Economic Analysis of Runway Extensions                 |  |
| 12. Aviation Functions within DOT&PF                       |  |

#### Other AASP Topics Identified in the Survey

- Collect data on numbers and types of operations at rural airports
- Programmatic agreement for military airports related to inheriting design standards and land use compliance issues
- History of land claims settlement and how it has created land use and compliance issues for airports
- SWA Policy Development and Review Workgroup to review past policies and develop new ones
- Title 17 Review Workgroup

- Analysis to better organize the way aviation is structured within DOT&PF and make improvements to the way issues are addressed, communications, providing a staff career ladder, and addressing upcoming budget constraints.

## **5.0 PLANNER DISCUSSION**

DOT&PF and FAA airport planners met on March 5, 2014 to discuss the above information and provide any additional feedback. Because of the packed agenda and limited time to discuss, there were few comments. That could be partly interpreted as general support for the priorities identified in the survey ranking above.

During the meeting, there were two comments in support of needs vs. funding; a comment suggesting that work on unmanned aerial systems is not necessary; and a comment that the work of traditional system planning tasks (inventory, performance measures) is important and should tie to FAA's cornerstone issues. There was a comment that the land use work should consider controlling tower construction around airports. The FAA noted work on backcountry airports is acceptable as long as the effort is limited in scope.

## **6.0 POTENTIAL AASP TOPICS**

The above evaluation of issues generally supports the importance of topics that have been addressed in the 2008-2013 AASP and those proposed for the 2013-2018 AASP. Based on this evaluation, and the DOWL HKM team's experience, the following list of topics should continue to be considered for future phases of the AASP over the next five years. The first table shows proposed AASP topics that are continuations of work started in 2008-2013. The second table shows potential new AASP topics.



| <b>Topics Continued from 2008-2013 AASP</b>   |   |
|---|---|
| <b>Potential AASP Topic For 2013-2018</b>   | <b>Comments</b>   |
| Mission<br>Goals<br>Performance Measures  | <ul style="list-style-type: none"> <li>• Reconfirm validity/usefulness of performance measures and add or delete measures.</li> <li>• Benchmark analysis to determine facility and services deficiencies</li> <li>• Develop score card to identify deficiencies by airport category</li> <li>• Regularly measure/update progress</li> <li>• Identify general costs of meeting performance measures and compare to available funding</li> <li>• Clarify runway length standard for Community Airports from prior AASP – include in benchmark process.</li> <li>• Create a picture of progress of development of the Alaska Aviation System over the last 20-30 years using tables and maps.</li> <li>• Airport access analysis – GIS to identify populations within airport market areas (on-road and off roadway system)</li> </ul> |
| AASP Website  | <ul style="list-style-type: none"> <li>• Design an upgraded website based on DOT&amp;PF vision</li> <li>• Expand DOT&amp;PF familiarity with/use of website</li> <li>• Integrate the CIP/APEB process</li> <li>• Look at ways to integrate SOAR with website</li> </ul>   |
| Inventory and Database  | <ul style="list-style-type: none"> <li>• Reconfirm need for/usefulness of data collected and identify any additional data to be collected</li> <li>• Inventory items needed to measure performance</li> <li>• Provide more query opportunities</li> <li>• Update data on regular basis</li> </ul>   |
| Airspace/Approaches Workgroup   | <ul style="list-style-type: none"> <li>• Update spreadsheet for survey/approach priorities based on latest information</li> <li>• Recommend additional airports for surveys/approaches</li> <li>• Expand workgroup topic to include addressing weather reporting on airports and in other strategic locations, removal of obstructions, plus other relevant and timely airspace issues</li> </ul>   |
| Airport M&O Workgroup   | <ul style="list-style-type: none"> <li>• Address M&amp;O needs under the CIMP inspection process</li> <li>• Continue to address ongoing M&amp;O issues under the AASP, as needed, such as updating Fact Sheets and tracking/responding to new FAA mandates</li> </ul>   |
| APEB  | <ul style="list-style-type: none"> <li>• Being addressed under Strategic Plan, website, and CIMP</li> <li>• Need for periodic evaluation/refinement of APEB criteria, policies, and processes</li> <li>• Interest in road system airport funding, a longer term AIP Spending Plan, and APEB process automation and transparency</li> </ul>  |
| Airport Needs Inspection Pilot Project<br>(Airport Capital Improvement & Maintenance Program) | <ul style="list-style-type: none"> <li>• Continue to complete airport inspections and fine tune the inspection and application process</li> <li>• Determine how to implement inspections at all DOT&amp;PF airports</li> <li>• Determine how to integrate the 5010 inspections into CIMP inspections</li> <li>• Use CIMP results for CIP and maintenance decision-making</li> <li>• Once needs have been defined for all airports, compare needs to funding and consider how to address the gap between needs and funding</li> </ul>  |

| <b>Topics Continued from 2008-2013 AASP</b> |   |
|---|---|
| <b>Potential AASP Topic For 2013-2018</b>   | <b>Comments</b>   |
| Public Involvement                          | <ul style="list-style-type: none"> <li>Continue outreach within DOT&amp;PF and to outside stakeholders</li> <li>Use bi-monthly newsletter for regular email updates</li> <li>Seek out opportunities to present to internal and external groups</li> </ul> |
| Bypass Mail/Essential Air Service           | <ul style="list-style-type: none"> <li>Continue to monitor national legislation and whether AASP support is needed</li> </ul>   |
| Rural Aviation Strategic Plan               | <ul style="list-style-type: none"> <li>DOT&amp;PF staff are responsible for implementation of Strategic Plan projects, but may call on AASP team for assistance, as needed</li> <li>Consider update to Strategic Plan in later years of AASP</li> </ul>   |
| Aviation Videos                             | <ul style="list-style-type: none"> <li>No immediate need for more videos, but retain the topic in case a new need/idea comes up</li> </ul>  |

| <b>Potential New 2013-2018 AASP Topics</b>   |  |
|--|--|
| <b>Potential AASP Topic For 2013-2018</b>  | <b>Comments</b>  |
| Airport Land Use Planning and Compliance   | <ul style="list-style-type: none"> <li>DOT&amp;PF is evaluating whether to address this under the AASP or by other means</li> </ul>  |
| Airport Pavement Classification Number (PCN) Reporting                                 | <ul style="list-style-type: none"> <li>FAA has a near-term mandate for reporting pavement condition – DOT&amp;PF is evaluating whether to accomplish this under the AASP</li> </ul>  |
| State Funding Program  | <ul style="list-style-type: none"> <li>A state funding program would be one way to address the gap between needs and funding. This should be considered after the performance measures work and the CIMP work have documented the gap between airport needs and funding.</li> </ul>  |
| Transfer of Rural Airport Ownership to Local Government                                | <ul style="list-style-type: none"> <li>The AASP could develop a program to transfer rural airports to local governments. The study could include an inventory of existing economic, legal, and policy disincentives to transfers; recommendations for removing or mitigating disincentives; an examination of possible incentives to encourage local governments to take over airports; and local government qualifications necessary to operate an airport. Road system airports within organized cities/boroughs might serve as a target group of airports for the study.</li> </ul> |
| Options for Airport Improvement Program (AIP) Funding of Rural Airports on Road System | <ul style="list-style-type: none"> <li>Consider the option of setting aside a portion of AIP funding for use at road system airports, and a set of criteria to prioritize that funding.</li> </ul>   |
| Encourage Private Sector Development of Lease Lots                                     | <ul style="list-style-type: none"> <li>Explore methods and policies to encourage private sector investment in buildings and other developments on lease lots.</li> </ul>   |
| Flexible Use of Airport Land for Revenue Generation                                    | <ul style="list-style-type: none"> <li>Develop ways to exploit the revenue generating potential of vacant airport land, including non-aviation leasing and other alternatives within compliance limitations.</li> </ul>  |
| Airport Revenue Generation Alternatives  | <ul style="list-style-type: none"> <li>Develop options for adopting new airport rates &amp; fees, and updating existing ones.</li> </ul>   |
| Improving Enplanements, Based Aircraft, & Operations Reporting                         | <ul style="list-style-type: none"> <li>Investigate options to obtain enplanements, based aircraft, and operations counts at airports that have no existing reliable method of determining such.</li> </ul>   |

| <b>Potential New 2013-2018 AASP Topics</b> |  |
|--|--|
| <b>Potential AASP Topic For 2013-2018</b>  | <b>Comments</b>  |
| Aviation System Cost Analysis              | <ul style="list-style-type: none"> <li>Pursue follow-on studies recommended in the 2013 cost study of airports versus roads</li> </ul>                                       |
| Ski Strip Standards                        | <ul style="list-style-type: none"> <li>Determine if there is a need for a consistent standard for locating ski strips on airports</li> </ul>                                 |
| Design Advisory Circular (AC) Changes      | <ul style="list-style-type: none"> <li>Complete a review of the primary standards deficiencies at Alaska airports resulting from the changed AC standards</li> </ul>         |
| Aircraft Fleet Changes                     | <ul style="list-style-type: none"> <li>Investigate implications of Alaska Airlines' potential wider use of the Q-400 in Alaska, and other potential fleet changes</li> </ul> |

## 7.0 COMMUNICATIONS/DECISIONS

Appendix C contains *The AASP Advice and Decision-Making Roles & Responsibilities*, which shows the decision-making structure for the AASP to be used during this AASP planning period. It shows that Statewide Aviation is leading the AASP, the Aviation Advisory Board is briefed and periodically solicited for input, and that the AASP Advisory Group (planners) and various workgroups provide in-depth, technical advice.

## **APPENDIX A**

### **Issues/Topics Review from 2008-2013 AASP**

## Issues/Topics Review from 2009 - 2013 AASP

Compiled from AASP Survey responses, meetings and conversations in 2009

| Funding   | Issue Addressed in AASP?  | Should Issue be Considered in Current AASP?  |
|---|---|--|
| <ul style="list-style-type: none"> <li>M&amp;O staff is under-funded.</li> <li>Federal (FAA/TSA/EPA/DEC) mandates are increasing while funding is not.</li> <li>Funding is not keeping up with inflation and increased needs/unfunded mandates.</li> <li>Need for additional state funding source for capital and operating budgets.</li> <li>More needs than funding. Are funds being spent on highest priorities? Need to evaluate funding priorities.</li> <li>Need greater consideration of economics in funding decisions.</li> <li>Airports on road system are not getting deserved funding.</li> <li>Central Region airport projects are more expensive, complicated, and take longer to accomplish.</li> <li>Need a better airport needs list.</li> <li>Need more outreach to municipal governments about airport funding.</li> <li>Various comments about the need to change how projects are prioritized under APEB.</li> <li>Spending Plan needs to be extended out more years.</li> </ul> | M&O WG; CIMP<br>M&O WG; CIMP<br>M&O WG; CIMP<br>CIMP<br>CIMP, APEB WG<br>APEB WG; Runway Length Analysis<br>APEB WG<br>Not addressed<br>CIMP<br>Not addressed<br>APEB WG<br>APEB WG | Continue M&O WG; continuation of CIMP; comparison of needs vs. funding.<br>Continue M&O WG; continuation of CIMP; comparison of needs vs. funding.<br>Continue M&O WG; continuation of CIMP; comparison of needs vs. funding.<br>Continue CIMP; comparison of needs vs. funding.<br>Continue CIMP; Strategic Plan.<br>Strategic Plan.<br>Strategic Plan.<br>Outside scope of aviation system planning.<br>Continue CIMP.<br>Comparison of needs vs. funding; better communication and outreach (public involvement).<br>Strategic Plan.<br>Strategic Plan. |

| Maintenance & Operations   | Issue Addressed in AASP?  | Should Issue be Considered in Current AASP?   |
|--|---|---|
| <ul style="list-style-type: none"> <li>Recruitment and retention of employees is nearly impossible at all levels of M&amp;O.</li> <li>Inadequate training of M&amp;O staff, contractors, &amp; municipal airport operators. Training needs are growing.</li> <li>Inadequate M&amp;O staffing levels on both administration and operations/ARFF side.</li> <li>Need to compare M&amp;O needs/requirements to what is actually being funded and accomplished.</li> <li>Investigate local responsibility for M&amp;O and/or for airport ownership.</li> <li>Capital projects increase M&amp;O requirements without an increase in M&amp;O funding.</li> <li>Deferred maintenance funding is not keeping up with deferred maintenance needs.</li> <li>Need a more aggressive program to develop lease lots.</li> <li>What are costs and benefits of Part 139 certification and decertification? Decertify some airports if not needed?</li> <li>Federal requirements unreasonable (e.g., SREBs, TSA, sanding).</li> <li>SHPO issues add unexpected delays and costs to urgent M&amp;O projects.</li> </ul> | M&O WG<br>M&O WG<br>M&O WG<br>M&O WG; CIMP<br>Not addressed<br>M&O WG; CIMP<br>M&O WG; CIMP<br>Not addressed<br>M&O WG<br>M&O WG<br>Not addressed | Outside scope of aviation system planning.<br>Strategic Plan.<br>Continue M&O WG; Strategic Plan.<br>Continue M&O WG; continue CIMP; comparison of needs vs. funding.<br>Possible consultant review of options for transfer of responsibility of airports to local government.<br>Continue M&O WG; continue CIMP; comparison of needs vs. funding.<br>Continue M&O WG; continue CIMP; comparison of needs vs. funding.<br>Possible consultant review of options to encourage lease lot development.<br>Possible consultant review of costs of certification and whether any airports should be decertified.<br>Continue M&O WG.<br>Outside scope of aviation system planning. |

| Planning, Design, & Construction  | Issue Addressed in AASP?  | Should Issue be Considered in Current AASP?   |
|---|---|---|
| <ul style="list-style-type: none"> <li>Need more flexibility without decreasing the credibility of standards.</li> <li>Plans should be based on individual airport needs - econ. dev., fleet, postal hubs, fuel delivery, medivac, etc.</li> <li>Fleet mix forecasts would help determine airport needs.</li> <li>Need to clarify intent of runway length standards for community airports; airport specific planning is needed.</li> <li>Newer generation 737 aircraft are creating need for longer runways &amp; higher levels of maintenance.</li> <li>RSA and runway standards -- unreasonable, expensive, need flexibility.</li> <li>Quality of construction, especially pavement.</li> <li>Consider other criteria in the determination of minimum service levels (pop, econ dev, schools, post offices).</li> <li>Need for amenities like passenger/freight shelters, bathroom facilities, runway lighting, transient pilot facilities.</li> <li>Runway surfacing program is successful and cost-effective. Make greater use of program.</li> <li>Need for better coordination and information sharing between DOT&amp;PF divisions.</li> <li>Longer/more expensive projects because DOT&amp;PF does not stick to schedules, focus on cost-effective solutions, solve internal disagreements, and hire experienced staff.</li> </ul> | Performance measures<br>Runway Length Economic Study<br><br>AASP Forecasts<br>Runway Length Economic Study<br>CIMP<br>Not addressed<br>Not addressed<br>APEB WG<br>Performance Measures<br>Not addressed<br>Work Groups; Planners; website<br>Not addressed | Update of performance measures.<br>Be clear that airport master plans and ALPs can deviate from AASP performance measures/standards; community class length standard still desired.<br>Statewide forecasts are not very accurate at the airport level.<br>Topic could be considered or clarified under performance measures.<br>Continue M&O WG. Review of runway length needs at Part 139 airports as part of Performance Measures?<br>Update of performance measures; FAA RSA mandates coming to conclusion.<br>Outside scope of aviation system planning.<br>Strategic Plan; update of performance measures.<br>Update of performance measures.<br>Continue M&O WG, APEB.<br>Continue Work Groups; website; bi-monthly newsletter; Strategic Plan.<br>Outside scope of aviation system planning. |

| FAA / NavAids   | Issue Addressed in AASP?  | Should Issue be Considered in Current AASP?  |
|---|---|--|
| <ul style="list-style-type: none"> <li>Poor communication between FAA, airports, &amp; pilots on approaches/navaids needs, plans and designs.</li> <li>FAA needs to staff up to implement new approaches.</li> <li>Unclear DOT&amp;PF vs. FAA role in construction &amp; ownership of weather equipment, lighting, &amp; PAPIs.</li> <li>Need more weather equipment and airport lighting.</li> <li>Aging FAA navaids not being replaced/improved.</li> <li>Will NextGen be used by those currently flying VFR?</li> <li>NextGen airplane equipment financial uncertainties.</li> </ul> | Approaches WG<br>Approaches WG<br>Weather identified by Approaches WG<br>Approaches WG; performance measures<br>Not addressed<br>Not addressed<br>Not addressed | Continue Airspace Coordination WG.<br>FAA staffing not a system plan issue, but Airspace Coordination WG could make best use of existing staff<br>Weather is topic for Airspace Coordination WG.<br>Weather is topic for Airspace Coordination WG. |

| Policy  | Issue Addressed in AASP?  | Should Issue be Considered in Current AASP?  |
|---|---|--|
| <ul style="list-style-type: none"> <li>The AASP should play a stronger role in addressing aviation policy, and the policies should be implemented.</li> <li>Specific policy guidance is needed for: consolidating (sharing) airports, airport lighting, flexible use of airport land to generate revenues, runway length standards, USPS hubs, native allotments - BIA - ROW issues, economic impacts of aviation, airport shelters, floatplane facility standards, ski strips, addressing TSA mandates, transfer of airport ownership to local governments, and backcountry airstrips.</li> <li>Need to review funding priorities considering community population levels, economic development, road system airports, enplanements/operations and other factors.</li> </ul> | Some policy work accomplished - performance measures, USPS hubs, economic impacts.<br>Economic impacts studies<br><br>APEB WG | AASP should recommend policy to DOT&PF and State leadership.<br>Discuss policy issues for work groups or consultant research. Backcountry airports.<br><br>Strategic Plan. |

| Environment   | Issue Addressed in AASP?   | Should Issue be Considered in Current AASP?  |
|---|--|--|
| <ul style="list-style-type: none"> <li>• Primary environmental issues mentioned include: dust, wildlife hazards, wetlands, runway chemicals, noise, eagles and other birds, runoff, global warming, material sources, &amp; land use.</li> <li>• Difficulty addressing Alaska's unique environment with national policies (e.g., noise, air quality).</li> <li>• DOT&amp;PF staff not consistent between regions, not coordinated with FAA, and improperly segment projects.</li> <li>• FAA staff sometimes unhelpful, inconsistent, and counterproductive.</li> <li>• Environmental documents are often too large, time-consuming, &amp; expensive for project needs.</li> <li>• FAA staff and consultants disagree sometimes about capabilities/expertise of Alaska NEPA consultants.</li> <li>• Conflicts between wetlands preservation and wildlife hazard management.</li> </ul> | Environmental issues not addressed   | Probably better addressed outside of the AASP; many are outside the scope of aviation system planning.   |
| Airport Owner / FAA   | Issue Addressed in AASP?   | Should Issue be Considered in Current AASP?  |
| <ul style="list-style-type: none"> <li>• DOT&amp;PF and the FAA need better communication and coordination of efforts/projects.</li> <li>• DOT&amp;PF divisions need better communication and to work together as a team.</li> <li>• DOT&amp;PF and FAA sometimes are unable to effectively resolve differences in a timely manner.</li> <li>• FAA structure is unclear (the internal division of roles, responsibilities).</li> <li>• National FAA policies and priorities are not necessarily shared by Alaska.</li> <li>• DOT&amp;PF is increasingly being asked to take on what used to be an FAA responsibility.</li> </ul>  | Web site makes information transparent<br>Web site makes information transparent<br>Not addressed<br>Not addressed<br>Not addressed<br>Not addressed | Continue evolution of web site can make information more transparent/available to all. Strategic Plan may help. AASP outreach and bi-monthly newsletter.<br><br>Outside scope of aviation system planning.<br>Outside scope of aviation system planning, but AASP can educate and inform.<br>AASP can examine policy issues that impact the system. Needs vs. Funding; Strategic Planning. |
| Other Issues  | Issue Addressed in AASP?   | Should Issue be Considered in Current AASP?  |
| <ul style="list-style-type: none"> <li>• Need to identify the economic impact of aviation in Alaska.</li> <li>• DOT&amp;PF does not adequately advocate for aviation and make it a priority.</li> <li>• A data management system (GIS) and document repository are desired.</li> <li>• Effects of fuel prices and fuel delivery costs on aviation.</li> </ul>   | Economic impact studies<br>Addressed by videos and by SWA<br>Initiated with web site<br>Not addressed  | Not this planning period but perhaps update at the 10-year interval.<br>Keep Needs Book current. AASP website. AASP overall helps with this. Additional videos may be an option. Strategic Plan, AASP website, TAM, and other DOT&PF efforts.<br>Not a critical issue at the present time could become important and worth studying in the future.   |

AASP - Alaska Aviation System Plan  
APEB WG - Aviation Project Evaluation Board Work Group  
ARFF - Airport Rescue and Firefighting  
CIMP - Capital Improvement and Maintenance Program  
DEC - Department of Environmental Conservation  
DOT&PF - Department of Transportation and Public Facilities  
EPA - Environmental Protection Agency  
FAA - Federal Aviation Administration  
GIS - Geographic Information System

M&O WG - Maintenance and Operations Work Group  
NEPA - National Environmental Policy Act  
RSA - Runway Safety Area  
SHPO - Statewide Historical Preservation Office  
SREB - Snow Removal Equipment Building  
SWA - Statewide Aviation  
TAM - Transportation Asset Management  
TSA - Transportation Security Administration  
USPS - United States Postal Service

## **APPENDIX B**

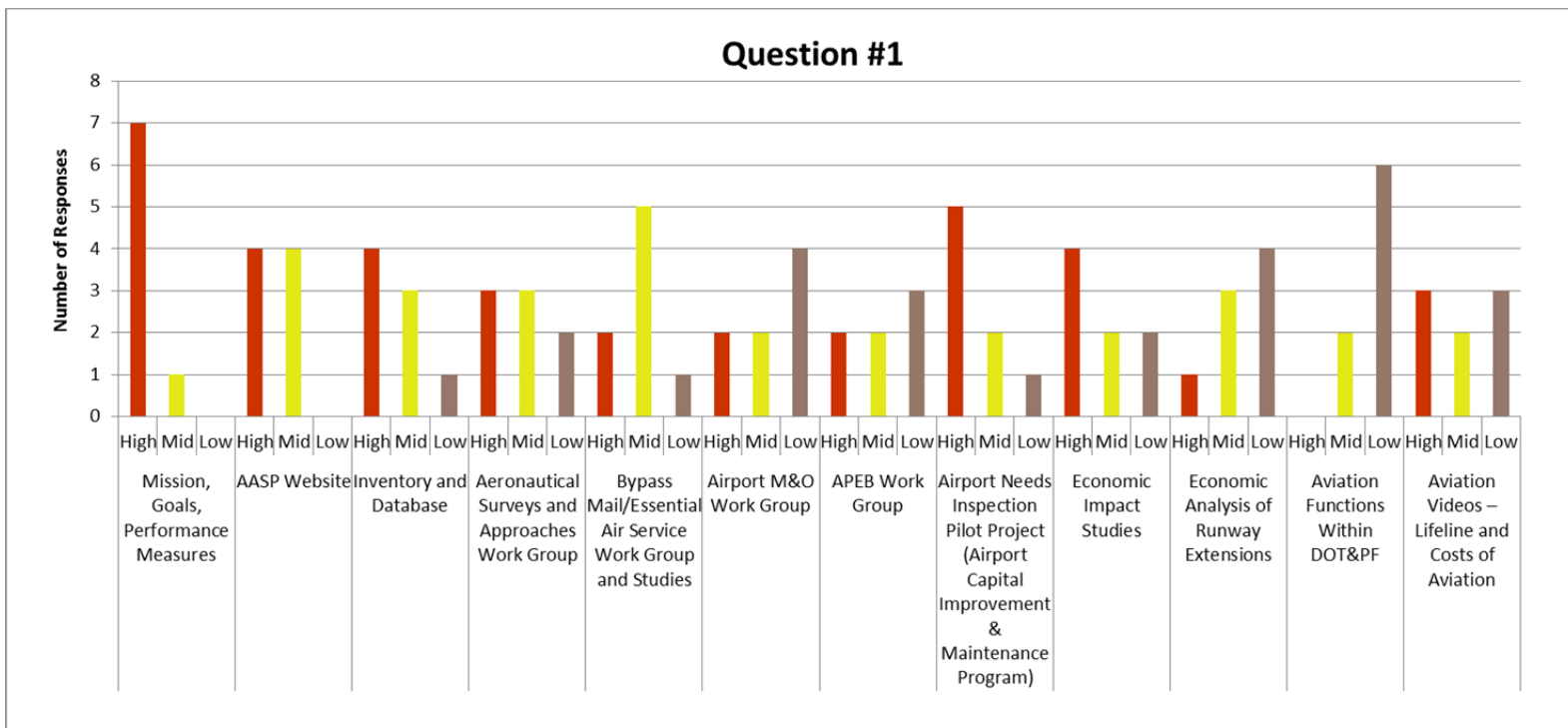
### **Alaska Aviation System Plan Topic Survey Results**

## Alaska Aviation System Plan Topic Survey Results (as of 2/5/14)

Survey questions were created by DOWL HKM with input by DOT&PF Statewide Aviation. The survey was sent to aviation leaders at DOT&PF and to several aviation groups outside DOT&PF. Responses were received from **Federal Aviation Administration, Aircraft Owners and Pilots Association, DOT&PF Northern Region Planning, DOT&PF Statewide Aviation, DOT&PF Southeast Region Planning, DOT&PF Central Region Aviation Design, DOT&PF Statewide Leasing, DOT&PF Central Region Director, and DOT&PF Southeast Region M&O.**

The following is a list of the survey questions and a summary of responses:

1. The AASP completed work on the following topics over the last 5 years. Please identify the importance of these tasks to the DOT&PF with a ranking of “high”, “mid”, or “low” priority (up to 4 “high” and 4 “mid” rankings). Why was the topic important or not important? Is additional work needed? (If you do not know anything about the topic, please indicate “unknown”).





## Comments and Suggestions

| Previous AASP Topics  | Why was the topic important/not important? Is additional work needed on this topic/what is needed?   |
|---|--|
| <b>Mission Goals Performance Measures</b><br><br><b>7 High</b><br><b>1 Medium</b><br><b>0 Low</b> | <ul style="list-style-type: none"> <li>• We need to know where we are going and how we are doing.</li> <li>• Need a way to evaluate our efforts. Provide ways to turn data into usable information to measure performance.</li> <li>• Importance - ability to categorize airports and prioritize needs, and have the Department held accountable for accomplishing certain goals/objectives.</li> <li>• Need to follow through with performance measures and how the department is doing on goals.</li> <li>• Clear vision &amp; purpose needed for success with vetting decisions with shared data – critical to all aspects of owning and operating a large system.</li> <li>• Sets framework for performance measurement, tied to budget requests and already required by law on the highway side – work is now needed to track progress and keep information current. This should also translate into data made available on the AASP website.</li> <li>• Critical to measure effectiveness of AASP.</li> <li>• Defines priorities, focuses efforts to achieve desired objectives.</li> <li>• Essential to set these out – even though not used effectively to date, having defined these already for the rural system has put us ahead of the curve with rural strategic planning and TAM and gives us a foundation upon which to conduct future/extended planning activities.</li> </ul> |
| <b>AASP Website</b><br><br><b>4 High</b><br><b>4 Medium</b><br><b>0 Low</b>                       | <ul style="list-style-type: none"> <li>• People need to know what we are up to.</li> <li>• Keep the public and stakeholders informed, provide data and demonstrate transparency in the management of the aviation system.</li> <li>• Important in that it provides a one-stop-shop for information on airports.</li> <li>• Problem-doesn't appear to be well used when the data/information could be very useful to DOT, FAA and consultants. The cost of keeping it updated could be prohibitive if not well used.</li> <li>• Provides insight into aviation issues/needs for the public, and allows planners easy access to aviation data – ongoing upkeep of data and information is important. Ties into many of these initiatives.</li> <li>• Updated interface for public and user group.</li> <li>• This is a support function that will have to continue, but is ancillary to our purpose.</li> <li>• It is ever more essential that important information be available via an easy to find and use website.</li> </ul>  |

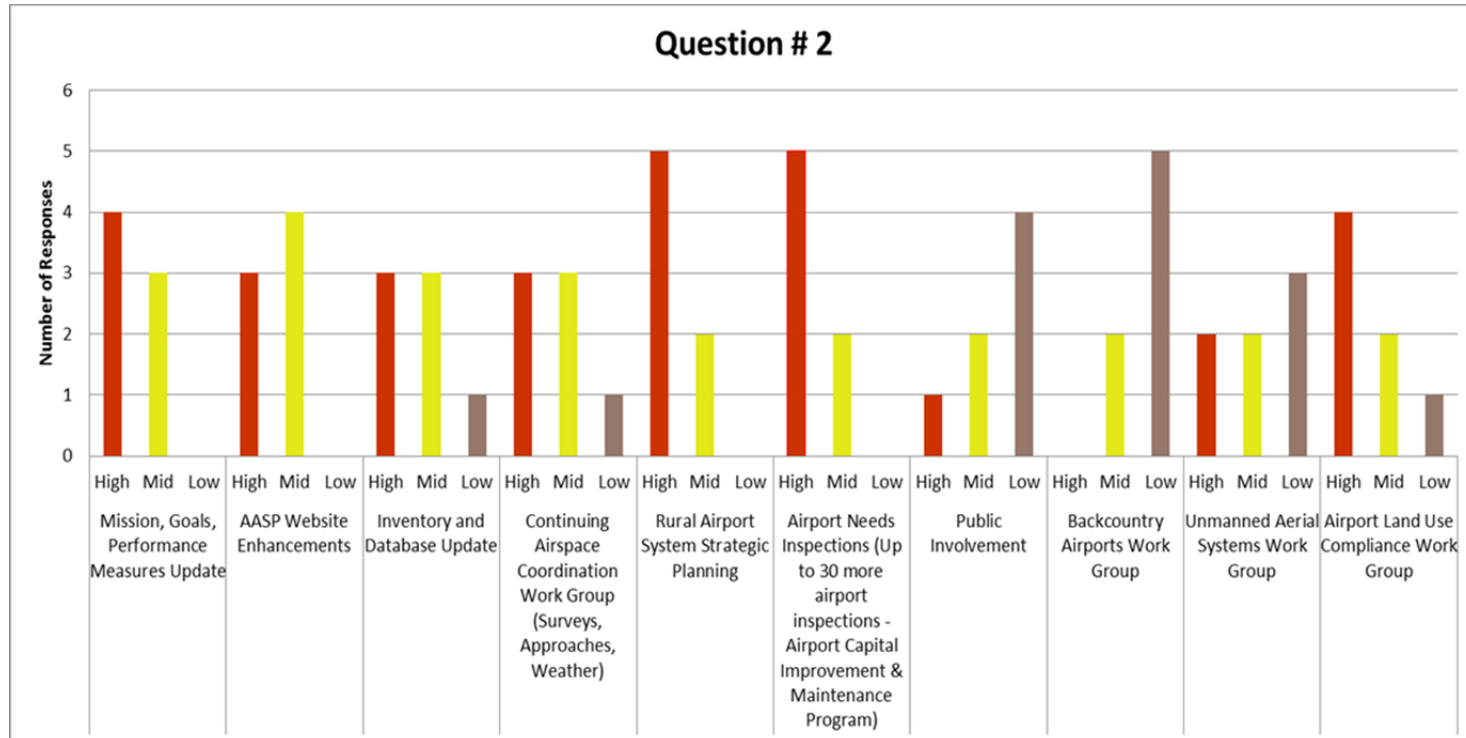
| Previous AASP Topics  | Why was the topic important/not important? Is additional work needed on this topic – what is needed?   |
|---|--|
| <p><b>Inventory and Database</b></p> <p><b>4 High</b><br/><b>3 Medium</b><br/><b>1 Low</b></p>                        | <ul style="list-style-type: none"> <li>• You have to know what you have.</li> <li>• Data is always difficult to gather, interpret, and manage. More work is needed to make information easier to access.</li> <li>• Important in that it provides a one-stop-shop for information on airports.</li> <li>• Information is only good if it is updated consistently and ongoing by DOT, otherwise people won't use it.</li> <li>• Would be helpful to be able to make more queries.</li> <li>• Important to know what we have in order to manage it and track progress – need to keep it current with management decisions, but probably not too much more work needed. Some additional work may be needed to identify important airports not in the state system (e.g. at mountain passes, etc.).</li> <li>• Implied task.</li> <li>• A necessary function to support our work, but not the reason we are here.</li> <li>• Same as mission, goals, etc. – although not used extensively or put to really purposeful use so far, we do have a baseline measurement from which to conduct and compare future activities.</li> </ul>  |
| <p><b>Aeronautical Surveys and Approaches Workgroup</b></p> <p><b>3 High</b><br/><b>3 Medium</b><br/><b>2 Low</b></p> | <ul style="list-style-type: none"> <li>• We have a few LOCs requiring new surveys.</li> <li>• Additional work is needed to address ways to control and respond to obstructions.</li> <li>• Were able to make some improvements on this topic but still have more to do. Group seemed to be a bit too large.</li> <li>• A systematic approach to adopting and executing the FAA's new aero survey requirements, data opportunities and expenses is important – we should be adopting similar approach to these requirements in all regions. Understanding the funding implications of new FAA requirements is similarly important.</li> <li>• Implied task.</li> <li>• This was a worthwhile effort that helped move us along toward setting survey priorities, but I think we put a lot more time and effort into it than was warranted.</li> <li>• I would have liked to rank this as "High", but since I could only do that for 4, I had to go with the second highest ranking. This was a very timely workgroup subject, was (and continues to be) of great interest to a large and diverse group, and continues to have relevance. Airspace in general is a key topic to address and track in future system planning.</li> </ul> |

| Previous AASP Topics   | Why was the topic important/not important? Is additional work needed on this topic – what is needed?   |
|--|--|
| <b>Bypass Mail/Essential Air Service (EAS) Workgroup and Studies</b><br><br><b>2 High</b><br><b>5 Medium</b><br><b>1 Low</b> | <ul style="list-style-type: none"> <li>• Not my issue.</li> <li>• Two important service programs for communities that rely heavily on aviation for access to goods and services. Need information and ideas to counter continuing efforts to eliminate programs.</li> <li>• Very interesting topic that has large impacts to Alaska.</li> <li>• Important when bypass mail and EAS funding issues were in national spotlight, in order to identify the reasons these programs make sense for Alaska and may not make as much sense in other regions.</li> <li>• Economic impact to communities.</li> <li>• This was good work that helped answer a lot of questions about these programs and the potential ramifications of changes to them.</li> <li>• Although very, very timely and useful, these special studies serve(d) dedicated purposes and are not ultimately as essential as many other efforts in the broader system planning context.</li> </ul>  |
| <b>Airport M&amp;O Workgroup</b><br><br><b>2 High</b><br><b>2 Medium</b><br><b>4 Low</b>                                     | <ul style="list-style-type: none"> <li>• M&amp;O should be involved.</li> <li>• It has been difficult to see benefits of work groups.</li> <li>• Not sure what happened to developing a comprehensive backlog of maintenance work and whether this got traction with the state legislature.</li> <li>• Ongoing changes to Part 139 Airport Operating Requirements make strategizing on how to achieve these higher bars important in a declining budget environment.</li> <li>• M&amp;O has lead.</li> <li>• I don't know that this effort was much focused and I don't know what was accomplished.</li> <li>• The data and fact sheets produced by this were useful beyond the life of the work group. It would be great to keep those fact sheets current. I believe Statewide M&amp;O uses this type of information in annual budget drills.</li> </ul>   |
| <b>APEB Workgroup</b><br><br><b>2 High</b><br><b>2 Medium</b><br><b>3 Low</b>  | <ul style="list-style-type: none"> <li>• We need one.</li> <li>• Meeting schedule that came out of this work group has not been adhered to yet.</li> <li>• The work of this committee is largely complete and has been adopted for the most part, resulting in easy-to-implement changes to the APEB schedule and process.</li> <li>• Critical to prioritize needs/program funds.</li> <li>• Since the APEB establishes the capital spending plan for airports, it was very important to make some adjustments to the process and policies. I think we gained some ground in a few areas that we had been struggling with.</li> <li>• Would have liked this to be of more use, but the recommendations did not all get implemented, and there remained some loose ends (not the fault of the AASP or team – I think it all lied within SWA). Would like to see any future work on this get dedication from SWA DOM or Deputy Commissioner to implement recommendations made and accepted by Policy meeting.</li> </ul> |

| Previous AASP Topics   | Why was the topic important/not important? Is additional work needed on this topic – what is needed?  |
|--|---|
| <p><b>Airport Needs Inspection Pilot Project (Airport Capital Improvement &amp; Maintenance Program)</b></p> <p><b>5 High</b><br/><b>2 Medium</b><br/><b>1 Low</b></p> | <ul style="list-style-type: none"> <li>• We should know what we need</li> <li>• Continue to “tell the story” of capital improvement and M&amp;O needs in the rural aviation system. Too much “out-of-sight-out-of-mind” mentality that needs to be overcome.</li> <li>• This could be very useful to develop an overall plan for the airports to include capital and M&amp;O and figure out what the overall shortfalls are.</li> <li>• Would like to see DOT&amp;PF opinion beyond needs and development funding plan, whether through AIP, M&amp;O or other funding source.</li> <li>• This could benefit the state’s ability to identify and track issues that will become project needs.</li> <li>• Feeds APEB and planning efforts.</li> <li>• This is not unimportant, but a lower priority; and since it will be an ongoing effort, it will have to make the transition from AASP project to routine business at some point.</li> <li>• This pilot project set the stage and proved successful in a number of ways – using a tablet app, creating a web-based info repository, and supporting multiple other efforts (TAM, SOAR, Needs Book home, etc.). I would like to see this fully developed so that all airport needs are accessible through this web portal.</li> </ul> |
| <p><b>Economic Impact Studies</b></p> <p><b>4 High</b><br/><b>2 Medium</b><br/><b>1 Low</b></p>  | <ul style="list-style-type: none"> <li>• How else do we sell the project?</li> <li>• Demonstrating the economic importance of the system is vital to maintaining support and funding. Continue to find ways to show the economic value of rural aviation.</li> <li>• These studies are useful in many ways – will have an important role in educating communities on the importance of their airports and how to avoid making decisions that could negatively affect them.</li> <li>• Validates regional and master plan events.</li> <li>• This and the videos were major steps forward in our ability to convey to senior managers, politicians, and the public the importance and value of the state’s rural airport system.</li> <li>• Interesting but not particularly useful in planning.</li> </ul>  |
| <p><b>Economic Analysis of Runway Extensions</b></p> <p><b>1 High</b><br/><b>3 Medium</b><br/><b>4 Low</b></p>   | <ul style="list-style-type: none"> <li>• How else do we sell the project?</li> <li>• Good one-time effort. Little need to continue.</li> <li>• The analysis was good, but unclear how effective this has been when communities try to get extensions by going through political channels for other funds.</li> <li>• These studies were very useful. Other than Alaska Air going to the 800s (or maybe the Q-400’s?), I think this issue is largely off the table – we aren’t looking to extend runways other than in the most obvious of situations.</li> <li>• Planning function: regional transportation and master plans.</li> <li>• Excellent piece of work to help us determine when we should consider runway changes.</li> <li>• It seems this study did little to satisfy those still seeking the answer to the question, “What is the appropriate minimum runway length?”. Maybe it is most appropriate to leave this to regional plans, but it seems a statewide plan would formalize something on runway design specs.</li> </ul>   |

| Previous AASP Topics   | Why was the topic important/not important? Is additional work needed on this topic – what is needed?   |
|--|--|
| <p><b>Aviation Functions Within DOT&amp;PF</b></p> <p><b>0 High</b><br/><b>2 Medium</b><br/><b>6 Low</b></p>             | <ul style="list-style-type: none"> <li>• People need to know what we do.</li> <li>• Interesting history, but to what benefit? Loss of aviation staff.</li> <li>• Coordination has continued to improve and cross-regional communication is ongoing. Regional planners and Statewide Aviation now meet regularly and the AASP has been a conduit for coordination and issues discussion. (I'm saying "medium" as I think communication needs to continue but is now working well).</li> <li>• Internal requirement: facilitates AASP.</li> <li>• This was interesting and certainly valuable information, but not a high priority.</li> <li>• Interesting, but any change has to happen at a much higher level than within SWA. Seems we need to focus on the things SWA can do rather than chase rainbows (i.e., things that are controlled by the greater State of Alaska government).</li> </ul>                       |
| <p><b>Aviation Videos – Lifeline and Costs of Aviation</b></p> <p><b>3 High</b><br/><b>2 Medium</b><br/><b>3 Low</b></p> | <ul style="list-style-type: none"> <li>• It's good PR.</li> <li>• Effective and low cost tools to tell the rural aviation story. Continue to produce videos in the "series" to keep the message fresh.</li> <li>• This has been helpful in educating those outside of Alaska.</li> <li>• Not sure how widely circulated it is but should continue getting this message out.</li> <li>• These videos will play a big role in clarifying Alaska's dependence on the aviation mode. We should consider doing more messaging in video format, whether the audience is national or within the state.</li> <li>• Great PR pieces, great reviews, and widely liked. Not sure what real impact they have had (e.g. funding support, greater understanding and appreciation for Alaska aviation).</li> <li>• Validates system.</li> <li>• See note on Economic Impact Studies. We need to continue to use these tools.</li> </ul> |

2. The following are topics being considered for the AASP over the next 5 years. Please indicate the importance to DOT&PF by ranking them “High”, “Mid”, “Low” priority (up to 4 “High” and 4 “Mid” Rankings), and offer any comments/suggestions. Please add your suggested AASP topics at the bottom and include them in your ranking.



## Comments and Suggestions

| Future AASP Topics   | Comments/Suggestions   |
|--|--|
| <b>Mission Goals Performance Measures Update</b><br><br><b>4 High</b><br><b>3 Medium</b><br><b>0 Low</b> | <ul style="list-style-type: none"> <li>• We need to know where we are going and how we are doing.</li> <li>• Need to keep collecting data and improving ways to convert data to usable information to evaluate inputs into the aviation system.</li> <li>• The work done on this has been good - follow through on performance has not been done.</li> <li>• Important to keep up with this.</li> <li>• Critical to measure effectiveness of AASP.</li> <li>• This will continue to drive priority setting and decision making. Needs to be given more attention from senior management.</li> <li>• Hopefully, the main work was accomplished in the first five years, and perhaps only some updating is required.</li> <li>• Update, ensure consideration of TAM, rural system strategic planning.</li> </ul>   |
| <b>AASP Website Enhancements</b><br><br><b>3 High</b><br><b>4 Medium</b><br><b>0 Low</b>                 | <ul style="list-style-type: none"> <li>• People need to know what we are up to.</li> <li>• An effective tool to convey information to the public and stakeholders. Need to improve information on the website for staff use.</li> <li>• Important to keep website project data and airport data up to date.</li> <li>• Updated interface for public and user groups</li> <li>• This will become more important as we move along, particularly with regard to ensuring an effective, continuous planning process.</li> <li>• A very valuable tool to make aviation documents, system reports and individual airport information both to internal airport stakeholders, and aviation community users. I am concerned, however, that specific audiences need to be defined, in order to guide further design/enhancement of the site.</li> <li>• I am concerned that we avoid duplication with FAA information (just link to it instead of copy it) to avoid duplication of effort, and/or results that are in conflict. For example, I just ran a search which reported 389 public use airports in Alaska. The FAA 5010 database reports 403 for that same search.</li> <li>• Working on an airport-specific issue, I tried to find a specific document for FAI. With close to 100 documents listed, there is nothing that tells the date of the document. One has to download each document (in this case to learn that I was looking at a 1995 master plan). Some metadata, perhaps, with date and author information would make that usable.</li> <li>• Make sure the website is easy to use and has immediate functionality that can be shared with potential users. Make concentrated efforts to publicize website and features.</li> </ul> |

| Future AASP Topics   | Comments/Suggestions   |
|--|--|
| <b>Inventory and Database Update</b><br><br><b>3 High</b><br><b>3 Medium</b><br><b>1 Low</b>   | <ul style="list-style-type: none"> <li>You have to know what you have.</li> <li>Keep collecting and processing data in a way that makes information usable for staff and decision makers.</li> <li>Important but probably good for now.</li> <li>Implied task.</li> <li>I assume this was largely completed in the first five years. Not sure I understand it well enough to comment intelligently.</li> <li>Do a careful and deliberate data collection effort with good quality control of data to support comparison to baseline; use for report cards developed for AASP/TAM/rural strategic planning.</li> </ul>  |
| <b>Continuing Airspace Coordination Workgroup (Surveys, Approaches, Weather)</b><br><br><b>3 High</b><br><b>3 Medium</b><br><b>1 Low</b> | <ul style="list-style-type: none"> <li>We have a few LOCs requiring new surveys</li> <li>Work on obstructions needed. Is there a way to deal with all the towers going up around rural airports?</li> <li>Coordinated state approach and understanding of funding impacts needed.</li> <li>Critical to maintain/improve/protect system of airports</li> <li>I think we've covered the simpler items in this process and need to get focused on what complexities we would like to solve going forward.</li> <li>This is a good mechanism to gather a good cross section of the aviation community (DOT/FAA/Users/Airport Operators/Etc.) to focus on issues of importance to the industry. Weather reporting is a great example where action may be needed by several different segments of the industry. Establishing a well-balanced stakeholder group to address individual issues is essential, as well as taking the time to provide background information so that the group is informed before recommendation action.</li> <li>Great opportunity to keep communicating between FAA airspace, airports, and DOT&amp;PF (plus some local sponsors). Continue to make use of this forum to educate all about airspace issues.</li> </ul> |
| <b>Rural Airport System Strategic Planning</b><br><br><b>5 High</b><br><b>2 Medium</b><br><b>0 Low</b>                                   | <ul style="list-style-type: none"> <li>Good idea.</li> <li>Needed to provide the vision for the future of rural aviation.</li> <li>Considering numerous funding challenges, knowing what is most important to address/preserve in the system is critical – these items should be emphasized by project evaluation criteria.</li> <li>With the wide range of topics included in this effort, priorities vary. It is important that we continue the whole package.</li> <li>With the initial five years of the plan covering inventory and other baseline data collection, it is important, now, to focus on looking not at individual airports, but elements of the system, establishing the role each element plays, what its strengths and weaknesses are, and what is needed to improve its ability to support the statewide aviation system.</li> <li>Not sure I need to say anything – this effort is key in supporting AASP work underway, TAM work underway, and getting formal and higher DOT&amp;PF support and involvement on those fronts.</li> </ul>  |



| Future AASP Topics   | Comments/Suggestions   |
|--|--|
| <b>Airport Needs Inspections -Airport Capital Improvement &amp; Maintenance Program)</b><br><br><b>5 High</b><br><b>2 Medium</b><br><b>0 Low</b> | <ul style="list-style-type: none"> <li>• We have a lot of needs to be addressed.</li> <li>• Continue the effort to gather data and make information usable.</li> <li>• Getting a handle on outstanding needs and their collective monetary impact is important.</li> <li>• Defines Planning/APEB/funding priorities</li> <li>• Good to continue this but, as mentioned above, it needs to work its way toward becoming part of routine business.</li> <li>• Need to continue to inspect and document the health of state airports—including municipally operated airports.</li> <li>• Would have liked to rank this “High” but maxed out the 4. Only reason it is not high is because I believe that DOT&amp;PF staff could continue to build this if AASP contract support could not.</li> </ul>  |
| <b>Public Involvement</b><br><br><b>1 High</b><br><b>2 Medium</b><br><b>4 Low</b>  | <ul style="list-style-type: none"> <li>• The public can be helpful, but is often a hindrance. It can go either way.</li> <li>• Always important to provide information of value to the public. Find new ways to get the word out about the rural aviation system.</li> <li>• Need to share the info and needs at airport.</li> <li>• Other than the aviation videos, I think the public is able to get the information it needs/wants on project priorities and schedules. The website will help. I’m not sure what we could do that would improve this without jeopardizing our flexibility to change direction/react quickly.</li> <li>• Implied task.</li> <li>• Not too sure I understand the scope of this item as a separate topic.</li> <li>• May not understand the scope of this task. There is always a need to provide some information to the public and seek feedback on specific topics. At this time, it seems like more work is needed to develop plans, etc., which might lead to larger public involvement. Need more info to evaluate as a stand-alone item.</li> <li>• Although AASP has done a lot of good work, very few within DOT&amp;PF and FAA know what has been done and what is available to them. Make deliberate efforts to communicate what good resources and products AASP offers to those who can benefit from them.</li> </ul> |

| Future AASP Topics  | Comments/Suggestions   |
|---|--|
| <p><b>Backcountry Airports Workgroup</b></p> <p><b>0 High</b><br/><b>2 Medium</b><br/><b>5 Low</b></p>    | <ul style="list-style-type: none"> <li>• These airports are also important.</li> <li>• While protection of backcountry airstrips is important, I see little value in this effort at this time (political climate is not supportive).</li> <li>• Would like to know more about what the thought/concern is on this one.</li> <li>• I think identifying critical backcountry facilities, and working with user groups to preserve them, is something we should be doing for safety reasons. An inventory comes first and developing voluntary strategies for keeping these airports operational may come later.</li> <li>• Not critical to system, but part of it.</li> <li>• Backcountry airports certainly have their place in our system, but without funding and some way to provide for their management, I can't see how we're going to accomplish much beyond studying the difficulties.</li> <li>• Backcountry airports are a small but important component of the aviation system, particularly in Alaska where the lack of roads leaves aviation a primary form of access to remote locations. Airports are typically on public land, and may be subject to changing policies that could threaten their continued access to much of Alaska. In the past, these airstrips and landing areas have often been ignored. While I don't believe any large amount of funding is required to support them, leadership <i>is</i> needed to educate federal and state land management agencies (who typically don't deal with airports). In other states, state and local aviation groups maintain backcountry airports on a volunteer basis, which is both cost effective and fosters a connection between user and land owner. Defining their role and needs in this plan is essential for future access to major parts of the state.</li> <li>• Although philosophically I do not think this is a bad topic to tackle, it seems it still falls into the "would be nice" category. There are so many other truly essential topics to address.</li> </ul> |
| <p><b>Unmanned Aerial Systems Workgroup</b></p> <p><b>2 High</b><br/><b>2 Medium</b><br/><b>4 Low</b></p> | <ul style="list-style-type: none"> <li>• This is more of an airspace issue than an airport issue, but we should not ignore it; we should be part of this process.</li> <li>• Need to provide input into the current rule-making effort.</li> <li>• Alaska was just approved as a national test site. In a state where rural aviation often does not include transponders, airspace issues relevant to UAS use have a critical safety component. It's important that we focus on and address issues connected with this evolving industry.</li> <li>• Could impact our system, but like JPARC, I doubt DOT&amp;PF will take the lead on this issue.</li> <li>• Now that Alaska is a test site, we had better figure out what these things are going to mean at our airports and in our airspace.</li> <li>• The legislature currently has a task force on this topic. Not sure what more is needed at this time.</li> <li>• Timely and of great significance to Alaska aviation but I do not know how much energy should be devoted to this topic, if at the expense of some other topics.</li> </ul>   |

| Future AASP Topics   | Comments/Suggestions   |
|--|--|
| <b>Airport Land Use Compliance Workgroup</b><br><br><b>4 High</b><br><b>2 Medium</b><br><b>1 Low</b> | <p>Also an important topic – but there is a study being undertaken by SWA Leasing that may bring on a dedicated consultant to address this one. Like above, not sure how much energy and time I would want to see dedicated to this rather than some of the core aviation system planning tasks (mission, goals, needs, inventory, website, etc.).</p> |

### **Suggested Topics**

1. Rural Airports Operations Measures – Need to collect data on the numbers and types of operations at rural airports.
2. Land use compliance contractor (or long term non-perm) to clean up old non-compliant issues.
3. Planning and development of department-wide “all things airport database” including: scoping, as-built surveys, maintenance, operations, leasing, and concessions.
4. Programmatic Agreement for Military Airports and related land use concerns (see above) - relates to design requirements at places like Adak, Cold Bay, King Salmon, Unalaska, etc. It seems wrong that the state is penalized for inheriting an airport that a different arm of the government has built. We find ourselves having to spend millions of limited dollars to convert an airport into today’s FAA design standards.
5. History of Alaska Land Settlement and how it relates to land use issues (mentioned above) - relates to land use compliance issues statewide, and the need to tell the story of how Alaska was settled and developed (e.g., communities surrounding the airport on the best/driest ground).
6. SWA Policy Development and Review Workgroup - Review all past policies and discuss new policies based on current events.
7. Title 17 Review Workgroup - Ref Governors requirement to review and streamline/sync.
8. Analysis of Aviation Functions within DOT&PF – DOT&PF is currently organized along functional lines (planning, design, construction, M&O, and leasing), with each function its own line of business within each region. This structure has implications on: a) the ability to address important issues (such as compatible land use); b) the ability to effectively communicate with airport users (How many parts of DOT&PF have to confer before taking a position on a proposed activity at an airport?); and c) allowing staff to follow career paths in aviation. Given the near term anticipated declines in operating budgets, we should examine and evaluate the structure to see whether more efficient and effective structure would better meet the needs of the department and the state overall.

### **General Questions**

1. **We are currently compiling a public involvement plan for the AASP and would like your input:**
  - Public involvement plans are important, in general, to all sorts of plans and it is appropriate to develop one for the AASP. Provided we get the word out through various media, people that are affected will get involved and give input to protect their specific interests. Generally, while acknowledging the need for public outreach, I don’t think we need to dredge for input.
  - Public involvement needs to be tailored to the specific task under consideration. Some tasks are narrowly focused to a target audience, while others may be much broader.
  - Some existing groups, like the Alaska Aviation Coordination Council, draw a broad cross-section of government and industry reps, and are a good place to present specific results, or to seek input when establishing a workgroup or conducting a survey. Industry specific groups (Air Carriers, Alaska Airmen’s Association, etc.) are appropriate when there is a specific product to share.
  - The AASP website is a great place to post documents, studies, videos, etc. Use of a brief email, tweet or post to link to the specific content would be great.

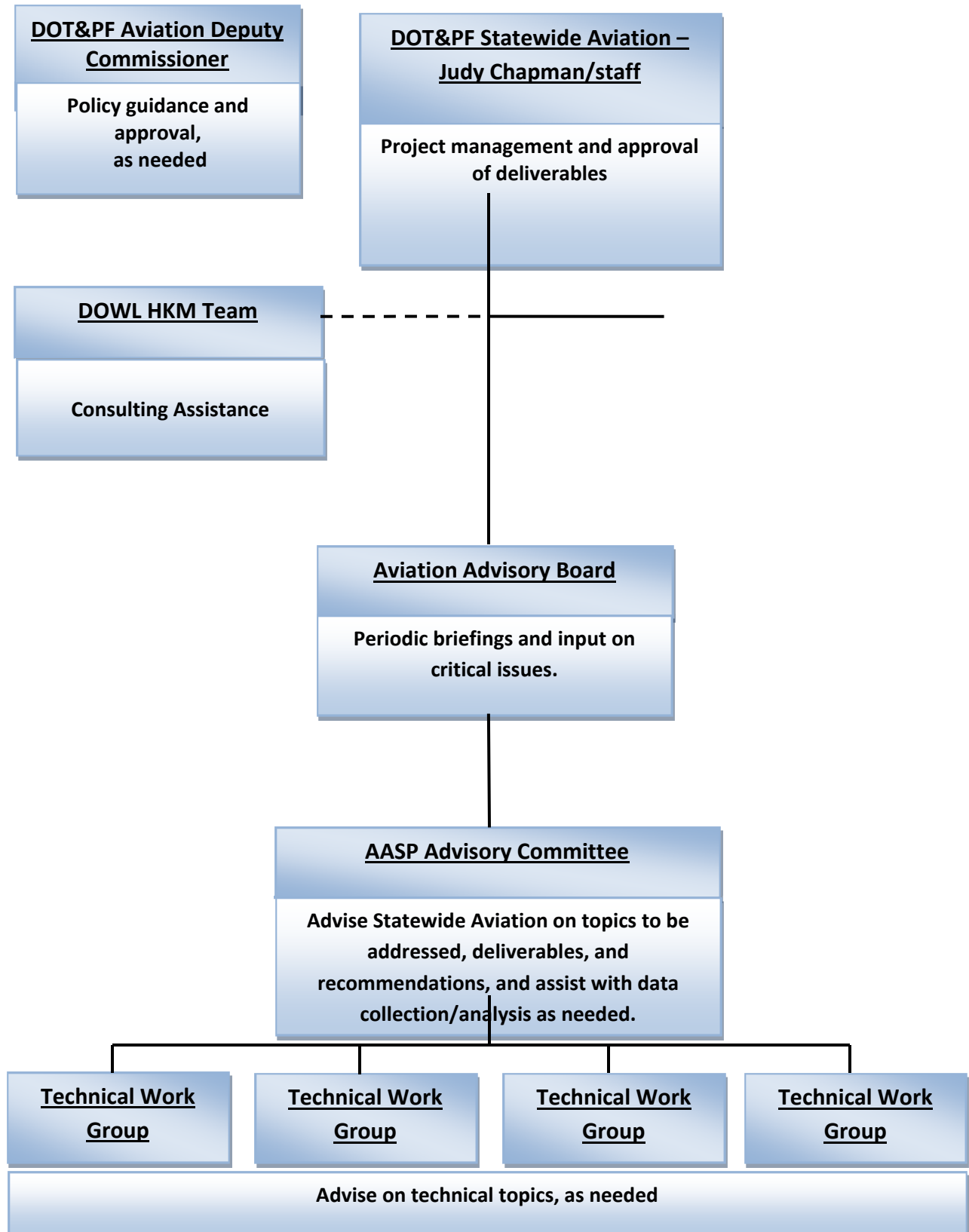
February 5, 2014

2. **What events should the AASP team attend, including any in your area of responsibility?**
  - Annual meetings of pilot, aircraft owner, and air carrier groups (AOPA, AACA, AK Airmen), regional economic summits, and transportation/tourism industry conventions. Make presentations to chambers of commerce and other stakeholder groups.
  - Aviation quarterlies, design quarterlies, leasing training – AASP should be represented at these either by consultant or SWA staff.
3. **How could the AASP team better inform you or your group of studies, results, and documents that are relevant to your areas of responsibility for airports?**
  - Email groups or newsletter (regular mailing – monthly), prepare and distribute an AASP annual report, conduct AASP annual forum to share information
  - Regular data collection, interpretation, and management are difficult to conduct and keep up with due to increasing workloads and fewer staff. I need ways to better manage data and information so that I can access the required information quickly for a given airport and manipulate the data easily on a regional/statewide basis to respond to inquiries and prepare documents (white papers, project nomination packets, etc.). I also need to be able to process information that allows me to evaluate the system's performance regarding the mission, goals and performance objectives. For example, I have been trying for years to get good data on operations at non-primary airports.
  - The newsletters will be helpful. In-person attendance at cross-divisional DOT&PF meetings and aviation coordination council/industry council meetings are also great opportunities to share relevant information and identify subject matter that may need greater attention.
4. **What other suggestions do you have for the AASP over the next five years?**
  - Find new sources of funding, because budgets are tight.
  - Keep this venue open to work on issues as they emerge. It seems like in Aviation, every four to five years is a different policy and funding era. Having a mechanism in place to address these issues is critical.
  - Pavement management program.
  - Review and validation of all Part 139 airports including coordination with FAA for inspections and project development IOT make sure we capture all issues at time of construction and avoid scope creep and LOC's post construction.
  - Review adequacy of land rights on and around airports, develop recommended right-of-way projects that resolve issues based on prioritization.
  - Address the sustainability of maintaining and operating the rural airport system. It is difficult to attract and retain qualified contractors and employees, and is costly to maintain the rural airport system.
  - The ability to define a task and assemble a stakeholder group for a specific aviation system topic provides a much needed forum that is otherwise lacking in the aviation community (government and industry). That format is a valuable tool to help people understand an issue, and consider what action might be needed. Please keep the flexibility to do this over the next five years.
  - Do the core system planning elements very well in this next 5-year effort and let the special studies take the backseat. The core elements (mission, goals, etc.) support so much other work going on that it will be very beneficial to address these items with the highest level of fidelity.

## **APPENDIX C**

### **The AASP Advice and Decision-Making Roles & Responsibilities**

# AASP Advice and Decision-Making Roles & Responsibilities







# ALASKA

Aviation System Plan