

The logo for the Alaska Aviation System Plan (AASP) features the letters 'AASP' in a bold, dark blue font. Above the letters are three stylized mountain peaks in shades of blue and white. A yellow airplane is depicted flying across the 'A' and 'S'. Below the letters, the text 'Alaska Aviation System Plan' is written in a smaller, white font. The background of the logo is a scenic landscape with mountains and a river.

# AASP

Alaska Aviation System Plan

FALL 2021

# NEWSLETTER

[www.AlaskaASP.com](http://www.AlaskaASP.com)

## AASP PROJECT UPDATE

By Angela Smith, PE, CM, RESPEC Aviation Group Manager

The team conducted several Capital Improvement and Maintenance Program (CIMP) inspections this summer with the goal to not only inspect the airports but to (1) meet with stakeholders, (2) identify aviation needs, and (3) assess the inspection checklists. A CIMP survey is currently under development to gather information to improve the process over the next 2 years.

DOT&PF personnel continue to complete CIMP inspections across the state. A work group will initiate later this winter, comprising AASP project team members, Maintenance and Operations (M&O), and Program Development to discuss ways to improve the inspection checklist and the functionality of the iPad application. The AASP project continues to implement changes to the website database and data gathering to better serve the airport project development process.

Installation is nearly complete for eight new Automated Weather Observation System (AWOS) stations at the following airports: Akiachak, Crooked Creek, Perryville, Tununak, Nulato, Coldfoot, Tok, *continued on page 2*



Kyler Hylton, MatSu District Superintendent, conducting CIMP inspection training at the Willow Airport.

## We Need Your Photos!



The AASP is always looking for new photographs to share with our aviation community. A photograph release form is posted on our website and will automatically enter your submittal in our photo contest. It just takes a few minutes to fill in the form with your name and the title of your photo. Email your photo and release form to [Rebecca.Cronkhite@respec.com](mailto:Rebecca.Cronkhite@respec.com) or [Rebecca.Douglas@alaska.gov](mailto:Rebecca.Douglas@alaska.gov).

We look forward to sharing great photos of airports, aircraft, and all the hardworking people involved in aviation across Alaska.

### IN THIS ISSUE:

- |                       |                            |
|-----------------------|----------------------------|
| AASP Project Update   | Website News & Updates     |
| We Need Your Photos!  | Q&A                        |
| FAA News & Updates    | In the Works               |
| Team Member Spotlight | CIMP Inspection Status Map |



Jennifer Keller, DOT&PF Northern Region Planning

NR CIMP inspection at Tok Junction Airport with Planning, Design, M&O, and contractors working together to gather information on the Upper Tanana Valley airports.

**AASP Project Update continued**

and Kotlik. An AWOS is a certified weather station that collects and broadcasts weather on a minute-by-minute basis. These systems are largely automated but may include human-observer monitoring when visibilities are reduced. AWOS systems meet various standards; however, most systems include altimeter setting, winds, temperature and dewpoint, density altitude, visibilities, and ceilings.

Financial challenges across the state continue with budget cuts, labor shortages, and aging aviation infrastructure requiring attention. Assisting with effective policies and guidance for management, planning, design, maintenance, and operation of aviation facilities is one goal of the Alaska Aviation System Plan. This fall, the team is working on performance measures, classifications, and reviewing how airport needs are tracked and displayed. A full report on AASP airport classifications and performance measures is scheduled for publication later this winter.

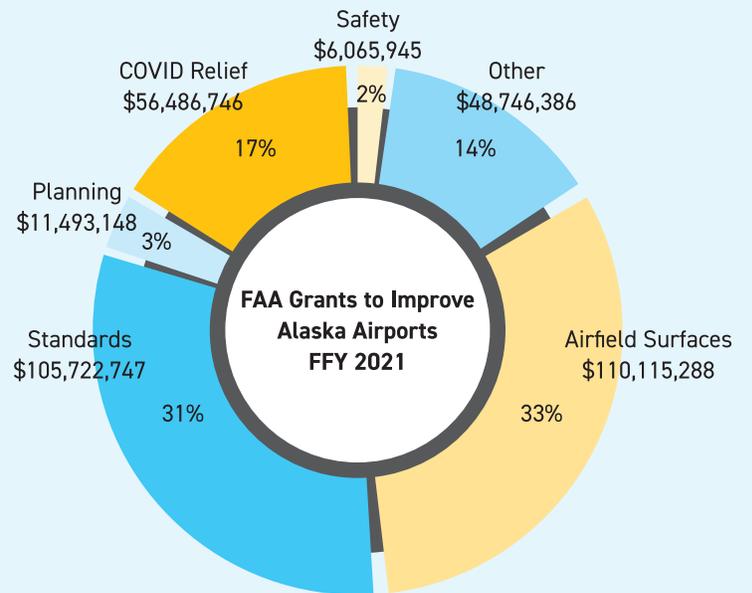


**FAA NEWS & UPDATES**

**FAA Invests \$338 Million in Airports Across Alaska**

A complete listing of grants, including estimated grant totals and project summaries, is available on the FAA Airport Improvement Program (AIP) website at [www.faa.gov/airports/aip/](http://www.faa.gov/airports/aip/).

Since the creation of the FAA AIP program, the U.S. federal government has distributed more than \$90 billion in approximately 65,000 grants. The total investment in Alaska airports since 2005 will exceed \$4 billion by the end of 2021.



Totals are FAA published preliminary appropriations amounts, include local sponsor airports, and are subject to change before award. A final report will be provided by the FAA and published on its website, [www.faa.gov/airports/aip/2021\\_aip\\_grants/](http://www.faa.gov/airports/aip/2021_aip_grants/), after the end of the federal fiscal year.

**AASP Spotlight on M&O**

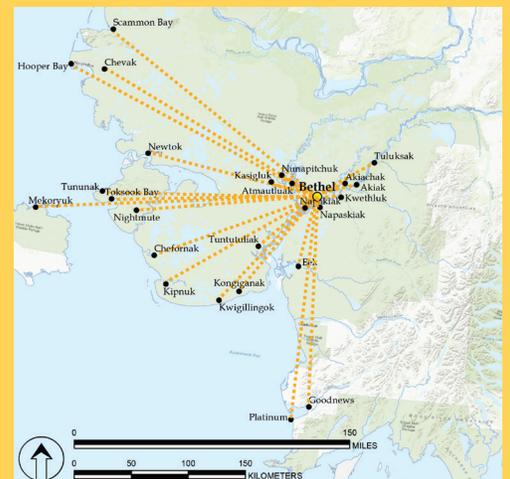


Jane Burris-Cofsky

Joe Laroux, CM ACE, Bethel Airport Manager and Operations Specialist.

This month's employee spotlight highlights Bethel Airport Manager Joe Laroux. The Bethel Airport was the third busiest airport in Alaska based on 2019 passenger enplanements (before COVID-related shutdowns) and serves as the primary mail and cargo hub for the Y-K Delta. Joe, along with his crew of five, operates and manages the Bethel Airport, maintains more than 10 road miles in and around the community, and oversees an additional 25 airports in the Y-K Delta.

Central Region Regional Director Wolfgang Junge states, "I don't know a crew that covers the size area and variety of duties our Bethel crew handles with daily assurance and tenacity summer or winter. I am really proud and grateful for the work and dedication shown by our Bethel team. They keep Alaska moving—through all kinds of challenges and adversity."



Map of airports managed by Bethel Airport Manager Joe Laroux.



# AirTime

**Q** I use the Query Tool in Reports – it looks a little different now?

**A** You are right! The Query Tool got an upgrade recently and now has the capability to include all 5010 airports in the search. Look under Facility Information in the Query Tool search, then check the box to include 5010 Facilities (Reports > Query Tool).

**Q** Are there any new features in Facility Reporting?

**A** Pavement Condition Index (PCI) reports now contain the ability to include historical data in the Excel exports. Navigate to the Reports tab (Reports > Miscellaneous > PCI Reporting). Under PCI Reporting, choose the checkbox to Include Archived Data.

**Q** The CIMP inspection export to Excel gives you an extra tab with all the airports that have never been inspected. How cool is that?

**A** We would say pretty cool! You can run that export with a number of different filters, too. Head over to the Reports tab and select CIMP > CIMP Inspections by Date Query. Then choose filters (optional) and a date range (required). Selecting the Generate button creates the Inspection Queue and Export to Excel feature. The Inspection Queue also has interesting information including the inspector and last inspection date along with a link to the webpage. Inspections currently under review do not show in this report until they are finalized. The Excel's No CIMPs tab notes which airports were not inspected within the chosen time period. For a comprehensive dataset of all conducted inspections, start with January 1, 2014 (Reports > CIMP > CIMP Inspections by Date Query).



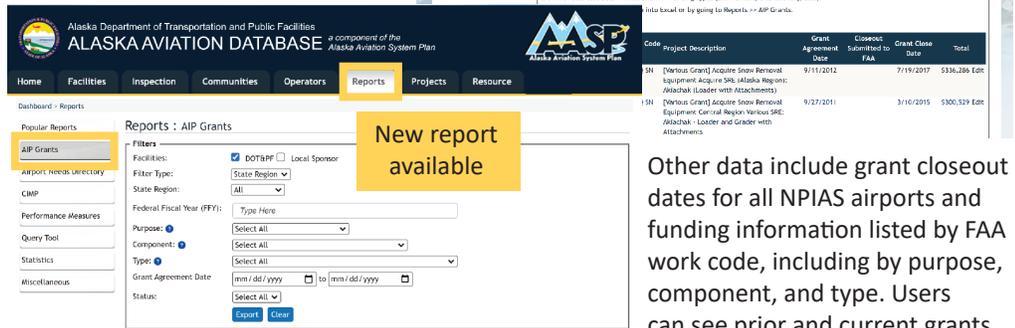
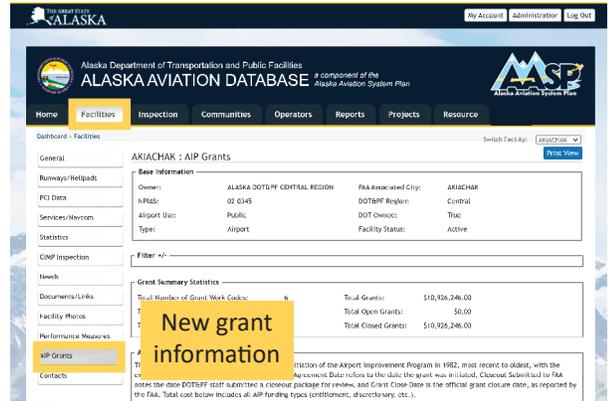
## Coach Class

### AIP grant module is now live!

By Annette Lapkowski, PE, Panther International Project Manager

Grant listings from 1982 to 2020, for all public airports in Alaska, are viewable under the Facilities tab.

Internal users can visit the Reports tab to produce a comprehensive AIP grant history spreadsheet, similar to the FAA's AIP Grant History booklet, that was published annually until 2019. FFY 2021 information will be available later this fall.

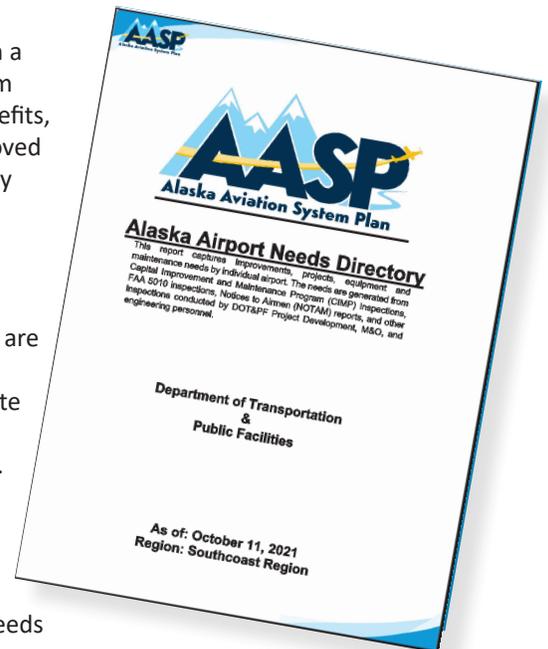


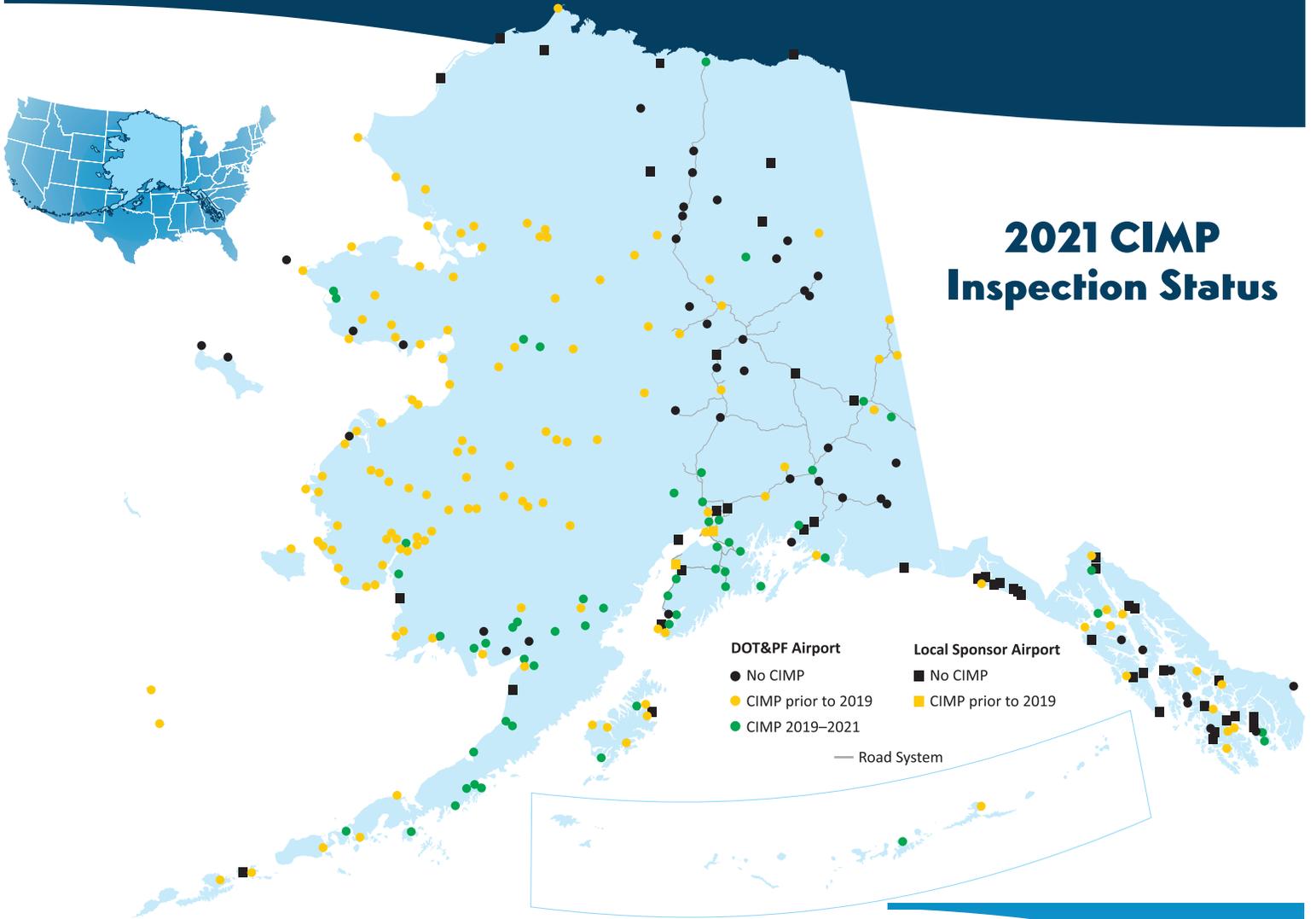
Other data include grant closeout dates for all NPIAS airports and funding information listed by FAA work code, including by purpose, component, and type. Users can see prior and current grants

awarded, identify upcoming closeout deadlines, and produce reports accordingly. Stage 2 of this module may include assessment of grant assurances and federal obligations to assist in future airport planning and grant management.

## In The Works ...

Performance-based planning has long been a part of the AASP. Information gathered from performance measures provides many benefits, including improved decision-making, improved return on investments, better accountability and transparency, and a better-functioning transportation system. As such, the AASP team is reaching out to key stakeholders and reevaluating/updating the current performance measures to ensure that they are relevant and logical for the Alaska Aviation System of tomorrow. This means the website will be getting some fresh performance measure data and scorecards in early 2022. In addition to updating both the data and the look of the reports, the team is also conducting an overhaul of the Needs Book to reflect the revised performance measures and better present the project needs of airports across the state.





## 2021 CIMP Inspection Status

Capital Improvement and Maintenance Program (CIMP) inspections were developed during Phase I of the AASP as a systematic way to identify airport needs, both capital- and maintenance-related, and document current conditions across the Alaska airport system. The State of Alaska DOT&PF is responsible for the maintenance and operation of 237 airports spanning an area one-fifth the size of the lower 48 states. With limited personnel, extreme weather events, and declining budgets, CIMP inspection data are crucial to the planning, project development, and maintenance of Alaska's airports.

The AASP team continues to work with users on the inspection application to improve and streamline the process.



*NR CIMP inspection at Northway Airport with Planning, Design, M&O, and contractors working together to gather information on the Upper Tanana Valley airports.*



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