



## FACT SHEET

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# What is the Alaska Aviation System Plan?

The Alaska Aviation System Plan (AASP) is a long-term, strategic planning process that provides detailed information on the current state of the system, evaluates aviation issues, analyzes trends, assesses challenges, and provides tools so that planners, policy makers, and decision makers can prioritize limited funding. The system plan feeds aviation specific information to the Alaska Statewide Long-Range Transportation Plan and meets the state and federal requirements for system planning.

The first AASP was completed in 1986 and updated in 1996. In 2008, the State of Alaska adopted a continuous system planning model, and subsequent updates are referred to as phases; this reflects the ongoing, dynamic nature of the process.

All aviation system planning processes incorporate several common steps including inventory, forecasts, classification of airport roles, defining performance measures, and prioritizing needs.

### Each phase builds on prior phase work to continually improve and update tools and information

#### Phase I 2008 - 2013

- Developed mission & goals
- Public involvement plan
- Performance measures
- Classifications
- Inventory
- Forecasts
- Built website platform
- Economic impacts
- Special studies

#### Phase II 2013 - 2019

- Revised performance measures
- Updated public involvement plan
- Digitized CIMP program
- Automated airport needs book
- Website expansion
- Expanded data
- New data connections
- New reports
- CIMP inspections on iPad platform

#### Phase III 2020 - 2025

- Ongoing**
- Prior phase evaluation
- Identify issues
- Update public involvement plan
- Implement Adopt-an-Airport
- Planned Phase III Tasks**
- Update inventory
- Review performance measures
- Conduct fleet analysis
- Review runway length standards
- Special studies

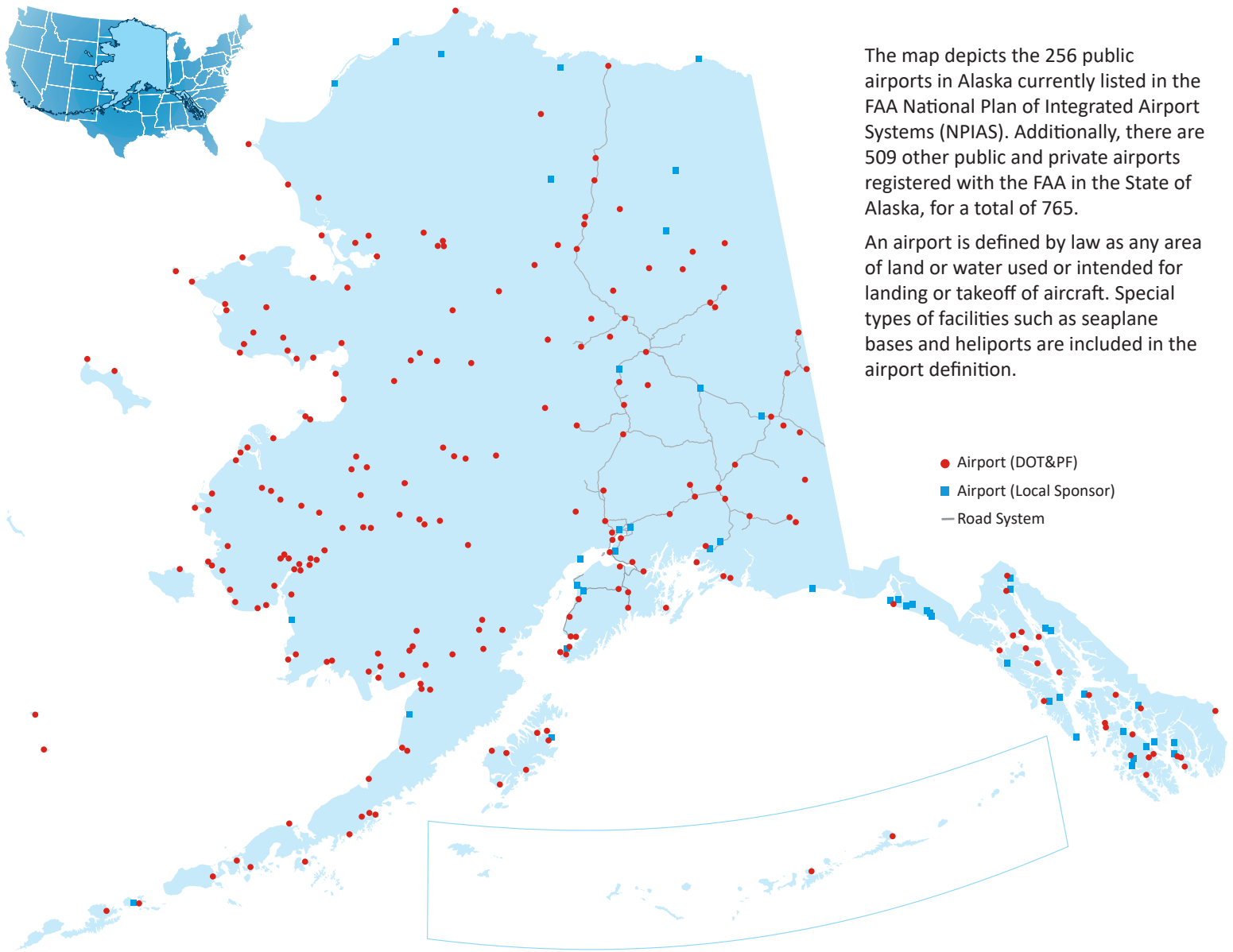
## How does the system plan help me?

- ✓ **Pilots:** Provides extensive information on airports, seaplane bases, and airstrips across the state. Links to weather cameras, photos, contacts, and airport project status.
- ✓ **Airport Sponsors:** Detailed information and planning tools for future development, PCI reports, forecasts, and special studies.
- ✓ **Elected Officials:** Inventory, needs list, performance measures, economic impact studies, and maps.
- ✓ **General Public:** Information on airports, air carriers, links to communities, and state airport maps.
- ✓ **Consultants, Planners, and Engineers:** The most up-to-date repository of airport information from ALPs to inventory, runway data, photos, and CIMP inspections.

System planning also performs special studies individualized to address the unique nature of the system. The information defines the system and prioritizes needs to ensure Alaska has a system of airports to meet the needs of the people today and in the future.

Phase III kicked off in the fall of 2020 with an updated Public Involvement Plan, a survey of stakeholder priorities, and a review and evaluation of prior work products. The process of reviewing previous reports allows for an assessment of relevance and a determination of the most effective use of limited funding in the next phase. The evaluation is supplemented by a survey of all stakeholders to prioritize issues and confirm the need for new studies or updates to existing information.





The map depicts the 256 public airports in Alaska currently listed in the FAA National Plan of Integrated Airport Systems (NPIAS). Additionally, there are 509 other public and private airports registered with the FAA in the State of Alaska, for a total of 765.

An airport is defined by law as any area of land or water used or intended for landing or takeoff of aircraft. Special types of facilities such as seaplane bases and heliports are included in the airport definition.

- Airport (DOT&PF)
- Airport (Local Sponsor)
- Road System

The AASP conforms to the standards set by FAA for Airport System Planning (AC 150/5070-7) and the FAA Airport Improvement Program (AIP) Handbook (FAA Order 5300-38D, Change 1).

A system plan documents how the individual airports fit within the transportation system and imparts vital aviation information to inform long-range state transportation plans, regional plans, and airport master plans.

A sensible and adaptable statewide aviation system plan that recognizes Alaska's dependence on aviation, unique operating environment, lack of basic infrastructure, fiscal constraints, and regional diversity is a fundamental part of statewide planning.

Through public involvement and outreach, the AASP team seeks to partner with local sponsors, tribal governments, pilots, and other stakeholders to provide a plan, data repository, and tools that increase productivity.

The AASP relies heavily on input from, and the participation of, our stakeholders. The [Public Involvement Plan \(PIP\)](#) outlines a variety of opportunities for public participation in the process. Requests for specific maps, targeted studies, or other documentation are welcome. Visit the AASP web site at: [www.alaskaasp.com](http://www.alaskaasp.com) and click on the contacts tab or contact our planning team directly.



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The AASP project is managed by the State of Alaska Department of Transportation and Public Facilities (DOT&PF), Division of Statewide Aviation. Additional assistance is provided by the Aviation Advisory Board, private aviation organizations, local airport sponsors, air carriers, aviation related businesses and pilots.

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