Regional Highlights | Central Northern Southcoast

Central |

PCN - Pavement Classification Number (PCN) for Aniak and Homer.

Northern |

Airport Inspections - 18 Airport Capital Improvement and Maintenance Program (CIMP) Inspections took place in 2014 - Anvik, Elim, Emmonak, Grayling, Holy Cross, Kotlik, Koyuk, Marshall, Mountain Village, Nunam Iqua (aka Sheldon Point), Pilot Station, Russian Mission, Saint Mary's, Saint Michael, Shageluk, Shaktoolik, Stebbins, and Unalakleet.

Southcoast |

PCN - PCN reports for Hoonah, Petersburg, Sitka, Wrangell, Unalaska and Yakutat are complete.

Kicking off 2015

The Alaska Aviation System Plan (AASP) has been busy wrapping up the inventory update, evaluating performance system-wide, continuing DOT&PF rural airports strategic planning, wrapping up 2014 CIMP inspections, completing Pavement Classification Numbers (PCN) calculations, and starting new work groups.

Last fall, presentations were made to each region on recent and upcoming AASP work. Another round of presentations will take place this spring showcasing the updated AASP website capabilities (internal.AlaskaAsp.com).

The AASP has a busy winter planned wrapping up NTP (Notice to Proceed) 2 and 3. NTP 4 is expected to commence in early spring. 2015 will bring additional Capital Improvement and Maintenance Program (CIMP) inspections, work group efforts for Airspace, Weather, and Backcountry Airstrips, and additional website changes.
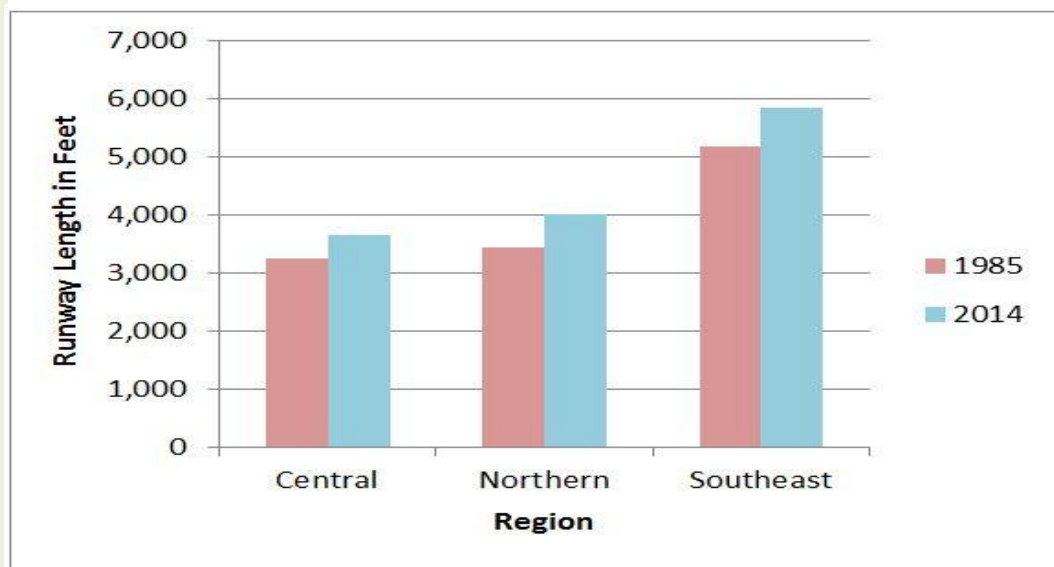
Evolution of the Alaska Aviation System

The growth in Alaska's Aviation system has reflected the needs of the state since its first airports began to take shape. The progress of this evolution has been recorded since the completion of the first Alaska Aviation System Plan in the early 1980s.

Over the last 30 years, the Alaska Department of Transportation and Public Facilities (DOT&PF), individual airport sponsors, and the FAA have made great strides in developing and improving the airport system. During that same time, state population has grown, enplanements have increased, and airport maintenance and operations costs continue to rise. The AASP provides an ongoing, updated perspective about the evolution and progress made in developing the Alaska aviation system, by documenting changes to key components of the aviation system over the last 30 years. An increase in the average runway length over time indicates how airports have tried to keep pace with the larger and faster aircraft or operations that demand longer runways. Below is a snapshot of the changes that have taken place in the past three decades; demonstrating the average runway length in all airport classes past to present. Data is presented by regions that existed in 1985 and 2014, and do not reflect current regional boundaries.

More Airports – Longer Runways! As shown in the figures below, average runway length increased significantly in all regions. In 1985 and again in 2014, Southeast Region had the longest average runway length. Southeast Region also had the biggest average gain in runway length from 1985 to 2014, an average runway length increase of 660 feet per airport. Statewide, runway length increased an average of 492 feet per airport from 1985 to 2014.

This figure shows the average runway length in each DOT&PF region.

Average Runway Length

Backcountry Airstrip Work Group

When it comes to aviation, the words bush flying and backcountry airstrips are synonymous with Alaska. The mission of Alaska Aviation System Plan's Backcountry Airstrip Work Group is to identify backcountry airstrips and guide future preservation decisions.

Backcountry airstrips are an important component of Alaska's aviation system, yet information about them individually and collectively can be hard to find. This lack of information makes it hard to categorize, assess, and ultimately ascertain the condition and needs for these unique airports. The Backcountry Airstrip Work Group understands the importance of these airports and is working to understand this element of our aviation system.

The work group has been tasked with the following items:
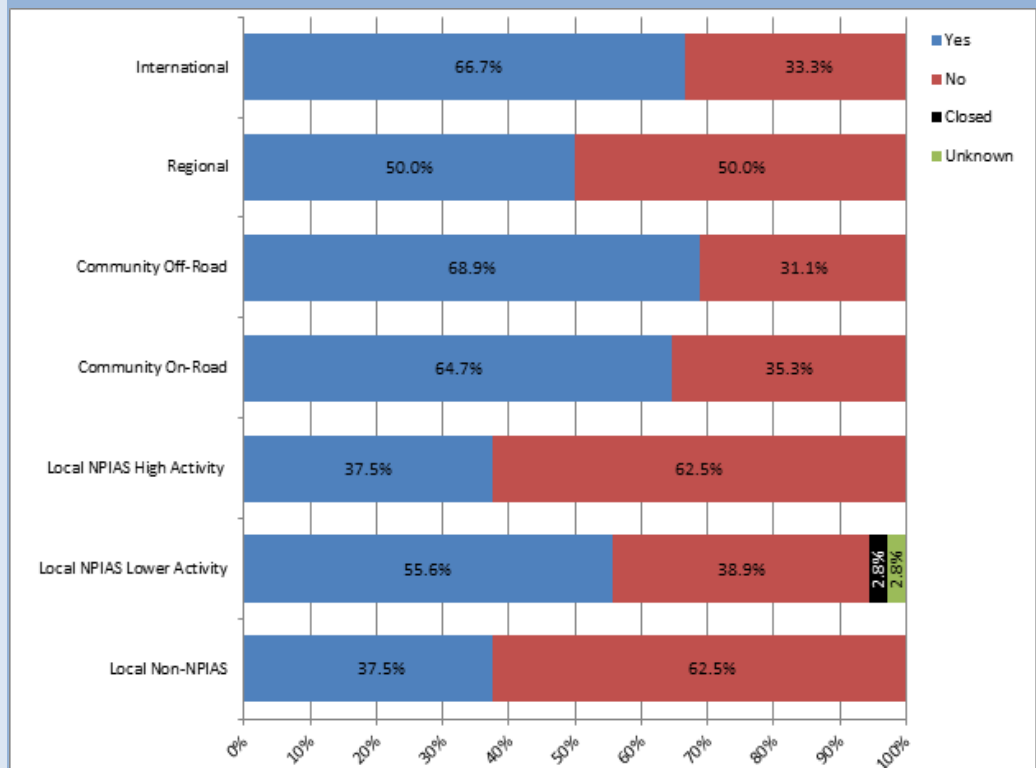
- Define backcountry airstrips in Alaska.
- Develop an inventory of backcountry airstrips.
- Identify future preservation decisions related to these airstrips.
- Determine the process needed to ensure the safe and efficient use and maintenance of Alaska's backcountry airstrips.

Airport Performance Measure Scorecards

These scorecards graphically depict how well the Alaska aviation system is performing, making it easier for both those familiar with airport system planning and those unfamiliar with the process, to understand the status of the system.

As an update to the previous system plan, each of the airports in the AASP are being evaluated based on a set of performance measures adopted in 2011, including airport design and safety criteria. These include various surfaces and areas around the airport's primary runway, such as the runway safety area (RSA) and runway protection zone (RPZ). Each factor is assigned a possible percentage score out of 100. These standards are applied to each airport classification. For example, the scorecard to the right summarizes airport compliance with RSA standards in each of the airport classifications (Y axis), allowing the performances of each classification group to be compared. Overall, 62.1% of AASP airports currently meet RSA standards as defined by the FAA.

Example Statewide Runway Safety Area Compliance Scorecard

Classification	Yes	No	Closed	Unknown
International	66.7%	33.3%		
Regional	50.0%	50.0%		
Community Off-Road	68.9%	31.1%		
Community On-Road	64.7%	35.3%		
Local NPIAS High Activity	37.5%	62.5%		
Local NPIAS Lower Activity	55.6%	38.9%	2.8%	2.8%
Local Non-NPIAS	37.5%	62.5%		

Planning

Scorecards are being developed for individual airports in the system. This scorecard provides a summary of how well an airport complies with airport safety design standards as well as its index score. Below is a sample 2014 scorecard for **Pilot Station Airport**, which is in the Community Off-Road classification of the AASP.

Airport Information	
FAA ID	0AK
Associated City	Pilot Station
Airport Name	Pilot Station
AASP Classification	Community Off-Road
Planning Region	Northern

Airport Design Standards	Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%
Object Free Zone (OFZ) Compliance	Yes	15%
Threshold Siting Surface (TSS) Compliance	Yes	15%
Runway Protection Zone (RPZ) Controlled by User	No	0%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	No	0%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
Total Index		**80%**

Design

Pavement Classification Numbers (PCNs)

Pavement Classification Numbers (PCNs) are the FAA's and ICAO's (International Civil Aviation Organization) way of matching airport pavement strengths with the appropriate type of aircraft weights, to get a better idea of what type of aircraft and operations different airports can accommodate, and plan changes if necessary. According to the FAA Advisory Circular *AC 150/5335-5C-Standardized Method of Reporting Airport Pavement Strength,* the Pavement Classification Number (PCN) is an international method of reporting pavement strengths. Its counterpart, the Aircraft Classification Number (ACN), is an internationally accepted method that expresses the effect that an individual type of aircraft with a specified configuration (number of axels, wheels, landing geometry, weight, tire pressure) has on pavements during operations. The PCN is a unique number that expresses the load-carrying capacity for a particular. The ACN & PCN numbers work together to be used by airport operators to evaluate acceptable operations of different types of aircraft. The AASP is currently completing calculations for 19 Alaskan airports. PCN reports for Hoonah, Aniak, Ketchikan, Petersburg, Sitka, Wrangell, Yakutat, and Unalaska have been submitted for review. Reports for Homer, Dillingham, Juneau, and King Salmon are wrapping up in early February. Bethel, Galena, Kodiak, Merrill Field, Unalakleet, and Valdez have been through as-built review and PCN evaluations will be conducted in late February.

To download AASP documents visit:
www.AlaskaAsp.com

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