



# Evolution of the Alaska Aviation System: Classifications and Performance Measures

A COMPONENT OF THE  
**ALASKA**  
Aviation System Plan

September 2015

*Prepared for*

Alaska Department  
of Transportation and  
Public Facilities

*With a Grant from*

Federal Aviation  
Administration



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### **A message from the Desk of John R. Binder III, C.M., Deputy Commissioner**

Thank you for your interest in the Alaska State Aviation System Plan, and this particular component, the Alaska Aviation System Plan Performance Update.

This report provides a valuable look at the dynamic changes of airports within Alaska over the last 30 years. The information herein can be used as a powerful tool for all the stakeholders of Alaska airports, from those involved with air commerce, individual communities' representatives, pilots and our own DOT&PF. Cataloging, classifying, and determining performance over time of public use airports in a state with our enormous size and diversity is no easy task; however, it is essential to do so in order to properly understand the dynamics of our air transportation system and to help us effectively manage it. Although there are many different types of metrics to measure the dynamics of airports within the Alaska aviation system, it all begins with the proper classification of each airport.

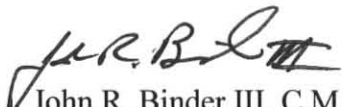
With over 700 registered airports in Alaska, the amount of diversity between them can be huge. Alaska's airports range in size from small backcountry airstrips, with virtually no infrastructure, to large, international airports with millions of dollars of structural investments. Airports on both ends of the spectrum can have many attributes in common, like being the primary lifeline for individual communities for goods, services, and medical care.

Measuring performance of the airport system in Alaska can be challenging because the scale of development and services between airport classifications and different regions can be quite significant. It is important to look at airport relevant metrics, both within their classification and as a whole, to get a clear picture of how the airports in this state are responding to the needs of our air transportation system.

Although this report shows changes over the last 30 years, it is only just a piece of an overall, living document known as the Alaska Aviation System Plan that will continue to measure and assist us with managing aviation in the State of Alaska for many years to come.

I encourage you to visit our web site ([www.AlaskaASP.com](http://www.AlaskaASP.com)) and review other Alaska Aviation System Plan reports in order to gain a better understanding of the largest state-sponsored aviation system in the United States.

Sincerely,

  
John R. Binder III, C.M.  
Deputy Commissioner

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## LIST OF ACRONYMS

AASP	Alaska Aviation System Plan
ALP	Airport Layout Plan
ASOS	Automated Surface Observing System
AWSS	Automated Weather Sensor System
DOT&PF	State of Alaska Department of Transportation and Public Facilities
FAA	Federal Aviation Administration
FSS	Flight Service Stations
HIRL	High Intensity Runway Lighting
IAP	Instrument Approach Procedure
M&O	Maintenance and Operations
MIRL	Medium Intensity Runway Lighting
NA	Not Applicable
NOTAMS	Notice to Airmen
NPIAS	National Plan of Integrated Airport Systems
PAPI	Precision Approach Path Indicators
PCI	Pavement Condition Index
OFZ	Obstacle Free Zone
RCO	Remote Communications Outlets
RDC	Runway Design Code
RPZ	Runway Protection Zones
RSA	Runway Safety Area
RVZ	Runway Visibility Zone
SAWRS	Supplementary Aviation Weather Reporting System
TSS	Threshold Siting Surface
USPS	United States Postal Service
VASI	Visual Approach Slope Indicators
VGSI	Visual Glide Slope Indicators

## **1.0 INTRODUCTION AND BACKGROUND**

The purposes of this report are to:

- Document the airport classification definitions and assignment of airports within the Alaska Aviation System Plan (AASP) into those airport classes.
- Measure the evolution and performance of airports within the aviation system to establish a baseline for measuring future improvement and to help assess the effectiveness of the aviation system.

This report was developed incrementally as individual chapters between fall 2014 and spring 2015. State of Alaska Department of Transportation and Public Facilities (DOT&PF) planners, designers, and maintenance and operations (M&O) personnel, along with representatives of the Federal Aviation Administration (FAA), were integrally involved in the development of this report. The report builds upon work accomplished in a previous phase of the AASP, *AASP Mission, Goals, Measures, & Classification*, published in 2011.



## **1.1 Airport Classification**

With over 700 airports registered in the State of Alaska, an efficient way to classify them is critical. The airports within Alaska are extremely diverse, ranging from large, commercial service international airports, to the most remote and rugged examples of backcountry airstrips. The vast majority of Alaskan airports lie somewhere in between these two extremes, serving small communities and fulfilling an important and specified role within the Alaska transportation system. Although the FAA also classifies airports in a manner to suit federal needs, Alaska utilizes its own unique airport classification system, more complimentary to serving the needs of Alaska.

The reason airports must be classified goes far beyond the obvious obligatory need for simple, administrative organization. Other reasons include:

- Better understanding of the role aviation plays in the Alaska transportation system
- Investment and funding prioritization
- A useful tool in airport planning, design, construction, maintenance, and operations
- Multi-modal and interregional planning assistance for neighboring communities
- Overall measurement of the entire airport system's performance

## **1.2 How Alaskan Airports Are Classified**

In 2011, the previous AASP reevaluated and classified airports, documented in *AASP Mission, Goals, Measures, and Classifications*, based on the 1996 AASP Update alongside 1986 AASP definitions. There were many different criteria considered during the establishment of the AASP airport classification system. Notable factors included the most obvious issues of an airport's size, and operations of course, but other, perhaps not so obvious criteria, more poignant to Alaska aviation, were also considered. Some of these other considerations made during the establishment of the Alaskan AASP airport classification system include:

- Primary and secondary community access roles
- Constituent populations, such as major urban areas, regional population centers, rural communities, seasonal operations or other specialized populations

- The role of supported air services, such as types of scheduled passenger services, air taxi charters, and recreational or emergency use
- Statewide or regional support, economic development drivers, and operational bases for interstate commerce with air taxis and cargo carriers
- Utilization by United States Coast Guard services
- Health care facilities served intra-regionally and within the local community
- Educational establishments within the local communities
- Service as a hub for air carrier or postal operations
- Numbers of passengers, tonnage of cargo, number of based aircraft and total operations
- Scheduled passenger services
- Holders of an FAA Part 139 commercial operating certificate for airports
- Location and accessibility of facility and airparks
- General characteristics of airport users, such as public versus private, military, recreation or seasonal traffic
- General characteristics and ability to serve various types of aircraft, such as fixed-wing turbojets, turboprops, piston aircraft, or floatplanes and helicopters
- Types and condition of current existing facilities at the airport itself, such as runway lengths, paved or unpaved airfield surfaces, lighting, and other infrastructure
- Geographic and demographic region served by the airport
- Distance from other airports and attenuate drive-times from surrounding communities
- Existing on-field aviation related services, such as Fixed Based Operators
- Ability or feasibility of the airport to expand or meet applicable design standards
- Prior investments already made at the facility

### **1.3 The Different Types of Alaska Airport Classifications**

This section defines and describes the actual types of classifications enumerated within the AASP, and used by the State of Alaska to classify the entire range of airports within Alaska. Airports are conveniently segregated by the hierarchy below.

- International
- Regional
- Community
  - Off-Road
  - On-Road
- Local
  - National Plan of Integrated Airport Systems (NPIAS) High-Activity
  - NPIAS Low-Activity
  - Non-NPIAS

#### **1.3.1 International Class Airports**

International airports fall within the FAA's definition of small and medium hub category airports. A medium hub airport has at least 0.25 percent, but less than 1 percent, of the total annual passenger boardings in the US. A small hub airport has at least 0.05 percent, but less than 0.25 percent, of the total annual passenger boardings in the US. The three largest airports in Alaska meet this definition.

#### **1.3.2 Regional Class Airports**

Regional airports serve as the transportation and economic hub for more than one community. Regional airports usually need to accommodate larger aircraft, have instrument approaches with low minimums, and have more landside facilities, infrastructure and services than other smaller public use airports. These airports, heliports and seaplane bases must meet at least three of the following:

- Are designated primary airports, as defined by the FAA, with at least 10,000 annual passenger boardings
- Are air carrier hubs, as defined by the FAA
- Are United States Postal Service (USPS) hubs, or handle more than 2 million pounds of cargo, (freight and mail, enplaned and deplaned), annually
- Have Federal Aviation Regulation Part 139 commercial operating certificates
- Serve communities with health facilities that serve two or more communities
- Are Department of Natural Resources designated primary or secondary fire tanker bases
- Serve communities with US Coast Guard facilities

Airports that meet fewer than three of these characteristics may be considered “Regional Airports” if other justification for their regional role can be documented and supported by the Alaska DOT&PF. There are 28 Regional Class airports in Alaska.

### 1.3.3 Community Class Airports

Community airports generally fulfill the role of serving as a small community’s primary airport when no larger regional or international airport serves the function. They usually serve basic needs of the community regarding hospital airlift, local aviation related business, and emergency needs. When two or more communities are in close geographic proximity and accessible to each other year round (within one hour driving time), a community airport may serve its primary airport role for more than one community. Community airports are further subdivided into Off-Road or On-Road categories, depending on whether or not they have year-round road access to the intrastate road system.

Community airports are defined as public airports, heliports, or seaplane bases that serve as the main air transportation facility for communities that:

- Have a permanent population of at least 25
- Have a public school, and

- Are located more than one hour by road that is accessible year-round from an International, Regional, or other Community airport

Airports that do not meet all these criteria can be designated as Community airports if justification supported by DOT&PF is provided. There are 146 Community Off-Road airports in Alaska, and there are 18 Community On-Road airports.

#### 1.3.4 Local Class Airports

Local airports are usually thought of as general aviation airports. They can either stand alone, or supplement other busier airports within the nearby region by providing additional capacity. Size, scope, and dimensions of these types of facilities range widely, depending upon the type and numbers of aircraft and operations present. Local airports are further subdivided into NPIAS High-Activity, NPIAS Low-Activity, and Non-NPIAS classes, with the following definitions:

**Local NPIAS High-Activity** – Public use airports, heliports, or seaplane bases that:

- Do not qualify for the International, Regional, or Community classes,
- Are in the NPIAS, and
- Have at least 20 based aircraft

**Local NPIAS Low-Activity** - Public use airports, heliports, or seaplane bases that:

- Do not qualify for the International, Regional, or Community classes,
- Are in the NPIAS, and
- Have fewer than 20 based aircraft

**Local Non-NPIAS** - Public use airports, heliports, or seaplane bases that are not in the previously defined classes.

There are 11 Local NPIAS High-Activity, 56 Local NPIAS Low-Activity, and 469 Local Non-NPIAS airports in Alaska.

## **2.0 EVOLUTION OF THE ALASKA AVIATION SYSTEM**

### **2.1 Introduction**

This chapter documents how Alaska’s aviation system has progressed since the completion of the first Aviation System Plan in the early 1980’s. Over the last 35 years the DOT&PF, other 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. This report provides a 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 35 years. Specifically, this report documents changes to several key indicators where data was available to make comparisons:

- Average Runway Lengths
- Types of Runway Surfaces
- Weather Stations and Weather Observers
- Flight Service Stations
- Population
- Top 15 Airports by Number of Enplanements
- Airport Maintenance and Operations Costs

The majority of the baseline data within this report originates from the 1986 Alaska Aviation System Plan and inventory data collected in 2014 for the current Alaska Aviation System Plan. In order to ensure continuity, runway data by region is based on the Alaska DOT&PF regional boundaries for airports that existed in 1985 through 2014, and does not reflect the most recent revisions. Data sources include:

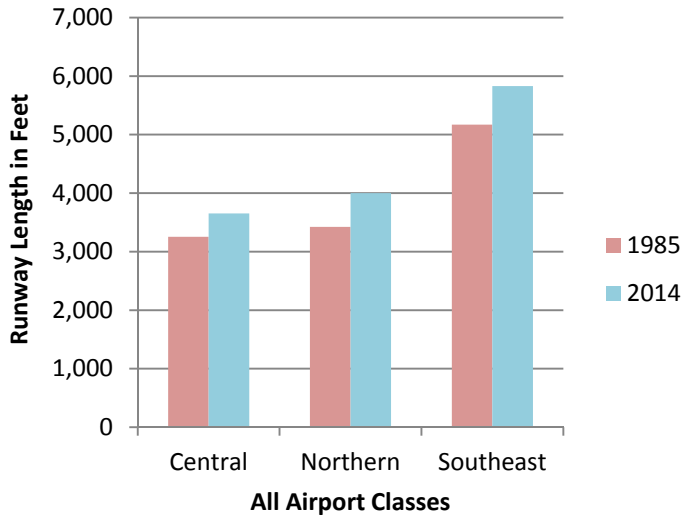
- Air Service in Alaska (1982)
- Alaska Aviation System Plan Final Report—Policy and Program Guidelines (1986)
- Alaska Aviation System Plan Phase I Report Appendices (1986)
- Alaska Aviation System Plan Inventory (2014)

- DOT&PF M & O Revenue/Expense Records (2013)
- Department of Commerce, Community and Economic Development website (2014)
- National Weather Service Alaska Region Headquarters (<http://www.arh.noaa.gov/obs.php>) (2015)
- FAA ([https://www.faa.gov/air\\_traffic/weather/asos/](https://www.faa.gov/air_traffic/weather/asos/)) (2015)

## 2.2 Average Runway Lengths

Average runway length is an important indicator of progress made in developing Alaska's aviation system. Many airport runways were initially built with shorter lengths than currently exist due to initial funding limitations or because the aircraft serving the airport did not require additional length. Over the last 35 years, aircraft fleet changes, economic and population changes, needs for life saving medivac service, and federal and state guidelines have driven the need for longer runways at many airports. Aviation is the most frequent mode of transportation for daily movement of passengers and freight all over Alaska and runway lengths are important to the sustainability of Alaska's communities.

**All Airport Classes.** As shown in Figure 1, average runway length increased significantly in all regions. In both 1985 and 2014, the Southeast Region averaged the longest runway length of the three regions. Southeast Region also had the largest average gain in length of runways, with an average increase of 660 feet per airport. Statewide, average runway lengths increased by 492 feet per airport from 1985 to 2014.



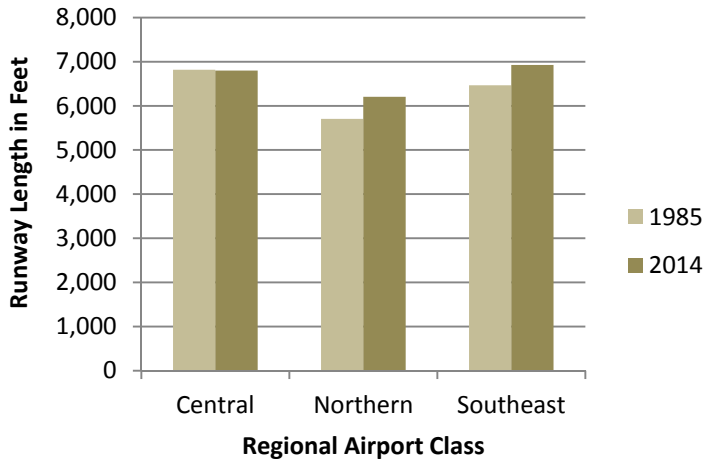
Region	1985	2014	Change
Central	3,253	3,652	399
Northern	3,424	3,999	575
Southeast	5,171	5,831	660
<b>Statewide Average</b>	<b>3,434</b>	<b>3,926</b>	<b>492</b>

➤ 230 airports, statewide; seaplane bases not included. There were three more airports in 2014 than in 1985.

**Figure 1: Average Runway Length – All Airport Classes**

**Regional Airports.** Regional airports by definition are transportation and economic hubs for more than one community. As shown in Figure 2, average runway lengths at Regional airports in the Central Region declined slightly, while lengths increased significantly in both Northern and Southeast Regions. Southeast Region has the longest average length in the Regional airport category. Statewide, runway lengths at Regional airports increased an average of 289 feet per airport from 1985 to 2014.



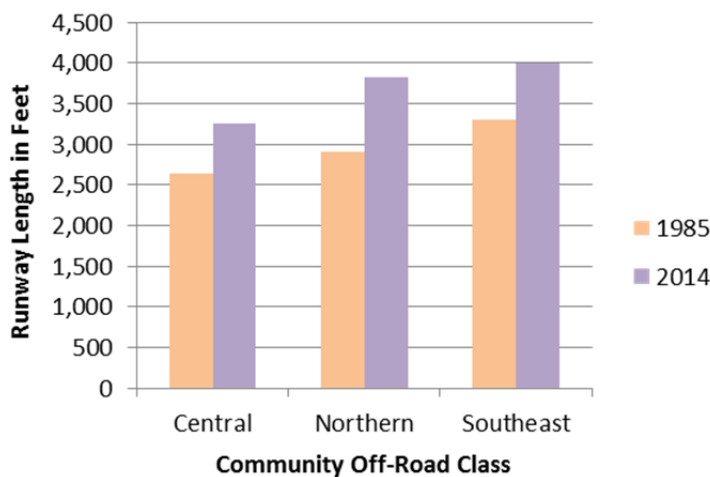


Region	1985	2014	Change
Central	6,817	6,800	-17
Northern	5,705	6,205	500
Southeast	6,468	6,928	460
<b>Statewide Average</b>	<b>6,305</b>	<b>6,594</b>	<b>289</b>

➤ 28 Regional airports, statewide

**Figure 2: Average Runway Length at Regional Airports**

**Community Off-Road.** Community Off-Road airports serve communities that are not on the intrastate road system, and have over 25 people and a public school. Extending runway lengths within this category has been a priority of the State and FAA over the last 30 years, as evidenced by the large increases shown in Figure 3. Northern Region Community Off-Road airports increased average runway lengths by 919 feet while Southeast Region gained an average of 699 feet and Central Region an average of 611 feet. Statewide, runway lengths at Community Off-Road airports increased an average of 740 feet per airport from 1985 to 2014.

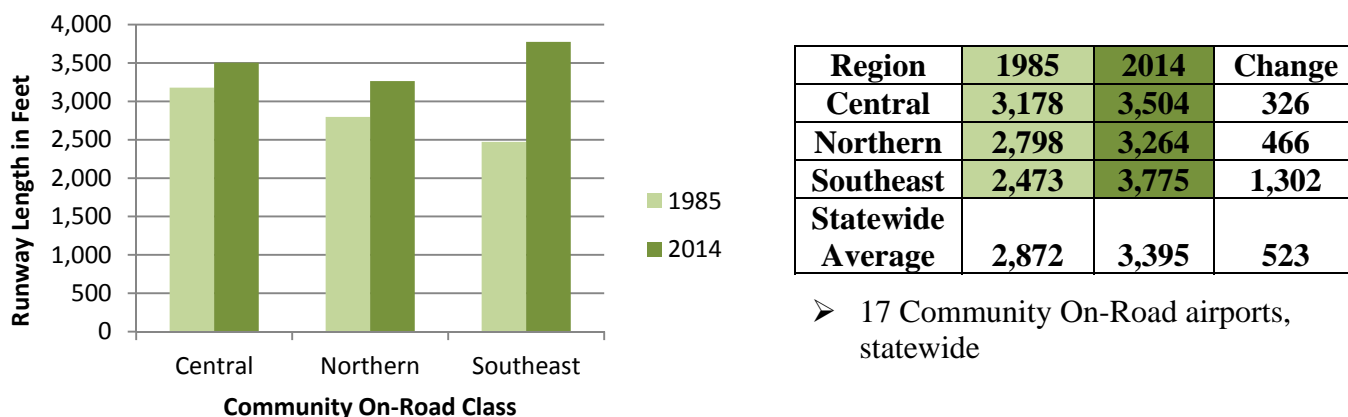


Region	1985	2014	Change
Central	2,643	3,254	611
Northern	2,901	3,820	919
Southeast	3,300	3,999	699
<b>Statewide Average</b>	<b>2,769</b>	<b>3,509</b>	<b>740</b>

➤ 132 Community Off-Road Airports, statewide

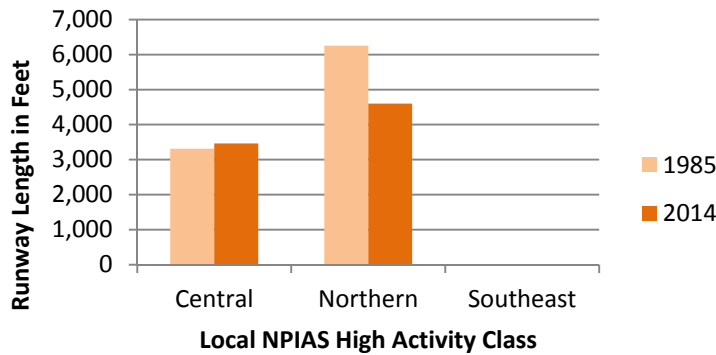
**Figure 3: Average Runway Length at Community Off-Road Road Airports Statewide**

**Community On-Road.** Community On-Road airports serve communities with access to the intrastate road system. As depicted in Figure 4, Southeast Region’s two on-road airports, Haines and Skagway, increased average runway length by 1,302 feet, Northern Region runway lengths increased an average of 466 feet, and Central Region averaged 326 feet of increased length. Statewide, runway lengths at Community On–Road airports increased an average of 523 feet per airport from 1985 to 2014.



**Figure 4: Average Runway Length at Community–On Road Airports Statewide**

**Local NPIAS High Activity.** Local NPIAS High-Activity Airports are those facilities not fitting into other airport classifications and that have a minimum of 20 based aircraft. This category accommodates mostly general aviation airports. As shown in Figure 5, Central Region Local NPIAS High-Activity Airports increased average runway lengths by 150 feet. Nenana, the only Northern Region airport in this category, lost 1,656 feet of runway length. Nenana’s runway was shortened due to proximity to Fairbanks International Airport and the cost to maintain the pavement. Statewide, runway lengths at Local NPIAS High-Activity Airports decreased an average of 51 feet per airport from 1985 to 2014. In general, runway lengths decreased at Local NPIAS High-Activity and Local NPIAS Low-Activity Airports because of compliance issues with FAA design standards.

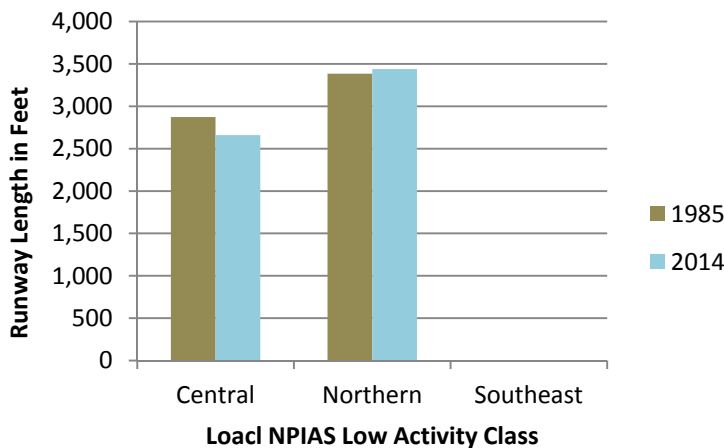


Region	1985	2014	Change
Central	3,312	3,462	150
Northern	6,256	4,600	-1,656
Southeast	NA	NA	NA
Statewide Average	3,639	3,588	-51

- 9 NPIAS High-Activity Airports statewide; 8 in Central Region, 1 in Northern Region, and none in the Southeast Region

**Figure 5: Average Runway Length at Local NPIAS High Activity Airports Statewide 1985 vs. 2014**

**Local NPIAS Low Activity** – Local NPIAS Low Activity Airports have less than 20 based aircraft and serve mostly general aviation activity. Figure 6 demonstrates that Northern Region airports increased average runway lengths by 56’ while Central Region lost an average of 214’. Statewide, runway lengths at Local NPIAS Low Activity Airports decreased an average of 31’ per airport from 1985 to 2014.

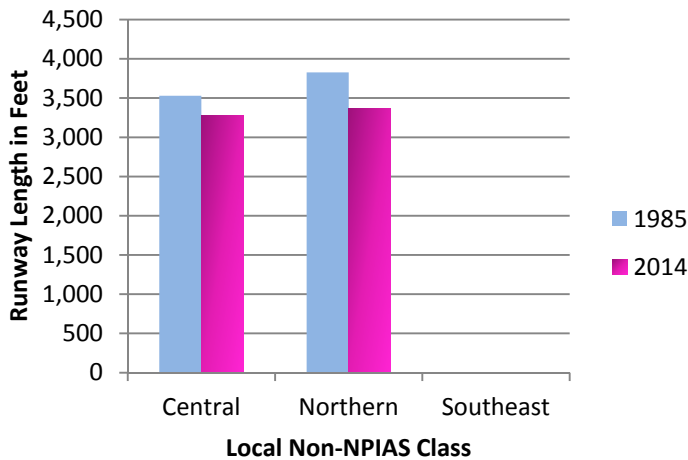


Region	1985	2014	Change
Central	2,874	2,660	-214
Northern	3,384	3,440	56
Southeast	NA	NA	NA
Statewide Average	3,219	3,188	-31

- 34 NPIAS Low-Activity Airports, statewide; none in Southeast

**Figure 6: Average Runway Length at Local NPIAS Low Airports Statewide 1985 vs. 2014**

**Local Non-NPIAS Airports** - Local Non-NPIAS Airports are airports not assigned to another class. As shown in Figure 7, Central Region Local Non-NPIAS Airports decreased average runway lengths by 247’, while Northern Region lost an average of 455’ Statewide, runway lengths at Local Non-NPIAS airports decreased an average of 386’ per airport from 1985 to 2014.



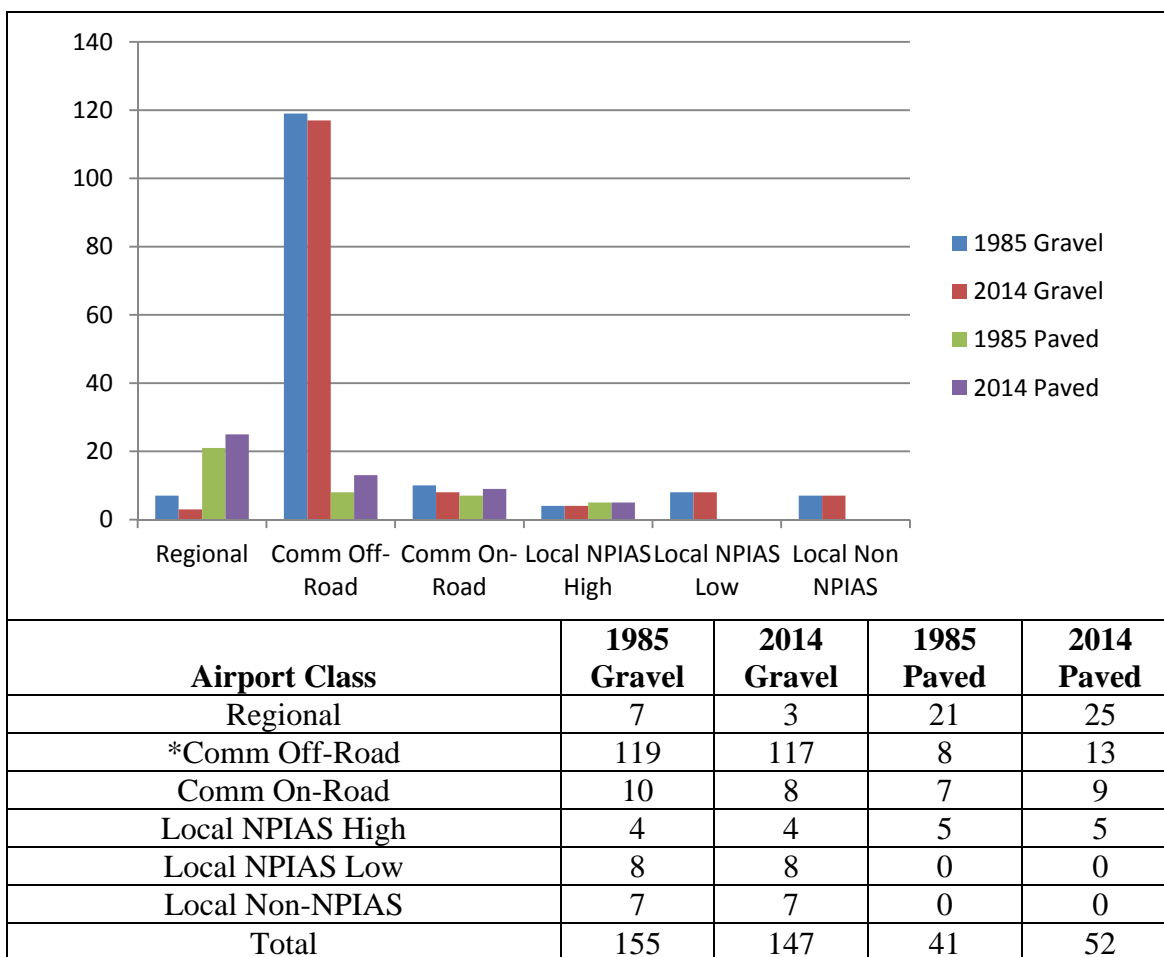
Region	1985	2014	Change
Central	3,530	3,283	-247
Northern	3,828	3,373	-455
Southeast	NA	NA	NA
<b>Statewide Average</b>	<b>3,729</b>	<b>3,343</b>	<b>-386</b>

- 6 Local Non-NPIAS Airports statewide, 2 in central Region, 4 in Northern Region and none in the Southeast

**Figure 7: Average Runway Length at Local Non-NPIAS Airports Statewide 1985 vs. 2014**

### 2.3 Types of Runway Surfaces

In general, most Alaskan airports use existing native surface materials such as gravel or turf for their runway surfaces, instead of costly cement or asphalt. This largely due to the operators utilizing those airports often preferring native surfaces to land on, as well as the associated costs of building and maintaining non-native surfaces such as Asphalt or Portland Cement in remote areas. Most paved airports are at regional hubs. As shown in Figure 8, Regional, Community Off-Road, and Community On-Road airports saw small upgrades from gravel to paved runways from 1985 to 2014. Statewide, 52 airports are paved today, compared to 41 paved airports in 1985, an increase of 11 paved airports.



\* Three new airports were built since 1985

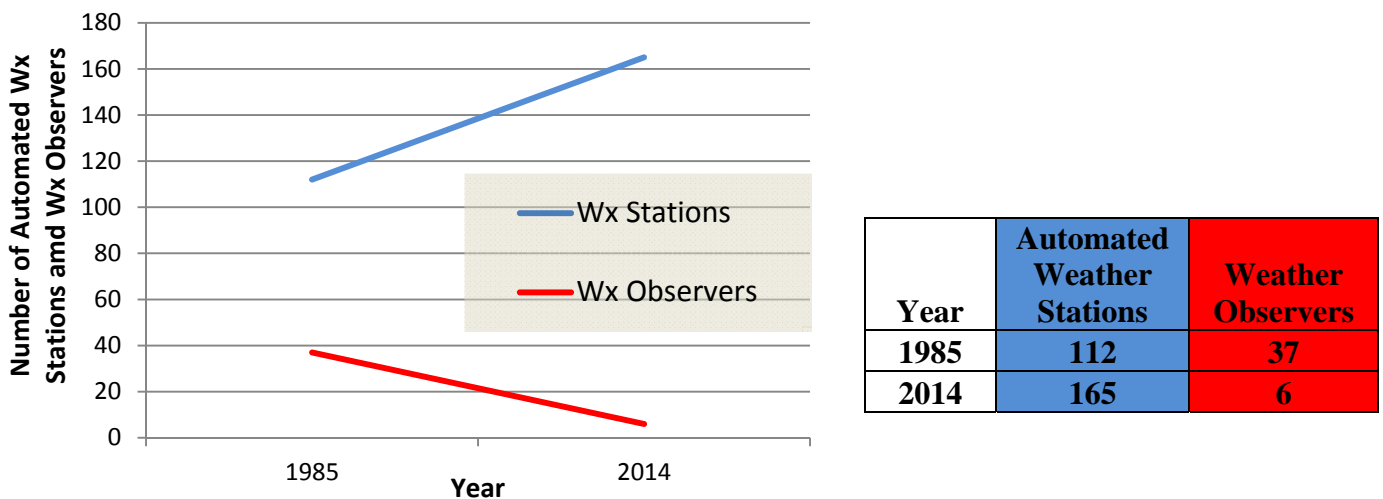
**Figure 8: Runway Surface Type from 1985-2014**

## 2.4 Weather Stations and Weather Observers

Weather is one of the most critical factors involved with any flight. Knowledge of the current and forecasted weather along the route of flight is of extreme importance to all types of flight operations, large and small. Without good information, a pilot may run into all kinds of adverse weather conditions such as fog, rain, thunderstorms, freezing rain, or snow showers. Unknown weather conditions have the potential to cause flight delays, force a pilot to divert or cancel a flight altogether, or create life threatening situations during a flight for the pilot and his passengers. For many years, pilots relied upon the visual observations of human weather observers, who would report their observations at specified times to the FAA, who would then relay that information, along with other forecasted information to the pilot through a rigid system. Although not without argument, automated weather sensing and reporting technology has progressed significantly, especially in the last 30 years, lessening the need for human

observers. Automated weather stations have been fully accepted by the FAA, become relatively easy to maintain, and have proved reliable, making it increasingly difficult to justify the cost of human observers.

Recently, the National Weather Service announced its plan to phase out human weather observers in Alaska, (known as the “A-Paid” program), and replace many of them with automated systems, however, the FAA has retained 6 human weather observers around the state. These human observers are in unique locations where weather conditions can vary significantly just a short distance from the localized airfield, which is beyond the limitations of current automated units. As shown in Figure 9, the number of weather stations in Alaska has increased by 53 units in the past 30 years, while weather observers have decreased from 37 in 1985 to 6 in 2014.



**Figure 9: Automated Weather Stations and Weather Observers 1985-2014**

## 2.5 Flight Service Stations

The number of FAA Flight Service Stations (FSS) in Alaska has been significantly reduced since 1981, somewhat mirroring the national trend. Because of the explosion in recent decades of personal electronic connectivity and remote access to information via cell phones, satellite linked receivers and a plethora of other similar devices, the once indispensable local FAA FSS at an airport has been increasingly become obsolete. Because of the unique and relatively remote airport operations still in existence in Alaska, the percentage decrease in the number of FSS operated by the FAA is much less than that of the lower 48. There were 27 FSS stations

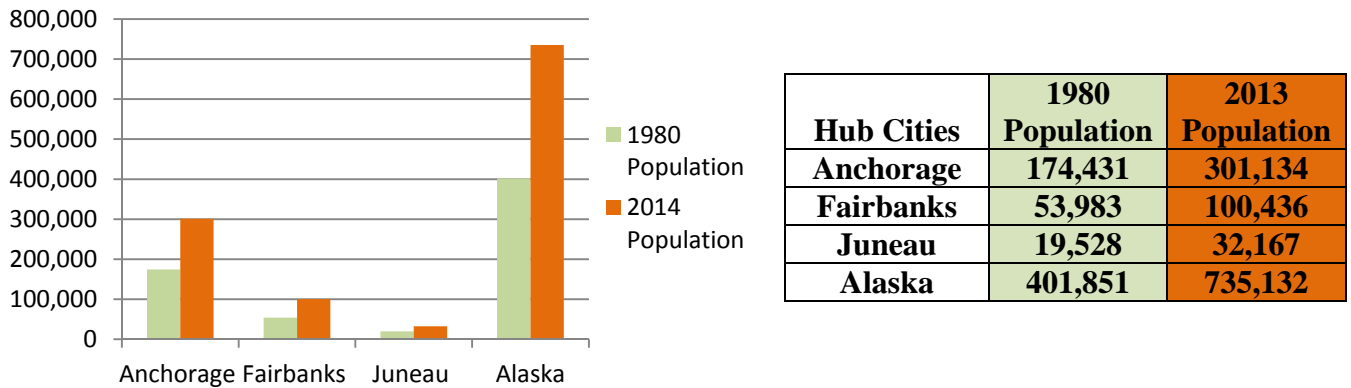
operating in Alaska in 1981, while 17 stations and satellite stations still exist today. The FAA operates 3 FSS in Fairbanks, Juneau, and Kenai and 14 satellite FSS across the state. Satellite stations are usually staffed with one individual, and they primarily provide advisory information to pilots interested in that particular field or vicinity. Satellite stations still have the same ability to file and close flight plans, provide weather information and briefings, and provide Notice to Airmen (NOTAMS) information to pilots, just like any other FSS. The 3 larger FSS also respond to pilots using various Remote Communications Outlets (RCOs) from around the state. These RCOs allow pilots to remotely utilize the full services of an FSS facility from many different locations via radio throughout the state. FSS staff and operations in the continental United States were outsourced to Lockheed Martin in 2005, but due to Alaska's unique requirements, FSS functions in Alaska remain with the FAA, and not an independent contractor.



**Palmer Flight Service Station (FSS)**

## **2.6 Population**

As shown in Figure 10, Alaska's population has nearly doubled from the 1980s to today. Statewide population increased by 83 percent from 1980 to 2014. The largest cities of Anchorage, Fairbanks, and Juneau made up approximately 55 percent of the statewide growth.



**Figure 10: Population of Major Hub Cities and the State of Alaska from 1980**

**2.7 Ranking of Top 15 Airports by Enplanements**

As shown in Table 1, enplanements at the busiest airports in Anchorage, Fairbanks, Juneau, and Bethel doubled or tripled from 1979 to 2013, while enplanements grew modestly or declined at most of the other top 15 airports. Other airports seeing growth over this period include Kenai, Ketchikan, Kodiak, Barrow, Deadhorse, and Homer. Bethel experienced the largest increase in rank from 11th in 1979 to 4th in 2013. Cold Bay and Galena fell off the list of top 15 enplanements in 2013. Enplanements in Bethel increased three fold. Bethel, the most populated of Alaska’s rural off-road communities, is a major transportation hub and service center in the Yukon-Kushokwim region, serving 36 outlying communities. The top airports are Part 139 certificated airports that serve hub communities plus outlying villages and/or fisheries/resource development activity.



**Table 1: Top 15 Airports – Ranked by Enplanements in 1979 & 2013**

Top 15 Enplanements in 1979				Top 15 Enplanements in 2013			
Rank		Airport Name	1979 Enplanements	Rank		Airport Name	2013 Enplanements
1	Anchorage	Ted Stevens Anchorage International	682,700	1	Anchorage	Ted Stevens Anchorage International	2,325,030
2	Fairbanks	Fairbanks International	153,100	2	Fairbanks	Fairbanks International	457,372
3	Juneau	Juneau International	149,500	3	Juneau	Juneau International	359,291
4	Ketchikan	Ketchikan International	87,800	4	Bethel	Bethel	152,084
5	Nome	Nome	85,100	5	Ketchikan	Ketchikan International	109,433
6	Kotzebue	Ralph Wien Memorial	72,500	6	Kenai	Kenai Municipal	99,821
7	Kodiak	Kodiak	58,900	7	Kodiak	Kodiak	79,930
8	Kenai	Kenai Municipal	62,300	8	Sitka	Sitka Rocky Gutierrez	67,989
9	Sitka	Sitka Rocky Gutierrez	62,400	9	Kotzebue	Ralph Wien Memorial	61,274
10	St. Mary's	St. Mary's	50,300	10	Nome	Nome	58,020
11	Bethel	Bethel	47,400	11	Barrow	Wiley Post-Will Rogers Memorial	51,568
12	King Salmon	King Salmon	47,200	12	Deadhorse	Deadhorse	48,588
13	Cold Bay	Cold Bay	43,600	13	Ketchikan	Ketchikan Harbor	45,477
14	Deadhorse	Deadhorse	32,000	14	Homer	Homer	37,705
15	Galena	Edward G. Pitka Sr	31,800	15	King Salmon	King Salmon	35,450

## 2.8 Airport Maintenance and Operations Costs

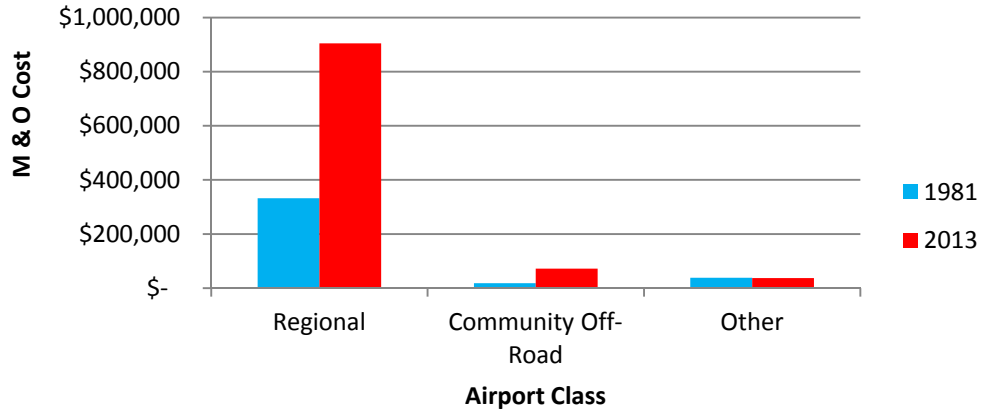
DOT&PF spends most of its airport M&O funding on Regional airports, which usually have large paved runways, large and sophisticated equipment and buildings, and require more staff resources to meet FAA requirements and carrier needs. Smaller Community airports require fewer DOT&PF resources and much of the day-to-day maintenance can be most efficiently handled by local contractors.

The cost of airport maintenance has grown dramatically from 1981 to 2013. As shown in Figures 11 and 12, Regional airports average and total M&O costs have both nearly tripled over that timeframe. Average costs grew from \$332,000 per airport in 1981 to \$905,000 per airport in 2013. Total annual costs have grown from approximately \$8,000,000 in 1981 to \$24,000,000 in

2013. This includes increased costs of personnel, commodities, building maintenance, snow and ice removal, utilities, and other costs. Regional Airport M&O costs in 2013 ranged from a low of \$58,000 in Fort Yukon to a high of \$2,969,000 in Bethel.

Average and total costs at Community Off-Road airports grew nearly four-fold from 1981 to 2013. Average costs at Community Off-Road airports have jumped from an average of \$18,000 per airport in 1981 to an average of \$72,000 per airport in 2013. 2013 averages are skewed slightly higher by some expensive airports like St. George, and St. Paul (\$192,000, and \$243,000 respectively). St Paul and St George were formerly certificated airports and both were maintained by the state. Today St. Paul and St. George are maintained by a private contractor and are classified as general aviation airports, therefore less M&O dollars are required to maintain those airports. Total Community Off-Road M&O costs have grown from \$2,000,000 to \$8,400,000 from 1981 to 2013.

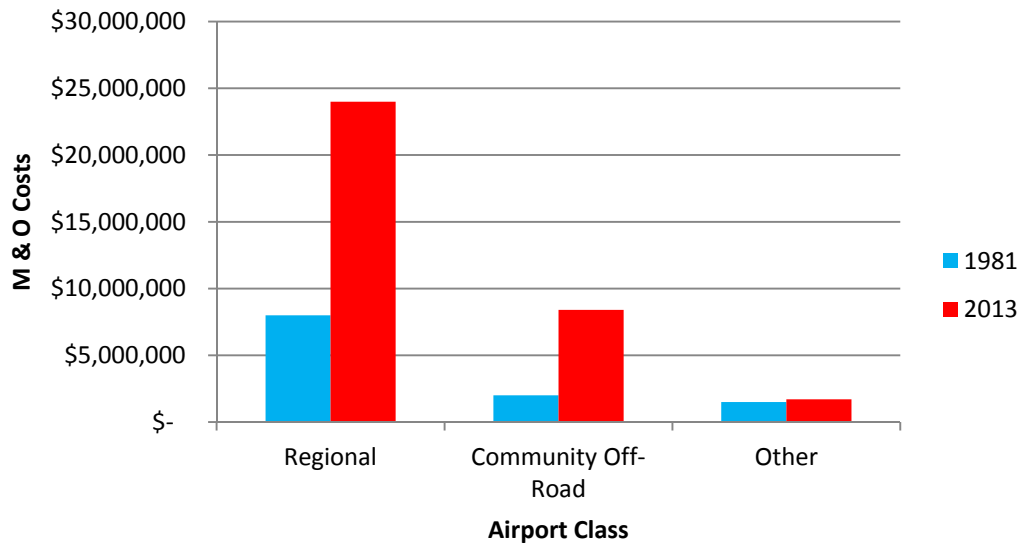
Community On-Road, Local NPIAS High, Local NPIAS Low and Local Non-NPIAS are grouped together in the Other Airport Class category. The average M&O costs declined slightly at those airports. Data is somewhat suspect in terms of airports immediately adjacent to a road because it is difficult to accurately split maintenance costs between the roads and airports. Data results can also be skewed by unique airports like Umiat, which shows a cost \$247,000 to maintain in 1981 and only \$1,400 in 2013. Umiat's significant decline in M&O costs is a direct result of reduced oil and gas support.



Airport Class	1981	2013
<b>Regional</b>	<b>\$332,000</b>	<b>\$905,000</b>
<b>Community Off- Road</b>	<b>\$ 18,000</b>	<b>\$ 72,000</b>
<b>Other</b>	<b>\$ 38,000</b>	<b>\$ 37,000</b>

\* Only DOT&PF-owned airports, excludes municipal and international airports.

**Figure 11: Average M&O Costs at Regional, Community Off- Road and Other Airports 1981 and 2013**



Airport Class	1981	2013
<b>Regional</b>	<b>\$8,000,000</b>	<b>\$24,000,000</b>
<b>Community Off- Road</b>	<b>\$2,000,000</b>	<b>\$ 8,400,000</b>
<b>Other</b>	<b>\$1,500,000</b>	<b>\$ 1,700,000</b>

\* Only DOT&PF-owned airports, excludes municipal and international airports.

**Figure 12: Total M & O Costs at Regional, Community Off- Road and Other Airports 1981 vs. 2013**

### 3.0 PERFORMANCE MEASURES

With the establishment of airport classifications through the AASP, it is possible to use these classifications as a basis for measuring the performance and adequacy of the airport system. It is important to note that this analysis only pertains to land airports, and that seaplane bases are not included in the analysis. Performance measures are associated with several aspects of an airport's safety, design standards, and services. For this study, primary focus remained on two major criteria:

- **Airport Design Standards Index:** This Index measures the extent to which 232 Alaska airports are compliant with various FAA safety and design standards and regulations. The Index examines eight factors at each airport, including Runway Safety Areas (RSA) and Runway Protection Zones (RPZ).
- **Airport Service Index:** This Index examines the capabilities of the 176 airports in the Regional and Community (Off- and On-Road) classifications to serve their respective markets. This Index includes performance measures for such facilities as runway length and taxiway type in addition to services such as fuel sales and passenger shelters.
- In addition to these Indices, standalone performance measures were analyzed for several other factors, including weather reporting and observation, pavement condition, clear approach paths, visual glide slope indicators (VGSI), and seasonal airport closure.
- Performance measures serve several system planning functions. First, they provide a means to measure each airport's ability to serve the market associated with its classification, in addition to measuring the overall health of each airport classification and the system as a whole. Another product of the performance measure process is a list of potential projects that individual airports could undertake to address deficiencies and improve their regulatory compliance and level of service. This allows for the estimation of potential project costs both at individual airports and across the system.

The process allows for the tracking of progress over time, at the individual airport level, by classification, and system wide. Design Standards and Service Indices were included in the 2011 *Mission, Goals, Measures, and Classifications* plan. Additionally, 2011 system performance analysis was measured with incomplete data in some cases due to the lack of an airport layout

plan (ALP) or incomplete data on the existing ALP. Updating Indices and the data inventory provides an opportunity to improve the integrity of airport and system data for more accurate performance measures using additional data resources. By reviewing airport activity and demand for aviation services, two airports were recommended being moved to different categories. Cordova Municipal was elevated to the Local NPIAS High-Activity classification based on an increase in based aircraft while Red Devil airport was changed from Community Off-Road to Local NPIAS High-Activity classification due to a decrease in local population.

### 3.1 AASP Airport Design Standards Index

The Design Standards Index measures Alaska's level of compliance with FAA airport design standards. This Index applies to all airports in the following classifications:

- International
- Regional
- Community Off-Road
- Community On-Road
- Local NPIAS High-Activity
- Local NPIAS Low-Activity

Eight Local Non-NPIAS airports are included in this analysis. In total, the Design Standards Index applies to 233 airports in the AASP. All analysis is based on 2014 data and is captured from Alaska DOT&PF, the FAA 5010 Master Record, and analysis of satellite imagery from Google Earth and Terra Server.

The Index is based on various FAA airport design standards. Each of these standards was given a weighted percentage of the total, adding up to a possible 100 percent at each airport. The seven standards evaluated as part of this Index are:

- **Runway Safety Area (RSA):** The RSA is part of an airport's geometry and is a rectangular area centered on and surrounding the runway. The purpose of the RSA is to enhance the safety of aircraft in the event of an overshoot, undershoot, or excursion from the runway; as well as to provide greater access to firefighting and rescue equipment. A

compliant RSA must be cleared and graded to the dimensions required of the runway design code (RDC). RSA standards apply to the primary runways at all airports included in this Index.

- **Obstacle Free Zone (OFZ):** The OFZ is airspace centered on the runway centerline and extending 200 feet beyond each runway end. A compliant OFZ is free of objects other than frangible navigational aids. Airports with an approach lighting system are required to have an inner-approach OFZ. OFZ standards apply to the primary runways of all airports included in this Index.
- **Threshold Siting Surface (TSS):** The TSS is an imaginary surface sloping up from the runway threshold. A compliant TSS is free of objects and object penetration. The size and slope of the TSS depends on the type of approach to the runway. TSS standards apply to the primary runways of all airports included in this Index.
- **Runway Protection Zone (RPZ):** The RPZ is a trapezoidal area extending from the runway ends and designed to enhance the protection of people and property on the ground. Dimensions of the RPZ are determined by the RDC and approach type. A compliant RPZ is under complete control of the airport through fee simple ownership or an aviation easement and has only compatible land uses within its dimensions. Incompatible land uses include buildings or structures, recreational land uses, fuel and hazardous materials storage, and above ground utility infrastructure. All airports in this Index were evaluated for both control of their RPZs and for compatible land uses. RPZ standards apply only to primary runways.
- **Crosswind Coverage:** If wind coverage for a single runway is under 95 percent, the FAA recommends that the airport has a crosswind runway. All airports with a crosswind runway meet this standard. On scorecard charts and tables below, this standard is shown as “not applicable” (NA) for airports without a crosswind runway that have 95 percent or better wind coverage. Airports lacking 95 percent wind coverage and a crosswind runway do not meet this standard. Wind data is not available for 53 airports in the AASP. The total Index for these airports will be expressed as a range of scores, with the low assuming they do not have proper crosswind coverage and a high assuming that they do.

- **Runway Visibility Zone (RVZ):** The RVZ is an area between intersecting runways where an unobstructed line of sight between points five feet above each runway is required. This standard only applies to airports with intersecting runways, and is shown as NA at other airports.
- **Parallel Taxiway:** The standard in this Index is for airports with at least 20,000 annual operations to have a parallel taxiway, either full or partial. On scorecards charts and tables below, this standard is shown as NA at airports with fewer than 20,000 annual operations.

Table 2 summarizes the listed airport design standards, including their total portion of the 100 percent possible as part of the Design Standards Index. Each airport is analyzed to determine if standards are met. For example, an airport that complies with all RSA and RPZ standards would receive 40 percent based on these standards alone. An airport has the potential to receive 100 percent if it meets all design standards.

**Table 2: Design Standards Index Standards**

<b>Design Standards Category</b>	<b>Objective</b>	<b>Percent</b>
RSA	Cleared and graded with dimensions based on RDC	20%
OFZ	Free of objects other than frangible NAVAIDs	15%
TSS	No approach obstructions or object penetrations	15%
RPZ Control	100% control via fee simple or avigation easement	10%
RPZ Land Use	Only compatible land uses within RPZ	10%
Crosswind Coverage	Crosswind runway if crosswind coverage < 95%	10%
RVZ	Unobstructed line of sight between two or more runways	10%
Parallel Taxiway	Parallel taxiway for airports with at least 20,000 annual operations	10%
<b>Total</b>		<b>100%</b>

Source: CDM Smith, DOWL

Airports in Alaska often face unique challenges to obtain design standard compliance. Many airports are located in close proximity to natural features such as rivers, streams, and uneven terrain, all of which can affect certain design standards. Development patterns in small villages, with airports commonly located next to the community, often affects standards for RSA, RPZ, and TSS, among others. These constraints may prevent airports from constructing a crosswind runway, parallel taxiway, or runway extension.

Total Design Standards Indices were calculated for each Alaska system airport as well as a scoring for overall airport classifications. Table 3 presents the Design Standards Index for all classifications included in this part of the AASP. This measurement displays how classes of airports are serving their markets statewide. The total calculated is an average of all airport Design Standards Index scores in that classification. If all airports in a classification achieve a 100 percent score then that class would meet 100 percent of the objectives. When one or more airports in a classification has a total Index expressed as a range due to a lack of wind coverage data, the classification Index is also expressed as a range from the average of all low possible scores to all high possible scores.

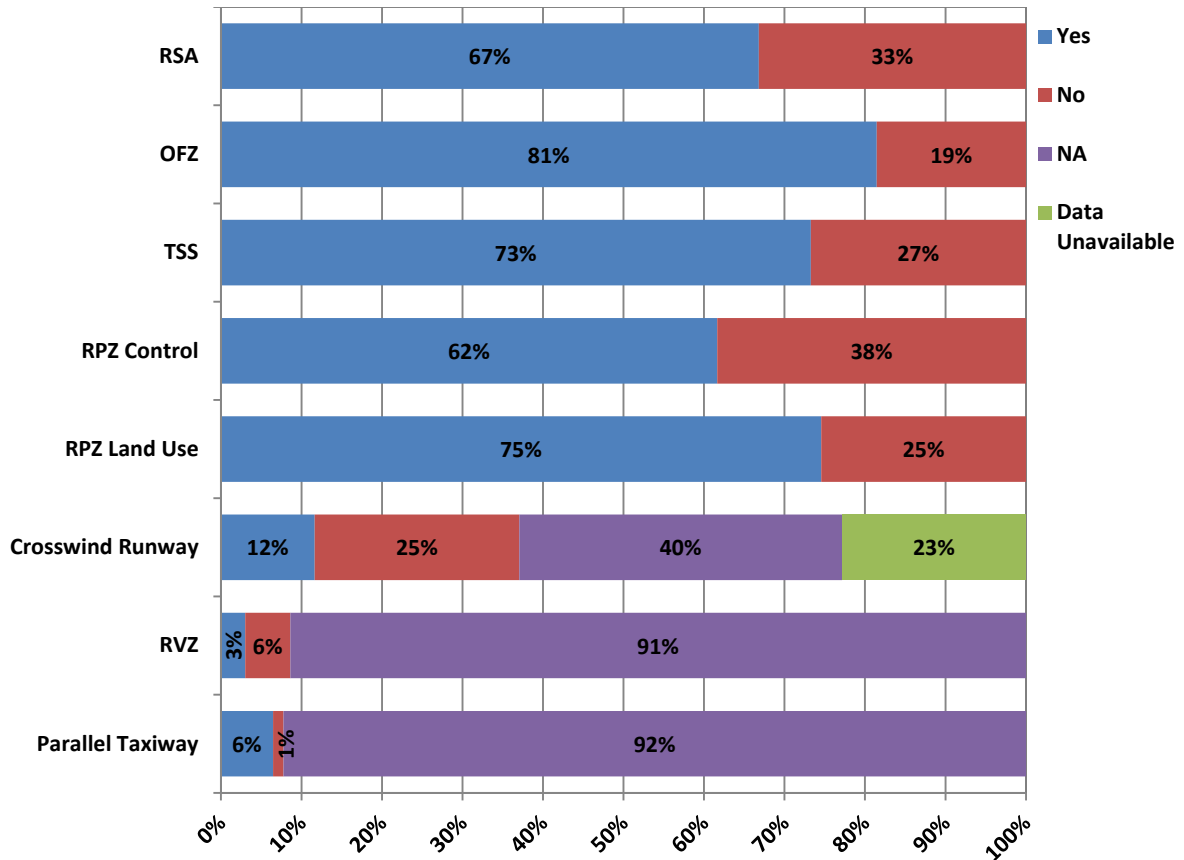
Figure 13 summarizes Design Standards Indices at all 233 airports. When reviewing standards that apply to all airports, OFZ standards and RPZ land use standards are the most frequently compliant. Very few airports are non-compliant with RVZ or parallel taxiway standards, but these categories do not apply to the vast majority of AASP airports.

**Table 3: Average Design Standard Indices by Classification**

<b>AASP Classification</b>	<b>Design Standard Index</b>
International	87%
Regional	78%
Community Off-Road	78% to 80%
Community On-Road	76% to 79%
Local NPIAS High-Activity	61% to 62%
Local NPIAS Low-Activity	67% to 72%
Local Non-NPIAS	58% to 64%
<b>All AASP Airports</b>	<b>75% to 77%</b>

Source: CDM Smith, DOWL

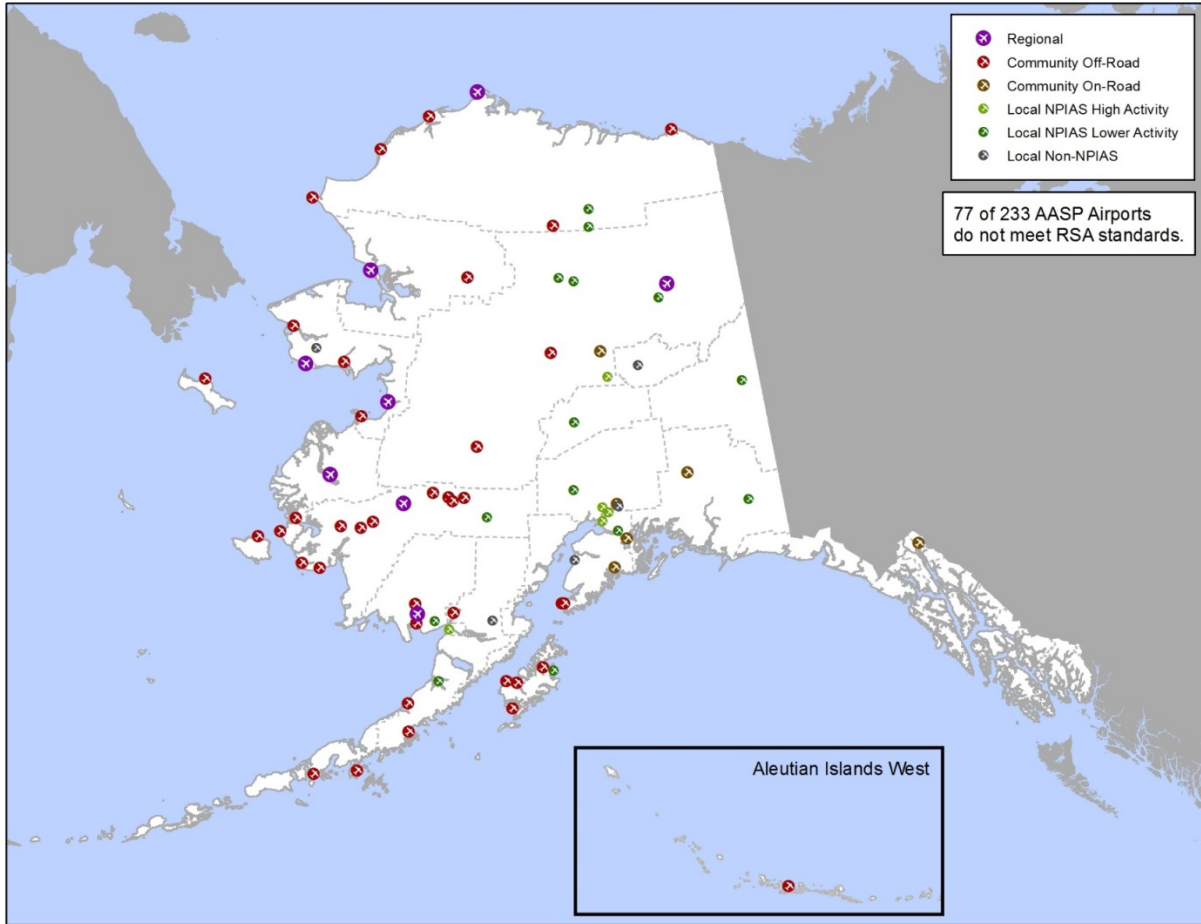




Source: CDM Smith, DOWL

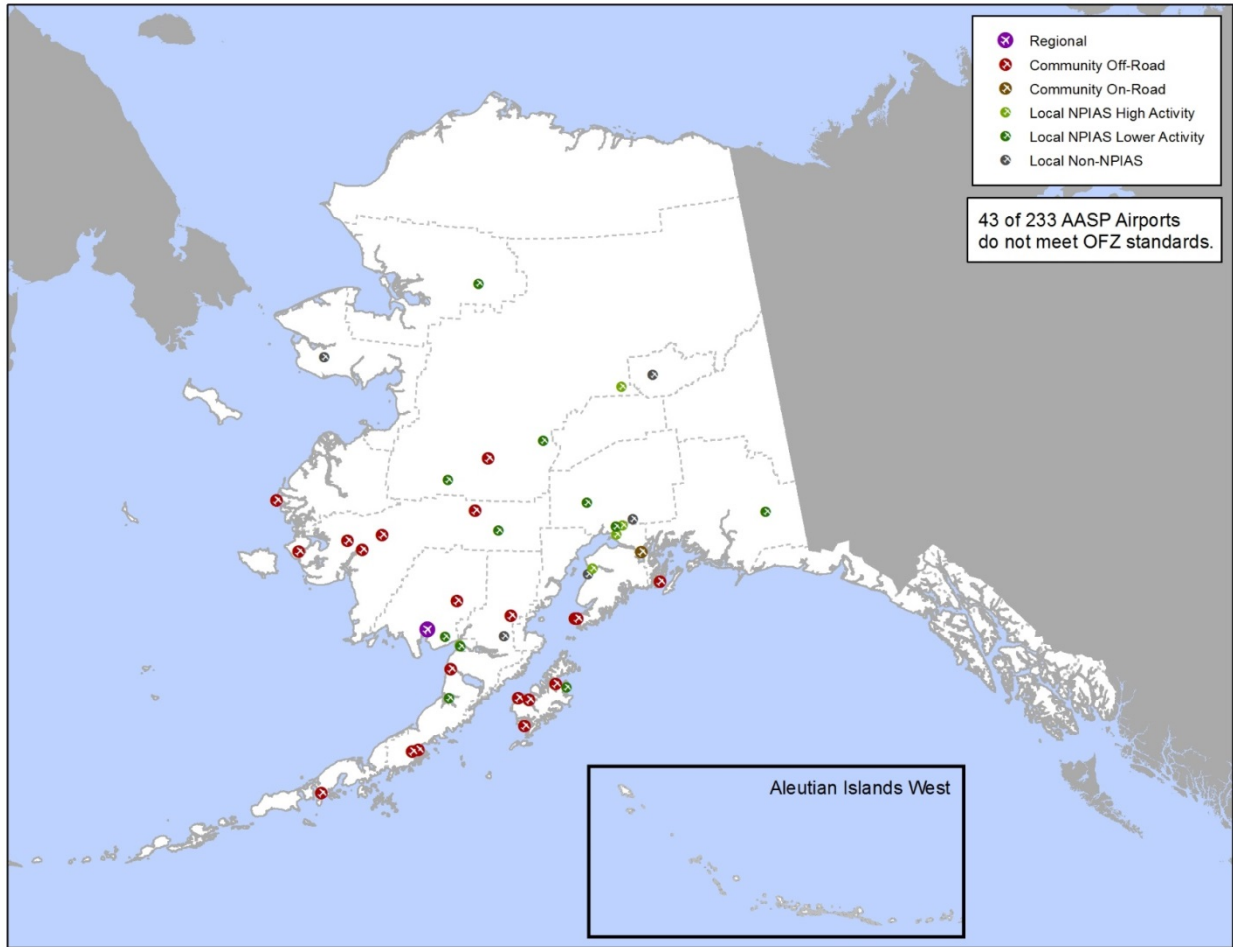
**Figure 13: Summary of Design Standard Indices at all AASP Airports**

Figures 14 through 20 reveal the locations of non-compliant airports throughout Alaska. Figure 14, which shows the locations of airports not meeting crosswind runway standards, also shows the locations of airports for which no wind data is available.



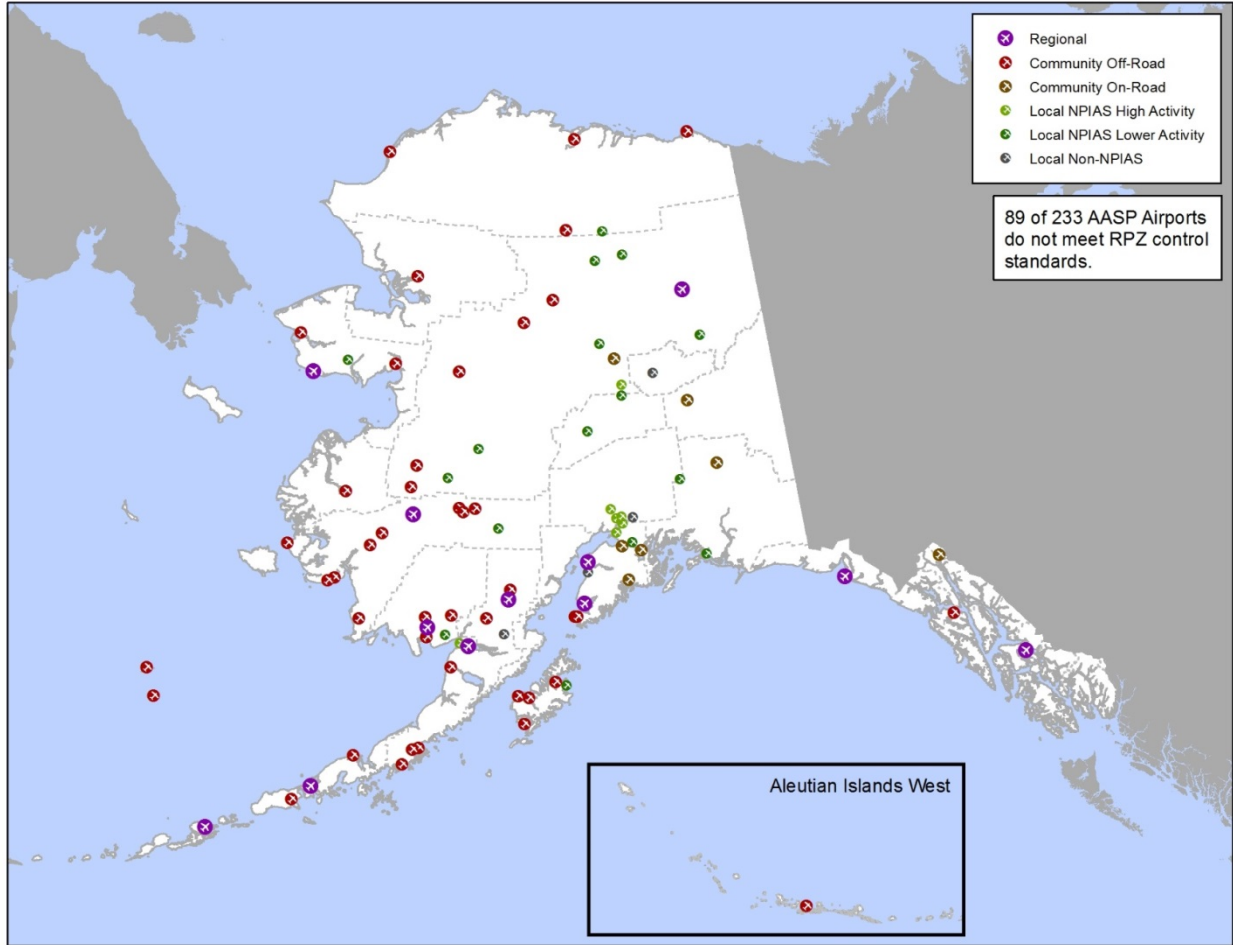
Source: CDM Smith, DOWL

**Figure 14: Airports With a Non-Compliant Primary Runway Safety Area (RSA)**



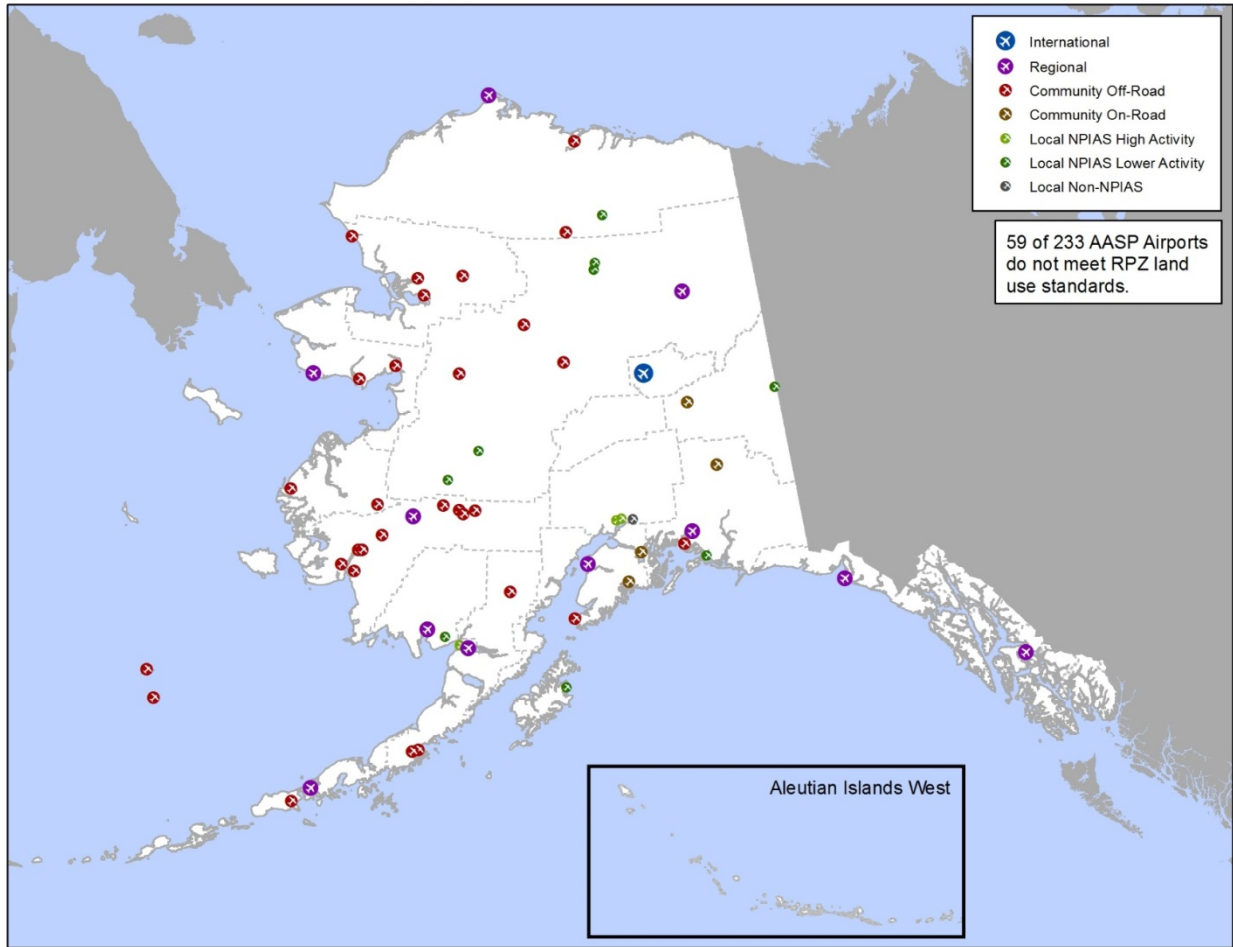
Source: CDM Smith, DOWL

**Figure 15: Airports With a Non-Compliant Primary Obstacle Free Zone (OFZ)**



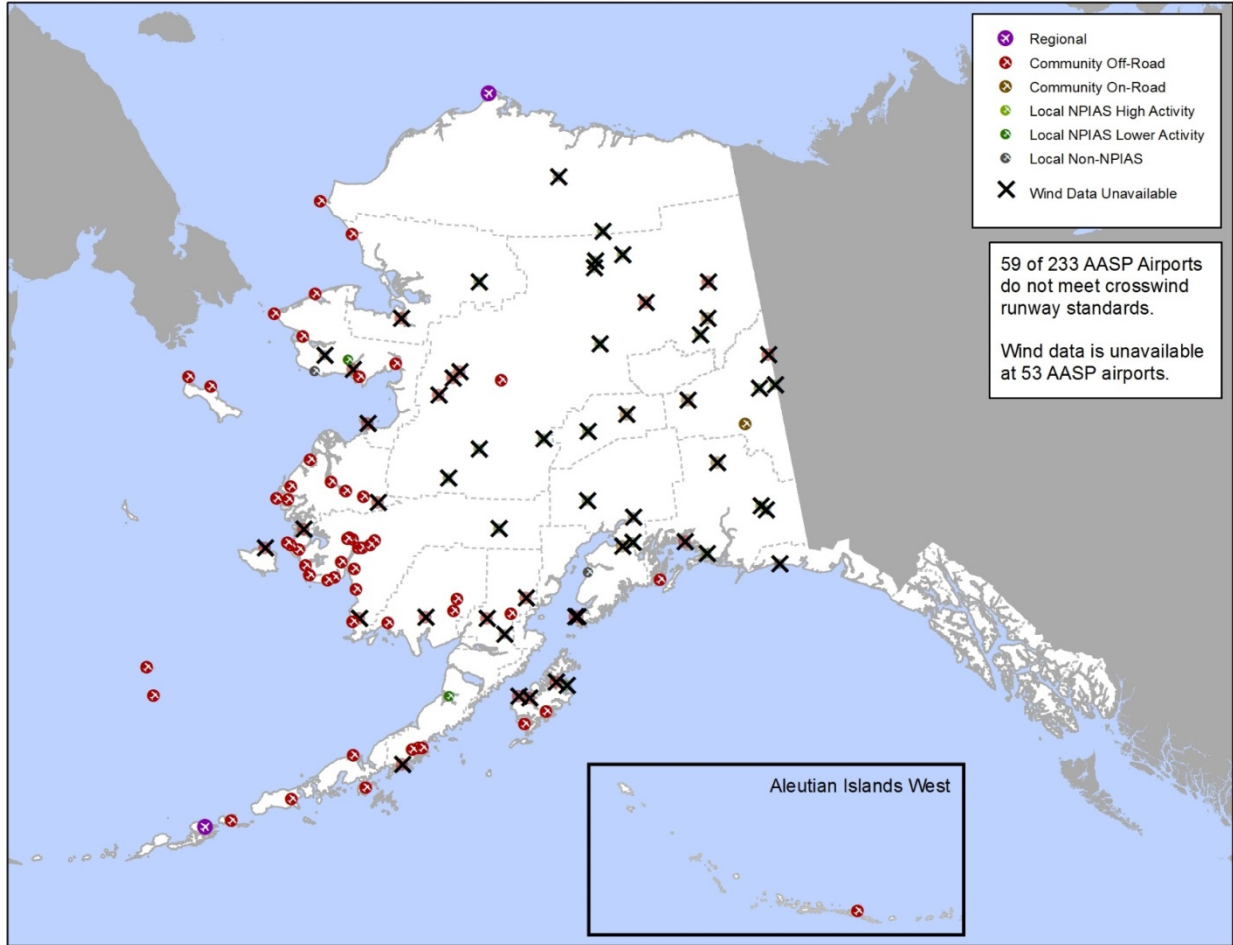
Source: CDM Smith, DOWL

**Figure 16: Airports With Less Than 100 Percent Control of Primary Runway Protection Zone (RPZ)**



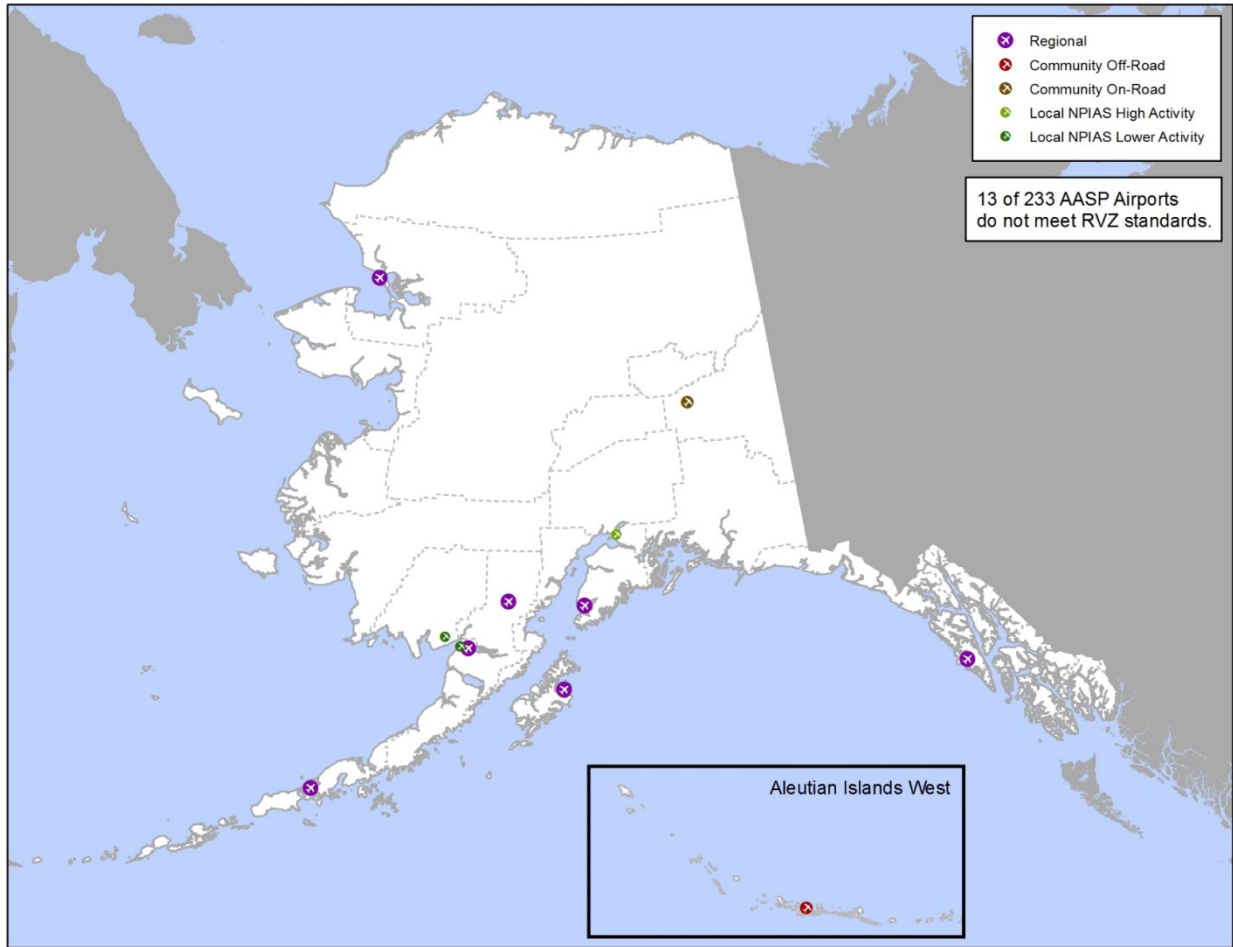
Source: CDM Smith, DOWL

**Figure 17: Airports With Incompatible Land Use In The Primary Runway Protection Zone (RPZ)**



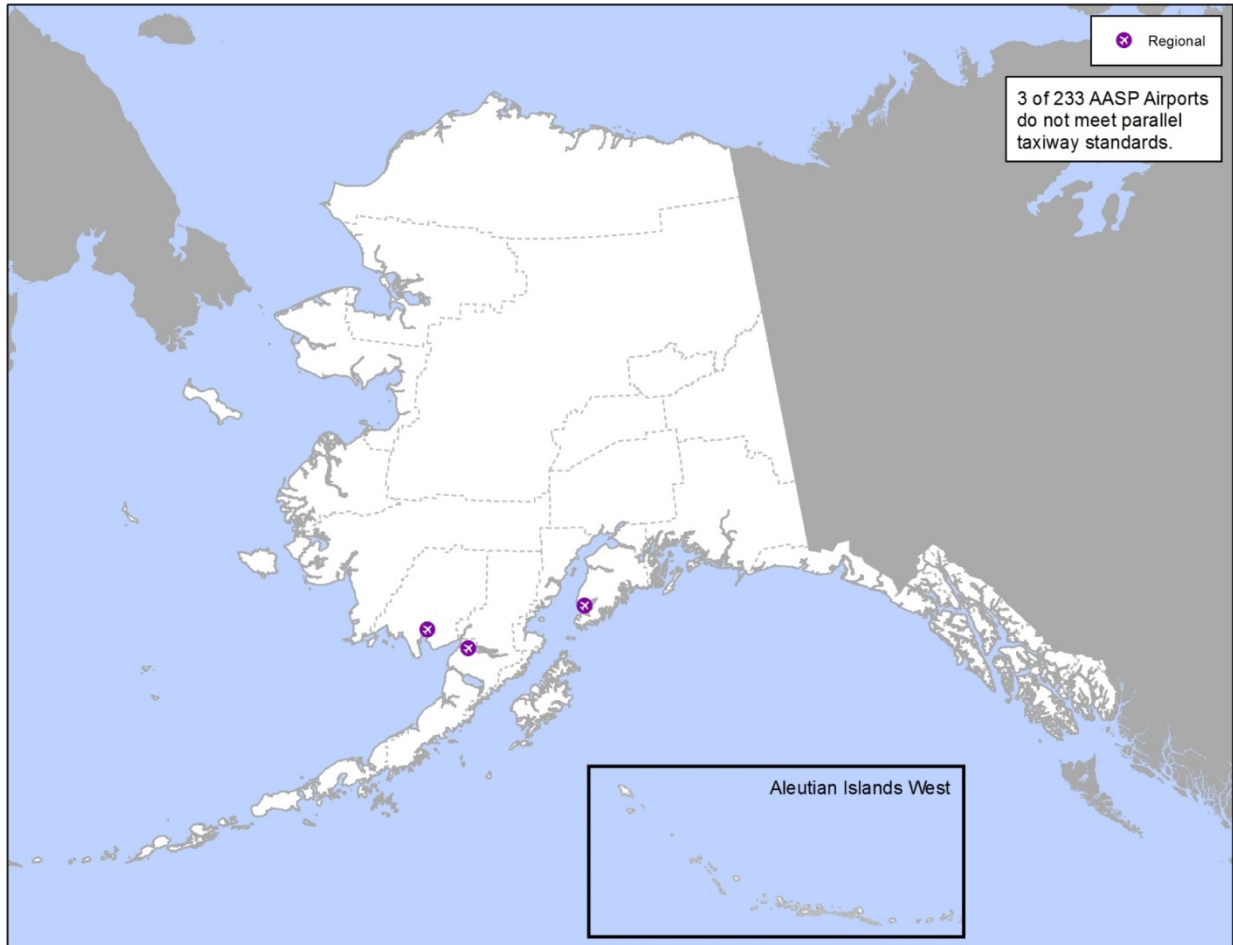
Source: CDM Smith, DOWL

**Figure 18: Airports Not Meeting Crosswind Runway Standards**



Source: CDM Smith, DOWL

**Figure 19: Airports With a Non-Compliant Runway Visibility Zone (RVZ)**



Source: CDM Smith, DOWL

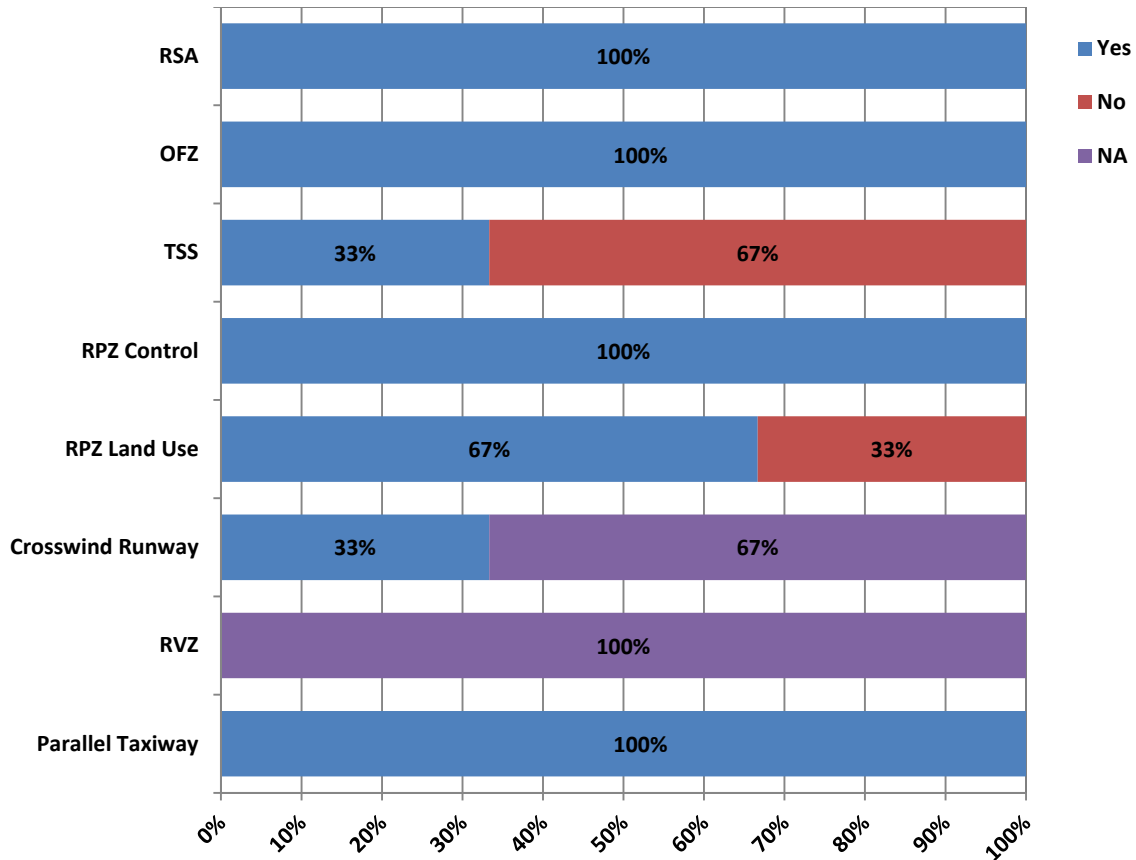
**Figure 20: Airports Not Meeting Parallel Taxiway Standards**

The following sections detail Airport Design Standards Indices at each airport classification, including a comparison to 2011 data, where applicable.

### 3.1.1 International Airports Design Standards Index

Figure 21 summarizes the Design Standards Index at Alaska’s three International airports. All International airports meet standards for OFZ, RPZ control, and parallel taxiway. The crosswind runway standard is not applicable to either Fairbanks International or Juneau International because both have adequate wind coverage of at least 95 percent. Ted Stevens Anchorage International Airport has a crosswind runway. Similarly, RVZ standards do not apply as no International airports in Alaska have an intersecting runway.





Source: CDM Smith, DOWL

**Figure 21: Design Standards Index Summary for International Airports**

Table 4 details all Design Standard Index compliance at International airports. Because this classification was not analyzed under this Index in 2011, no comparative data is available. Ted Stevens Anchorage International Airport meets all standards within this Index, where applicable.

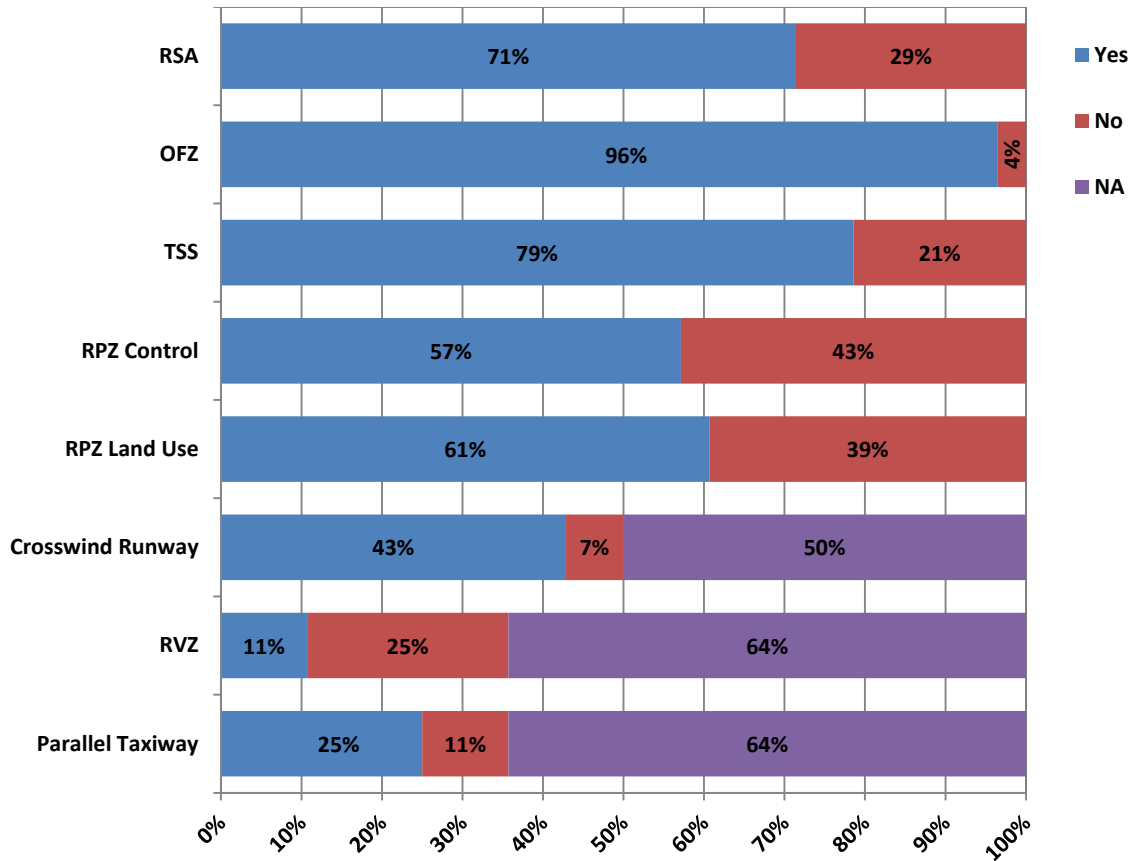
**Table 4: Details of Design Standard Indices at International Airports**

FAA ID	Associated City	Airport Name	RSA	OFZ	TSS	RPZ Control	RPZ Land Use	Crosswind Runway	RVZ	Parallel Taxiway	Current Design Index
ANC	Anchorage	Ted Stevens Anchorage International	Yes	Yes	Yes	Yes	Yes	Yes	NA	Yes	100%
FAI	Fairbanks	Fairbanks International	Yes	Yes	No	Yes	No	NA	NA	Yes	75%
JNU	Juneau	Juneau International	Yes	Yes	No	Yes	Yes	NA	NA	Yes	85%
<b>International Airports Average</b>											<b>87%</b>

Source: CDM Smith, DOWL

3.1.2 Regional Airports Design Standards Index

Figure 22 summarizes the Design Standards Index at Alaska’s 28 Regional classification airports. Two airports (Wiley Post-Will Rogers Memorial and Unalaska) do not currently meet crosswind runway standards. All other airports in the classification have a crosswind runway or single runway wind coverage of 95 percent or greater. At a compliance rate of 96 percent, the OFZ standard is the highest performing category among those that apply to all Regional airports.



Source: CDM Smith, DOWL

**Figure 22: Design Standards Index Summary for Regional Airports**

Table 5 details all Design Standard Index compliance at Regional airports, including the change from 2011 to the current AASP. Nine of 28 Regional airports meet all standards within this Index and many airports have improved since 2011.

**Table 5: Details of Design Standard Indices at Regional Airports**

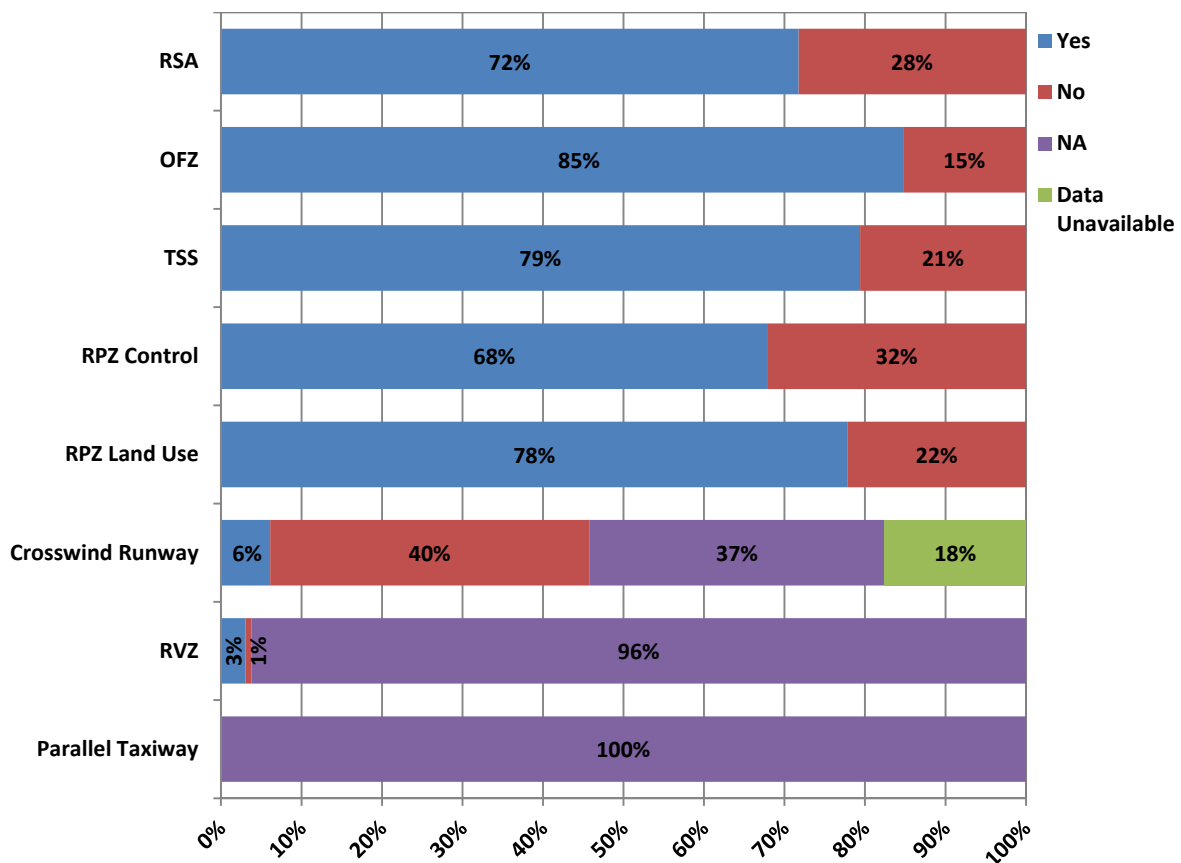
FAA ID	Associated City	Airport Name	RSA	OFZ	TSS	RPZ Control	RPZ Land Use	Crosswind Runway	RVZ	Parallel Taxiway	Current Design Index	2011 Design Index	Change
ANI	Aniak	Aniak	No	Yes	No	No	No	NA	NA	NA	45%	35%	10%
BRW	Barrow	Wiley Post-Will Rogers Memorial	No	Yes	Yes	Yes	No	No	NA	NA	60%	60%	0%
BET	Bethel	Bethel	Yes	Yes	Yes	Yes	Yes	NA	NA	Yes	100%	100%	0%
CDB	Cold Bay	Cold Bay	Yes	Yes	Yes	No	No	Yes	No	NA	70%	60%	10%
CDV	Cordova	Merle K (Mudhole) Smith	Yes	Yes	Yes	Yes	Yes	Yes	NA	NA	100%	100%	0%
SCC	Deadhorse	Deadhorse	Yes	Yes	Yes	Yes	Yes	NA	NA	Yes	100%	100%	0%
DLG	Dillingham	Dillingham	No	No	No	No	No	NA	NA	No	20%	50%	-30%
ENM	Emmonak	Emmonak	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	90%	10%
FYU	Fort Yukon	Fort Yukon	No	Yes	Yes	No	No	NA	NA	NA	60%	60%	0%
GAL	Galena	Edward G. Pitka Sr.	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	20% to 100%	0% to 80%
GST	Gustavus	Gustavus	Yes	Yes	Yes	Yes	Yes	Yes	NA	NA	100%	70%	30%
HOM	Homer	Homer	Yes	Yes	No	No	Yes	NA	No	No	55%	65%	-10%
ILI	Iliamna	Iliamna	Yes	Yes	Yes	No	Yes	Yes	No	NA	80%	90%	-10%
ENA	Kenai	Kenai Municipal	Yes	Yes	No	No	No	NA	NA	Yes	65%	60%	5%
KTN	Ketchikan	Ketchikan International	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	100%	0%
AKN	King Salmon	King Salmon	Yes	Yes	Yes	No	No	Yes	No	No	60%	70%	-10%
ADQ	Kodiak	Kodiak	Yes	Yes	No	Yes	Yes	Yes	No	Yes	75%	35%	40%
OTZ	Kotzebue	Ralph Wien Memorial	No	Yes	Yes	Yes	Yes	Yes	No	Yes	70%	35%	35%
MCG	McGrath	McGrath	Yes	Yes	Yes	Yes	Yes	Yes	NA	NA	100%	70%	30%
OME	Nome	Nome	No	Yes	No	No	No	Yes	Yes	Yes	45%	25%	20%
PSG	Petersburg	Petersburg James A Johnson	Yes	Yes	Yes	No	No	NA	NA	NA	80%	55%	25%
SIT	Sitka	Sitka Rocky Gutierrez	Yes	Yes	Yes	Yes	Yes	NA	No	Yes	90%	70%	20%
KSM	St Mary's	St Mary's	No	Yes	Yes	Yes	Yes	Yes	NA	NA	80%	65% to 80%	0% to 15%
UNK	Unalakleet	Unalakleet	No	Yes	Yes	Yes	Yes	Yes	Yes	NA	80%	80%	0%
DUT	Unalaska	Unalaska	Yes	Yes	Yes	No	Yes	No	NA	NA	80%	30% to 40%	40% to 50%
VDZ	Valdez	Valdez Pioneer Field	Yes	Yes	Yes	Yes	No	NA	NA	NA	90%	100%	-10%
WRG	Wrangell	Wrangell	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	75%	25%

FAA ID	Associated City	Airport Name	RSA	OFZ	TSS	RPZ Control	RPZ Land Use	Crosswind Runway	RVZ	Parallel Taxiway	Current Design Index	2011 Design Index	Change
YAK	Yakutat	Yakutat	Yes	Yes	Yes	No	No	Yes	Yes	NA	80%	80%	0%
<b>Regional Airports Average</b>											<b>78%</b>	<b>66% to 69%</b>	<b>9% to 12%</b>

Source: CDM Smith, DOWL

3.1.3 Community Off-Road Airports Design Standards Index

Figure 23 summarizes the Design Standards Index at Alaska’s 131 Community Off-Road classification airports. With 85 percent of Community Off-Road airports meeting standards, OFZ is the most compliant standard in this Index. Because no airports in this classification have 20,000 or more annual operations, none are held to the standard of having a parallel taxiway. Ten airports (six percent) in this classification have a crosswind runway, while an additional 40 percent of these airports have single runway wind coverage of at least 95 percent. Wind data is not available for 18 percent of the airports in the Community Off-Road class.



Source: CDM Smith, DOWL

**Figure 23: Design Standards Index Summary for Community Off-Road Airports**

Table 6 details all Design Standard Index compliance at Community Off-Road airports, including the change from 2011 to the current AASP. Of the 131 airports in this classification, 23 meet all standards within this Index. The score of many Community Off-Road airports has increased since the 2011 AASP. For airports with incomplete data in either 2011 or the current AASP, the change in performance is expressed as a range of possible variations.

**Table 6: Details of Design Standard Indices at Community Off-Road Airports**

FAA ID	Associated City	Airport Name	RSA	OFZ	TSS	RPZ Control	RPZ Land Use	Crosswind Runway	RVZ	Parallel Taxiway	Current Design Index	2011 Design Index	Change
ADK	Adak Island	Adak	No	Yes	No	No	Yes	Yes	No	NA	45%	45%	0%
AKK	Akhiok	Akhiok	No	No	No	No	Yes	No	NA	NA	30%	30% to 70%	-40% to 0%
Z13	Akiachak	Akiachak	No	Yes	Yes	Yes	Yes	NA	NA	NA	80%	70%	10%
AKI	Akiak	Akiak	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	90%	0%
7AK	Akutan	Akutan	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	0%	90%
AUK	Alakanuk	Alakanuk	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	90%	10%
5A8	Aleknagik	Aleknagik New	No	Yes	Yes	No	Yes	Data Unavailable	NA	NA	60% to 70%	30% to 40%	20% to 40%
6A8	Allakaket	Allakaket	Yes	Yes	Yes	No	Yes	NA	NA	NA	90%	90%	0%
AFM	Ambler	Ambler	Yes	Yes	Yes	Yes	No	Yes	Yes	NA	90%	100%	-10%
AKP	Anaktuvuk Pass	Anaktuvuk Pass	No	Yes	No	No	No	NA	NA	NA	45%	30% to 60%	-15% to 15%
ANV	Anvik	Anvik	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	100%	0%
ARC	Arctic Village	Arctic Village	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	100%	0%
AKA	Atka	Atka	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	70%	20%
4A2	Atmautluak	Atmautluak	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	90%	0%
ATK	Atkasuk	Atkasuk Edward Burnell Sr. Memorial	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	70% to 100%	0% to 30%
BTI	Barter Island	Barter Island LRRS	No	Yes	Yes	No	Yes	NA	NA	NA	70%	45% to 55%	15% to 25%
WBQ	Beaver	Beaver	Yes	Yes	Yes	Yes	Yes	Data Unavailable	NA	NA	90% to 100%	60% to 100%	-10% to 40%
KTS	Brevig Mission	Brevig Mission	No	Yes	No	No	Yes	Yes	Yes	NA	55%	45% to 55%	0% to 10%
BVK	Buckland	Buckland	Yes	Yes	Yes	Yes	Yes	Data Unavailable	NA	NA	90% to 100%	90% to 100%	-10% to 10%

FAA ID	Associated City	Airport Name	RSA	OFZ	TSS	RPZ Control	RPZ Land Use	Crosswind Runway	RVZ	Parallel Taxiway	Current Design Index	2011 Design Index	Change
CIK	Chalkyitsik	Chalkyitsik	Yes	Yes	Yes	Yes	Yes	Data Unavailable	NA	NA	90% to 100%	90% to 100%	-10% to 10%
CFK	Chefornak	Chefornak	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	65% to 75%	15% to 25%
C05	Chenega Bay	Chenega Bay	Yes	No	No	Yes	Yes	No	NA	NA	60%	65% to 75%	-15% to -5%
VAK	Chevak	Chevak	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	90%	0%
AJC	Chignik	Chignik	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	90%	0%
KCL	Chignik Lagoon	Chignik Lagoon	No	No	No	No	No	No	NA	NA	20%	20%	0%
A79	Chignik Lake	Chignik Lake	Yes	No	No	No	No	No	NA	NA	40%	40%	0%
9A3	Chuathbaluk	Chuathbaluk	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	100%	0%
CLP	Clarks Point	Clarks Point	No	Yes	Yes	No	Yes	NA	NA	NA	70%	60%	10%
CJX	Crooked Creek	Crooked Creek	No	Yes	No	Yes	No	NA	NA	NA	55%	50% to 80%	-25% to 5%
DEE	Deering	Deering	Yes	Yes	Yes	Yes	Yes	Yes	NA	NA	100%	90%	10%
EAA	Eagle	Eagle	Yes	Yes	Yes	Yes	Yes	Data Unavailable	NA	NA	90% to 100%	90% to 100%	-10% to 10%
EEK	Eek	Eek	Yes	Yes	Yes	Yes	No	No	NA	NA	80%	80%	0%
EII	Egegik	Egegik	Yes	No	Yes	No	Yes	Yes	Yes	NA	75%	75% to 90%	-15% to 0%
KEK	Ekwok	Ekwok	Yes	Yes	Yes	No	Yes	NA	NA	NA	90%	80%	10%
ELI	Elim	Elim	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	100%	0%
KFP	False Pass	False Pass	Yes	Yes	Yes	No	No	No	NA	NA	70%	55%	15%
GAM	Gambell	Gambell	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	90%	0%
GLV	Golovin	Golovin	Yes	Yes	Yes	Yes	No	No	NA	NA	80%	80%	0%
GNU	Goodnews	Goodnews	Yes	Yes	Yes	No	Yes	Data Unavailable	NA	NA	80% to 90%	60% to 80%	0% to 30%
KGX	Grayling	Grayling	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	80% to 100%	0% to 20%



FAA ID	Associated City	Airport Name	RSA	OFZ	TSS	RPZ Control	RPZ Land Use	Crosswind Runway	RVZ	Parallel Taxiway	Current Design Index	2011 Design Index	Change
HCA	Holy Cross	Holy Cross	Yes	Yes	No	No	Yes	NA	NA	NA	75%	65% to 75%	0% to 10%
HNH	Hoonah	Hoonah	Yes	Yes	No	No	Yes	NA	NA	NA	75%	75%	0%
HPB	Hooper Bay	Hooper Bay	Yes	No	No	Yes	Yes	No	NA	NA	60%	60% to 90%	-30% to 0%
HUS	Hughes	Hughes	Yes	Yes	Yes	No	No	NA	NA	NA	80%	80% to 100%	-20% to 0%
HLA	Huslia	Huslia	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	90% to 100%	0% to 10%
IGG	Igiugig	Igiugig	Yes	Yes	Yes	No	Yes	Data Unavailable	NA	NA	80% to 90%	80% to 90%	-10% to 10%
AFE	Kake	Kake	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	100%	0%
KLK	Kalskag	Kalskag	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	100%	0%
KAL	Kaltag	Kaltag	Yes	Yes	Yes	Yes	Yes	Data Unavailable	NA	NA	90% to 100%	90% to 100%	-10% to 10%
KYK	Karluk	Karluk	No	No	Yes	No	Yes	Data Unavailable	NA	NA	45% to 55%	45% to 55%	-10% to 10%
Z09	Kasigluk	Kasigluk	Yes	No	Yes	Yes	Yes	No	NA	NA	75%	50% to 80%	-5% to 25%
IAN	Kiana	Bob Baker Memorial	Yes	Yes	Yes	No	No	NA	NA	NA	80%	70% to 80%	0% to 10%
KVC	King Cove	King Cove	No	No	Yes	Yes	Yes	NA	NA	NA	65%	55%	10%
IJK	Kipnuk	Kipnuk	No	Yes	Yes	Yes	Yes	No	NA	NA	70%	70%	0%
KVL	Kivalina	Kivalina	Yes	Yes	Yes	Yes	No	No	NA	NA	80%	80% to 90%	-10% to 0%
AKW	Klawock	Klawock	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	85%	15%
OBU	Kobuk	Kobuk	No	Yes	Yes	Yes	Yes	NA	NA	NA	80%	80%	0%
9K2	Kokhanok	Kokhanok	Yes	No	Yes	Yes	Yes	No	NA	NA	75%	75%	0%
JZZ	Koliganek	Koliganek	Yes	No	No	Yes	Yes	No	NA	NA	60%	75% to 90%	-30% to -15%

FAA ID	Associated City	Airport Name	RSA	OFZ	TSS	RPZ Control	RPZ Land Use	Crosswind Runway	RVZ	Parallel Taxiway	Current Design Index	2011 Design Index	Change
DUY	Kongiganak	Kongiganak	Yes	Yes	Yes	No	Yes	No	NA	NA	80%	60%	20%
2A9	Kotlik	Kotlik	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	90%	10%
KKA	Koyuk	Koyuk Alfred Adams	Yes	Yes	Yes	No	No	No	NA	NA	70%	55% to 70%	0% to 15%
KYU	Koyukuk	Koyukuk	Yes	Yes	Yes	No	No	Data Unavailable	NA	NA	70% to 80%	70% to 90%	-20% to 10%
KWT	Kwethluk	Kwethluk	Yes	Yes	Yes	No	Yes	No	NA	NA	80%	80%	0%
GGV	Kwigillingok	Kwigillingok	No	Yes	Yes	No	Yes	No	NA	NA	60%	60%	0%
2A3	Larsen Bay	Larsen Bay	No	No	No	No	Yes	Data Unavailable	NA	NA	30% to 40%	50% to 60%	-30% to -10%
9Z8	Levelock	Levelock	No	Yes	Yes	Yes	Yes	NA	NA	NA	80%	100%	-20%
MBA	Manokotak	Manokotak	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	90%	10%
MDM	Marshall	Marshall Don Hunter Sr	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	90%	0%
MYU	Mekoryuk	Mekoryuk	No	Yes	Yes	Yes	Yes	Data Unavailable	NA	NA	70% to 80%	40% to 80%	-10% to 40%
MOU	Mountain Village	Mountain Village	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	90%	0%
KEB	Nanwalek	Nanwalek	No	No	No	No	No	Data Unavailable	NA	NA	20% to 30%	20% to 30%	-10% to 10%
WNA	Napakiaik	Napakiaik	Yes	Yes	Yes	Yes	No	No	NA	NA	80%	80%	0%
PKA	Napaskiak	Napaskiak	Yes	No	No	Yes	No	No	NA	NA	50%	65% to 90%	-40% to -15%
OUL	Nelson Lagoon	Nelson Lagoon	Yes	Yes	No	No	Yes	No	NA	NA	65%	65%	0%
KNW	New Stuyahok	New Stuyahok	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	90%	0%
EWU	Newtok	Newtok	No	Yes	Yes	Yes	Yes	Data Unavailable	NA	NA	70% to 80%	70% to 80%	-10% to 10%
IGT	Nightmute	Nightmute	Yes	No	No	Yes	Yes	No	NA	NA	60%	40%	20%
FSP	Nikolai	Nikolai	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	100%	0%
WTK	Noatak	Noatak	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	70% to 100%	0% to 30%

FAA ID	Associated City	Airport Name	RSA	OFZ	TSS	RPZ Control	RPZ Land Use	Crosswind Runway	RVZ	Parallel Taxiway	Current Design Index	2011 Design Index	Change
5NN	Nondalton	Nondalton	Yes	Yes	Yes	No	No	NA	NA	NA	80%	90%	-10%
D76	Noorvik	Robert (Bob) Curtis Memorial	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	90%	10%
AQT	Nuiqsut	Nuiqsut	Yes	Yes	No	No	No	NA	NA	NA	65%	40% to 70%	-5% to 25%
NUL	Nulato	Nulato	Yes	Yes	Yes	Yes	Yes	Data Unavailable	NA	NA	90% to 100%	80% to 90%	0% to 20%
SXP	Nunam Iqua	Sheldon Point	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	90% to 100%	-10% to 0%
16A	Nunapitchuk	Nunapitchuk	No	Yes	Yes	Yes	Yes	No	NA	NA	70%	70%	0%
6R7	Old Harbor	Old Harbor	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	90%	0%
4K5	Ouzinkie	Ouzinkie	Yes	Yes	No	Yes	Yes	NA	NA	NA	85%	60% to 70%	15% to 20%
4K0	Pedro Bay	Pedro Bay	Yes	Yes	No	Yes	Yes	Data Unavailable	NA	NA	75% to 85%	75% to 85%	-10% to 10%
PEV	Perryville	Perryville	Yes	Yes	Yes	No	Yes	Data Unavailable	NA	NA	80% to 90%	80% to 90%	-10% to 10%
PNP	Pilot Point	Pilot Point	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	90%	10%
0AK	Pilot Station	Pilot Station	Yes	Yes	Yes	No	Yes	No	NA	NA	80%	80%	0%
PTU	Platinum	Platinum	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	100%	-10%
PHO	Point Hope	Point Hope	No	Yes	Yes	Yes	Yes	No	NA	NA	70%	70%	0%
PIZ	Point Lay	Point Lay LRRS	No	Yes	Yes	No	Yes	NA	NA	NA	70%	65%	5%
PGM	Port Graham	Port Graham	No	No	No	No	Yes	Data Unavailable	NA	NA	30% to 40%	30% to 40%	-10% to 10%
PTH	Port Heiden	Port Heiden	No	Yes	Yes	Yes	Yes	Yes	NA	NA	80%	70% to 80%	0% to 10%
ORI	Port Lions	Port Lions	No	No	No	No	Yes	Data Unavailable	NA	NA	30% to 40%	30% to 70%	-40% to 10%
AQH	Quinhagak	Quinhagak	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	90%	0%

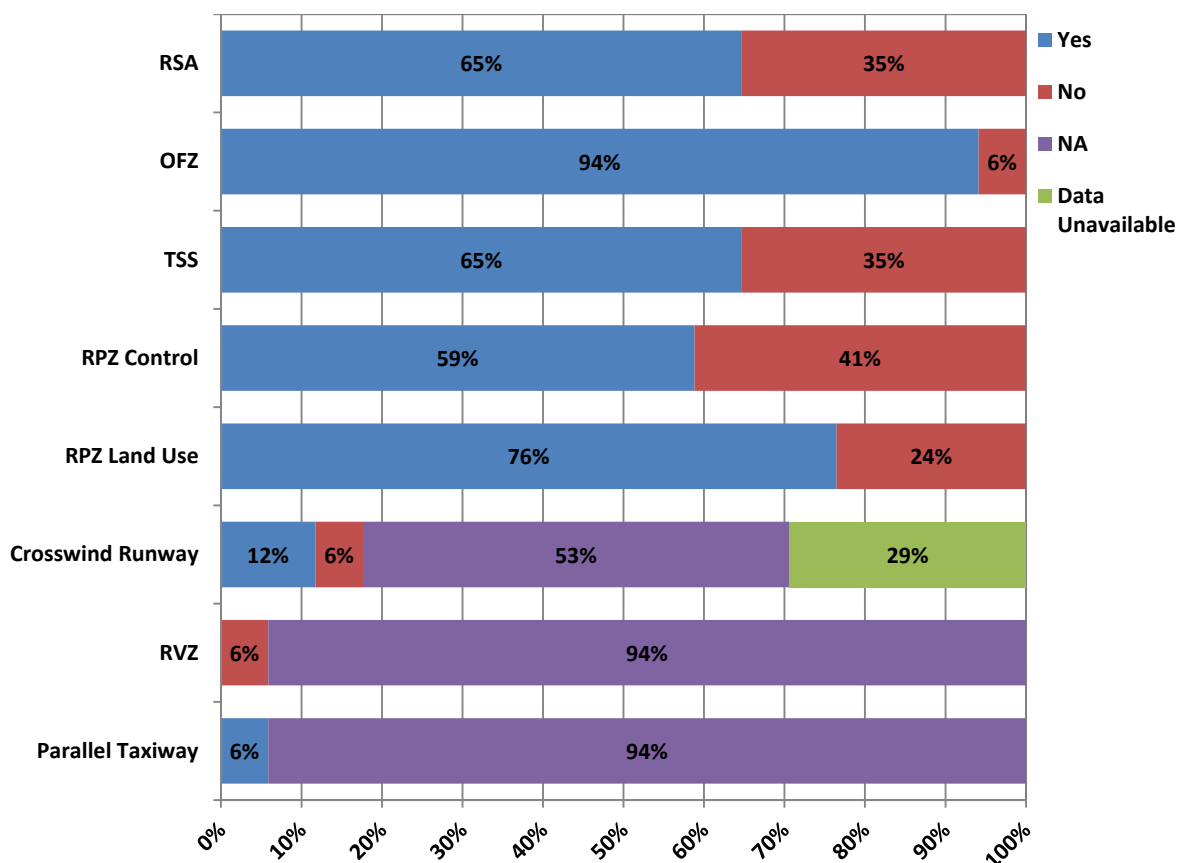
FAA ID	Associated City	Airport Name	RSA	OFZ	TSS	RPZ Control	RPZ Land Use	Crosswind Runway	RVZ	Parallel Taxiway	Current Design Index	2011 Design Index	Change
RBY	Ruby	Ruby	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	80% to 90%	0% to 10%
RSH	Russian Mission	Russian Mission	Yes	Yes	Yes	Yes	No	Data Unavailable	NA	NA	80% to 90%	80% to 90%	-10% to 10%
SDP	Sand Point	Sand Point	No	Yes	Yes	Yes	Yes	No	NA	NA	70%	70%	0%
SVA	Savoonga	Savoonga	No	Yes	Yes	Yes	Yes	No	Yes	NA	70%	70%	0%
SCM	Scammon Bay	Scammon Bay	Yes	Yes	Yes	Yes	No	No	NA	NA	80%	90%	-10%
WLK	Selawik	Selawik	Yes	Yes	Yes	Yes	No	Yes	NA	NA	90%	90%	0%
SOV	Seldovia	Seldovia	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	80%	20%
SHX	Shageluk	Shageluk	Yes	Yes	Yes	No	Yes	NA	NA	NA	90%	80% to 90%	0% to 10%
2C7	Shaktoolik	Shaktoolik	Yes	Yes	No	Yes	Yes	NA	NA	NA	85%	75%	10%
SHH	Shishmaref	Shishmaref	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	90% to 100%	-10% to 0%
SHG	Shungnak	Shungnak	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	90% to 100%	0% to 10%
SLQ	Sleetmute	Sleetmute	No	Yes	Yes	No	No	NA	NA	NA	60%	60%	0%
PBV	St George	St George	Yes	Yes	No	No	No	No	NA	NA	55%	55%	0%
SMK	St Michael	St Michael	No	Yes	Yes	Yes	Yes	NA	NA	NA	80%	70%	10%
SNP	St Paul Island	St Paul Island	Yes	Yes	Yes	No	No	No	NA	NA	70%	80%	-10%
WBB	Stebbins	Stebbins	Yes	Yes	Yes	Yes	Yes	Data Unavailable	NA	NA	90% to 100%	90% to 100%	-10% to 10%
SVS	Stevens Village	Stevens Village	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	100%	0%
SRV	Stony River	Stony River 2	No	No	No	No	No	NA	NA	NA	30%	30%	0%
TCT	Takotna	Takotna	No	No	No	Yes	Yes	NA	NA	NA	50%	50%	0%
TAL	Tanana	Ralph M Calhoun Memorial	No	Yes	Yes	Yes	No	NA	NA	NA	70%	75%	-5%
7KA	Tatitlek	Tatitlek	Yes	Yes	Yes	Yes	No	Data Unavailable	NA	NA	80% to 90%	70% to 90%	-10% to 20%

FAA ID	Associated City	Airport Name	RSA	OFZ	TSS	RPZ Control	RPZ Land Use	Crosswind Runway	RVZ	Parallel Taxiway	Current Design Index	2011 Design Index	Change
TER	Teller	Teller	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	90%	0%
TOG	Togiak Village	Togiak	Yes	Yes	Yes	Yes	Yes	Yes	NA	NA	100%	100%	0%
OOK	Toksook Bay	Toksook Bay	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	90%	0%
TLT	Tuluksak	Tuluksak	No	No	Yes	No	No	NA	NA	NA	45%	45%	0%
A61	Tuntutuliak	Tuntutuliak	Yes	Yes	Yes	Yes	No	No	NA	NA	80%	80%	0%
4KA	Tununak	Tununak	No	Yes	No	No	Yes	No	NA	NA	45%	20% to 90%	-45% to 25%
A63	Twin Hills	Twin Hills	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	90%	0%
VEE	Venetie	Venetie	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	100%	0%
AWI	Wainwright	Wainwright	No	Yes	Yes	Yes	Yes	NA	NA	NA	80%	70% to 100%	-20% to 10%
IWK	Wales	Wales	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	70%	20%
WMO	White Mountain	White Mountain	No	Yes	Yes	Yes	Yes	Data Unavailable	NA	NA	70% to 80%	40% to 80%	-10% to 40%
<b>Community Off-Road Airports Average</b>											<b>78% to 80%</b>	<b>72% to 79%</b>	<b>-1% to 8%</b>

Source: CDM Smith, DOWL

### 3.1.4 Community On-Road Airports Design Standards Index

Figure 24 reviews the Design Standards Index at Alaska’s 17 Community On-Road classification airports. With 94 percent of Community On-Road airports meeting standards, OFZ is the most compliant standard in this Index. RVZ and parallel taxiway standards only apply to one airport each within the classification. Two airports in this class (12 percent) have a crosswind runway, while an additional 53 percent have single runway wind coverage of at least 95 percent. Wind data is currently unavailable at five Community On-Road airports.



Source: CDM Smith, DOWL

**Figure 24: Design Standards Index Summary for Community On-Road Airports**

Table 7 details all Design Standard Index compliance at Community On-Road airports, including the change from 2011 to the current AASP. Of the 17 airports in this classification, 4 meet all standards within this Index, while a total of 10 have a Design Standard Index score of at least 75 percent. For airports with incomplete data in either 2011 or the current AASP, the change in performance is expressed as a range of possible variations.

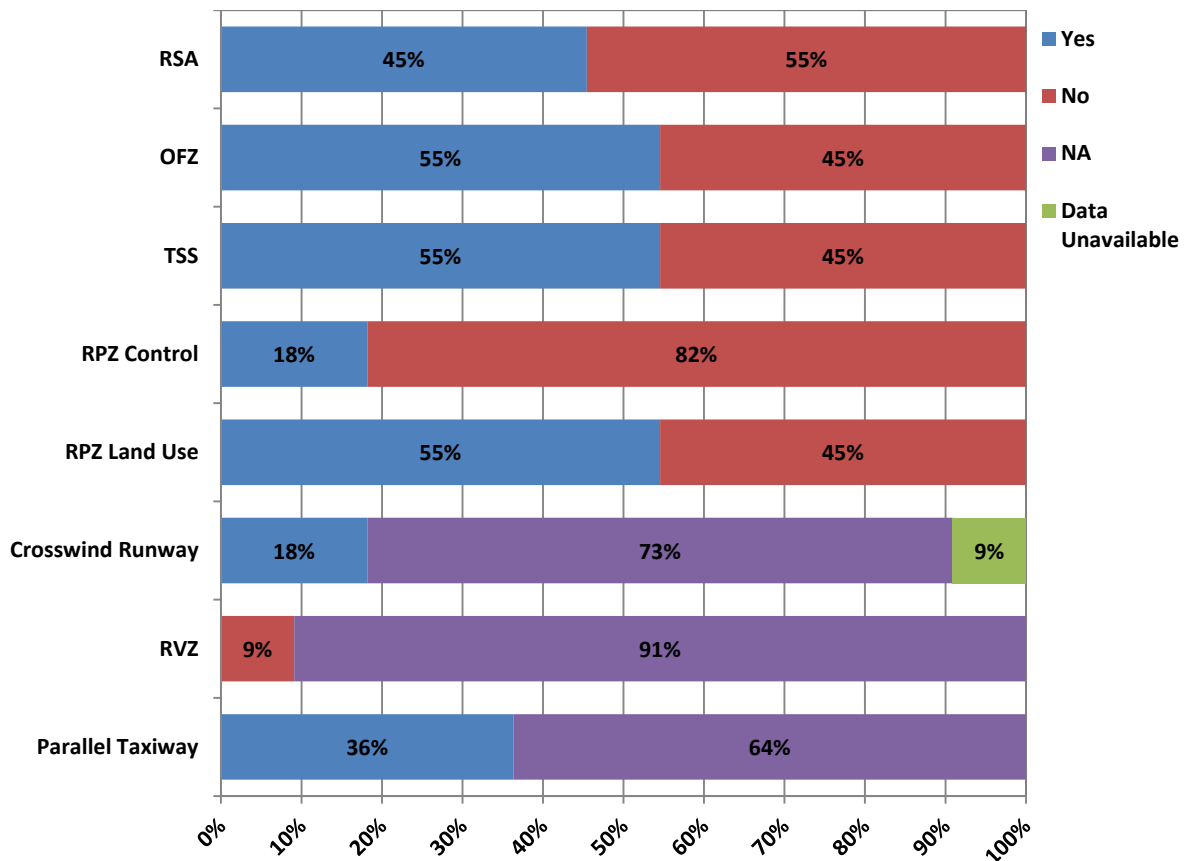
**Table 7: Details of Design Standard Indices at Community On-Road Airports**

FAA ID	Associated City	Airport Name	RSA	OFZ	TSS	RPZ Control	RPZ Land Use	Crosswind Runway	RVZ	Parallel Taxiway	Current Design Index	2011 Design Index	Change
CEM	Central	Central	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	100%	0%
CZO	Chistochina	Chistochina	Yes	Yes	No	No	No	Data Unavailable	NA	NA	55% to 65%	20% to 100%	-45% to 45%
CRC	Circle	Circle City	Yes	Yes	No	Yes	Yes	Data Unavailable	NA	NA	75% to 85%	40% to 85%	-10% to 45%
D66	Delta Junction	Delta Junction	Yes	Yes	No	No	No	Data Unavailable	No	NA	45% to 55%	10% to 75%	-30% to 45%
GKN	Gulkana	Gulkana	No	Yes	Yes	Yes	Yes	NA	NA	NA	80%	80%	0%
HNS	Haines	Haines	Yes	Yes	No	Yes	Yes	NA	NA	NA	85%	85%	0%
HRR	Healy	Healy River	Yes	Yes	Yes	Yes	Yes	Data Unavailable	NA	NA	90% to 100%	90% to 100%	-10% to 10%
5HO	Hope	Hope	Yes	Yes	No	No	Yes	Data Unavailable	NA	NA	65% to 75%	50% to 60%	5% to 25%
MLY	Manley Hot Springs	Manley Hot Springs	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	100%	0%
51Z	Minto	Minto Al Wright	No	Yes	Yes	No	Yes	NA	NA	NA	70%	70%	0%
ORT	Northway	Northway	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	100%	0%
PAQ	Palmer	Palmer Municipal	No	Yes	Yes	Yes	Yes	Yes	NA	NA	80%	45%	35%
SWD	Seward	Seward	No	Yes	Yes	No	No	Yes	NA	NA	60%	60%	0%
SGY	Skagway	Skagway	No	Yes	Yes	No	Yes	NA	NA	NA	70%	70%	0%
TKA	Talkeetna	Talkeetna	Yes	Yes	Yes	Yes	Yes	NA	NA	Yes	100%	100%	0%
6K8	Tok	Tok Junction	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%	90%	0%
IEM	Whittier	Whittier	No	No	No	No	No	NA	NA	NA	30%	30%	0%
<b>Community On-Road Airports Average</b>											<b>76% to 79%</b>	<b>67% to 79%</b>	<b>-3% to 13%</b>

Source: CDM Smith, DOWL

3.1.5 Local NPIAS High Activity Airports Design Standards Index

Figure 25 summarizes the Design Standards Index at Alaska’s 11 Local NPIAS High Activity classification airports. Two airports in this classification have a crosswind runway, eight have current wind coverage of at least 95 percent, with wind crosswind data only missing for one airport (Cordova Municipal) in the Local NPIAS High Activity Classification. With compliance rates of 55 percent, standards for OFZ, TSS, and RPZ land use were the highest performing categories among those that apply to all Local NPIAS High Activity airports.



Source: CDM Smith, DOWL

**Figure 25: Design Standards Index Summary for Local NPIAS High Activity Airports**

Table 8 details all Design Standard Index compliance at Local NPIAS High-Activity airports, including the change from 2011 to the current AASP. Of the 11 airports in this classification, four have a Design Standard Index score of at least 75 percent. For airports with incomplete data in either 2011 or the current AASP, the change in performance is expressed as a range of possible variations.



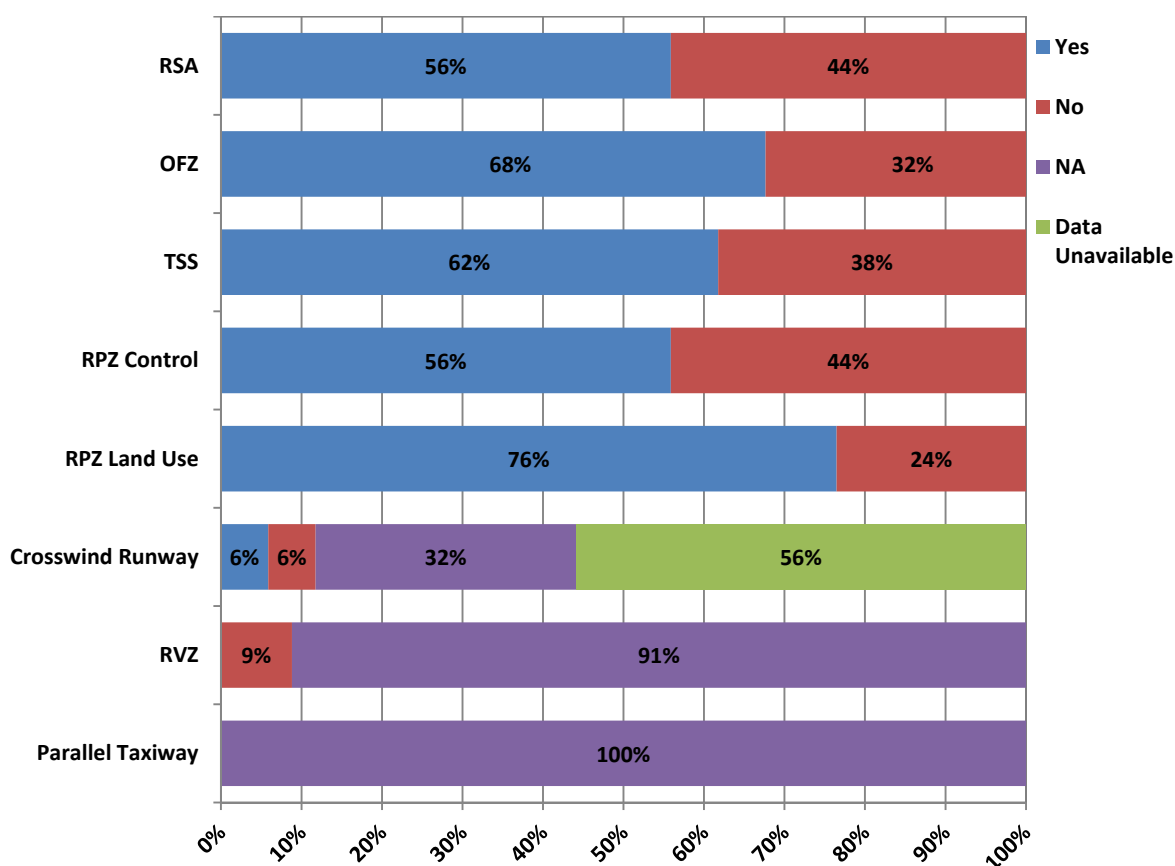
**Table 8: Details of Design Standard Indices at Local NPIAS High Activity Airports**

FAA ID	Associated City	Airport Name	RSA	OFZ	TSS	RPZ Control	RPZ Land Use	Crosswind Runway	RVZ	Parallel Taxiway	Current Design Index	2011 Design Index	Change
LHD	Anchorage	Lake Hood	Yes	Yes	Yes	Yes	Yes	NA	NA	Yes	100%	65%	35%
MRI	Anchorage	Merrill Field	No	No	Yes	No	Yes	Yes	No	Yes	45%	50%	-5%
BGQ	Big Lake	Big Lake	No	Yes	No	No	No	NA	NA	NA	45%	35%	10%
BCV	Birchwood	Birchwood	No	No	No	No	Yes	NA	NA	Yes	40%	55%	-15%
CKU	Cordova	Cordova Municipal	Yes	Yes	Yes	No	No	Data Unavailable	NA	NA	70% to 80%	70% to 100%	-30% to 10%
5NK	Naknek	Naknek	No	No	No	No	No	Yes	NA	NA	30%	30% to 80%	-50% to 0%
ENN	Nenana	Nenana Municipal	No	No	No	No	Yes	NA	NA	NA	40%	40%	0%
RDV	Red Devil	Red Devil	No	Yes	No	No	No	NA	NA	NA	45%	45%	0%
SXQ	Soldotna	Soldotna	Yes	No	Yes	Yes	Yes	NA	NA	NA	85%	75%	10%
IYS	Wasilla	Wasilla	Yes	Yes	Yes	No	No	NA	NA	Yes	80%	65% to 90%	-10% to 15%
UUO	Willow	Willow	Yes	Yes	Yes	No	Yes	NA	NA	NA	90%	90% to 100%	-10% to 0%
<b>Local NPIAS High Activity Airports Average</b>											<b>61% to 62%</b>	<b>56% to 66%</b>	<b>-5% to 6%</b>

Source: CDM Smith, DOWL

### 3.1.6 Local NPIAS Lower Activity Airports Design Standards Index

Figure 26 captures the Design Standards Index at Alaska’s 34 Local NPIAS Low-Activity classification airports. With no airports in this class having at least 20,000 annual operations, none are held to the parallel taxiway standard. RVZ standards only apply to the three Local NPIAS Low-Activity airports with an intersecting runway. Of categories that apply to all airports in this classification, the most airports met standards for RPZ land use, with 76 percent of airports meeting compliance. Two airports in this classification (six percent) have a crosswind runway, while 32 percent of the classification already has wind coverage of at least 95 percent. Wind data was is available for 56 percent of the airports in the Local NPIAS Low-Activity class.



Source: CDM Smith, DOWL

**Figure 26: Design Standards Index Summary for Local NPIAS Lower Activity Airports**

Table 9 details all Design Standard Index compliance at Local NPIAS Lower Activity airports, including the change from 2011 to the current AASP. Of the 34 airports in this classification, three are compliant with all standards, while a total of 17 have a Design Standard Index score of

at least 75 percent. For airports with incomplete data in either 2011 or the current AASP, the change in performance is expressed as a range of possible variations.

**Table 9: Details of Design Standard Indices at Local NPIAS Lower Activity Airports**

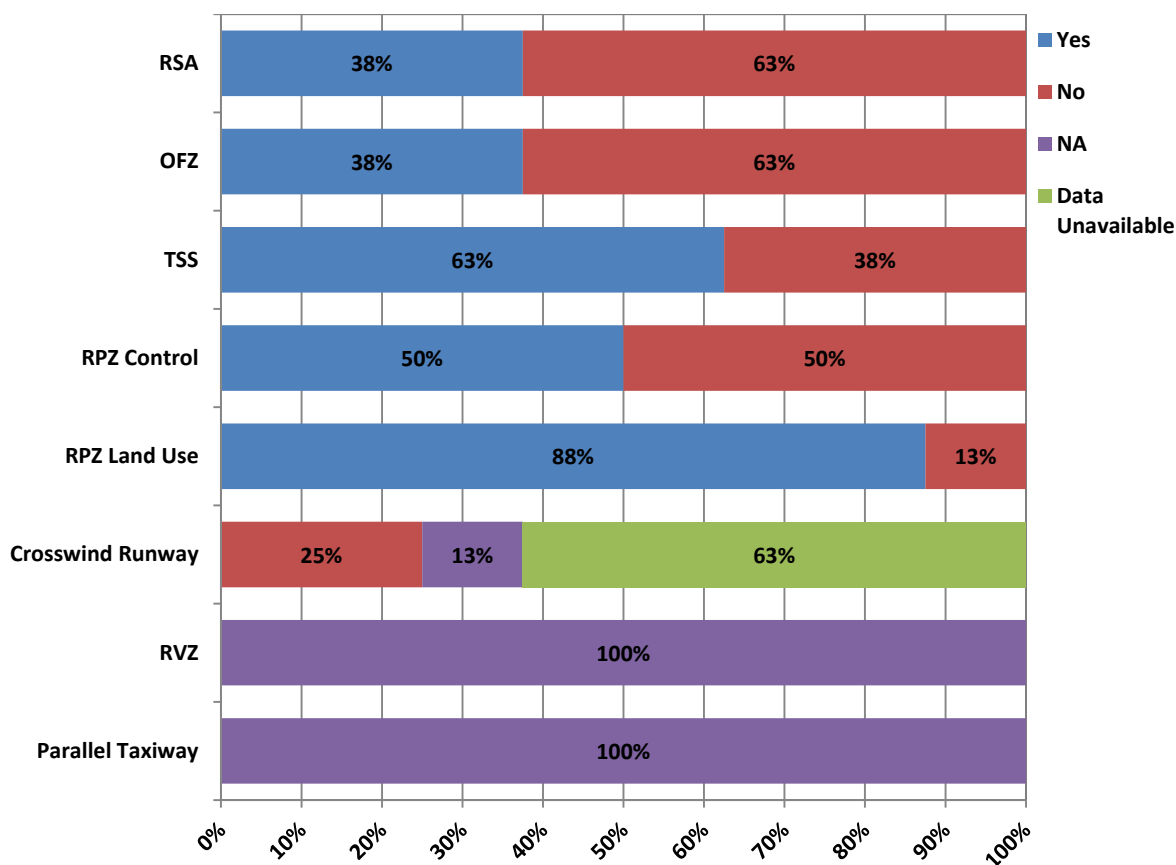
FAA ID	Associated City	Airport Name	RSA	OFZ	TSS	RPZ Control	RPZ Land Use	Crosswind Runway	RVZ	Parallel Taxiway	Current Design Index	2011 Design Index	Change
BTT	Bettles	Bettles	No	Yes	Yes	Yes	Yes	NA	NA	NA	80%	80%	0%
Z91	Birch Creek	Birch Creek	No	Yes	Yes	Yes	Yes	NA	NA	NA	80%	80%	0%
BYA	Boundary	Boundary	Yes	Yes	Yes	Yes	No	Data Unavailable	NA	NA	80% to 90%	80% to 90%	-10% to 10%
5CD	Chandalar Camp	Chandalar Shelf	No	Yes	Yes	No	Yes	Data Unavailable	NA	NA	60% to 70%	60% to 70%	-10% to 10%
WCR	Chandalar Lake	Chandalar Lake	Yes	Yes	Yes	No	Yes	Data Unavailable	NA	NA	80% to 90%	80% to 90%	-10% to 10%
CKX	Chicken	Chicken	No	Yes	No	Yes	Yes	Data Unavailable	NA	NA	55% to 65%	40% to 65%	-10% to 25%
CZN	Chisana	Chisana	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	80% to 100%	0% to 20%
CXC	Chitina	Chitina	Yes	Yes	No	Yes	Yes	NA	NA	NA	85%	75%	10%
CHP	Circle Hot Springs	Circle Hot Springs	Yes	Yes	Yes	No	Yes	Data Unavailable	NA	NA	80% to 90%	80% to 90%	-10% to 10%
Z84	Clear	Clear	Yes	Yes	Yes	No	Yes	NA	NA	NA	90%	90%	0%
CXF	Coldfoot	Coldfoot	Yes	Yes	Yes	Yes	No	Data Unavailable	NA	NA	80% to 90%	80% to 90%	-10% to 10%
K29	Council	Council	Yes	Yes	No	No	Yes	No	NA	NA	65%	65%	0%
DCK	Dahl Creek	Dahl Creek	No	No	Yes	Yes	Yes	Data Unavailable	NA	NA	55% to 65%	55% to 80%	-25% to 10%
FLT	Flat	Flat	Yes	No	No	No	No	Data Unavailable	NA	NA	40% to 50%	20% to 100%	-60% to 30%
GBH	Galbraith Lake	Galbraith Lake	No	Yes	Yes	Yes	No	NA	NA	NA	70%	80%	-10%
AQY	Girdwood	Girdwood	No	Yes	Yes	No	Yes	Data Unavailable	NA	NA	60% to 70%	60% to 70%	-10% to 10%
Z40	Goose Bay	Goose Bay	Yes	No	Yes	Yes	Yes	NA	NA	NA	85%	75% to 85%	0% to 10%
5Z5	Kantishna	Kantishna	No	Yes	No	No	Yes	Data Unavailable	NA	NA	45% to 55%	30% to 55%	-10% to 25%

FAA ID	Associated City	Airport Name	RSA	OFZ	TSS	RPZ Control	RPZ Land Use	Crosswind Runway	RVZ	Parallel Taxiway	Current Design Index	2011 Design Index	Change
KDK	Kodiak	Kodiak Municipal	No	No	No	No	No	Data Unavailable	No	NA	10% to 20%	10% to 20%	-10% to 10%
Z55	Lake Louise	Lake Louise	Yes	Yes	Yes	No	Yes	NA	NA	NA	90%	90%	0%
2AK	Lime Village	Lime Village	No	No	No	No	Yes	Data Unavailable	NA	NA	30% to 40%	30% to 40%	-10% to 10%
MYK	May Creek	May Creek	No	No	No	Yes	Yes	Data Unavailable	NA	NA	40% to 50%	20% to 100%	-60% to 30%
15Z	McCarthy	McCarthy	Yes	Yes	Yes	Yes	Yes	Data Unavailable	NA	NA	90% to 100%	90% to 100%	-10% to 10%
MHM	Minchumina	Minchumina	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	100%	0%
Z17	Ophir	Ophir	Yes	Yes	No	No	No	Data Unavailable	NA	NA	55% to 65%	20% to 100%	-45% to 45%
A14	Portage Creek	Portage Creek	No	No	No	No	No	Yes	No	NA	20%	30% to 40%	-20% to -10%
PPC	Prospect Creek	Prospect Creek	No	Yes	Yes	Yes	Yes	NA	NA	NA	80%	70%	10%
RMP	Rampart	Rampart	Yes	Yes	Yes	No	Yes	Data Unavailable	NA	NA	80% to 90%	80% to 90%	-10% to 10%
SKW	Skwentna	Skwentna	No	No	No	Yes	Yes	Data Unavailable	NA	NA	40% to 50%	40% to 50%	-10% to 10%
WSN	South Naknek	South Naknek Nr 2	Yes	No	No	Yes	Yes	Yes	No	NA	60%	60% to 70%	-10% to 0%
2K5	Telida	Telida	Yes	No	Yes	Yes	Yes	Data Unavailable	NA	NA	75% to 85%	20% to 100%	-25% to 65%
3T4	Tetlin	Tetlin	Yes	Yes	Yes	Yes	Yes	NA	NA	NA	100%	100%	0%
9A8	Ugashik	Ugashik	No	No	Yes	Yes	Yes	No	NA	NA	55%	55%	0%
WSM	Wiseman	Wiseman	Yes	Yes	No	No	No	Data Unavailable	NA	NA	55% to 65%	20% to 100%	-45% to 45%
<b>Local NPIAS Lower Activity Airports Average</b>											<b>67% to 72%</b>	<b>60% to 79%</b>	<b>-12% to 12%</b>

Source: CDM Smith, DOWL

3.1.7 Local Non-NPIAS Airports Design Standards Index

Figure 27 depicts the Design Standards Index at the eight Local Non-NPIAS classification airports. With no airports in this class having at least 20,000 annual operations or intersecting runways, RVZ and parallel taxiway standards do not apply to this classification. Of categories that apply to all airports in this classification, the most airports met standards for RPZ land use, with 88 percent of airports meeting compliance. Wind data is not available for 63 percent of these airports.



Source: CDM Smith, DOWL

**Figure 27: Design Standards Index Summary for Local Non-NPIAS Airports**

Table 10 details all Design Standards Index compliance at Local Non-NPIAS airports. Three of these eight airports have a score of at least 75 percent. Because these airports were not included in the 2011 Design Standards Index, no change data is presented.

**Table 10: Details of Design Standard Indices at Local Non-NPIAS Airports**

FAA ID	Associated City	Airport Name	RSA	OFZ	TSS	RPZ Control	RPZ Land Use	Crosswind Runway	RVZ	Parallel Taxiway	Current Design Index
5KS	Kasilof	Kasilof	No	No	No	No	Yes	No	NA	NA	30%
LKK	Kulik Lake	Kulik Lake	No	No	No	No	Yes	Data Unavailable	NA	NA	30% to 40%
94Z	Nome	Nome City Field	Yes	Yes	Yes	Yes	Yes	No	NA	NA	90%
95Z	North Pole	Bradley Sky-Ranch	No	No	Yes	No	Yes	NA	NA	NA	55%
AK1	Palmer	Butte Municipal	No	No	No	No	No	Data Unavailable	NA	NA	20% to 30%
Z81	Salmon Lake	Salmon Lake	No	No	Yes	Yes	Yes	Data Unavailable	NA	NA	55% to 65%
UMT	Umiat	Umiat	Yes	Yes	Yes	Yes	Yes	Data Unavailable	NA	NA	90% to 100%
CYT	Yakataga	Yakataga	Yes	Yes	Yes	Yes	Yes	Data Unavailable	NA	NA	90% to 100%
<b>Local Non-NPIAS Airports Average</b>											<b>58% to 64%</b>

Source: CDM Smith, DOWL

### 3.2 Service Indices

Service Indices are a specific set of performance measures for the 176 Alaskan airports within the Regional and Community airport classifications. These Indices aim to measure each airport's effectiveness in providing the services and facilities needed for their respective markets. Facility and service performance measures were developed for these classifications based on typical user needs. The Service Index not only provides useful information about the current system, but allows for the tracking of improvements over time. The results will be compared to Service Indices established in the 2011 *Mission, Goals, Measures, and Classifications*. Regional and Community classifications analysis does not include seaplane bases.

The following facility and service categories are included in the Airport Service Index:

- **Runway:** an airport's required runway length, surface, and strength are largely determined by the type of aircraft utilizing the facility. Aircraft with higher speeds and larger payloads require longer runways, while turbine aircraft typically require pavement due to higher concern regarding foreign object damage on gravel runways. For Alaska's Regional airports, the minimum length (5,000 feet) and pavement strength (30,000 pounds single wheel load) are minimums for the type of mainline mail carriers that typically use these airports. Runway length recommendations at Community airports vary by airport and are dependent on a number of factors including elevation, design aircraft type, and haul/stage length. The runway length needed at each Community airports is determined by review of regional transportation plans and ALPs.
- **Runway Lighting:** runway lighting is an important facility for night operations, with higher intensity runway lighting suitable for both night and low visibility operations. Regional airports are recommended to have high intensity runway lighting (HIRL), and Community airports to have medium intensity runway lighting (MIRL).
- **Taxiway:** the type of taxiway at an airport can greatly enhance safety and efficiency of operations. Without a taxiway, aircraft must back taxi on the runway itself, increasing runway occupancy times. Because of their tendency to serve turbine aircraft, Regional airports are recommended to have a full parallel taxiway. No taxiway recommendation exists for Community airports.



- **Instrument Approach Procedure Minimum:** the type of instrument approach procedure (IAP) at an airport greatly affects the overall utility of an airport, particularly in times of inclement weather. Because they typically serve turbine aircraft requiring IAPs with lower minimums, Regional airports are recommended to have a published IAP with a visibility minimum of 3/4-mile or lower. Community airports are recommended to have a published IAP with a visibility minimum of 1-mile or lower.
- **Meets Demand for Lease Lots:** the ability of an airport to meet demand for lease lot space is a necessary characteristic of a growing airport. Both Regional and Community airports meet this service Index if they are found to have no current unmet demand for lease lots.
- **Meets Demand for Tie-Downs.:** the ability of an airport to meet demand for tie-down parking space is a necessary characteristic of a growing airport. Both Regional and Community airports meet this service Index if they are found to have no current unmet demand for tie-down spaces.
- **Fuel Sales:** the availability of aviation fuel is one of the most basic services that an airport can provide its users. DOT&PF does not directly offer this service to users, but provides permits allowing fuel services for airport tenants. No particular recommendation is made for Jet A fuel or 100LL AvGas (for piston aircraft) at Alaska airports, but all airports in the Regional and Community classifications are recommended to provide some form of aircraft fuel sales.
- **Passenger Shelter:** a passenger shelter is a minimum amenity that airports should provide their passengers. A shelter facility is recommended for all airports in both the Regional and Community classifications.
- **Public Toilet:** public toilet facilities are minimum amenities that airports should provide their passengers and are recommended for all airports in both the Regional and Community classifications.
- The Service Index is comprised of weighted scores for each of the above facility and service categories, with a total of 100 percent possible for airports meeting all categories for their classification. Table 11 summarizes minimum Service Index recommendations

at Regional and Community airports in Alaska, including the weighted score assigned to each category. These objectives and weighted scores are the same as those used in the 2011 *Mission, Goals, Measures, and Classifications*. This continuity allows for the tracking of airport improvements. Because taxiway is not an objective for Community airports, these points are split between runway and runway lighting standards, accounting for the higher percentages these categories have for Community airports than for Regional.

**Table 11: Service Index Recommendations**

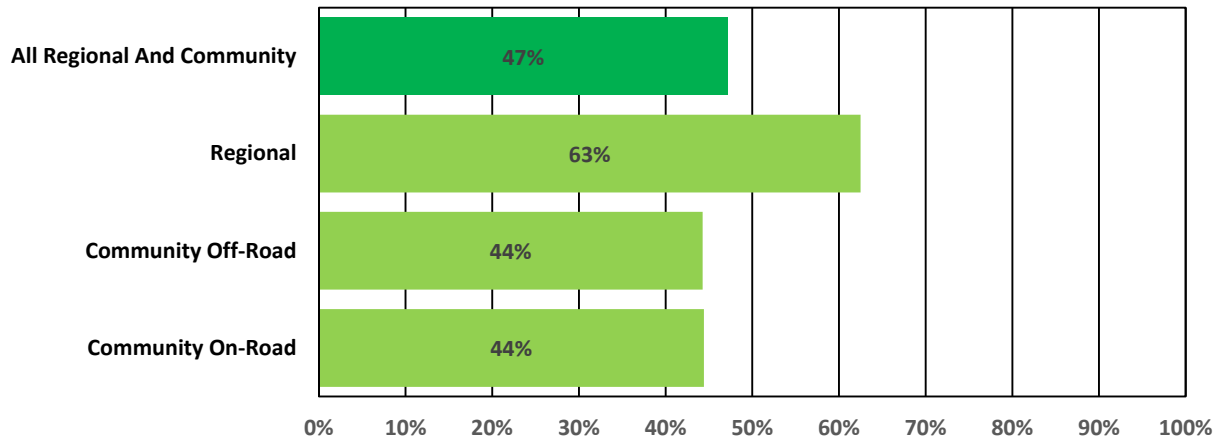
Facility and Service Category	Regional Airports		Community Airports	
	Objective	Percent	Objective	Percent
Runway	5,000' Length Paved SW 30,000 lb. Strength	25%	Minimum Length Needed Now	30%
Runway Lighting	High Intensity	10%	Medium Intensity	15%
Taxiway	Full Parallel	10%	Not an Objective	0%
Instrument Approach Minimum	3/4 Mile	15%	1 Mile	15%
Demand for Lease Lots	Meets Demand	10%	Meets Demand	10%
Demand for Tie-Downs	Meets Demand	10%	Meets Demand	10%
Fuel Sales	Yes	10%	Yes	10%
Passenger Shelter	Yes	5%	Yes	5%
Public Toilet	Yes	5%	Yes	5%
<b>Total</b>		<b>100%</b>		<b>100%</b>

Source: Mission, Goals, Measures, and Classifications

A total Service Index was calculated for the Regional, Community Off-Road, and Community On-Road classifications. This provides an opportunity to measure how specific aviation markets are being served across the entire state. The total Index was calculated as the average of all individual airport Service Index scores within each classification. If all airports in a classification have a service index score of 100 percent, the score for that classification is 100 percent. Figure 28 presents Service Indices for the Regional, Community Off-Road, and Community On-Road classifications. The 63 percent Service Index for Regional airports is a decrease from the 2011 Service Index of 69 percent to 71 percent.<sup>1</sup> In the 2011 study, Community Off-Road and On-Road airports were grouped under one Community classification. When combined, these classifications have a current Service Index of 44 percent, which is a decrease from the 2011 Service Index of 55 to 56 percent. The decrease in the Service Index is largely attributed to the

<sup>1</sup> Because some data was unknown in the 2011 *Mission, Goals, Measures, and Classifications*, results were expressed in a range of values for certain airports. The classification Service Index scores reflected these ranges.

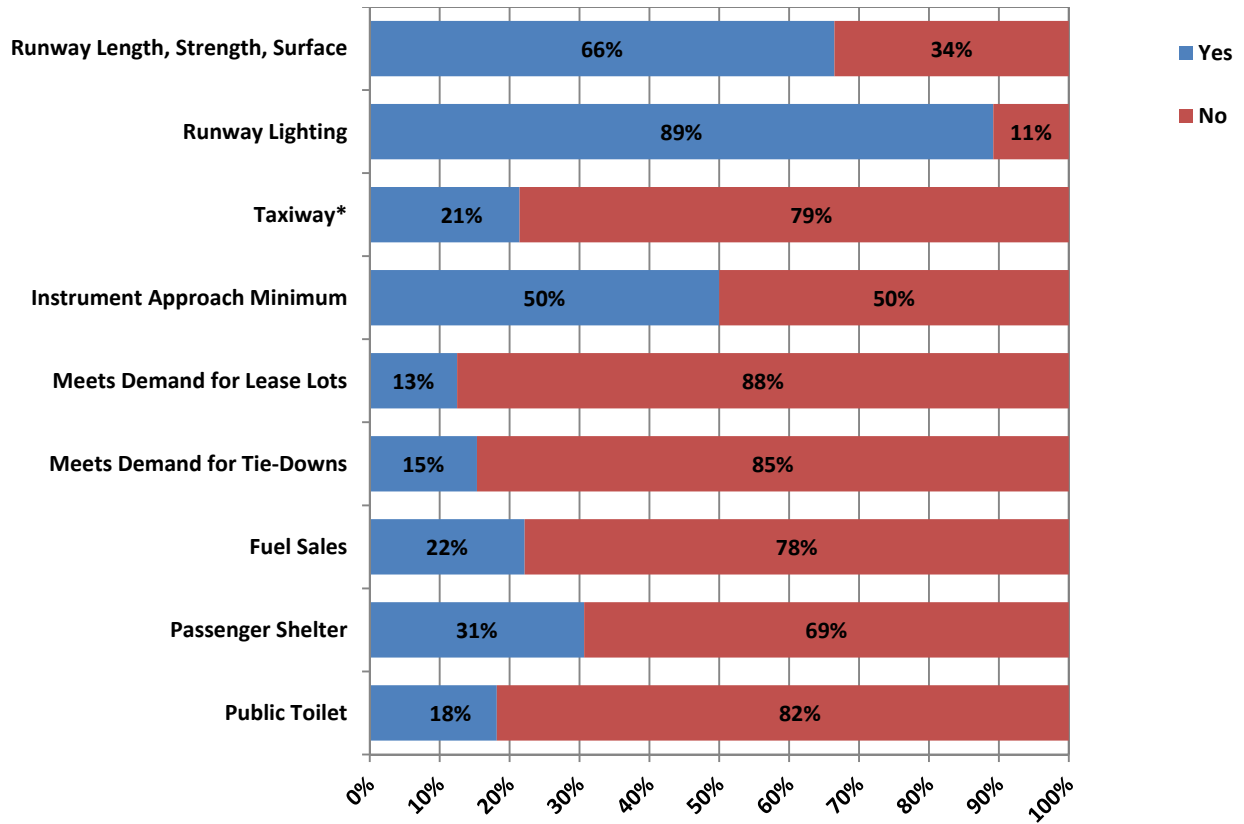
greater integrity of data used in this update in comparison to data used in 2011. The Service Index for all 177 Regional and Community airports in these categories is 47 percent.



Source: CDM Smith, DOWL

**Figure 28: Airport Classification Service Indices**

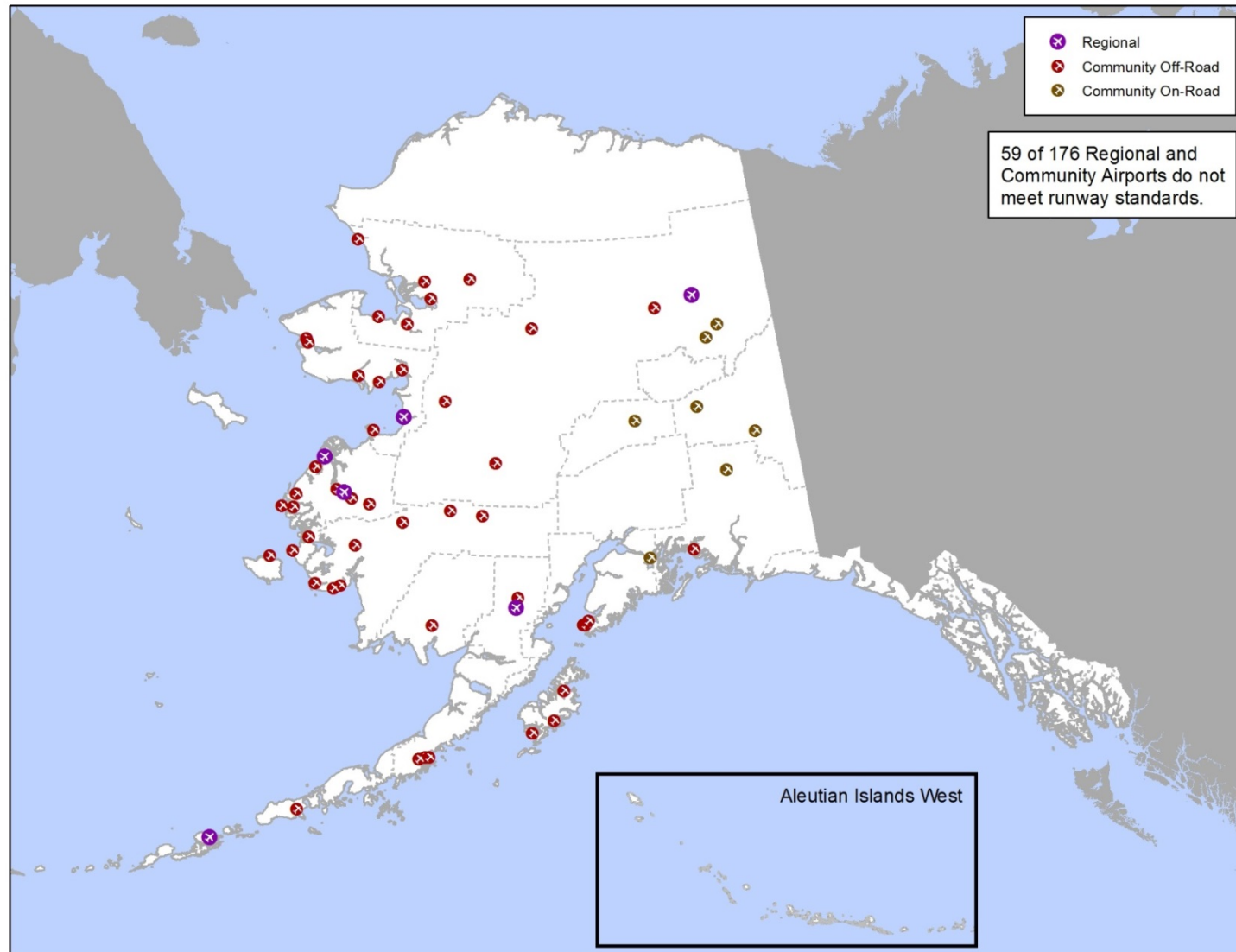
Figure 29 summarizes facility and service objectives included in the Service Indices for all airports in the Regional, Community Off-Road, and Community On-Road classifications. Overall, more airports meet objectives for runway and runway lighting than objectives for other facilities and services. Objectives for lease lot availability and tie-down availability achieved the least, with only 13 percent and 15 percent of airports meeting the objectives, respectively.



\*Only applies to Regional airports  
 Source: CDM Smith, DOWL

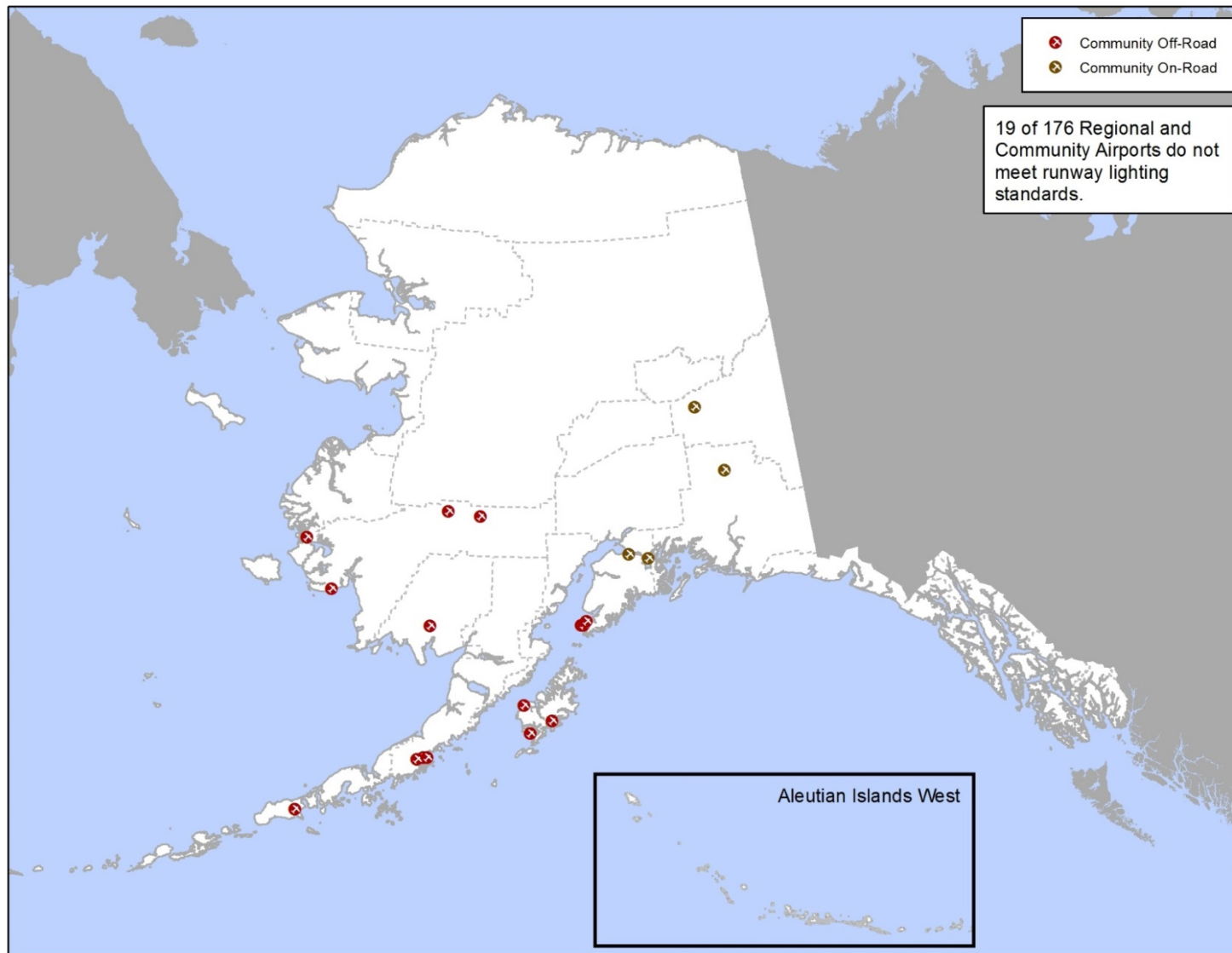
**Figure 29: Summary of Service Index Objectives at All Regional and Community Airports**

Figures 29 through 37 reveal the locations of airports not meeting Service Index standards.



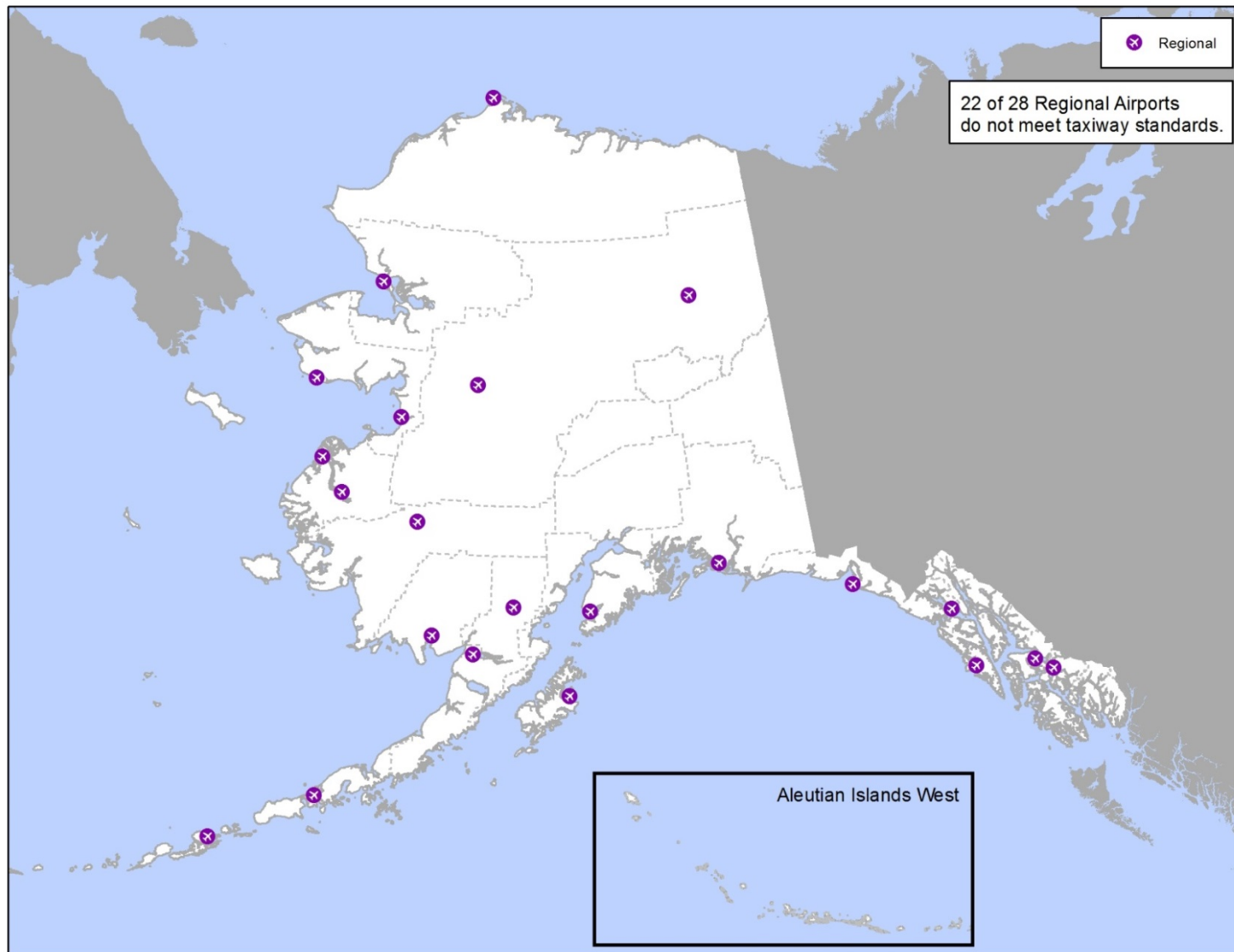
Source: CDM Smith, DOWL

**Figure 30: Airports Not Meeting Runway Length, Strength, and Surface Standards**



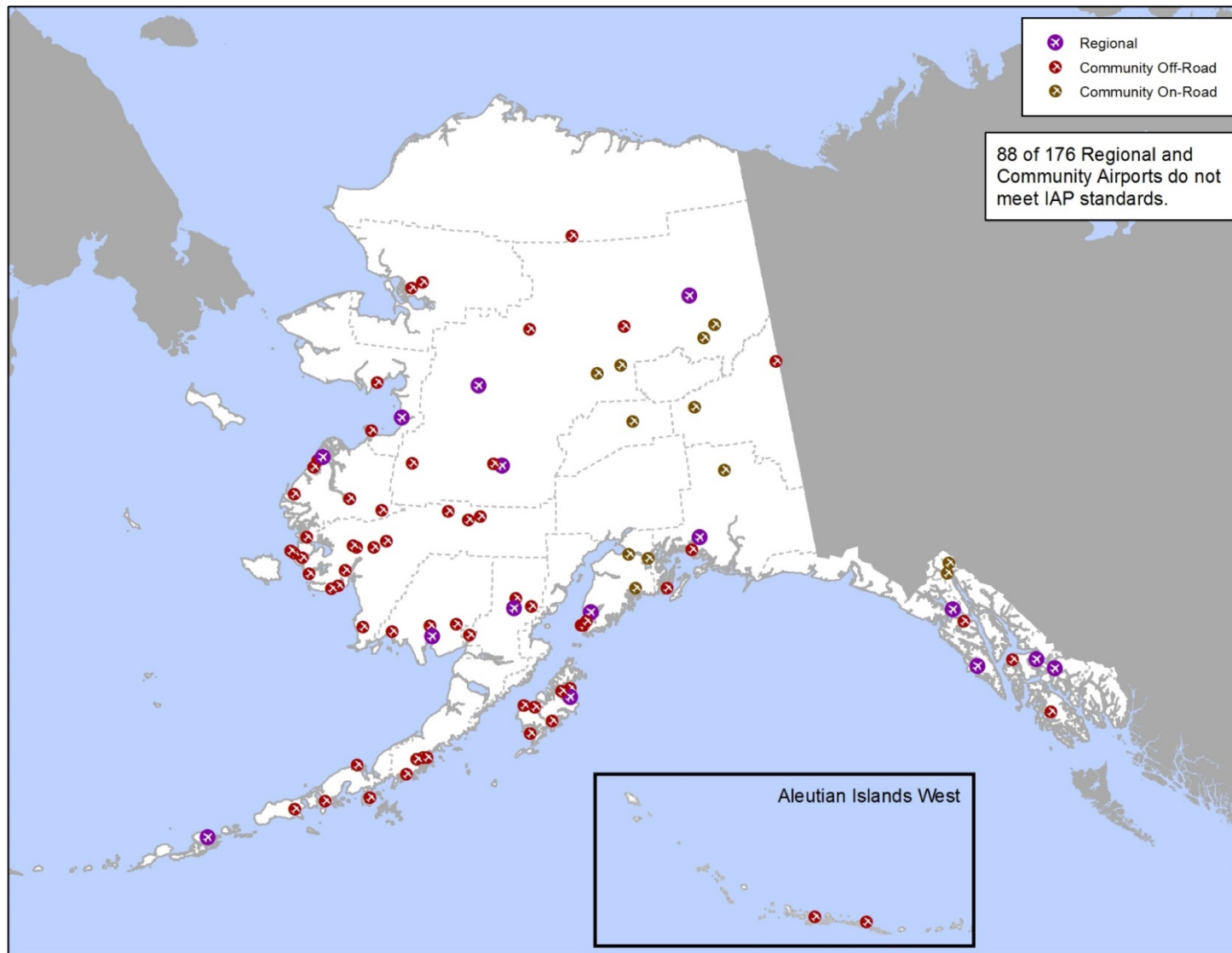
Source: CDM Smith, DOWL

**Figure 31: Airports Not Meeting Runway Lighting Standards**



Source: CDM Smith, DOWL

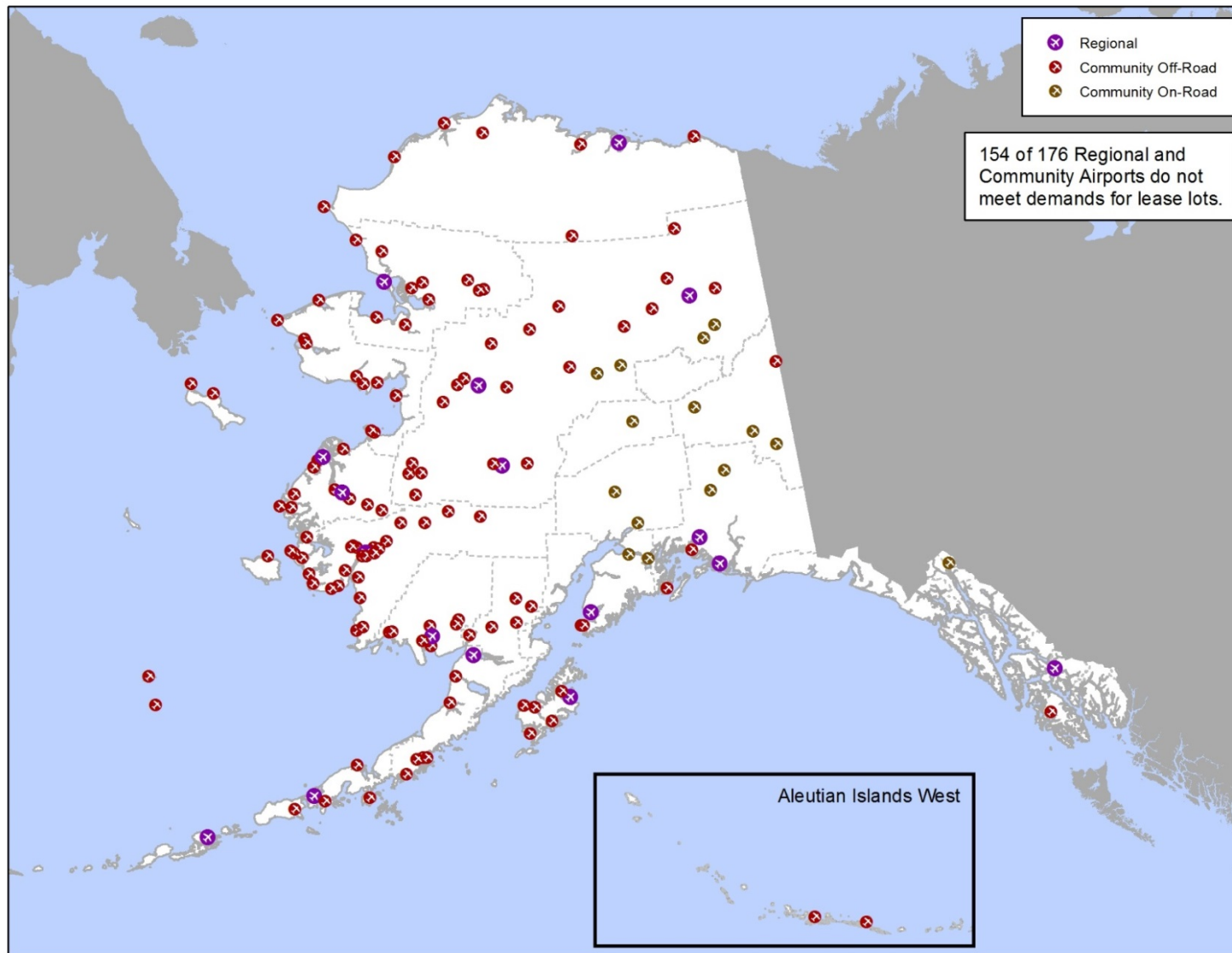
**Figure 32: Airports Not Meeting Taxiway Standards**



Source: CDM Smith, DOWL

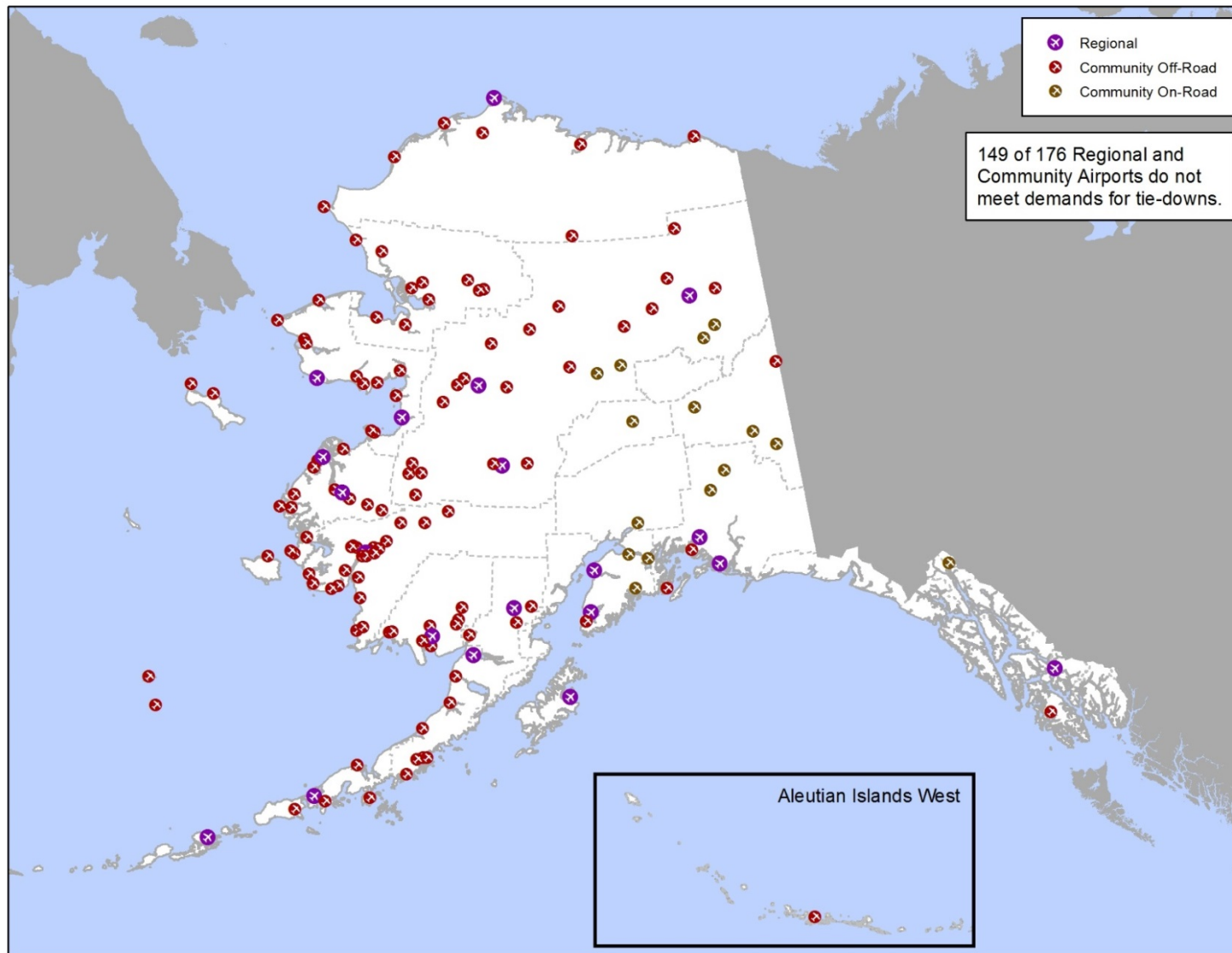
**Figure 33: Airports Not Meeting Instrument Approach Minimum Standards**





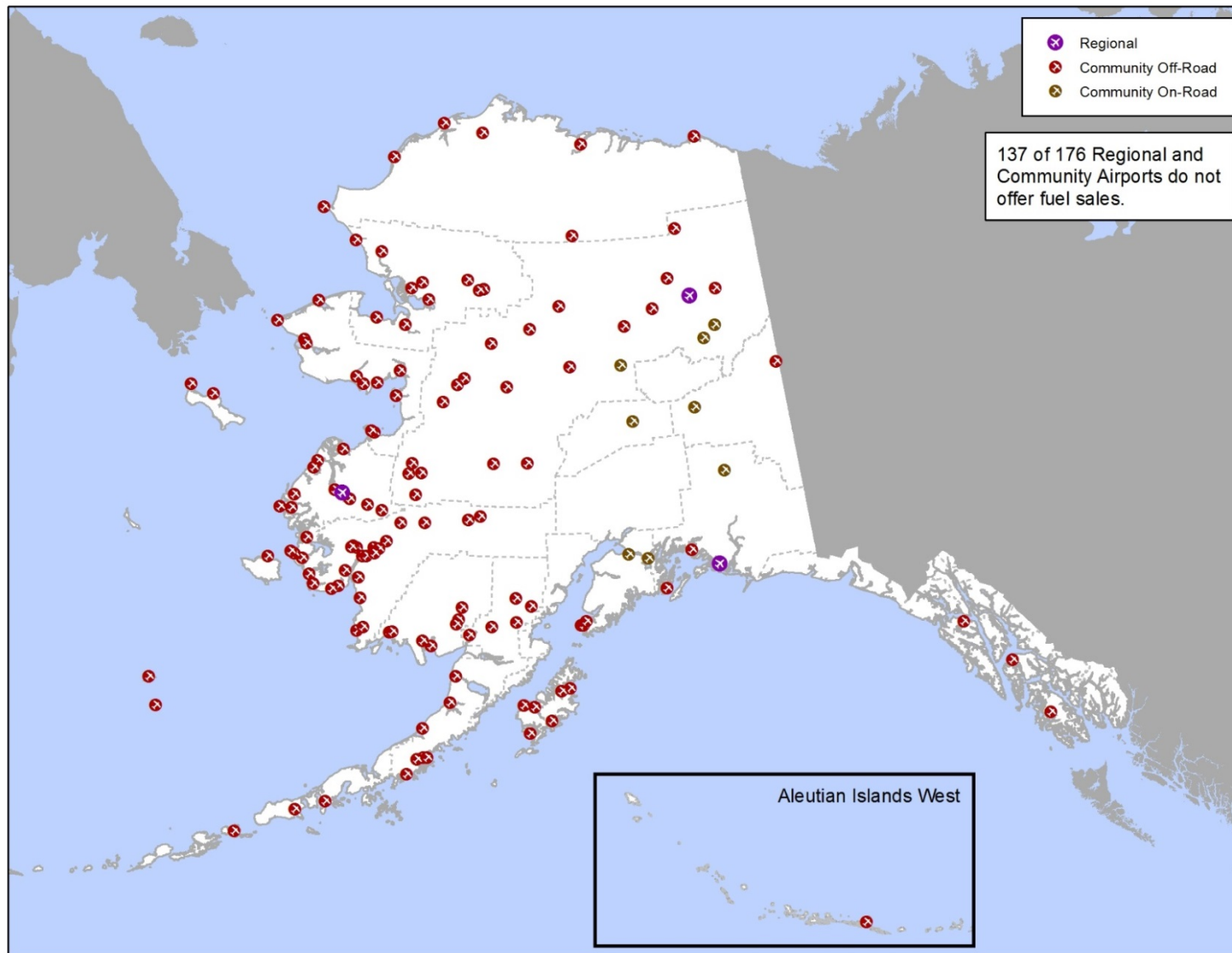
Source: CDM Smith, DOWL

**Figure 34: Airports Not Meeting Demand for Lease Lot Space**



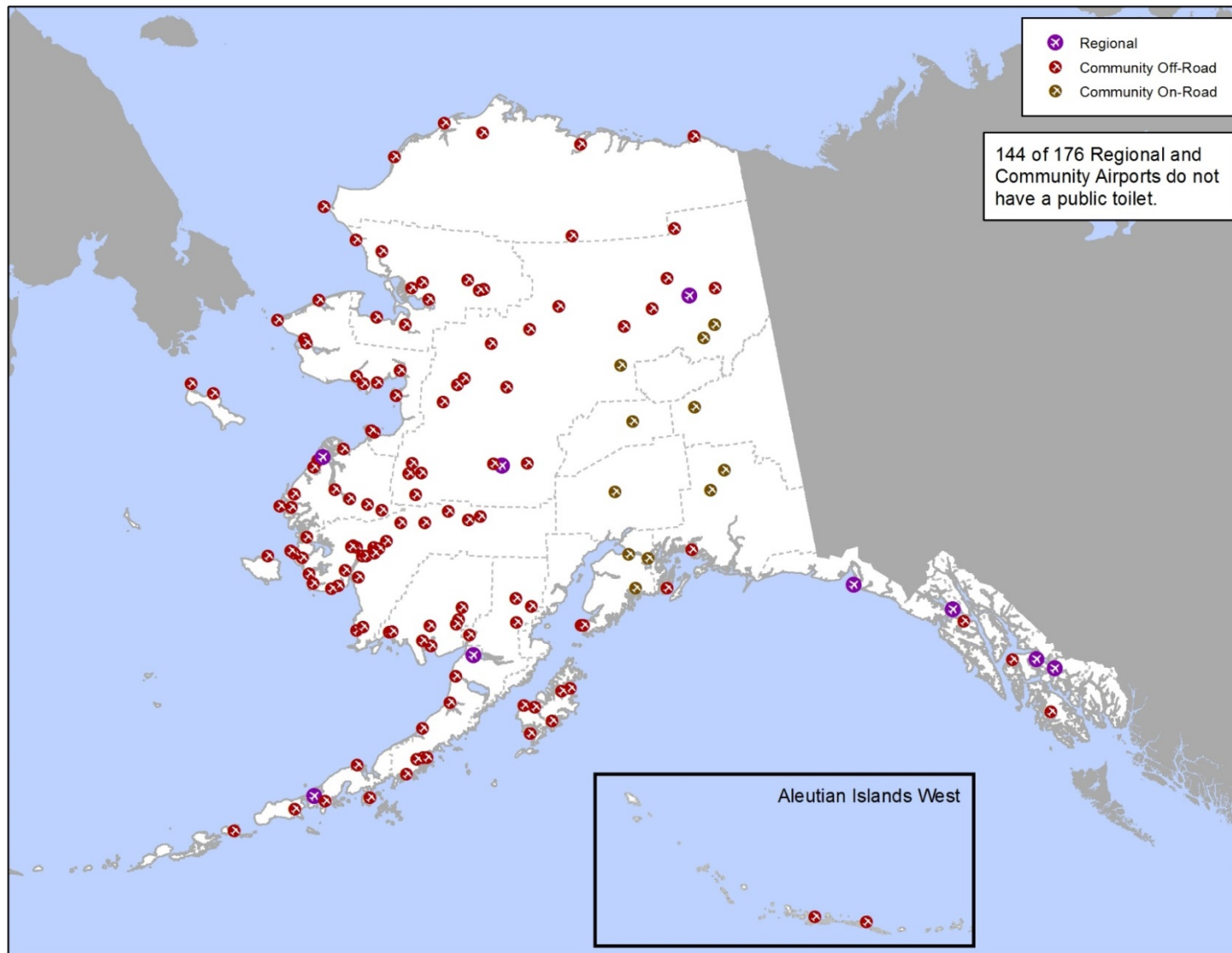
Source: CDM Smith, DOWL

**Figure 35: Airports Not Meeting Demand for Tie-Down Space**



Source: CDM Smith, DOWL

**Figure 36: Airports Without a Passenger Shelter**



Source: CDM Smith, DOWL

**Figure 37: Airports Without Public Toilet Facilities**

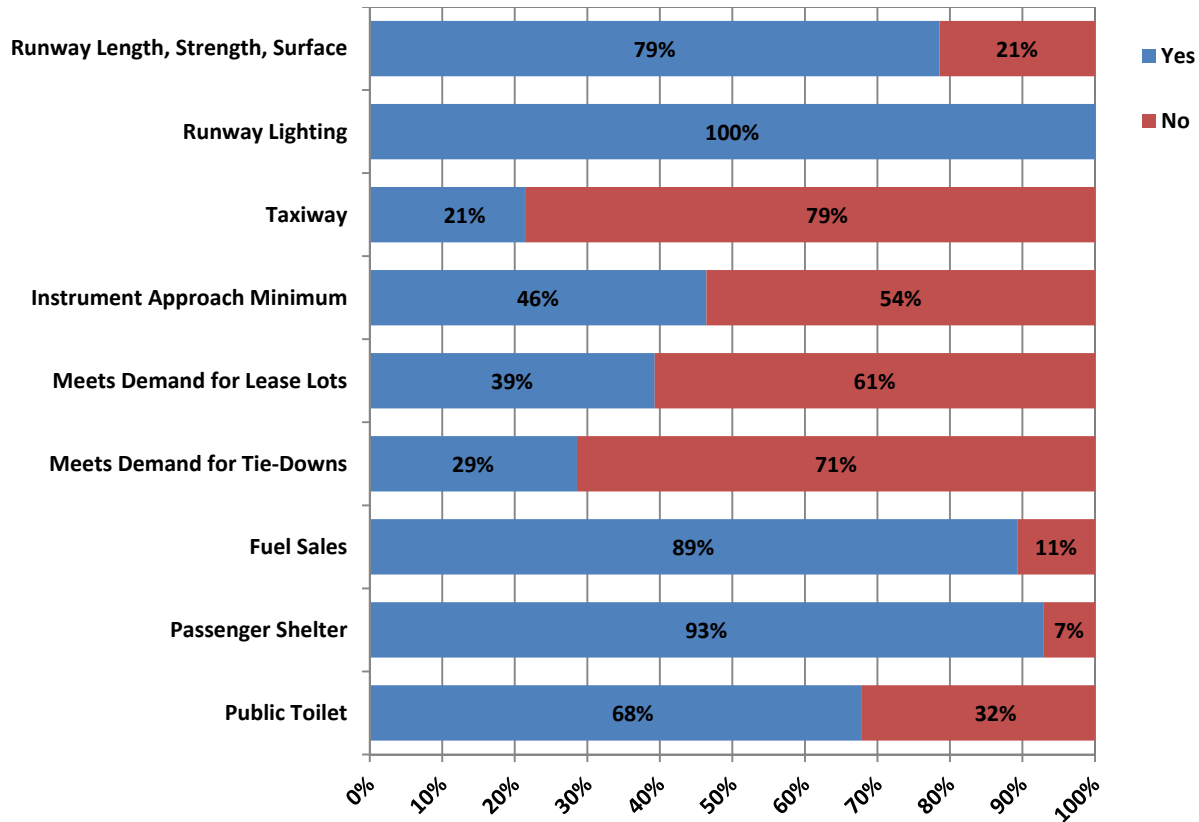
The following sections detail Service Indices at Regional, Community Off-Road, and Community On-Road airports, including a comparison to 2011 Service Indices.

### 3.2.1 Regional Airports Service Index

Service Index objectives for airports in the Regional classification were developed with the intention of providing all weather service to turbine aircraft over 12,500 pounds. These airports are therefore held to higher standards for runway type (paved), strength (30,000 pounds single wheel load), length (5,000 feet), lighting (HIRL), and instrument approach minimums than are Community airports. Regional airports are also recommended to have a full parallel taxiway system to improve airport safety and efficiency. Regional airports are recommended to offer fuel sales, have available lease lot and tie-down space, and have passenger shelter and public toilet facilities.

Figure 38 summarizes Service Index compliance at Alaska airports in the Regional classification. All 28 Regional airports meet the HIRL objective for runway lighting, while 93 percent have a passenger shelter and 89 percent offer fuel sales. The worst performing categories are meeting demands for tie-down spaces and taxiway recommendations, with only 29 and 21 percent of Regional airports meeting these objectives, respectfully.

Six Regional airports, or 21 percent of the total, do not meet all runway objectives for pavement, length, and/or strength. Only two airports (Emmonak and Unalaska) have a runway shorter than 5,000 feet. Three airports (Emmonak, Fort Yukon, and St Mary's) have unpaved runways. Two airports with paved runways (Iliamna and Unalakleet) do not meet runway strength objectives.



Source: CDM Smith, DOWL

**Figure 38: Summary of Service Index Objectives at Regional Airports**

Table 12 details the Service Index for Regional airports, and presents a comparison of current scores with the 2011 Service Index. In cases when the 2011 Service Index was presented as a range of possible scores, the 2011-2015 change is presented as a range. Many airports in the Regional classification have seen a decrease in their Service Index; this is largely attributed to a greater reliability of data acquired for this system plan update than was available in 2011.

**Table 12: Service Indices for Regional Airports**

FAA ID	Community	Airport Name	Current Service Index	2011 Service Index	Change
ANI	Aniak	Aniak	90%	62% to 70%	20% to 28%
BRW	Barrow	Wiley Post-Will Rogers Memorial	80%	80%	0%
BET	Bethel	Bethel	80%	90%	-10%
CDB	Cold Bay	Cold Bay	65%	90%	-25%
CDV	Cordova	Merle K (Mudhole) Smith	60%	70%	-10%
SCC	Deadhorse	Deadhorse	90%	80%	10%
DLG	Dillingham	Dillingham	55%	90%	-35%
ENM	Emmonak	Emmonak	20%	30% to 38%	-18% to -10%
FYU	Fort Yukon	Fort Yukon	15%	33% to 42%	-27% to -18%
GAL	Galena	Edward G. Pitka Sr.	50%	70%	-20%
GST	Gustavus	Gustavus	70%	70%	0%
HO M	Homer	Homer	55%	65%	-10%
ILI	Iliamna	Iliamna	40%	47% to 55%	-15% to -7%
ENA	Kenai	Kenai Municipal	90%	90%	0%
KTN	Ketchikan	Ketchikan International	100%	80%	20%
AKN	King Salmon	King Salmon	65%	90%	-25%
ADQ	Kodiak	Kodiak	55%	75%	-20%
OTZ	Kotzebue	Ralph Wien Memorial	80%	80%	0%
MCG	McGrath	McGrath	60%	60%	0%
OME	Nome	Nome	80%	80%	0%
PSG	Petersburg	Petersburg James A Johnson	70%	60%	10%
SIT	Sitka	Sitka Rocky Gutierrez	75%	55%	20%
KSM	St Mary's	St Mary's	35%	48% to 57%	-22% to -13%
UNK	Unalakleet	Unalakleet	40%	57% to 65%	-25% to -17%
DUT	Unalaska	Unalaska	30%	38% to 47%	-17% to -8%
VDZ	Valdez	Valdez Pioneer Field	65%	85%	-20%
WR G	Wrangell	Wrangell	50%	70%	-20%
YAK	Yakutat	Yakutat	85%	75%	10%
<b>Regional Airports Average</b>			<b>61%</b>	<b>69% to 71%</b>	<b>63%</b>

Source: CDM Smith, DOWL, *Mission, Goals, Measures, and Classifications*

### 3.2.2 Community Off-Road Airports Service Index

Service Index objectives for airports in the Community Off-Road classification are tailored to provide all weather access to their specific aircraft market. Specifically, runway length objectives vary from airport to airport, and are based on elevation, design aircraft, and haul/stage length. The runway length needed now at each Community Off-Road airport is determined by review of

regional transportation plans and ALPs. Table 13 details recommended and actual runway length at each of the 131 Community Off-Road airports in the Alaska system.

**Table 13: Runway Objectives at Community Off-Road Airports**

<b>FAA ID</b>	<b>Community</b>	<b>Airport Name</b>	<b>Minimum Runway Length Needed Now</b>	<b>Current Primary Runway Length</b>
ADK	Adak Island	Adak	5,700	7,790
AKK	Akhiok	Akhiok	3,300	3,120
Z13	Akiachak	Akiachak	3,300	3,300
AKI	Akiak	Akiak	3,196	3,196
7AK	Akutan	Akutan	4,500	4,500
AUK	Alakanuk	Alakanuk	4,000	4,000
5A8	Aleknagik	Aleknagik New	2,040	2,030
6A8	Allakaket	Allakaket	4,000	4,000
AFM	Ambler	Ambler	4,000	3,004
AKP	Anaktuvuk Pass	Anaktuvuk Pass	4,000	4,800
ANV	Anvik	Anvik	4,000	4,000
ARC	Arctic Village	Arctic Village	4,000	4,500
AKA	Atka	Atka	4,500	4,500
4A2	Atmautluak	Atmautluak	3,000	3,000
ATK	Atqasuk	Atqasuk Edward Burnell Sr. Memorial	4,000	4,370
BTI	Barter Island	Barter Island LRRS	4,000	4,820
WBQ	Beaver	Beaver	4,000	3,934
KTS	Brevig Mission	Brevig Mission	4,000	2,110
BVK	Buckland	Buckland	4,000	3,200
CIK	Chalkyitsik	Chalkyitsik	4,000	4,000
CFK	Chefornak	Chefornak	3,230	3,230
C05	Chenega Bay	Chenega Bay	3,000	3,000
VAK	Chevak	Chevak	4,000	3,220
AJC	Chignik	Chignik	3,300	2,600
KCL	Chignik Lagoon	Chignik Lagoon	3,300	1,810
A79	Chignik Lake	Chignik Lake	3,300	2,800
9A3	Chuathbaluk	Chuathbaluk	3,401	3,401
CLP	Clarks Point	Clarks Point	3,200	3,200
CJX	Crooked Creek	Crooked Creek	3,300	2,000
DEE	Deering	Deering	4,000	3,320
EAA	Eagle	Eagle	3,400	3,600
EEK	Eek	Eek	3,243	3,243
EII	Egegik	Egegik	5,600	5,600
KEK	Ekwok	Ekwok	3,300	3,300
ELI	Elim	Elim	4,000	3,401
KFP	False Pass	False Pass	3,300	2,150
GAM	Gambell	Gambell	4,000	4,500
GLV	Golovin	Golovin	4,000	4,000
GNU	Goodnews	Goodnews	3,300	3,300



<b>FAA ID</b>	<b>Community</b>	<b>Airport Name</b>	<b>Minimum Runway Length Needed Now</b>	<b>Current Primary Runway Length</b>
KGX	Grayling	Grayling	4,000	4,000
HCA	Holy Cross	Holy Cross	4,000	4,000
HNH	Hoonah	Hoonah	3,300	3,367
HPB	Hooper Bay	Hooper Bay	4,500	3,300
HUS	Hughes	Hughes	4,000	3,380
HLA	Huslia	Huslia	4,000	4,000
IGG	Igiugig	Igiugig	3,000	3,000
AFE	Kake	Kake	4,000	4,000
KLG	Kalskag	Kalskag	4,000	3,198
KAL	Kaltag	Kaltag	4,000	3,986
KYK	Karluk	Karluk	2,000	2,000
Z09	Kasigluk	Kasigluk	3,000	3,000
IAN	Kiana	Bob Baker Memorial	4,000	3,400
KVC	King Cove	King Cove	3,500	3,500
IIK	Kipnuk	Kipnuk	3,300	3,200
KVL	Kivalina	Kivalina	4,000	3,000
AKW	Klawock	Klawock	5,000	5,000
OBU	Kobuk	Kobuk	4,000	4,020
9K2	Kokhanok	Kokhanok	3,300	3,300
JZZ	Koliganek	Koliganek	3,000	3,000
DUY	Kongiganak	Kongiganak	3,300	2,400
2A9	Kotlik	Kotlik	4,000	4,422
KKA	Koyuk	Koyuk Alfred Adams	4,000	3,002
KYU	Koyukuk	Koyukuk	4,000	4,000
KWT	Kwethluk	Kwethluk	3,199	3,199
GGV	Kwigillingok	Kwigillingok	3,300	1,835
2A3	Larsen Bay	Larsen Bay	2,700	2,700
9Z8	Levelock	Levelock	3,281	3,281
MBA	Manokotak	Manokotak	3,300	3,300
MDM	Marshall	Marshall Don Hunter Sr	4,000	3,200
MYU	Mekoryuk	Mekoryuk	4,000	3,070
MOU	Mountain Village	Mountain Village	4,000	3,501
KEB	Nanwalek	Nanwalek	3,300	1,850
WNA	Napakiak	Napakiak	3,248	3,248
PKA	Napaskiak	Napaskiak	3,000	3,000
OUL	Nelson Lagoon	Nelson Lagoon	4,000	4,003
KNW	New Stuyahok	New Stuyahok	3,281	3,282
EWU	Newtok	Newtok	3,300	2,202
IGT	Nightmute	Nightmute	3,200	3,200
FSP	Nikolai	Nikolai	4,000	4,021
WTK	Noatak	Noatak	4,000	4,000
5NN	Nondalton	Nondalton	3,300	2,800
D76	Noorvik	Robert (Bob) Curtis Memorial	4,000	4,000
AQT	Nuiqsut	Nuiqsut	4,000	4,589
NUL	Nulato	Nulato	4,000	4,011

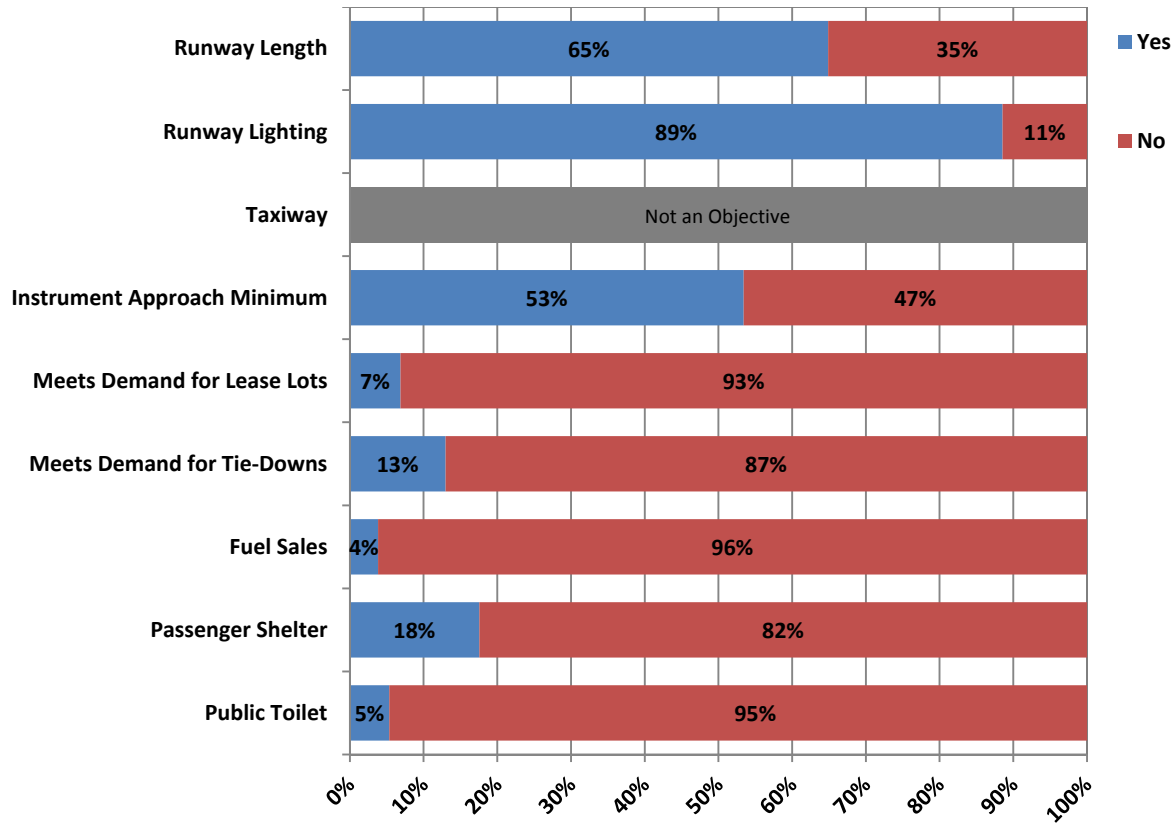
<b>FAA ID</b>	<b>Community</b>	<b>Airport Name</b>	<b>Minimum Runway Length Needed Now</b>	<b>Current Primary Runway Length</b>
SXP	Nunam Iqua	Sheldon Point	4,000	3,015
16A	Nunapitchuk	Nunapitchuk	3,300	2,420
6R7	Old Harbor	Old Harbor	3,300	2,750
4K5	Ouzinkie	Ouzinkie	3,300	3,300
4K0	Pedro Bay	Pedro Bay	3,000	3,002
PEV	Perryville	Perryville	3,300	3,300
PNP	Pilot Point	Pilot Point	3,280	3,280
0AK	Pilot Station	Pilot Station	4,000	2,540
PTU	Platinum	Platinum	3,300	5,000
PHO	Point Hope	Point Hope	4,000	4,000
PIZ	Point Lay	Point Lay LRRS	4,000	4,500
PGM	Port Graham	Port Graham	3,300	1,975
PTH	Port Heiden	Port Heiden	5,000	5,000
ORI	Port Lions	Port Lions	3,300	2,200
AQH	Quinhagak	Quinhagak	4,000	4,000
RBY	Ruby	Ruby	4,000	4,000
RSH	Russian Mission	Russian Mission	3,600	3,620
SDP	Sand Point	Sand Point	5,213	5,213
SVA	Savoonga	Savoonga	4,000	4,400
SCM	Scammon Bay	Scammon Bay	4,000	3,001
WLK	Selawik	Selawik	3,400	3,002
SOV	Seldovia	Seldovia	2,585	1,845
SHX	Shageluk	Shageluk	3,400	3,400
2C7	Shaktolik	Shaktolik	4,000	4,001
SHH	Shishmaref	Shishmaref	4,000	5,000
SHG	Shungnak	Shungnak	4,000	4,001
SLQ	Sleetmute	Sleetmute	3,100	3,100
PBV	St George	St George	4,980	4,982
SMK	St Michael	St Michael	4,000	4,001
SNP	St Paul Island	St Paul Island	6,500	6,500
WBB	Stebbins	Stebbins	4,000	2,999
SVS	Stevens Village	Stevens Village	4,000	4,000
SRV	Stony River	Stony River 2	3,300	2,601
TCT	Takotna	Takotna	4,000	3,300
TAL	Tanana	Ralph M Calhoun Memorial	4,000	4,400
7KA	Tatitlek	Tatitlek	4,000	3,701
TER	Teller	Teller	3,400	2,983
TOG	Togiak Village	Togiak	4,400	4,400
OOK	Toksook Bay	Toksook Bay	3,218	3,218
TLT	Tuluksak	Tuluksak	3,300	3,300
A61	Tuntutuliak	Tuntutuliak	3,025	3,025
4KA	Tununak	Tununak	3,300	1,778
A63	Twin Hills	Twin Hills	3,000	3,000
VEE	Venetie	Venetie	4,000	4,000
AWI	Wainwright	Wainwright	4,000	4,494

<b>FAA ID</b>	<b>Community</b>	<b>Airport Name</b>	<b>Minimum Runway Length Needed Now</b>	<b>Current Primary Runway Length</b>
IWK	Wales	Wales	4,000	4,000
WMO	White Mountain	White Mountain	4,000	3,000

Source: CDM Smith, DOWL

Similarly to Regional airports, Community Off-Road airports are recommended to meet minimum objectives for runway lighting and instrument approach minimums. Due to generally serving aircraft with lower aviation facility demands than those served by Regional airports, Community Off-Road airports are recommended to have MIRL and one-mile visibility minimums. Like all airports in the Regional and Community classifications, Community Off-Road airports are recommended to have available lease lot and tie-down space, offer fuel sales, and have passenger shelter and public toilet facilities.

Figure 39 summarizes Service Index compliance at Alaska airports in the Community Off-Road classification. The top performing categories are runway lighting and runway length, with 89 and 65 percent of Community Off-Road airports meeting objectives, respectfully. Five categories – meeting demand for lease lots and tie-downs, fuel sales, passenger shelter, and public toilet – are met by less than 20 percent of airports in this classification.



Source: CDM Smith, DOWL

**Figure 39: Summary of Service Index Objectives at Community Off-Road Airports**

Table 14 details the Service Index for Community Off-Road airports, and presents a comparison of current scores with the 2011 Service Index. In cases when the 2011 Service Index was presented as a range of possible scores, the 2011-2015 change is also presented as a range. Many airports in the Community Off-Road classification saw a decrease in their Service Index; this is largely attributed to greater integrity of data acquired for this system plan update than was available in 2011.

**Table 14: Service Indices for Community Off-Road Airports**

FAA ID	Community	Airport Name	Current Service Index	2011 Service Index	Change
ADK	Adak Island	Adak	60%	85%	-25%
AKK	Akhiok	Akhiok	10%	10%	0%
Z13	Akiachak	Akiachak	45%	20%	25%
AKI	Akiak	Akiak	60%	80%	-20%
7AK	Akutan	Akutan	80%	20% to 40%	40% to 60%
AUK	Alakanuk	Alakanuk	45%	35%	10%
5A8	Aleknagik	Aleknagik New	10%	60%	-50%
6A8	Allakaket	Allakaket	60%	50%	10%
AFM	Ambler	Ambler	35%	53%	-18%
AKP	Anaktuvuk Pass	Anaktuvuk Pass	45%	65%	-20%
ANV	Anvik	Anvik	60%	80%	-20%
ARC	Arctic Village	Arctic Village	65%	75%	-10%
AKA	Atka	Atka	55%	65%	-10%
4A2	Atmautluak	Atmautluak	45%	65%	-20%
ATK	Atkasuk	Atkasuk Edward Burnell Sr. Memorial	60%	80%	-20%
BTI	Barter Island	Barter Island LRRS	60%	65%	-5%
WBQ	Beaver	Beaver	30%	80%	-50%
KTS	Brevig Mission	Brevig Mission	30%	35%	-5%
BVK	Buckland	Buckland	30%	50%	-20%
CIK	Chalkyitsik	Chalkyitsik	60%	80%	-20%
CFK	Chefornak	Chefornak	45%	35%	10%
C05	Chenega Bay	Chenega Bay	45%	65%	-20%
VAK	Chevak	Chevak	30%	50%	-20%
AJC	Chignik	Chignik	0%	20%	-20%
KCL	Chignik Lagoon	Chignik Lagoon	0%	20%	-20%
A79	Chignik Lake	Chignik Lake	0%	20%	-20%
9A3	Chuathbaluk	Chuathbaluk	60%	65%	-5%
CLP	Clarks Point	Clarks Point	60%	65%	-5%
CJX	Crooked Creek	Crooked Creek	10%	30%	-20%
DEE	Deering	Deering	30%	50%	-20%
EAA	Eagle	Eagle	50%	70%	-20%
EEK	Eek	Eek	60%	80%	-20%
EII	Egegik	Egegik	65%	83%	-18%
KEK	Ekwok	Ekwok	45%	65%	-20%
ELI	Elim	Elim	15%	35%	-20%
KFP	False Pass	False Pass	0%	20%	-20%
GAM	Gambell	Gambell	60%	65%	-5%

FAA ID	Community	Airport Name	Current Service Index	2011 Service Index	Change
GLV	Golovin	Golovin	60%	80%	-20%
GNU	Goodnews	Goodnews	45%	20%	25%
KGX	Grayling	Grayling	45%	35%	10%
HCA	Holy Cross	Holy Cross	60%	65%	-5%
HNH	Hoonah	Hoonah	70%	30%	40%
HPB	Hooper Bay	Hooper Bay	30%	50%	-20%
HUS	Hughes	Hughes	15%	35%	-20%
HLA	Huslia	Huslia	60%	80%	-20%
IGG	Igiugig	Igiugig	75%	75%	0%
AFE	Kake	Kake	70%	68%	2%
KLG	Kalskag	Kalskag	30%	80%	-50%
KAL	Kaltag	Kaltag	30%	50%	-20%
KYK	Karluk	Karluk	40%	10%	30%
Z09	Kasigluk	Kasigluk	60%	65%	-5%
IAN	Kiana	Bob Baker Memorial	15%	35%	-20%
KVC	King Cove	King Cove	50%	68%	-18%
IIK	Kipnuk	Kipnuk	30%	80%	-50%
KVL	Kivalina	Kivalina	30%	50%	-20%
AKW	Klawock	Klawock	50%	60%	-10%
OBU	Kobuk	Kobuk	60%	80%	-20%
9K2	Kokhanok	Kokhanok	60%	80%	-20%
JZZ	Koliganek	Koliganek	70%	80%	-10%
DUY	Kongiganak	Kongiganak	15%	20%	-5%
2A9	Kotlik	Kotlik	60%	80%	-20%
KKA	Koyuk	Koyuk Alfred Adams	40%	40%	0%
KYU	Koyukuk	Koyukuk	60%	80%	-20%
KWT	Kwethluk	Kwethluk	60%	80%	-20%
GGV	Kwigillingok	Kwigillingok	0%	15% to 45%	-45% to -15%
2A3	Larsen Bay	Larsen Bay	55%	25%	30%
9Z8	Levelock	Levelock	45%	65%	-20%
MBA	Manokotak	Manokotak	65%	90%	-25%
MDM	Marshall	Marshall Don Hunter Sr	30%	35%	-5%
MYU	Mekoryuk	Mekoryuk	30%	50%	-20%
MOU	Mountain Village	Mountain Village	30%	80%	-50%
KEB	Nanwalek	Nanwalek	15%	13%	2%
WNA	Napakiak	Napakiak	60%	80%	-20%
PKA	Napaskiak	Napaskiak	60%	65%	-5%
OUL	Nelson Lagoon	Nelson Lagoon	55%	75%	-20%

FAA ID	Community	Airport Name	Current Service Index	2011 Service Index	Change
KNW	New Stuyahok	New Stuyahok	60%	80%	-20%
EWU	Newtok	Newtok	0%	20%	-20%
IGT	Nightmute	Nightmute	55%	20%	35%
FSP	Nikolai	Nikolai	60%	80%	-20%
WTK	Noatak	Noatak	60%	80%	-20%
5NN	Nondalton	Nondalton	25%	25%	0%
D76	Noorvik	Robert (Bob) Curtis Memorial	45%	65%	-20%
AQT	Nuiqsut	Nuiqsut	65%	75%	-10%
NUL	Nulato	Nulato	60%	80%	-20%
SXP	Nunam Iqua	Sheldon Point	15%	20%	-5%
16A	Nunapitchuk	Nunapitchuk	15%	20%	-5%
6R7	Old Harbor	Old Harbor	10%	10%	0%
4K5	Ouzinkie	Ouzinkie	70%	10%	60%
4K0	Pedro Bay	Pedro Bay	45%	65%	-20%
PEV	Perryville	Perryville	45%	65%	-20%
PNP	Pilot Point	Pilot Point	60%	80%	-20%
0AK	Pilot Station	Pilot Station	15%	35%	-20%
PTU	Platinum	Platinum	60%	65%	-5%
PHO	Point Hope	Point Hope	60%	80%	-20%
PIZ	Point Lay	Point Lay LRRS	60%	80%	-20%
PGM	Port Graham	Port Graham	15%	13%	2%
PTH	Port Heiden	Port Heiden	70%	65%	5%
ORI	Port Lions	Port Lions	25%	25%	0%
AQH	Quinhagak	Quinhagak	70%	75%	-5%
RBV	Ruby	Ruby	60%	80%	-20%
RSH	Russian Mission	Russian Mission	45%	65%	-20%
SDP	Sand Point	Sand Point	60%	80%	-20%
SVA	Savoonga	Savoonga	60%	80%	-20%
SCM	Scammon Bay	Scammon Bay	15%	20%	-5%
WLK	Selawik	Selawik	30%	50%	-20%
SOV	Seldovia	Seldovia	20%	20%	0%
SHX	Shageluk	Shageluk	60%	35%	25%
2C7	Shaktoolik	Shaktoolik	60%	80%	-20%
SHH	Shishmaref	Shishmaref	65%	80%	-15%
SHG	Shungnak	Shungnak	60%	80%	-20%
SLQ	Sleetmute	Sleetmute	65%	45%	20%
PBV	St George	St George	70%	75%	-5%
SMK	St Michael	St Michael	60%	80%	-20%

FAA ID	Community	Airport Name	Current Service Index	2011 Service Index	Change
SNP	St Paul Island	St Paul Island	70%	90%	-20%
WBB	Stebbins	Stebbins	20%	38%	-18%
SVS	Stevens Village	Stevens Village	45%	65%	-20%
SRV	Stony River	Stony River 2	10%	10%	0%
TCT	Takotna	Takotna	15%	20%	-5%
TAL	Tanana	Ralph M Calhoun Memorial	65%	85%	-20%
7KA	Tatitlek	Tatitlek	15%	20%	-5%
TER	Teller	Teller	30%	50%	-20%
TOG	Togiak Village	Togiak	65%	85%	-20%
OOK	Toksook Bay	Toksook Bay	45%	65%	-20%
TLT	Tuluksak	Tuluksak	45%	20%	25%
A61	Tuntutuliak	Tuntutuliak	50%	68%	-18%
4KA	Tununak	Tununak	15%	35%	-20%
A63	Twin Hills	Twin Hills	45%	65%	-20%
VEE	Venetie	Venetie	65%	90%	-25%
AWI	Wainwright	Wainwright	60%	80%	-20%
IWK	Wales	Wales	60%	80%	-20%
WMO	White Mountain	White Mountain	30%	35%	-5%
<b>Community Off-Road Airports Average</b>			<b>44%</b>	<b>55% to 56%</b>	<b>-12% to -11%</b>

Source: CDM Smith, DOWL, *Mission, Goals, Measures, and Classifications*

### 3.2.3 Community On-Road Airports Service Index

Service Index objectives for airports in the Community On-Road classification are tailored to provide all weather access to their specific aircraft market. Like airports in the Community Off-Road classification, runway objectives vary from airport to airport, and are based on design aircraft and haul/stage length. The runway length needed now at each airport is determined by review of regional transportation plans and ALPs. Table 15 details recommended and actual runway length at each of the 17 Community On-Road airports in the Alaska system.



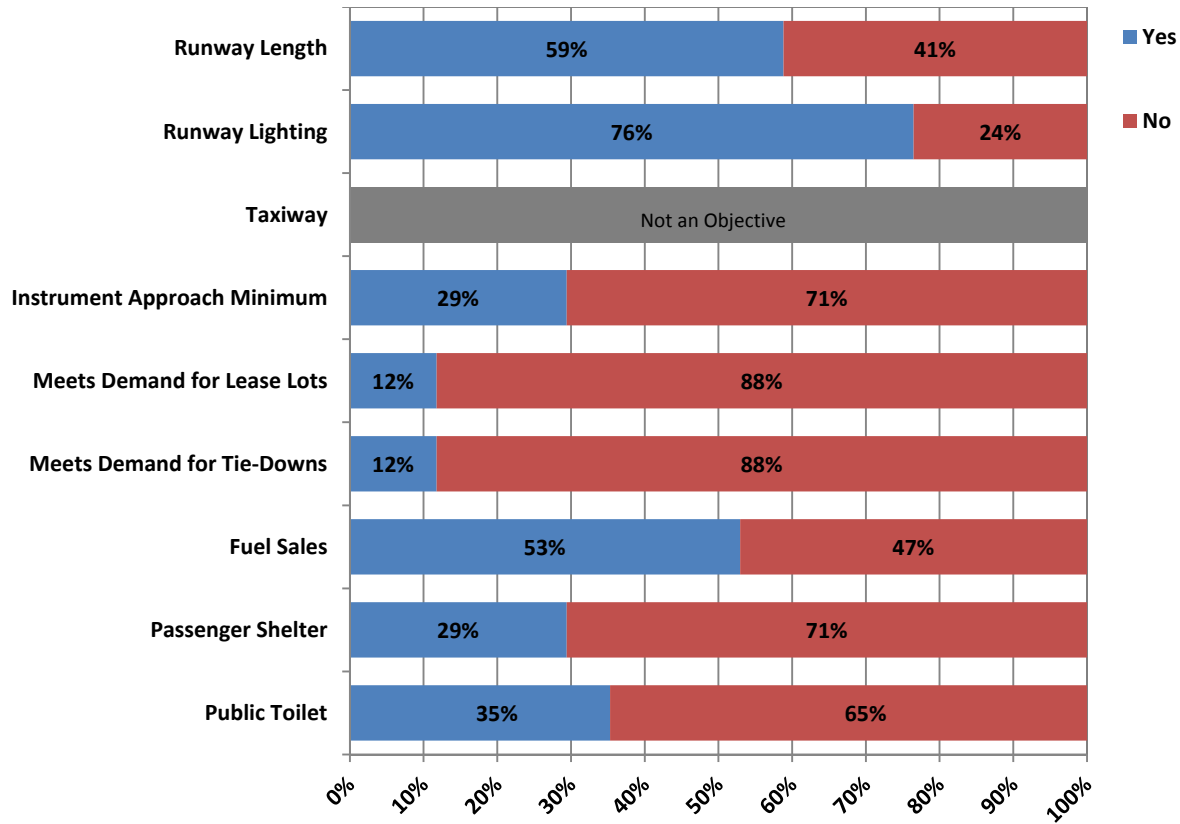
**Table 15: Runway Objectives at Community On-Road Airports**

FAA ID	Community	Airport Name	Minimum Runway Length Needed Now	Current Primary Runway Length
CEM	Central	Central	3,400	2,782
CZO	Chistochina	Chistochina	3,400	2,060
CRC	Circle	Circle City	3,400	2,979
D66	Delta Junction	Delta Junction	3,400	2,500
GKN	Gulkana	Gulkana	5,000	5,001
HNS	Haines	Haines	4,000	4,000
HRR	Healy	Healy River	3,400	2,912
5HO	Hope	Hope	2,000	2,060
MLY	Manley Hot Springs	Manley Hot Springs	3,400	3,401
51Z	Minto	Minto Al Wright	3,400	3,400
ORT	Northway	Northway	5,000	5,100
PAQ	Palmer	Palmer Municipal	6,009	6,009
SWD	Seward	Seward	4,240	4,533
SGY	Skagway	Skagway	3,550	3,550
TKA	Talkeetna	Talkeetna	3,500	3,500
6K8	Tok	Tok Junction	4,000	2,509
IEM	Whittier	Whittier	3,300	1,480

Source: CDM Smith, DOWL

Airports in the Community On-Road classification are recommended to meet the same runway lighting (MIRL) and instrument approach minimums (1-mile) as those in the Community Off-Road group. Like all airports in the Regional and Community classifications, these airports are recommended to have available lease lot and tie-down space, offer fuel sales, and have passenger shelter and public toilet facilities.

Figure 40 summarizes Service Index compliance at Alaska airports in the Community On-Road classification. The top performing categories are runway lighting and runway length, with 76 and 59 percent of Community On-Road airports meeting objectives, respectfully. Two categories – meeting demand for lease lots and tie-downs – are met by only 12 percent of airports in this classification.



Source: CDM Smith, DOWL

**Figure 40: Summary of Service Index Objectives at Community On-Road Airports**

Table 16 details the Service Index for Community On-Road airports, and presents a comparison of current scores with the 2011 Service Index. In cases when the 2011 Service Index was presented as a range of possible scores, the 2011-2015 change is also presented as a range. Many Community On-Road airports have decreased in their Service Index; this is largely attributed to improved data accuracy in comparison to data available in 2011.

**Table 16: Service Indices for Community On-Road Airports**

FAA ID	Community	Airport Name	Current Service Index	2011 Service Index	Change
CEM	Central	Central	15%	35%	-20%
CZO	Chistochina	Chistochina	0%	0% to 30%	-30% to 0%
CRC	Circle	Circle City	15%	35%	-20%
D66	Delta Junction	Delta Junction	0%	0% to 30%	-30% to 0%
GKN	Gulkana	Gulkana	70%	90%	-20%
HNS	Haines	Haines	85%	85%	0%
HRR	Healy	Healy River	15%	35%	-20%
5HO	Hope	Hope	30%	50%	-20%
MLY	Manley Hot Springs	Manley Hot Springs	60%	35%	25%
51Z	Minto	Minto Al Wright	45%	50%	-5%
ORT	Northway	Northway	75%	95%	-20%
PAQ	Palmer	Palmer Municipal	75%	95%	-20%
SWD	Seward	Seward	70%	70%	0%
SGY	Skagway	Skagway	65%	85%	-20%
TKA	Talkeetna	Talkeetna	85%	80%	5%
6K8	Tok	Tok Junction	50%	55%	-5%
IEM	Whittier	Whittier	0%	20%	-20%
<b>Community On-Road Airports Average</b>			<b>44%</b>	<b>54% to 57%</b>	<b>-13% to -10%</b>

Source: CDM Smith, DOWL, Mission, Goals, Measures, and Classifications

### 3.3 Other Performance Measures

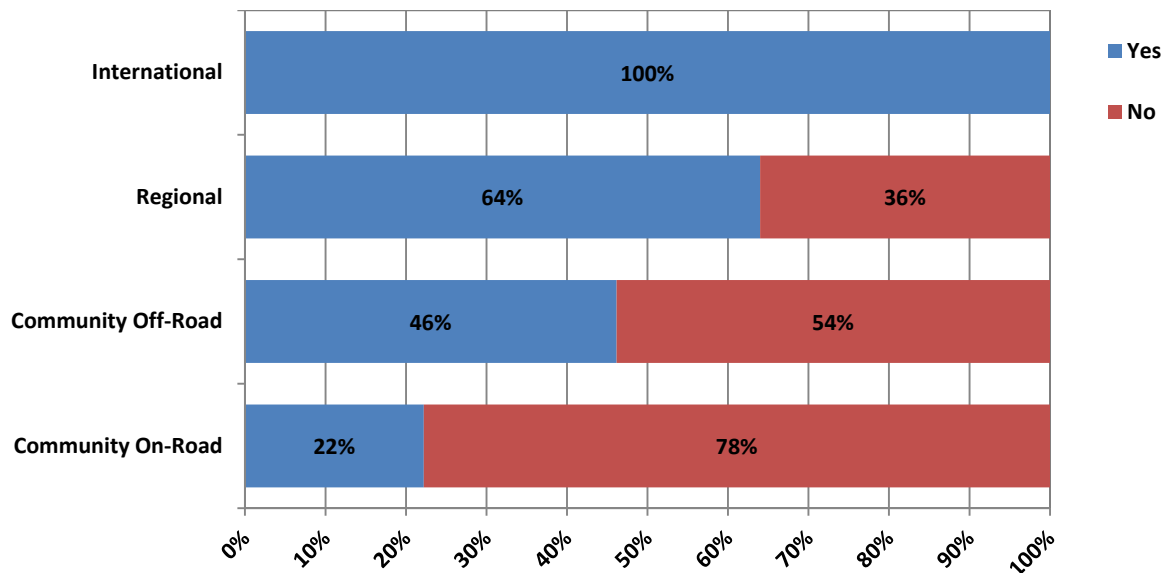
The following sections detail additional performance measures not included as part of the Design Standards or Service Indices. These performance measures are presented independently of each other, and airports are held to similar standards as those presented in the 2011 *Mission, Goals, Measures, and Classifications* plan. These performance measures are related to the following:

- Airfield surface condition, including runways, taxiways, and aprons
- Weather reporting and observation via automated weather reporting systems, airport personnel, and weather cameras
- VGSI, such as the Visual Approach Slope Indicators (VASI) and Precision Approach Path Indicators (PAPI)
- Runway end approach slope obstructions
- A current airport layout plan (ALP)
- Seasonal closure of airports

3.3.1 Airfield Surface Condition

- This performance measure assesses the condition of airfields at International, Regional, and Community airports. It includes an assessment of surface condition on all primary runways (both paved and unpaved) as well as paved aprons and taxiways.
- The condition of a paved airport surfaces is measured using the Pavement Condition Index (PCI), a standard system for assessing airport pavements that gives a score from 0 (failed pavements) to 100 (new pavements). Paved runways with a PCI of at least 70 meet this performance measure, while paved aprons and taxiways with a PCI of at least 60 were found to be in adequate condition.

A runway PCI of at least 70 only applies to those airports with a paved primary runway. This includes all three airports in the International classification and 25 of 28 regional airports. Only a limited number of Community Off-Road (13 of 131) and Community On-Road (9 of 17) have a paved primary runway. Figure 41 summarizes primary runway pavement condition at these airports. In total, 54 percent of all applicable airports meet the goal of having a primary paved runway PCI of at least 70 as of 2014.

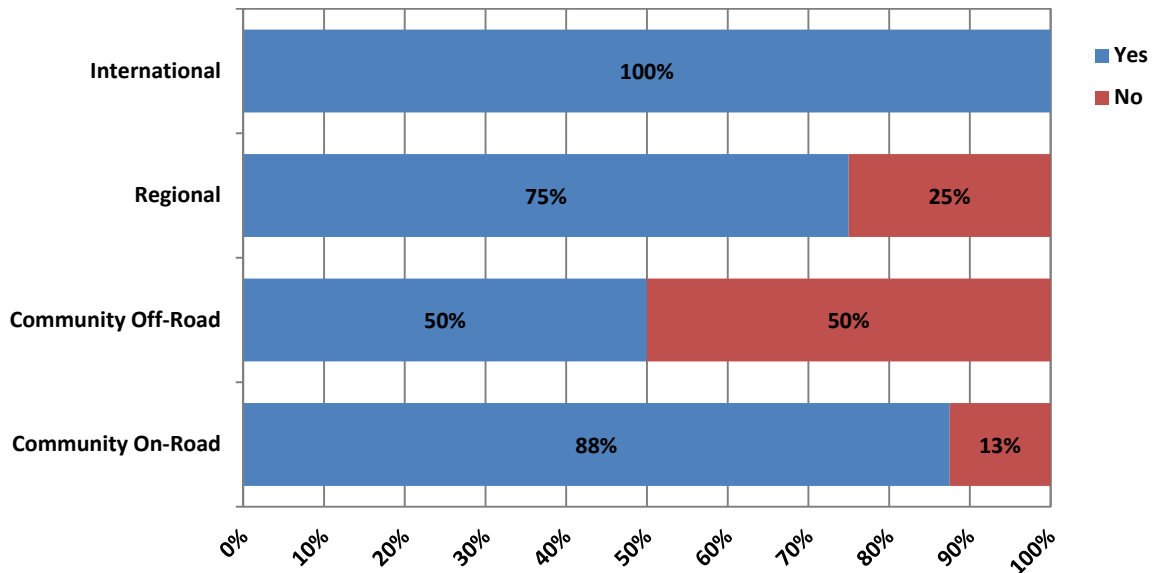


Source: CDM Smith, DOWL, FAA 5010 Airport Master Record

**Figure 41: Airports with a Primary Paved Runway PCI of 70 or Higher**

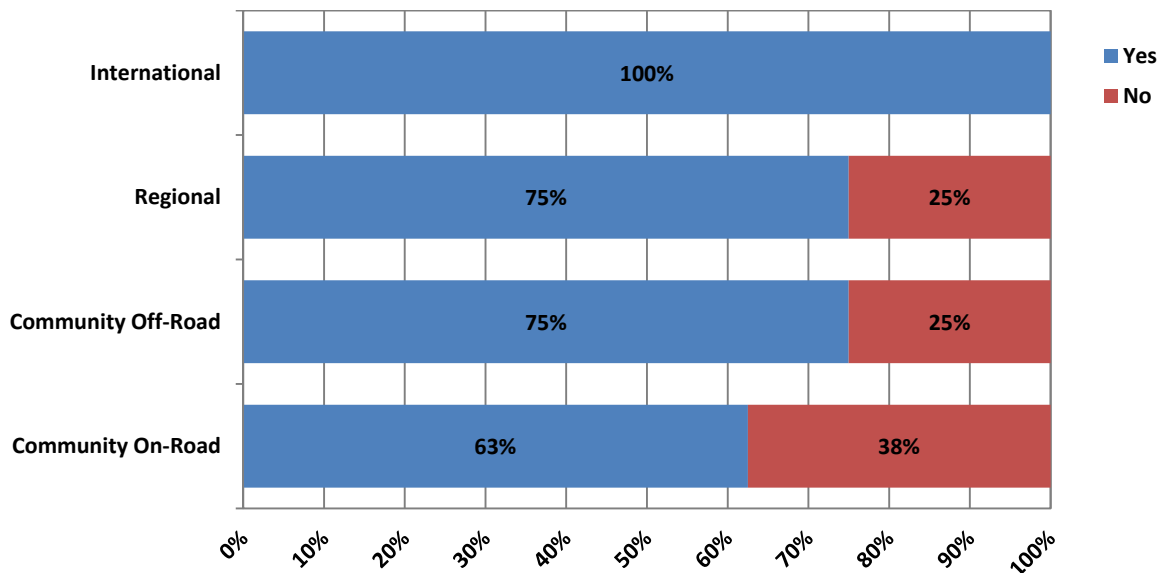
Other airport pavements are assessed using the same PCI system as that used for paved runways. Figures 42 and 43 summarize PCI adequacy for taxiway and apron pavements at International,

Regional, and Community airports. This analysis only applies to airports with paved taxiways and aprons; data is not available to assess the condition of unpaved taxiways and aprons at other airports. Overall, 72 percent of airports with paved taxiways met the standard of having a PCI of at least 60, while 74 percent of airports with paved aprons met the same standard for a PCI of 60.



Source: CDM Smith, DOWL

**Figure 42: Airports with a Taxiway PCI of 60 or Higher**

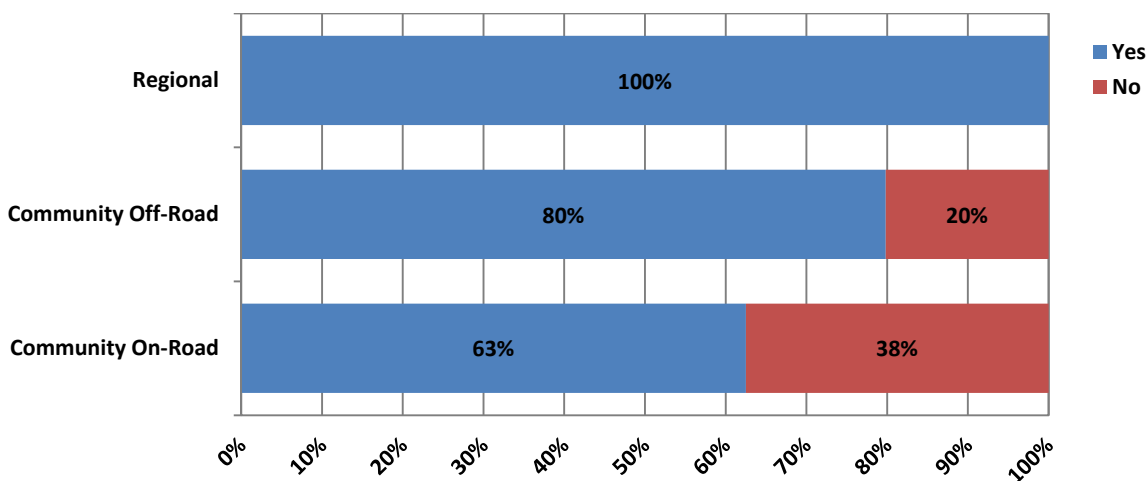


Source: CDM Smith, DOWL

**Figure 43: Airports with an Apron PCI of 60 or Higher**

The majority of airports included in this analysis have an unpaved primary runway, typically being constructed of turf, gravel, dirt, or a combination of these materials. Unpaved runway

condition is assessed visually during mandatory FAA 5010 inspections, and is expressed by ratings of excellent, good, fair, and poor, rather than the PCI system used for paved surfaces. Three of 25 Regional airports, 118 of 131 Community Off-Road, and 8 of 17 Community On-Road airports have an unpaved primary runway. Adequate condition for these runways is excellent or good condition, as defined in the FAA 5010 Airport Master Record. Figure 44 summarizes primary runway conditions at these airports. In total, 79 percent of airports with an unpaved primary runway meet this standard.



Source: CDM Smith, DOWL, FAA 5010 Airport Master Record

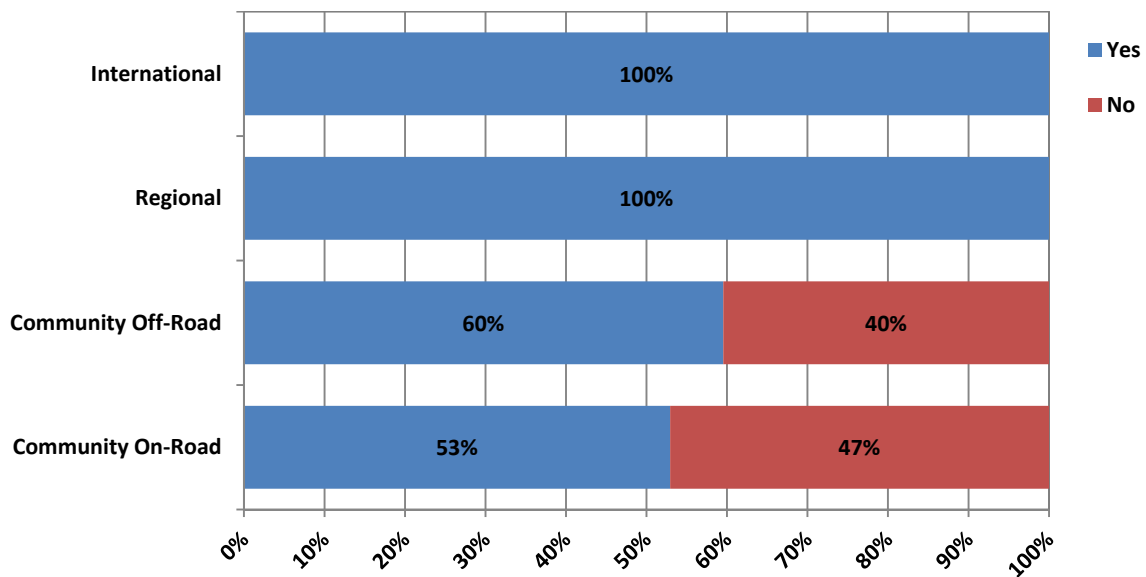
**Figure 44: Airports with an Unpaved Primary Runway Condition of Excellent or Good**

### 3.3.2 Weather Reporting and Observation

Weather conditions around an airport, particularly those related to visibility, can greatly affect an aircraft’s ability to land. Being able to acquire up to the minute weather information, such as that provided by automated weather reporting systems, contracted weather observers, or weather cameras, assists pilots in flight planning. These systems also aid pilots to make decisions when needing to find an alternate destination. The following sections provide an overview of weather reporting and observation capabilities at Alaska airports.

An automated weather reporting system located at an airport provides detailed information to pilots about weather conditions around the airport. The most common types are the Automated Weather Observation System (AWOS), Automated Surface Observing System (ASOS), and Automated Weather Sensor System (AWSS).

The AASP recommends weather reporting system implementation as a priority for International, Regional, and Community class airports. Figure 45 summarizes automated weather reporting systems at these Alaska airports. All International and Regional airports have an ASOS. Additionally, 60 percent of Community Off-Road airports and 53 percent of Community On-Road airports have on site weather reporting. At two Community On-Road airports (Healy River and Manley Hot Springs), automated weather reporting is provided by a human observer, specifically contracted by the airport to report weather. This is considered adequate to meet this standard.



Source: Airnav.com, CDM Smith, DOWL

**Figure 45: Automated Weather Reporting at International, Regional, and Community Airports**

In addition to automated weather reporting at International, Regional, and Community airports, several facilities in the Local classes have one of the aforementioned systems. Sixteen of these airports have some form of weather reporting, including six airports with ASOS, four with AWOS, two with a Supplementary Aviation Weather Reporting System (SAWRS), and four contracted weather reporting personnel.

In addition to automated weather reporting, many Alaska airports are equipped with weather cameras. This program is run by the FAA, and includes nearly 600 cameras at Alaska airports. These cameras offer visual data via the internet, providing pilots, airlines and aviation customers another source from which to gather up to the minute weather information at airports. Table 17

lists the number of airports per classification that have weather cameras installed. This data is presented strictly for informational purposes, as there is no performance benchmark associated with weather cameras.

**Table 17: Airport Weather Cameras per Classification**

AASP Classification	Number of Airports with Weather Cameras
International	3
Regional	28
Community Off-Road	94
Community On-Road	12
Local NPIAS High Activity	5
Local NPIAS Lower Activity	11
Local Non-NPIAS	1

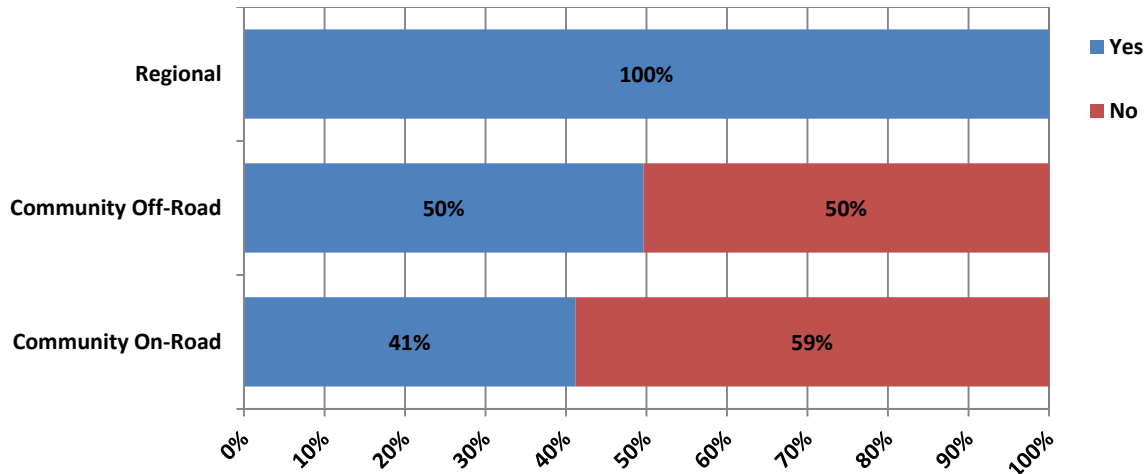
Source: Federal Aviation Administration

### 3.3.3 Visual Glide Slope Indicators

A VGSI is a ground based system that defines a vertical approach slope from runway landing thresholds. These systems help pilots determine if their approach path is too high or too low for a safe landing. The two most commonly used VGSI systems are visual approach slope indicators (VASI) and precision approach path indicators (PAPI). VASIs provide pilots with vertically oriented visual path guidance while PAPIs provide horizontal oriented visual path guidance. VASIs are considered obsolete and are gradually being phased out in favor of PAPIs.

All Regional and Community airports are held to the standard of having a lighted VASI or PAPI on at least one of their runways. Airports are encouraged, however, to install a VGSI on all land runways. Figure 46 summarizes the percentage of Regional, Community Off-Road, and Community On-Road airports that have VGSI on their primary runways.





Source: CDM Smith, DOWL, FAA 5010 Airport Master Record

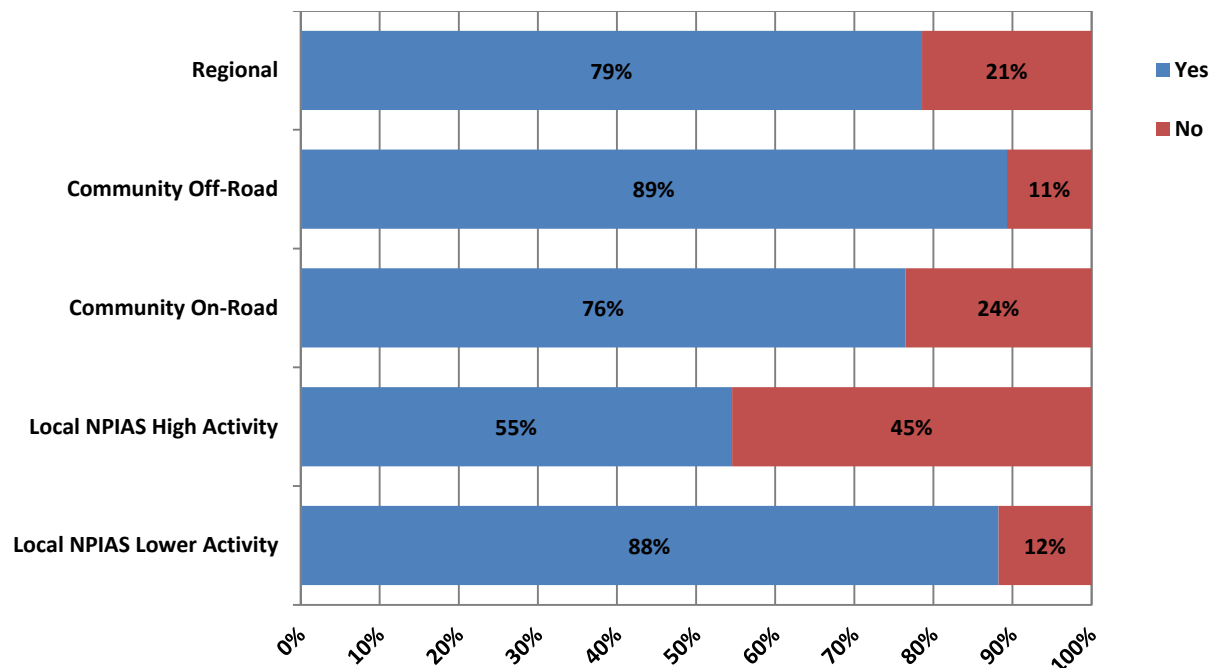
**Figure 46: Regional and Community Airports with VGSI**

### 3.3.4 Runway End Approach Slope Obstructions

Code of Federal Regulations Part 77, *Objects Affecting Navigable Airspace*, defines approach surfaces around airports. Approach surfaces are imaginary surfaces extending out from the runway ends, with a minimum obstruction clearance slope dependent upon the type of runway and any instrument approaches associated with it. For runways with no IAP, an approach slope of 20 to 1 is required. Approach slopes for runways with non-precision approaches are 34 to 1 or better, and for precision instrument approaches are 50 to 1 or better. Adequate obstruction clearance is also important for safe and efficient nighttime operations.

Because the majority of Alaska’s airports operate with no associated IAP, it is important to identify runways with the 20 to 1 obstacle clearance required for visual operations. During required FAA 5010 airport inspections, existing approach slopes for each runway end are carefully measured to determine if current approach slopes are clear of obstructions at the 20 to 1 slope required for visual operations.

The minimum AASP performance measure is for each airport in the Regional, Community Off-Road, Community On-Road, and Local NPIAS classifications to have at least one runway end suitable for visual operations based on the 20:1 obstruction clearance standard. Figure 47 summarizes airports in the Regional, Community, and Local NPIAS classifications that meet this performance measure. In total, 85 percent of the airports in these classifications have at least one runway with meeting 20 to 1 obstruction clearance standards required for visual operations.



Source: Alaska DOT&PF, CDM Smith, DOWL, FAA 5010 Airport Master Record

**Figure 47: Regional, Community, and Local NPIAS Airports Meeting Clear Approaches Benchmarks**

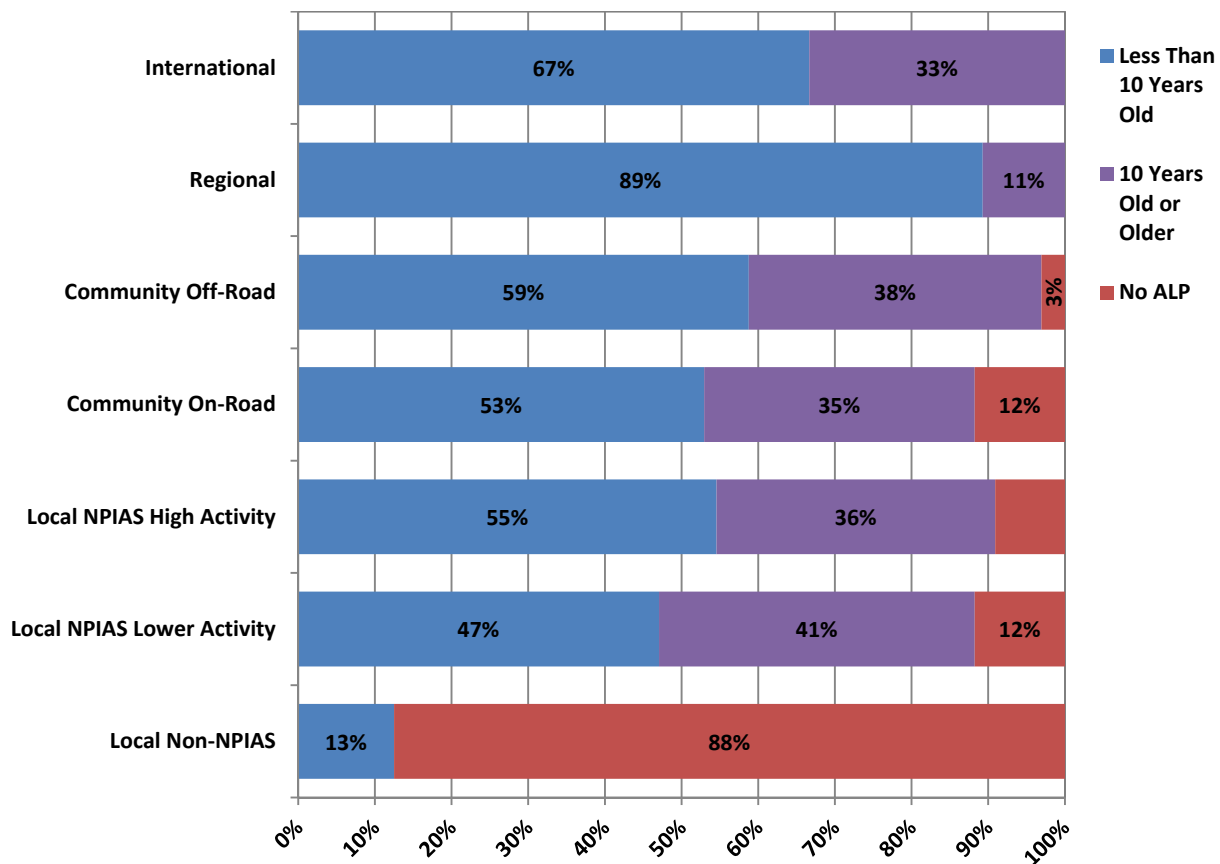
However, despite meeting the performance measure of having at least one runway end at each runway with 20 to 1 or better obstruction clearance, many of these airports still have issues remaining. To improve safety and efficiency of aircraft operations, airports should work towards 20 to 1 obstruction clearance on all runway ends, where feasible. In particular, Alaska DOT&PF has identified needs for obstruction mitigation at the following airports: Shungnak, Napakiak, Ralph Wien Memorial, Shishmaref, and Kwethluk.

### 3.3.5 Current Airport Layout Plan

Within FAA Advisory Circular 150/5300-13A, Airport Design, an airport layout plan (ALP) is defined as the following:

“A scaled drawing (or set of drawings), in either traditional or electronic form, of current and future airport facilities that provides a graphic representation of the existing and long-term development plan for the airport and demonstrates the preservation and continuity of safety, utility, and efficiency of the airport to the satisfaction of the FAA.”

Having a current ALP is a good measure of an airport’s ability to provide facilities that serve current and future needs. If current and future needs are not shown on an airport’s ALP, these projects are not eligible for funding under the Airport Improvement Program (AIP). For the purposes of this performance measure, a current ALP is one that has been approved in the last 10 years (from base year 2014). Figure 48 summarizes the existence and currency of ALPs at the 232 airports included in the AASP. In total, 59 percent of these airports have a current ALP, while an additional 34 percent have an ALP that is older than 10 years since publication. Eight percent of these airports do not have an ALP in place.



Source: Alaska DOT&PF, CDM Smith, DOWL

**Figure 48: Currency of Airport Layout Plan**

### 3.3.6 Seasonal Closure

Long term airport closure due to environmental factors such as spring thawing and flooding can greatly degrade the reliability of air transportation and aviation services for many Alaska residents and communities. It is therefore a goal for all airports in the Regional and Community classifications to have no seasonal restrictions on airport use. None of the 28 Regional airports

have any seasonal use restrictions. However, 12 airports in the Community classes have some form of seasonal closure or use restriction, including 11 Community Off-Road and one Community On-Road airports. These airports are listed in Table 18, in addition to Local class airports that also have seasonal closure or restrictions. This table details airports that are included on the Alaska DOT&PF closures list.

**Table 18: Community and Local Airports with Seasonal Use Restrictions**

FAA ID	City	Airport	Seasonal Restriction Details	On DOT Closures List
<b>Community Off-Road</b>				
Z13	Akiachak	Akiachak	Soft runway in Spring	Yes
AFM	Ambler	Ambler	Soft runways in Spring	Yes
GLV	Golovin	Golovin	Soft runway in Spring	Yes
DUY	Kongiganak	Kongiganak	Closed in Spring and during heavy rain	Yes
KKA	Koyuk	Koyuk Alfred Adams	Soft runway every Spring	Yes
GGV	Kwigillingok	Kwigillingok	Soft in Spring and during heavy rain	Yes
KEB	Nanwalek	Nanwalek	Daylight use only; high tide damage	No
EWU	Newtok	Newtok	Daylight use only except helicopters	No
SVA	Savoonga	Savoonga	Winter drifts	Yes
SOV	Seldovia	Seldovia	Daylight use only	No
TLT	Tuluksak	Tuluksak	Daylight use only except helicopters	No
<b>Community On-Road</b>				
IEM	Whittier	Whittier	No winter maintenance	No
<b>Local NPIAS High Activity</b>				
CKU	Cordova	Cordova Municipal	Irregular winter maintenance	No
RDV	Red Devil	Red Devil	Daylight use only except helicopters; Spring ice jam flooding	Yes
<b>Local NPIAS Lower Activity</b>				
BYA	Boundary	Boundary	No winter maintenance; ski-equipped aircraft only	No
WCR	Chandalar Lake	Chandalar Lake	No winter maintenance; ski-equipped aircraft only	No
CZN	Chisana	Chisana	No winter maintenance; ski-equipped aircraft only	No
CXF	Coldfoot	Coldfoot	Ski-equipped aircraft only in winter	No
K29	Council	Council	No winter maintenance	No
DCK	Dahl Creek	Dahl Creek	No winter maintenance	No
FLT	Flat	Flat	No winter maintenance	No
Z40	Goose Bay	Goose Bay	No winter maintenance	No
KDK	Kodiak	Kodiak Municipal	Daylight use only	No
Z55	Lake Louise	Lake Louise	Airport closed	No
2AK	Lime Village	Lime Village	Spring flooding	No
15Z	McCarthy	McCarthy	Irregular winter maintenance	No
A14	Portage Creek	Portage Creek	Heavy snow; soft runway	Yes
WSM	Wiseman	Wiseman	No winter maintenance; ski-equipped aircraft only	No
<b>Local Non-NPIAS</b>				
5KS	Kasilof	Kasilof	Irregular maintenance	No
94Z	Nome	Nome City Field	No winter maintenance	No

FAA ID	City	Airport	Seasonal Restriction Details	On DOT Closures List
UMT	Umiat	Umiat	No winter maintenance	No
CYT	Yakataga	Yakataga	Not maintained	No

### 3.4 Conclusion

This chapter detailed performance measures at Alaska airports to determine the extent to which these airports serve their classification markets while operating safely and efficiently. These performance measures include the Design Standards Index, Service Index, and various other factors such as runway condition and weather reporting.

Design Standards Indices applies to all AASP airports. The results of this analysis are as follows:

- RSA standards are met by 67 percent of airports.
- OFZ standards are met by 81 percent of airports.
- TSS standards are met by 73 percent of airports.
- RPZ control standards are met by 62 percent of airports.
- RPZ compatible land use standards are met by 75 percent of airports.
- Crosswind runway standards are met by 52 percent of airports (12 percent with a crosswind runway and 40 percent with 95 percent or greater wind coverage). Wind coverage data is not available for 23 percent of airports.
- RVZ standards are met by 3 percent of all airports and not applicable to 91 percent.
- Parallel taxiway standards are met by 6 percent of airports and not applicable to 92 percent.

Service Indices apply to Regional and Community airports. The results of this analysis are as follows:

- Runway standards are met by 66 percent of airports.
- Runway lighting standards are met by 89 percent of airports.

- Taxiway standards are met by 21 percent of Regional airports; there is no taxiway standard for Community airports.
- Instrument Approach Procedure (IAP) minimum standards are met by 50 percent of airports.
- Demand for lease lots is met at 13 percent of airports.
- Demand for tie-downs is met at 15 percent of airports.
- Fuel sales standards are met by 22 percent of airports.
- Passenger shelter standards are met by 31 percent of airports.
- Public toilet standards are met by 18 percent of airports.

Other performance measures apply to different airport classifications, depending on the standard. Results of this analysis are as follows:

- International, Regional, and Community airports are held to standards for airfield surface condition, including the following:
  - Paved primary runways: 52 percent have a PCI of 70 or above.
  - Paved taxiways: 72 percent have a PCI of 60 or above.
  - Paved aprons: 74 percent have a PCI of 60 or above.
  - Unpaved primary runways: 79 percent have a rating of excellent or good.
- Weather reporting standards are met by 66 percent of International, Regional, and Community airports.
- Visual Glide Slope Indicator (VGSI) standards are met by 57 percent of Regional and Community airports.
- The 20 to 1 obstruction clearance slope required for visual operations is met by 85 percent of airports in the Regional, Community, and Local NPIAS classifications.
- An airport layout plan (ALP) is deemed current if it was approved within the past 10 years. This standard is met by 59 percent of all AASP airports.

- A total of 32 AASP airports have seasonal restrictions and closures.

#### 4.0 PERFORMANCE SCORECARD DEFICIENCY COSTS

The previous chapter evaluated how well the Alaska airport system met performance measures for various classes of airports. The following tables summarize the costs to make airports compliant with the performance measures. The goal of the cost estimates is to calculate rough planning level costs for the entire airport system, not to determine detailed costs at an individual airport basis. Therefore, the cost information presented below is described by type of need and airport classification.

As shown in Table 19 below, lengthening runways to AASP standards are estimated to cost \$350 million. The costs are based on \$7,800 per square foot for paved surfaces and \$7,500 per square foot for gravel.

**Table 19: Costs to Lengthen Runways to AASP Standards**

AASP Classification	Cost
International	\$ -
Regional	\$ 10,012,500
Community Off-Road	\$ 286,947,600
Community On-Road	\$ 53,678,700
Local NPIAS High-Activity	\$ -
Local NPIAS Low-Activity	\$ -
Local Non-NPIAS	\$ -
<b>Total</b>	<b>\$ 350,638,800</b>

In Table 20, MIRL lighting costs for the regional, community off-road and on-road airports are estimated around \$15.7 million dollars. The cost is based on a standard of \$250 per foot of length.



**Table 20: MIRL Runway Lighting Costs at Regional, Community Off-Road, and On-Road Airports**

AASP Classification	Costs
International	\$ -
Regional	\$ 1,332,500
Community Off-Road	\$ 13,616,250
Community On-Road	\$ 825,000
Local NPIAS High-Activity	\$ -
Local NPIAS Low-Activity	\$ -
Local Non-NPIAS	\$ -
<b>Total</b>	<b>\$ 15,773,750</b>

In the table below, adding full parallel taxiways to the regional airports would cost over \$568 million. The unit costs were based on \$3,950 per foot for paved surfaces and \$3,750 per foot for gravel.

**Table 21: Costs for Adding Full Parallel Taxiways to Regional Airports**

AASP Classification	Costs
International	
Regional	\$ 568,146,950
Community Off-Road	\$ -
Community On-Road	\$ -
Local NPIAS High Activity	\$ -
Local NPIAS Low Activity	\$ -
Local Non-NPIAS	\$ -
<b>Total</b>	<b>\$ 568,146,950</b>

In Table 22, the total cost for passenger shelters will be slightly over \$9 million for the regional, community off-road, and on-road airports. The shelter cost is based on a small 10-foot by 20-foot simple shelter to provide shelter from the weather and is estimated at \$75,000 each.

**Table 22: Costs for Adding Passenger Shelters at Regional, Community Off-Road, and On-Road Airports**

AASP Classification	Costs
International	\$ -
Regional	\$ 150,000
Community Off-Road	\$ 8,250,000
Community On-Road	\$ 900,000
Local NPIAS High-Activity	\$ -
Local NPIAS Low-Activity	\$ -
Local Non-NPIAS	\$ -
<b>Total</b>	<b>\$ 9,300,000</b>

In Table 23, the total cost for certified automated weather station will cost \$18 million. The unit cost per weather station was estimated based on an AWOS III cost of \$600,000 each.

**Table 23: Costs for Automated Weather Station at Community Off-Road and On-Road Airports**

AASP Classification	Costs
International	\$ -
Regional	\$ -
Community Off-Road	\$ 16,200,000
Community On-Road	\$ 1,800,000
Local NPIAS High Activity	\$ -
Local NPIAS Low Activity	\$ -
Local Non-NPIAS	\$ -
<b>Total</b>	<b>\$ 18,000,000</b>

In Table 24, the estimated costs to install PAPIs for the community off-road and on-road airports is \$46.2 million. This cost is based on a standard unit cost of \$300,000 for each set of PAPIs installed.

**Table 24: Costs to Install PAPI at Community Off-Road and On-Road Airports**

AASP Classification	Costs
International	\$ -
Regional	\$ -
Community Off-Road	\$ 40,200,000
Community On-Road	\$ 6,000,000
Local NPIAS High Activity	\$ -
Local NPIAS Low Activity	\$ -
Local Non-NPIAS	\$ -
<b>Total</b>	<b>\$ 46,200,000</b>

In Table 25, the estimated cost to complete the recommended ALPs is \$7.8 million. Each ALP costs approximately \$100,000 and factors in the new Standard Operating Procedure per DOT&PF standards.

**Table 25: Cost to Complete the Airport Layout Plan**

AASP Classification	Costs
International	\$ -
Regional	\$ 300,000
Community Off-Road	\$ 5,200,000
Community On-Road	\$ 600,000
Local NPIAS High Activity	\$ 300,000
Local NPIAS Low Activity	\$ 1,400,000
Local Non-NPIAS	\$ -
<b>Total</b>	<b>\$ 7,800,000</b>

To have bathroom facilities at the regional and community off-road and on-road airports will cost almost \$9.5 million, and the standard unit cost per each facility is \$65,000 per facility. The bathroom facility cost was based on a 10-foot by 10-foot vault style facility.

**Table 26: Cost to Add Bathroom Facilities at Regional, Community Off-Road, and On-Road Airports**

AASP Classification	Costs
International	\$ -
Regional	\$ 585,000
Community Off-Road	\$ 8,125,000
Community On-Road	\$ 715,000
Local NPIAS High Activity	\$ -
Local NPIAS Low Activity	\$ -
Local Non-NPIAS	\$ -
<b>Total</b>	<b>\$ 9,425,000</b>

**Table 27: Total Performance Measure Deficiencies**

Performance Measure Deficiencies	Costs
Runway Length	\$ 350,638,800
MIRL Runway Lighting	\$ 15,774,000
Parallel Taxiway	\$ 586,147,000
Passenger Shelter	\$ 9,300,000
Public Toilet	\$ 9,425,000
Automated Weather	\$ 18,000,000
VGSI/PAPI	\$ 46,200,000
ALP	\$ 7,800,000
<b>Total Cost</b>	<b>\$ 1,026,163,900</b>

The total estimated cost of Alaska’s aviation system deficiencies are approximately \$1 billion. Even though the AASP has associated costs with deficiencies, not all can be addressed due to terrain or other physical characteristics of the airport. Items such as tie-downs, instrument procedures, lease lots, and fuel sales were not assigned deficiency costs.

The level of detail needed to provide costs for these measures will require further individual studies.

## **APPENDIX A**

### **Airport Scorecards**

## Appendix Airport Scorecards

The Alaska Aviation System Plan (AASP) measures the adequacy and compliance of the state’s airport system using a set of performance measures. These performance measures are associated with several aspects of an airport’s safety, design standards, services, and facilities, and include the Airport Design Standards Index, Airport Service Index, and various standalone performance measures. This analysis is summarized for the statewide system elsewhere in the AASP. This performance measure analysis did not include seaplane bases or heliports in the system.

This appendix provides detailed scorecard tables for each of the airports included in this analysis. Note that an airport’s scorecard only includes that data for which that airport’s classification is analyzed. For example, the Service Index only applies to Regional and Community classification airports, while certain standalone performance measures only apply to some classifications.

**Table 1** lists all airports included in the performance measure analysis, including the page number where each scorecard can be found. Scorecards are ordered in this document by classification, community name, and if necessary, airport name.

**Table 1: Appendix Table of Contents**

FAA ID	Community Name	Airport Name	Page Number
<b>Introduction and Table of Contents</b>			1
<b>International Airport Scorecards</b>			
ANC	Anchorage	Ted Stevens Anchorage International	8
FAI	Fairbanks	Fairbanks International	9
JNU	Juneau	Juneau International	10
<b>Regional Airport Scorecards</b>			
ANI	Aniak	Aniak	11
BRW	Barrow	Wiley Post-Will Rogers Memorial	12
BET	Bethel	Bethel	13
CDB	Cold Bay	Cold Bay	14
CDV	Cordova	Merle K (Mudhole) Smith	15
SCC	Deadhorse	Deadhorse	16
DLG	Dillingham	Dillingham	17
ENM	Emmonak	Emmonak	18
FYU	Fort Yukon	Fort Yukon	19
GAL	Galena	Edward G. Pitka Sr.	20
GST	Gustavus	Gustavus	21
HOM	Homer	Homer	22
ILI	Iliamna	Iliamna	23
ENA	Kenai	Kenai Municipal	24
KTN	Ketchikan	Ketchikan International	25
AKN	King Salmon	King Salmon	26
ADQ	Kodiak	Kodiak	27

**Table 1: Appendix Table of Contents**

<b>FAA ID</b>	<b>Community Name</b>	<b>Airport Name</b>	<b>Page Number</b>
OTZ	Kotzebue	Ralph Wien Memorial	28
MCG	McGrath	McGrath	29
OME	Nome	Nome	30
PSG	Petersburg	Petersburg James A Johnson	31
SIT	Sitka	Sitka Rocky Gutierrez	32
KSM	St Mary's	St Mary's	33
UNK	Unalakleet	Unalakleet	34
DUT	Unalaska	Unalaska	35
VDZ	Valdez	Valdez Pioneer Field	36
WRG	Wrangell	Wrangell	37
YAK	Yakutat	Yakutat	38
<b>Community Off-Road Airport Scorecards</b>			
ADK	Adak Island	Adak	39
AKK	Akhiok	Akhiok	40
Z13	Akiachak	Akiachak	41
AKI	Akiak	Akiak	42
7AK	Akutan	Akutan	43
AUK	Alakanuk	Alakanuk	44
5A8	Aleknagik	Aleknagik New	45
6A8	Allakaket	Allakaket	46
AFM	Ambler	Ambler	47
AKP	Anaktuvuk Pass	Anaktuvuk Pass	48
ANV	Anvik	Anvik	49
ARC	Arctic Village	Arctic Village	50
AKA	Atka	Atka	51
4A2	Atmoutluak	Atmoutluak	52
ATK	Atqasuk	Atqasuk Edward Burnell Sr. Memorial	53
BTI	Barter Island	Barter Island LRRS	54
WBQ	Beaver	Beaver	55
KTS	Brevig Mission	Brevig Mission	56
BVK	Buckland	Buckland	57
CIK	Chalkyitsik	Chalkyitsik	58
CFK	Chefornak	Chefornak	59
C05	Chenega Bay	Chenega Bay	60
VAK	Chevak	Chevak	61
AJC	Chignik	Chignik	62
KCL	Chignik Lagoon	Chignik Lagoon	63
A79	Chignik Lake	Chignik Lake	64

**Table 1: Appendix Table of Contents**

<b>FAA ID</b>	<b>Community Name</b>	<b>Airport Name</b>	<b>Page Number</b>
9A3	Chuathbaluk	Chuathbaluk	65
CLP	Clarks Point	Clarks Point	66
CJX	Crooked Creek	Crooked Creek	67
DEE	Deering	Deering	68
EAA	Eagle	Eagle	69
EEK	Eek	Eek	70
EII	Egegik	Egegik	71
KEK	Ekwok	Ekwok	72
ELI	Elim	Elim	73
KFP	False Pass	False Pass	74
GAM	Gambell	Gambell	75
GLV	Golovin	Golovin	76
GNU	Goodnews	Goodnews	77
KGX	Grayling	Grayling	78
HCA	Holy Cross	Holy Cross	79
HNH	Hoonah	Hoonah	80
HPB	Hooper Bay	Hooper Bay	81
HUS	Hughes	Hughes	82
HLA	Huslia	Huslia	83
IGG	Igiugig	Igiugig	84
AFE	Kake	Kake	85
KLK	Kalskag	Kalskag	86
KAL	Kaltag	Kaltag	87
KYK	Karluk	Karluk	88
Z09	Kasigluk	Kasigluk	89
IAN	Kiana	Bob Baker Memorial	90
KVC	King Cove	King Cove	91
IHK	Kipnuk	Kipnuk	92
KVL	Kivalina	Kivalina	93
AKW	Klawock	Klawock	94
OBU	Kobuk	Kobuk	95
9K2	Kokhanok	Kokhanok	96
JZZ	Koliganek	Koliganek	97
DUY	Kongiganak	Kongiganak	98
2A9	Kotlik	Kotlik	99
KKA	Koyuk	Koyuk Alfred Adams	100
KYU	Koyukuk	Koyukuk	101
KWT	Kwethluk	Kwethluk	102



**Table 1: Appendix Table of Contents**

<b>FAA ID</b>	<b>Community Name</b>	<b>Airport Name</b>	<b>Page Number</b>
GGV	Kwigillingok	Kwigillingok	103
2A3	Larsen Bay	Larsen Bay	104
9Z8	Levelock	Levelock	105
MBA	Manokotak	Manokotak	106
MDM	Marshall	Marshall Don Hunter Sr	107
MYU	Mekoryuk	Mekoryuk	108
MOU	Mountain Village	Mountain Village	109
KEB	Nanwalek	Nanwalek	110
WNA	Napakiak	Napakiak	111
PKA	Napaskiak	Napaskiak	112
OUL	Nelson Lagoon	Nelson Lagoon	113
KNW	New Stuyahok	New Stuyahok	114
EWU	Newtok	Newtok	115
IGT	Nightmute	Nightmute	116
FSP	Nikolai	Nikolai	117
WTK	Noatak	Noatak	118
5NN	Nondalton	Nondalton	119
D76	Noorvik	Robert (Bob) Curtis Memorial	120
AQT	Nuiqsut	Nuiqsut	121
NUL	Nulato	Nulato	122
SXP	Nunam Iqua	Sheldon Point	123
16A	Nunapitchuk	Nunapitchuk	124
6R7	Old Harbor	Old Harbor	125
4K5	Ouzinkie	Ouzinkie	126
4K0	Pedro Bay	Pedro Bay	127
PEV	Perryville	Perryville	128
PNP	Pilot Point	Pilot Point	129
OAK	Pilot Station	Pilot Station	130
PTU	Platinum	Platinum	131
PHO	Point Hope	Point Hope	132
PIZ	Point Lay	Point Lay LRRS	133
PGM	Port Graham	Port Graham	134
PTH	Port Heiden	Port Heiden	135
ORI	Port Lions	Port Lions	136
AQH	Quinhagak	Quinhagak	137
RBY	Ruby	Ruby	138
RSH	Russian Mission	Russian Mission	139
SDP	Sand Point	Sand Point	140

**Table 1: Appendix Table of Contents**

<b>FAA ID</b>	<b>Community Name</b>	<b>Airport Name</b>	<b>Page Number</b>
SVA	Savoonga	Savoonga	141
SCM	Scammon Bay	Scammon Bay	142
WLK	Selawik	Selawik	143
SOV	Seldovia	Seldovia	144
SHX	Shageluk	Shageluk	145
2C7	Shaktoolik	Shaktoolik	146
SHH	Shishmaref	Shishmaref	147
SHG	Shungnak	Shungnak	148
SLQ	Sleetmute	Sleetmute	149
PBV	St George	St George	150
SMK	St Michael	St Michael	151
SNP	St Paul Island	St Paul Island	152
WBB	Stebbins	Stebbins	153
SVS	Stevens Village	Stevens Village	154
SRV	Stony River	Stony River 2	155
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## International Airport Scorecards

Airport Information		
FAA ID	ANC	
Associated City	Anchorage	
Airport Name	Ted Stevens Anchorage International	
AASP Classification	International	
Planning Region	Central	
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	Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	Yes	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	Yes	10%
<b>Total Index</b>	<b>100%</b>	
Other Performance Measures		
Airfield Surface Condition:	<u>PCI Year: 2013</u>	
Paved Primary Runway	Meets Standard: PCI ≥ 70	
Paved Taxiways	Meets Standard: PCI ≥ 60	
Paved Aprons	Meets Standard: PCI ≥ 60	
Weather Reporting and Observation	ASOS	
Airport Layout Plan	Year: 2013 -- Less Than 10 Years Old	

<b>Airport Information</b>		
FAA ID	FAI	
Associated City	Fairbanks	
Airport Name	Fairbanks International	
AASP Classification	International	
Planning Region	Northern	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	Yes	20%
Object Free Zone (OFZ) Compliance	Yes	15%
Threshold Siting Surface (TSS) Compliance	No	0%
Runway Protection Zone (RPZ) Controlled by User	Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use	No	0%
Crosswind Runway if Coverage < 95%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	Yes	10%
<b>Total Index</b>		<b>75%</b>
<b>Other Performance Measures</b>		
Airfield Surface Condition:	<u>PCI Year: 2011</u>	
Paved Primary Runway	Meets Standard: PCI ≥ 70	
Paved Taxiways	Meets Standard: PCI ≥ 60	
Paved Aprons	Meets Standard: PCI ≥ 60	
Weather Reporting and Observation	ASOS	
Airport Layout Plan	Year: 2013 -- Less Than 10 Years Old	

<b>Airport Information</b>		
FAA ID	JNU	
Associated City	Juneau	
Airport Name	Juneau International	
AASP Classification	International	
Planning Region	Southcoast	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	Yes	20%
Object Free Zone (OFZ) Compliance	Yes	15%
Threshold Siting Surface (TSS) Compliance	No	0%
Runway Protection Zone (RPZ) Controlled by User	Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	Yes	10%
<b>Total Index</b>		<b>85%</b>
<b>Other Performance Measures</b>		
Airfield Surface Condition:	<u>PCI Year: 2012</u>	
Paved Primary Runway	Meets Standard: PCI ≥ 70	
Paved Taxiways	Meets Standard: PCI ≥ 60	
Paved Aprons	Meets Standard: PCI ≥ 60	
Weather Reporting and Observation	ASOS	
Airport Layout Plan	Year: 1996 -- 10 Years Old or Older	

## Regional Airport Scorecards

Airport Information			
FAA ID	ANI		
Associated City	Aniak		
Airport Name	Aniak		
AASP Classification	Regional		
Planning Region	Central		
Airport Design Standards Index		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>45%</b>		
Airport Service Index			Index Score
	Objective	Airport Facility	
Runway Objectives:			25%
Length	5,000	6,000	
Surface	Paved	Asphalt	
Strength (SW in lbs.)	30,000	30,000	
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	None	0%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Met	10%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>90%</b>		
Other Performance Measures			
Airfield Surface Condition:	<u>PCI Year: 2012</u>		
Paved Primary Runway	Does Not Meet Standard: PCI < 70		
Paved Taxiways	Does Not Meet Standard: PCI < 60		
Paved Aprons	Does Not Meet Standard: PCI < 60		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGS)	V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2006 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	BRW		
Associated City	Barrow		
Airport Name	Wiley Post-Will Rogers Memorial		
AASP Classification	Regional		
Planning Region	Northern		
<b>Airport Design Standards Index</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	No	0%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>60%</b>		
<b>Airport Service Index</b>			Index Score
Runway Objectives:	Objective	Airport Facility	25%
Length	5,000	7,100	
Surface	Paved	Asphalt	
Strength (SW in lbs.)	30,000	75,000	
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Partial Parallel	0%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Met	10%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>80%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2012		
Paved Primary Runway	Does Not Meet Standard: PCI < 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	P4R/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2008 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	BET		
Associated City	Bethel		
Airport Name	Bethel		
AASP Classification	Regional		
Planning Region	Central		
<b>Airport Design Standards Index</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	Yes	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Service Index</b>			Index Score
Runway Objectives: Length Surface Strength (SW in lbs.)	Objective 5,000 Paved 30,000	Airport Facility 6,400 Asphalt 90,000	25%
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Full Parallel	10%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>80%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition: Paved Primary Runway Paved Taxiways Paved Aprons	<u>PCI Year: 2012</u> Does Not Meet Standard: PCI < 70 Meets Standard: PCI ≥ 60 Does Not Meet Standard: PCI < 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V4L/V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	CDB		
Associated City	Cold Bay		
Airport Name	Cold Bay		
AASP Classification	Regional		
Planning Region	Southcoast		
<b>Airport Design Standards Index</b>		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	No	0%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	No	0%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>70%</b>		
<b>Airport Service Index</b>			Index Score
Runway Objectives:	Objective	Airport Facility	25%
Length	5,000	10,415	
Surface	Paved	Asphalt	
Strength (SW in lbs.)	30,000	99,000	
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	None	0%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>65%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2014		
Paved Primary Runway	Does Not Meet Standard: PCI < 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2011 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	CDV		
Associated City	Cordova		
Airport Name	Merle K (Mudhole) Smith		
AASP Classification	Regional		
Planning Region	Northern		
<b>Airport Design Standards Index</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Service Index</b>			Index Score
Runway Objectives: Length Surface Strength (SW in lbs.)	Objective 5,000 Paved 30,000	Airport Facility 7,500 Asphalt 90,000	25%
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Stub	0%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition: Paved Primary Runway Paved Taxiways Paved Aprons	<u>PCI Year: 2012</u> Meets Standard: PCI ≥ 70 Does Not Meet Standard: PCI < 60 Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V4L/V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2005 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	SCC		
Associated City	Deadhorse		
Airport Name	Deadhorse		
AASP Classification	Regional		
Planning Region	Northern		
<b>Airport Design Standards Index</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	Yes	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Service Index</b>			Index Score
Runway Objectives:	Objective	Airport Facility	25%
Length	5,000	6,500	
Surface	Paved	Asphalt	
Strength (SW in lbs.)	30,000	108,000	
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Full Parallel	10%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>90%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2014		
Paved Primary Runway	Meets Standard: PCI ≥ 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V4L/V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2011 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	DLG		
Associated City	Dillingham		
Airport Name	Dillingham		
AASP Classification	Regional		
Planning Region	Central		
<b>Airport Design Standards Index</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	No	0%	
<b>Total Index</b>	<b>20%</b>		
<b>Airport Service Index</b>			Index Score
	Objective	Airport Facility	
Runway Objectives:			25%
Length	5,000	6,400	
Surface	Paved	Asphalt	
Strength (SW in lbs.)	30,000	75,000	
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	None	0%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>			<b>55%</b>
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2014		
Paved Primary Runway	Does Not Meet Standard: PCI < 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4L/V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2012 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	ENM		
Associated City	Emmonak		
Airport Name	Emmonak		
AASP Classification	Regional		
Planning Region	Northern		
<b>Airport Design Standards Index</b>		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		Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use		Yes	10%
Crosswind Runway if Coverage < 95%		NA	10%
Runway Visibility Zone (RVZ)		NA	10%
Parallel Taxiway if Operations > 20,000/year		NA	10%
<b>Total Index</b>		<b>100%</b>	
<b>Airport Service Index</b>			Index Score
		Objective	Airport Facility
Runway Objectives:			0%
Length	5,000	4,601	
Surface	Paved	Gravel	
Strength (SW in lbs.)	30,000	0	
Runway Lighting	HIRL	MIRL	10%
Taxiway	Full Parallel	Stub	0%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>		<b>20%</b>	
<b>Other Performance Measures</b>			
Airfield Surface Condition:		Meets Standard: Good Condition	
Unpaved Primary Runway			
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4L/V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2003 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	FYU		
Associated City	Fort Yukon		
Airport Name	Fort Yukon		
AASP Classification	Regional		
Planning Region	Northern		
<b>Airport Design Standards Index</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance		No	0%
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		No	0%
Crosswind Runway if Coverage < 95%		NA	10%
Runway Visibility Zone (RVZ)		NA	10%
Parallel Taxiway if Operations > 20,000/year		NA	10%
<b>Total Index</b>			<b>60%</b>
<b>Airport Service Index</b>			Index Score
	Objective	Airport Facility	
Runway Objectives:			0%
Length	5,000	5,000	
Surface	Paved	Gravel	
Strength (SW in lbs.)	30,000	0	
Runway Lighting	HIRL	MIRL	10%
Taxiway	Full Parallel	Partial Parallel	0%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>			<b>15%</b>
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4L/V4L		
Clear Approaches	No		
Airport Layout Plan	Year: 2013 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	GAL		
Associated City	Galena		
Airport Name	Edward G. Pitka Sr.		
AASP Classification	Regional		
Planning Region	Northern		
<b>Airport Design Standards Index</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Service Index</b>			Index Score
Runway Objectives:	Objective	Airport Facility	25%
Length	5,000	7,249	
Surface	Paved	Asphalt/Concrete	
Strength (SW in lbs.)	30,000	110,000	
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Partial Parallel	0%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>50%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2012		
Paved Primary Runway	Does Not Meet Standard: PCI < 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4L/V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2012 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	GST		
Associated City	Gustavus		
Airport Name	Gustavus		
AASP Classification	Regional		
Planning Region	Southcoast		
<b>Airport Design Standards Index</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Service Index</b>			Index Score
Runway Objectives: Length Surface Strength (SW in lbs.)	Objective 5,000 Paved 30,000	Airport Facility 6,721 Asphalt 60,000	25%
Runway Lighting	HIRL	MIRL	10%
Taxiway	Full Parallel	Stubs	0%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Met	10%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>70%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition: Paved Primary Runway Paved Taxiways Paved Aprons	<u>PCI Year: 2013</u> Meets Standard: PCI ≥ 70 Does Not Meet Standard: PCI < 60 Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4R/V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2003 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	HOM		
Associated City	Homer		
Airport Name	Homer		
AASP Classification	Regional		
Planning Region	Central		
<b>Airport Design Standards Index</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	No	0%	
Parallel Taxiway if Operations > 20,000/year	No	0%	
<b>Total Index</b>	<b>55%</b>		
<b>Airport Service Index</b>			Index Score
	Objective	Airport Facility	
Runway Objectives:			25%
Length	5,000	6,701	
Surface	Paved	Asphalt	
Strength (SW in lbs.)	30,000	91,000	
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Stub	0%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>55%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2014		
Paved Primary Runway	Meets Standard: PCI ≥ 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V4L/V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	ILI		
Associated City	Iliamna		
Airport Name	Iliamna		
AASP Classification	Regional		
Planning Region	Southcoast		
<b>Airport Design Standards Index</b>		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%	Yes	10%	
Runway Visibility Zone (RVZ)	No	0%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Service Index</b>			Index Score
Runway Objectives:	Objective	Airport Facility	
Length	5,000	5,086	0%
Surface	Paved	Asphalt	
Strength (SW in lbs.)	30,000	16,000	
Runway Lighting	HIRL	MIRL	10%
Taxiway	Full Parallel	Stub	0%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Met	10%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>40%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2013		
Paved Primary Runway	Meets Standard: PCI ≥ 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2009 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	ENA		
Associated City	Kenai		
Airport Name	Kenai Municipal		
AASP Classification	Regional		
Planning Region	Central		
<b>Airport Design Standards Index</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	Yes	10%	
<b>Total Index</b>	<b>65%</b>		
<b>Airport Service Index</b>			Index Score
	Objective	Airport Facility	
Runway Objectives:			25%
Length	5,000	7,830	
Surface	Paved	Asphalt	
Strength (SW in lbs.)	30,000	75,000	
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Full Parallel	10%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Met	10%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>90%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2012		
Paved Primary Runway	Meets Standard: PCI ≥ 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V4L/V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2013 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	KTN		
Associated City	Ketchikan		
Airport Name	Ketchikan International		
AASP Classification	Regional		
Planning Region	Southcoast		
<b>Airport Design Standards Index</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Service Index</b>			Index Score
Runway Objectives:	Objective	Airport Facility	25%
Length	5,000	7,500	
Surface	Paved	Asphalt	
Strength (SW in lbs.)	30,000	75,000	
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Full Parallel	10%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Met	10%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>100%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	<u>PCI Year: 2011</u>		
Paved Primary Runway	Meets Standard: PCI ≥ 70		
Paved Taxiways	Does Not Meet Standard: PCI < 60		
Paved Aprons	Does Not Meet Standard: PCI < 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2005 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	AKN		
Associated City	King Salmon		
Airport Name	King Salmon		
AASP Classification	Regional		
Planning Region	Southcoast		
<b>Airport Design Standards Index</b>		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	No	0%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	No	0%	
Parallel Taxiway if Operations > 20,000/year	No	0%	
<b>Total Index</b>	<b>60%</b>		
<b>Airport Service Index</b>			Index Score
	Objective	Airport Facility	
Runway Objectives:			25%
Length	5,000	8,901	
Surface	Paved	Asphalt	
Strength (SW in lbs.)	30,000	67,000	
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Stub	0%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>65%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2013		
Paved Primary Runway	Does Not Meet Standard: PCI < 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2010 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	ADQ		
Associated City	Kodiak		
Airport Name	Kodiak		
AASP Classification	Regional		
Planning Region	Southcoast		
<b>Airport Design Standards Index</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	No	0%	
Parallel Taxiway if Operations > 20,000/year	Yes	10%	
<b>Total Index</b>	<b>75%</b>		
<b>Airport Service Index</b>			Index Score
Runway Objectives: Length Surface Strength (SW in lbs.)	Objective 5,000 Paved 30,000	Airport Facility 7,550 Asphalt 53,000	25%
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Partial Parallel	0%
Instrument Approach Visibility Minimums (Miles)	1	2	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>55%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition: Paved Primary Runway Paved Taxiways Paved Aprons	<u>PCI Year: 2013</u> Meets Standard: PCI ≥ 70 Meets Standard: PCI ≥ 60 Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V2L		
Clear Approaches	No		
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	OTZ		
Associated City	Kotzebue		
Airport Name	Ralph Wien Memorial		
AASP Classification	Regional		
Planning Region	Northern		
<b>Airport Design Standards Index</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	No	0%	
Parallel Taxiway if Operations > 20,000/year	Yes	10%	
<b>Total Index</b>	<b>70%</b>		
<b>Airport Service Index</b>			Index Score
Runway Objectives: Length Surface Strength (SW in lbs.)	Objective 5,000 Paved 30,000	Airport Facility 5,900 Asphalt 100,000	25%
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Partial Parallel	0%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>80%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition: Paved Primary Runway Paved Taxiways Paved Aprons	<u>PCI Year: 2013</u> Meets Standard: PCI ≥ 70 Meets Standard: PCI ≥ 60 Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V4L/V4L		
Clear Approaches	No		
Airport Layout Plan	Year: 2011 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	MCG		
Associated City	McGrath		
Airport Name	McGrath		
AASP Classification	Regional		
Planning Region	Central		
<b>Airport Design Standards Index</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Service Index</b>			Index Score
Runway Objectives:	Objective	Airport Facility	25%
Length	5,000	5,936	
Surface	Paved	Asphalt	
Strength (SW in lbs.)	30,000	32,000	
Runway Lighting	HIRL	MIRL	10%
Taxiway	Full Parallel	Full Parallel	10%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2012		
Paved Primary Runway	Does Not Meet Standard: PCI < 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V4L/V4L		
Clear Approaches	No		
Airport Layout Plan	Year: 2012 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	OME		
Associated City	Nome		
Airport Name	Nome		
AASP Classification	Regional		
Planning Region	Northern		
<b>Airport Design Standards Index</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	Yes	10%	
Parallel Taxiway if Operations > 20,000/year	Yes	10%	
<b>Total Index</b>	<b>45%</b>		
<b>Airport Service Index</b>			Index Score
Runway Objectives: Length Surface Strength (SW in lbs.)	Objective 5,000 Paved 30,000	Airport Facility 6,001 Asphalt 150,000	25%
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Partial Parallel	0%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Met	10%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>80%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition: Paved Primary Runway Paved Taxiways Paved Aprons	<u>PCI Year: 2012</u> Meets Standard: PCI ≥ 70 Does Not Meet Standard: PCI < 60 Does Not Meet Standard: PCI < 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V4L/P4L		
Clear Approaches	No		
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	PSG		
Associated City	Petersburg		
Airport Name	Petersburg James A Johnson		
AASP Classification	Regional		
Planning Region	Southcoast		
<b>Airport Design Standards Index</b>		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	No	0%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Service Index</b>			Index Score
Runway Objectives:	Objective	Airport Facility	25%
Length	5,000	6,400	
Surface	Paved	Asphalt	
Strength (SW in lbs.)	30,000	75,000	
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Stub	0%
Instrument Approach Visibility Minimums (Miles)	1	2	0%
Demand for Lease Lots	Meet Demand	Demand Met	10%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>70%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2014		
Paved Primary Runway	Meets Standard: PCI ≥ 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Does Not Meet Standard: PCI < 60		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2005 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	SIT		
Associated City	Sitka		
Airport Name	Sitka Rocky Gutierrez		
AASP Classification	Regional		
Planning Region	Southcoast		
<b>Airport Design Standards Index</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	No	0%	
Parallel Taxiway if Operations > 20,000/year	Yes	10%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Service Index</b>			Index Score
Runway Objectives:	Objective	Airport Facility	25%
Length	5,000	7,200	
Surface	Paved	Asphalt	
Strength (SW in lbs.)	30,000	100,000	
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Partial Parallel	0%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Met	10%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>75%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2014		
Paved Primary Runway	Meets Standard: PCI ≥ 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V4L/V4R		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2006 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	KSM		
Associated City	St Mary's		
Airport Name	St Mary's		
AASP Classification	Regional		
Planning Region	Northern		
<b>Airport Design Standards Index</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Service Index</b>			Index Score
	Objective	Airport Facility	
Runway Objectives:			0%
Length	5,000	6,008	
Surface	Paved	Gravel	
Strength (SW in lbs.)	30,000	0	
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Partial Parallel	0%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>			<b>35%</b>
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4L/V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 1999 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	UNK		
Associated City	Unalakleet		
Airport Name	Unalakleet		
AASP Classification	Regional		
Planning Region	Northern		
<b>Airport Design Standards Index</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	Yes	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Service Index</b>			Index Score
Runway Objectives:	Objective	Airport Facility	Index Score
Length	5,000	5,900	0%
Surface	Paved	Asphalt	
Strength (SW in lbs.)	30,000	0	
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Stub	0%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Met	10%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>40%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2012		
Paved Primary Runway	Does Not Meet Standard: PCI < 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4L/V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2006 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	DUT		
Associated City	Unalaska		
Airport Name	Unalaska		
AASP Classification	Regional		
Planning Region	Southcoast		
<b>Airport Design Standards Index</b>		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%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Service Index</b>			Index Score
	Objective	Airport Facility	
Runway Objectives:			0%
Length	5,000	4,100	
Surface	Paved	Asphalt	
Strength (SW in lbs.)	30,000	60,000	
Runway Lighting	HIRL	MIRL	10%
Taxiway	Full Parallel	Partial Parallel	0%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>30%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2012		
Paved Primary Runway	Meets Standard: PCI ≥ 70		
Paved Taxiways	Does Not Meet Standard: PCI < 60		
Paved Aprons	Does Not Meet Standard: PCI < 60		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4L/V4R		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2013 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	VDZ		
Associated City	Valdez		
Airport Name	Valdez Pioneer Field		
AASP Classification	Regional		
Planning Region	Southcoast		
<b>Airport Design Standards Index</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Service Index</b>			Index Score
Runway Objectives: Length Surface Strength (SW in lbs.)	Objective 5,000 Paved 30,000	Airport Facility 6,500 Asphalt 75,000	25%
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Full Parallel	10%
Instrument Approach Visibility Minimums (Miles)	1	5	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>65%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition: Paved Primary Runway Paved Taxiways Paved Aprons	<u>PCI Year: 2013</u> Meets Standard: PCI ≥ 70 Meets Standard: PCI ≥ 60 Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2010 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	WRG		
Associated City	Wrangell		
Airport Name	Wrangell		
AASP Classification	Regional		
Planning Region	Southcoast		
<b>Airport Design Standards Index</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Service Index</b>			Index Score
	Objective	Airport Facility	
Runway Objectives:			25%
Length	5,000	5,999	
Surface	Paved	Asphalt	
Strength (SW in lbs.)	30,000	75,000	
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Stub	0%
Instrument Approach Visibility Minimums (Miles)	1	3	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>			<b>50%</b>
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Paved Primary Runway	Meets Standard: PCI ≥ 70		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4L/V4L		
Clear Approaches	No		
Airport Layout Plan	Year: 2010 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	YAK		
Associated City	Yakutat		
Airport Name	Yakutat		
AASP Classification	Regional		
Planning Region	Southcoast		
<b>Airport Design Standards Index</b>		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	No	0%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	Yes	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Service Index</b>			Index Score
Runway Objectives:	Objective	Airport Facility	25%
Length	5,000	7,745	
Surface	Paved	Asphalt	
Strength (SW in lbs.)	30,000	38,000	
Runway Lighting	HIRL	HIRL	10%
Taxiway	Full Parallel	Stub	0%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Met	10%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>85%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2012		
Paved Primary Runway	Does Not Meet Standard: PCI < 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2009 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

## Community Off-Road Airport Scorecards

Airport Information			
FAA ID	ADK		
Associated City	Adak Island		
Airport Name	Adak		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
Airport Design Standards		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	No	0%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>45%</b>		
Airport Facility Objectives			Index Score
Objective	Airport Facility		Index Score
Runway Length	5,700	7,790	30%
Runway Lighting	MIRL	HIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
Other Performance Measures			
Airfield Surface Condition:		<u>PCI Year: 2014</u>	
Paved Primary Runway		Does Not Meet Standard: PCI < 70	
Paved Taxiways		Does Not Meet Standard: PCI < 60	
Paved Aprons		Meets Standard: PCI ≥ 60	
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4R		
Clear Approaches	No		
Airport Layout Plan	Year: 2004 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	AKK		
Associated City	Akhiok		
Airport Name	Akhiok		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	No	0%	
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%	
<b>Total Index</b>	<b>30%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	3,120	0%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	2	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>10%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWSS		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2013 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	Z13		
Associated City	Akiachak		
Airport Name	Akiachak		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	3,300	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>45%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Excellent Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2013 -- Less Than 10 Years Old		
Seasonal Closure	Has seasonal restrictions		

<b>Airport Information</b>			
FAA ID	AKI		
Associated City	Akiak		
Airport Name	Akiak		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 3,196	Airport Facility 3,196	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2003 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>				
FAA ID	7AK			
Associated City	Akutan			
Airport Name	Akutan			
AASP Classification	Community Off-Road			
Planning Region	Southcoast			
<b>Airport Design Standards</b>		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	Yes	10%		
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%		
<b>Total Index</b>	<b>90%</b>			
<b>Airport Facility Objectives</b>		Objective	Airport Facility	Index Score
Runway Length	4,500	4,500	30%	
Runway Lighting	MIRL	MIRL	15%	
Instrument Approach Visibility Minimums (Miles)	1	1	15%	
Demand for Lease Lots	Meet Demand	Demand Met	10%	
Demand for Tie-Downs	Meet Demand	Demand Met	10%	
Fuel Sales Available	Yes	No	0%	
Passenger Shelter	Yes	No	0%	
Public Toilet	Yes	No	0%	
<b>Total Index</b>	<b>80%</b>			
<b>Other Performance Measures</b>				
Airfield Surface Condition:		PCI Year: 2013		
Paved Primary Runway		Meets Standard: PCI ≥ 70		
Paved Taxiways		NA		
Paved Aprons		NA		
Weather Reporting and Observation	AWOS			
Visual Glideslope Indicator (VGSI)	None			
Clear Approaches	Yes			
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old			
Seasonal Closure	No Seasonal Restrictions			



<b>Airport Information</b>			
FAA ID	AUK		
Associated City	Alakanuk		
Airport Name	Alakanuk		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>45%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2010 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	5A8		
Associated City	Aleknagik		
Airport Name	Aleknagik New		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
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%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>60% to 70%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	2,040	2,030	0%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>10%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2011 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	6A8		
Associated City	Allakaket		
Airport Name	Allakaket		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 4,000	Airport Facility 4,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2009 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	AFM		
Associated City	Ambler		
Airport Name	Ambler		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	Yes	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 4,000	Airport Facility 3,004	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>35%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Fair Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2013 -- Less Than 10 Years Old		
Seasonal Closure	Has seasonal restrictions		

<b>Airport Information</b>			
FAA ID	AKP		
Associated City	Anaktuvuk Pass		
Airport Name	Anaktuvuk Pass		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>45%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,800	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>45%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P2L/P2L		
Clear Approaches	Yes		
Airport Layout Plan	No ALP		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	ANV		
Associated City	Anvik		
Airport Name	Anvik		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2013 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	ARC		
Associated City	Arctic Village		
Airport Name	Arctic Village		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,500	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>65%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2003 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	AKA		
Associated City	Atka		
Airport Name	Atka		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 4,500	Airport Facility 4,500	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>55%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:		<u>PCI Year: 2013</u>	
Paved Primary Runway		Meets Standard: PCI ≥ 70	
Paved Taxiways		Meets Standard: PCI ≥ 60	
Paved Aprons		Meets Standard: PCI ≥ 60	
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	4A2		
Associated City	Atmautluak		
Airport Name	Atmautluak		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,000	3,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>45%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2006 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	ATK		
Associated City	Atqasuk		
Airport Name	Atqasuk Edward Burnell Sr. Memorial		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,370	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	P2L/P2L		
Clear Approaches	Yes		
Airport Layout Plan	No ALP		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	BTI		
Associated City	Barter Island		
Airport Name	Barter Island LRRS		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
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%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>70%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,820	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4L/V4R		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2012 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	WBQ		
Associated City	Beaver		
Airport Name	Beaver		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>90% to 100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	3,934	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>			<b>30%</b>
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2002 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	KTS		
Associated City	Brevig Mission		
Airport Name	Brevig Mission		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	Yes	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>55%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	2,110	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>30%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS-3		
Visual Glideslope Indicator (VGSI)	P2L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 1996 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	BVK		
Associated City	Buckland		
Airport Name	Buckland		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>90% to 100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	3,200	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>			<b>30%</b>
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4R/V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2002 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	CIK		
Associated City	Chalkyitsik		
Airport Name	Chalkyitsik		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>90% to 100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>			<b>60%</b>
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Fair Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 1997 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	CFK		
Associated City	Chefornak		
Airport Name	Chefornak		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,230	3,230	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>45%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2010 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	C05		
Associated City	Chenega Bay		
Airport Name	Chenega Bay		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
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%	
<b>Total Index</b>	<b>60%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,000	3,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>45%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	No		
Airport Layout Plan	Year: 2008 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	VAK		
Associated City	Chevak		
Airport Name	Chevak		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective	Airport Facility	Index Score
Runway Length	4,000	3,220	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>30%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Fair Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2015 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	AJC		
Associated City	Chignik		
Airport Name	Chignik		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	2,600	0%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>0%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2008 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	KCL		
Associated City	Chignik Lagoon		
Airport Name	Chignik Lagoon		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	No	0%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>20%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	1,810	0%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>0%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Fair Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2008 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	A79		
Associated City	Chignik Lake		
Airport Name	Chignik Lake		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	No	0%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>40%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	2,800	0%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>0%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Poor Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2008 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	9A3		
Associated City	Chuathbaluk		
Airport Name	Chuathbaluk		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	3,401	3,401	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2007 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	CLP		
Associated City	Clarks Point		
Airport Name	Clarks Point		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
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%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>70%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective	Airport Facility	Index Score
Runway Length	3,200	3,200	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS-3P		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2004 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	CJX		
Associated City	Crooked Creek		
Airport Name	Crooked Creek		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>55%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	2,000	0%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>10%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Poor Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2011 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	DEE		
Associated City	Deering		
Airport Name	Deering		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	3,320	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>30%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	P4R		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2005 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	EAA		
Associated City	Eagle		
Airport Name	Eagle		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>90% to 100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,400	3,600	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>50%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V4L		
Clear Approaches	No		
Airport Layout Plan	Year: 1984 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	EEK		
Associated City	Eek		
Airport Name	Eek		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	No	0%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,243	3,243	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2007 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	EII		
Associated City	Egegik		
Airport Name	Egegik		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	No	0%	
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%	Yes	10%	
Runway Visibility Zone (RVZ)	Yes	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>75%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective	Airport Facility	Index Score
Runway Length	5,600	5,600	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>65%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2003 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	KEK		
Associated City	Ekwok		
Airport Name	Ekwok		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	3,300	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>45%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	ELI		
Associated City	Elim		
Airport Name	Elim		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	3,401	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>15%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	No		
Airport Layout Plan	Year: 2008 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	KFP		
Associated City	False Pass		
Airport Name	False Pass		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		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	No	0%	
Crosswind Runway if Coverage < 95%	No	0%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>70%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	2,150	0%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>0%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2013 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	GAM		
Associated City	Gambell		
Airport Name	Gambell		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,500	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:		PCI Year: 2014	
Paved Primary Runway		Does Not Meet Standard: PCI < 70	
Paved Taxiways		Does Not Meet Standard: PCI < 60	
Paved Aprons		Meets Standard: PCI ≥ 60	
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4L/V4R		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2001 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	GLV		
Associated City	Golovin		
Airport Name	Golovin		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	No	0%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective	Airport Facility	30%
Runway Lighting	4,000	4,000	15%
Instrument Approach Visibility Minimums (Miles)	MIRL	MIRL	15%
Demand for Lease Lots	1	1	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Meet Demand	Demand Not Met	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 1999 -- 10 Years Old or Older		
Seasonal Closure	Has seasonal restrictions		

<b>Airport Information</b>			
FAA ID	GNU		
Associated City	Goodnews		
Airport Name	Goodnews		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80% to 90%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	3,300	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>45%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	No		
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	KGX		
Associated City	Grayling		
Airport Name	Grayling		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>45%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	No		
Airport Layout Plan	Year: 2001 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	HCA		
Associated City	Holy Cross		
Airport Name	Holy Cross		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>75%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective	Airport Facility	30%
Runway Lighting	4,000	4,000	15%
Instrument Approach Visibility Minimums (Miles)	MIRL	MIRL	15%
Demand for Lease Lots	1	1	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Meet Demand	Demand Not Met	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWSS		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2001 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>				
FAA ID	HNN			
Associated City	Hoonah			
Airport Name	Hoonah			
AASP Classification	Community Off-Road			
Planning Region	Southcoast			
<b>Airport Design Standards</b>		Compliance	Index Score	
Runway Safety Area (RSA) Compliance	Yes	20%		
Object Free Zone (OFZ) Compliance	Yes	15%		
Threshold Siting Surface (TSS) Compliance	No	0%		
Runway Protection Zone (RPZ) Controlled by User	No	0%		
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%		
Crosswind Runway if Coverage < 95%	NA	10%		
Runway Visibility Zone (RVZ)	NA	10%		
Parallel Taxiway if Operations > 20,000/year	NA	10%		
<b>Total Index</b>	<b>75%</b>			
<b>Airport Facility Objectives</b>		Objective	Airport Facility	Index Score
Runway Length	3,300	3,367	30%	
Runway Lighting	MIRL	MIRL	15%	
Instrument Approach Visibility Minimums (Miles)	1	NA	0%	
Demand for Lease Lots	Meet Demand	Demand Met	10%	
Demand for Tie-Downs	Meet Demand	Demand Met	10%	
Fuel Sales Available	Yes	No	0%	
Passenger Shelter	Yes	Yes	5%	
Public Toilet	Yes	No	0%	
<b>Total Index</b>	<b>70%</b>			
<b>Other Performance Measures</b>				
Airfield Surface Condition:	PCI Year: 2012			
Paved Primary Runway	Does Not Meet Standard: PCI < 70			
Paved Taxiways	Does Not Meet Standard: PCI < 60			
Paved Aprons	Meets Standard: PCI ≥ 60			
Weather Reporting and Observation	AWOS			
Visual Glideslope Indicator (VGSI)	P4L			
Clear Approaches	No			
Airport Layout Plan	Year: 2004 -- 10 Years Old or Older			
Seasonal Closure	No Seasonal Restrictions			

<b>Airport Information</b>			
FAA ID	HPB		
Associated City	Hooper Bay		
Airport Name	Hooper Bay		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
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%	
<b>Total Index</b>	<b>60%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,500	3,300	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>30%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:		PCI Year: 2014	
Paved Primary Runway		Does Not Meet Standard: PCI < 70	
Paved Taxiways		Does Not Meet Standard: PCI < 60	
Paved Aprons		Does Not Meet Standard: PCI < 60	
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4L/V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2013 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	HUS		
Associated City	Hughes		
Airport Name	Hughes		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	No	0%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	3,380	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>15%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2002 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	HLA		
Associated City	Huslia		
Airport Name	Huslia		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2003 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	IGG		
Associated City	Igiugig		
Airport Name	Igiugig		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		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%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80% to 90%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,000	3,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>75%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWSS		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2007 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>				
FAA ID	AFE			
Associated City	Kake			
Airport Name	Kake			
AASP Classification	Community Off-Road			
Planning Region	Southcoast			
<b>Airport Design Standards</b>		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	Yes	10%		
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%		
Crosswind Runway if Coverage < 95%	NA	10%		
Runway Visibility Zone (RVZ)	NA	10%		
Parallel Taxiway if Operations > 20,000/year	NA	10%		
<b>Total Index</b>	<b>100%</b>			
<b>Airport Facility Objectives</b>		Objective	Airport Facility	Index Score
Runway Length	4,000	4,000	30%	
Runway Lighting	MIRL	MIRL	15%	
Instrument Approach Visibility Minimums (Miles)	1	1	0%	
Demand for Lease Lots	Meet Demand	Demand Met	10%	
Demand for Tie-Downs	Meet Demand	Demand Met	10%	
Fuel Sales Available	Yes	No	0%	
Passenger Shelter	Yes	Yes	5%	
Public Toilet	Yes	No	0%	
<b>Total Index</b>	<b>70%</b>			
<b>Other Performance Measures</b>				
Airfield Surface Condition:	PCI Year: 2012			
Paved Primary Runway	Does Not Meet Standard: PCI < 70			
Paved Taxiways	Meets Standard: PCI ≥ 60			
Paved Aprons	Meets Standard: PCI ≥ 60			
Weather Reporting and Observation	AWOS			
Visual Glideslope Indicator (VGSI)	P4L			
Clear Approaches	Yes			
Airport Layout Plan	Year: 2006 -- Less Than 10 Years Old			
Seasonal Closure	No Seasonal Restrictions			

<b>Airport Information</b>			
FAA ID	KLG		
Associated City	Kalskag		
Airport Name	Kalskag		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective	Airport Facility	Index Score
Runway Length	4,000	3,198	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>30%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Fair Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2006 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	KAL		
Associated City	Kaltag		
Airport Name	Kaltag		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>90% to 100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	3,986	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>			<b>30%</b>
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2002 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	KYK		
Associated City	Karluk		
Airport Name	Karluk		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	No	0%	
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%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>45% to 55%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	2,000	2,000	30%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>40%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2007 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	Z09		
Associated City	Kasigluk		
Airport Name	Kasigluk		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
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%	
<b>Total Index</b>	<b>75%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective: 3,000	Airport Facility: 3,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Fair Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2011 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	IAN		
Associated City	Kiana		
Airport Name	Bob Baker Memorial		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	No	0%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	3,400	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>15%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWSS		
Visual Glideslope Indicator (VGSI)	P4R		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	KVC		
Associated City	King Cove		
Airport Name	King Cove		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>65%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,500	3,500	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	6	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>50%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWSS		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2010 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	IIK		
Associated City	Kipnuk		
Airport Name	Kipnuk		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
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%	
<b>Total Index</b>	<b>70%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 3,300	Airport Facility 3,200	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>30%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2011 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	KVL		
Associated City	Kivalina		
Airport Name	Kivalina		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	No	0%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective: 4,000	Airport Facility: 3,000	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>30%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	AKW		
Associated City	Klawock		
Airport Name	Klawock		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 5,000	Airport Facility 5,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	2	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>50%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	<u>PCI Year: 2012</u>		
Paved Primary Runway	Meets Standard: PCI ≥ 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2006 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	OBU		
Associated City	Kobuk		
Airport Name	Kobuk		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,020	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2007 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	9K2		
Associated City	Kokhanok		
Airport Name	Kokhanok		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
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%	
<b>Total Index</b>	<b>75%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	3,300	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2005 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	JZZ		
Associated City	Koliganek		
Airport Name	Koliganek		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
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%	
<b>Total Index</b>	<b>60%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 3,000	Airport Facility 3,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Met	10%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>70%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Fair Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4R/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2011 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	DUY		
Associated City	Kongiganak		
Airport Name	Kongiganak		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 3,300	Airport Facility 2,400	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>15%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2007 -- Less Than 10 Years Old		
Seasonal Closure	Has seasonal restrictions		

<b>Airport Information</b>			
FAA ID	2A9		
Associated City	Kotlik		
Airport Name	Kotlik		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 4,000	Airport Facility 4,422	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Fair Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2013 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	KKA		
Associated City	Koyuk		
Airport Name	Koyuk Alfred Adams		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	No	0%	
Crosswind Runway if Coverage < 95%	No	0%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>70%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective	Airport Facility	Index Score
Runway Length	4,000	3,002	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Met	10%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>40%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4L/V4R		
Clear Approaches	Yes		
Airport Layout Plan	Year: 1994 -- 10 Years Old or Older		
Seasonal Closure	Has seasonal restrictions		

<b>Airport Information</b>			
FAA ID	KYU		
Associated City	Koyukuk		
Airport Name	Koyukuk		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	No	0%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>70% to 80%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2007 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	KWT		
Associated City	Kwethluk		
Airport Name	Kwethluk		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective	Airport Facility	30%
Runway Lighting	3,199	3,199	15%
Instrument Approach Visibility Minimums (Miles)	MIRL	MIRL	15%
Demand for Lease Lots	1	1	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Meet Demand	Demand Not Met	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Fair Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS-3P		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	No		
Airport Layout Plan	Year: 2005 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	GGV		
Associated City	Kwigillingok		
Airport Name	Kwigillingok		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
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%	
<b>Total Index</b>	<b>60%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	1,835	0%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>0%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old		
Seasonal Closure	Has seasonal restrictions		

<b>Airport Information</b>			
FAA ID	2A3		
Associated City	Larsen Bay		
Airport Name	Larsen Bay		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>30% to 40%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	2,700	2,700	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>			<b>55%</b>
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	No		
Airport Layout Plan	Year: 2008 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	928		
Associated City	Levelock		
Airport Name	Levelock		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 3,281	Airport Facility 3,281	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>45%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2013 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	MBA		
Associated City	Manokotak		
Airport Name	Manokotak		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	3,300	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>65%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWSS		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2011 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	MDM		
Associated City	Marshall		
Airport Name	Marshall Don Hunter Sr		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective	Airport Facility	Index Score
Runway Length	4,000	3,200	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>30%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWSS		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2003 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	MYU		
Associated City	Mekoryuk		
Airport Name	Mekoryuk		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>70% to 80%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	3,070	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>30%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4L/V4R		
Clear Approaches	Yes		
Airport Layout Plan	Year: 1987 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	MOU		
Associated City	Mountain Village		
Airport Name	Mountain Village		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 4,000	Airport Facility 3,501	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>30%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2004 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	KEB		
Associated City	Nanwalek		
Airport Name	Nanwalek		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>20% to 30%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	1,850	0%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>15%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Poor Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	No ALP		
Seasonal Closure	Has seasonal restrictions		

<b>Airport Information</b>			
FAA ID	WNA		
Associated City	Napakiak		
Airport Name	Napakiak		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	No	0%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 3,248	Airport Facility 3,248	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Fair Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS-3P		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2002 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	PKA		
Associated City	Napaskiak		
Airport Name	Napaskiak		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	No	0%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>50%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,000	3,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2011 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	OUL		
Associated City	Nelson Lagoon		
Airport Name	Nelson Lagoon		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
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%	
<b>Total Index</b>	<b>65%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,003	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>55%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWSS		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2000 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	KNW		
Associated City	New Stuyahok		
Airport Name	New Stuyahok		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,281	3,282	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWSS		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2010 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	EWU		
Associated City	Newtok		
Airport Name	Newtok		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>70% to 80%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	2,202	0%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>0%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Poor Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2005 -- Less Than 10 Years Old		
Seasonal Closure	Has seasonal restrictions		



<b>Airport Information</b>			
FAA ID	IGT		
Associated City	Nightmute		
Airport Name	Nightmute		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
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%	
<b>Total Index</b>	<b>60%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,200	3,200	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>55%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	FSP		
Associated City	Nikolai		
Airport Name	Nikolai		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,021	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWSS		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2007 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	WTK		
Associated City	Noatak		
Airport Name	Noatak		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 1994 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	5NN		
Associated City	Nondalton		
Airport Name	Nondalton		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		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	No	0%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	2,800	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>25%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2004 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	D76		
Associated City	Noorvik		
Airport Name	Robert (Bob) Curtis Memorial		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>45%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4R		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2001 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	AQT		
Associated City	Nuiqsut		
Airport Name	Nuiqsut		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>65%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 4,000	Airport Facility 4,589	30%
Runway Lighting	MIRL	HIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>65%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V2L/V2L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	NUL		
Associated City	Nulato		
Airport Name	Nulato		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>90% to 100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,011	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>			<b>60%</b>
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2010 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	SXP		
Associated City	Nunam Iqua		
Airport Name	Sheldon Point		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	3,015	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>15%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Fair Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2002 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	16A		
Associated City	Nunapitchuk		
Airport Name	Nunapitchuk		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
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%	
<b>Total Index</b>	<b>70%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 3,300	Airport Facility 2,420	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>15%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS-3P		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	6R7		
Associated City	Old Harbor		
Airport Name	Old Harbor		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 3,300	Airport Facility 2,750	0%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>10%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Poor Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	No		
Airport Layout Plan	Year: 2008 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>				
FAA ID	4K5			
Associated City	Ouzinkie			
Airport Name	Ouzinkie			
AASP Classification	Community Off-Road			
Planning Region	Southcoast			
<b>Airport Design Standards</b>		Compliance	Index Score	
Runway Safety Area (RSA) Compliance	Yes	20%		
Object Free Zone (OFZ) Compliance	Yes	15%		
Threshold Siting Surface (TSS) Compliance	No	0%		
Runway Protection Zone (RPZ) Controlled by User	Yes	10%		
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%		
Crosswind Runway if Coverage < 95%	NA	10%		
Runway Visibility Zone (RVZ)	NA	10%		
Parallel Taxiway if Operations > 20,000/year	NA	10%		
<b>Total Index</b>	<b>85%</b>			
<b>Airport Facility Objectives</b>		Objective	Airport Facility	Index Score
Runway Length	3,300	3,300	30%	
Runway Lighting	MIRL	MIRL	15%	
Instrument Approach Visibility Minimums (Miles)	1	NA	0%	
Demand for Lease Lots	Meet Demand	Demand Met	10%	
Demand for Tie-Downs	Meet Demand	Demand Met	10%	
Fuel Sales Available	Yes	No	0%	
Passenger Shelter	Yes	Yes	5%	
Public Toilet	Yes	No	0%	
<b>Total Index</b>	<b>70%</b>			
<b>Other Performance Measures</b>				
Airfield Surface Condition:				
Unpaved Primary Runway	Meets Standard: Good Condition			
Paved Taxiways	NA			
Paved Aprons	NA			
Weather Reporting and Observation	Weather Cameras			
Visual Glideslope Indicator (VGSI)	None			
Clear Approaches	Yes			
Airport Layout Plan	Year: 2006 -- Less Than 10 Years Old			
Seasonal Closure	No Seasonal Restrictions			

<b>Airport Information</b>			
FAA ID	4K0		
Associated City	Pedro Bay		
Airport Name	Pedro Bay		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>75% to 85%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,000	3,002	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>			<b>45%</b>
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2010 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	PEV		
Associated City	Perryville		
Airport Name	Perryville		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		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%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80% to 90%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	3,300	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>45%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2005 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	PNP		
Associated City	Pilot Point		
Airport Name	Pilot Point		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 3,280	Airport Facility 3,280	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	OAK		
Associated City	Pilot Station		
Airport Name	Pilot Station		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	2,540	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>15%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Poor Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2003 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	PTU		
Associated City	Platinum		
Airport Name	Platinum		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	5,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	PHO		
Associated City	Point Hope		
Airport Name	Point Hope		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
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%	
<b>Total Index</b>	<b>70%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective: 4,000	Airport Facility: 4,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2014		
Paved Primary Runway	Does Not Meet Standard: PCI < 70		
Paved Taxiways	Does Not Meet Standard: PCI < 60		
Paved Aprons	Does Not Meet Standard: PCI < 60		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4L/V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2004 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	PIZ		
Associated City	Point Lay		
Airport Name	Point Lay LRRS		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
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%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>70%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 4,000	Airport Facility 4,500	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	No ALP		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	PGM		
Associated City	Port Graham		
Airport Name	Port Graham		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>30% to 40%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	1,975	0%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>			<b>15%</b>
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Fair Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2005 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	PTH		
Associated City	Port Heiden		
Airport Name	Port Heiden		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	5,000	5,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Met	10%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>70%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4L/V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2002 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	ORI		
Associated City	Port Lions		
Airport Name	Port Lions		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>30% to 40%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	2,200	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>25%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 1993 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	AQH		
Associated City	Quinhagak		
Airport Name	Quinhagak		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 4,000	Airport Facility 4,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>70%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Fair Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS-3P		
Visual Glideslope Indicator (VGSI)	P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2006 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	RBY		
Associated City	Ruby		
Airport Name	Ruby		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWSS		
Visual Glideslope Indicator (VGSI)	P4L		
Clear Approaches	No		
Airport Layout Plan	Year: 2000 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	RSH		
Associated City	Russian Mission		
Airport Name	Russian Mission		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80% to 90%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,600	3,620	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>45%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWSS		
Visual Glideslope Indicator (VGSI)	P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2004 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	SDP		
Associated City	Sand Point		
Airport Name	Sand Point		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
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%	
<b>Total Index</b>	<b>70%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective: 5,213	Airport Facility: 5,213	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:		PCI Year: 2013	
Paved Primary Runway		Meets Standard: PCI ≥ 70	
Paved Taxiways		Meets Standard: PCI ≥ 60	
Paved Aprons		Meets Standard: PCI ≥ 60	
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4L/P4R		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2002 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	SVA		
Associated City	Savoonga		
Airport Name	Savoonga		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	No	0%	
Runway Visibility Zone (RVZ)	Yes	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>70%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,400	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V2L/V2L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2008 -- Less Than 10 Years Old		
Seasonal Closure	Has seasonal restrictions		

<b>Airport Information</b>			
FAA ID	SCM		
Associated City	Scammon Bay		
Airport Name	Scammon Bay		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	No	0%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	3,001	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>15%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWSS		
Visual Glideslope Indicator (VGSI)	P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2004 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	WLK		
Associated City	Selawik		
Airport Name	Selawik		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,400	3,002	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>30%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2001 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	SOV		
Associated City	Seldovia		
Airport Name	Seldovia		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	2,585	1,845	0%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Met	10%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>20%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2013 -- Less Than 10 Years Old		
Seasonal Closure	Has seasonal restrictions		

<b>Airport Information</b>			
FAA ID	SHX		
Associated City	Shageluk		
Airport Name	Shageluk		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 3,400	Airport Facility 3,400	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS-3P		
Visual Glideslope Indicator (VGSI)	P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2004 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	2C7		
Associated City	Shaktoolik		
Airport Name	Shaktoolik		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>85%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective: 4,000	Airport Facility: 4,001	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Fair Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2003 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	SHH		
Associated City	Shishmaref		
Airport Name	Shishmaref		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 4,000	Airport Facility 5,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>65%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2014		
Paved Primary Runway	Does Not Meet Standard: PCI < 70		
Paved Taxiways	Does Not Meet Standard: PCI < 60		
Paved Aprons	Does Not Meet Standard: PCI < 60		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	V4L/V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2003 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	SHG		
Associated City	Shungnak		
Airport Name	Shungnak		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 4,000	Airport Facility 4,001	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Fair Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWSS		
Visual Glideslope Indicator (VGSI)	P4R		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2000 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>				
FAA ID	SLQ			
Associated City	Sleetmute			
Airport Name	Sleetmute			
AASP Classification	Community Off-Road			
Planning Region	Central			
<b>Airport Design Standards</b>		Compliance	Index Score	
Runway Safety Area (RSA) Compliance	No	0%		
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	No	0%		
Crosswind Runway if Coverage < 95%	NA	10%		
Runway Visibility Zone (RVZ)	NA	10%		
Parallel Taxiway if Operations > 20,000/year	NA	10%		
<b>Total Index</b>	<b>60%</b>			
<b>Airport Facility Objectives</b>		Objective	Airport Facility	Index Score
Runway Length	3,100	3,100	30%	
Runway Lighting	MIRL	MIRL	15%	
Instrument Approach Visibility Minimums (Miles)	1	NA	0%	
Demand for Lease Lots	Meet Demand	Demand Met	10%	
Demand for Tie-Downs	Meet Demand	Demand Met	10%	
Fuel Sales Available	Yes	No	0%	
Passenger Shelter	Yes	No	0%	
Public Toilet	Yes	No	0%	
<b>Total Index</b>	<b>65%</b>			
<b>Other Performance Measures</b>				
Airfield Surface Condition:				
Unpaved Primary Runway	Meets Standard: Good Condition			
Paved Taxiways	NA			
Paved Aprons	NA			
Weather Reporting and Observation	AWOS			
Visual Glideslope Indicator (VGSI)	None			
Clear Approaches	Yes			
Airport Layout Plan	Year: 2004 -- 10 Years Old or Older			
Seasonal Closure	No Seasonal Restrictions			

<b>Airport Information</b>			
FAA ID	PBV		
Associated City	St George		
Airport Name	St George		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	No	0%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>55%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,980	4,982	30%
Runway Lighting	MIRL	HIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>70%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:		<u>PCI Year: 2014</u>	
Paved Primary Runway		Meets Standard: PCI ≥ 70	
Paved Taxiways		Meets Standard: PCI ≥ 60	
Paved Aprons		Meets Standard: PCI ≥ 60	
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2004 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	SMK		
Associated City	St Michael		
Airport Name	St Michael		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,001	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWSS		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2000 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	SNP		
Associated City	St Paul Island		
Airport Name	St Paul Island		
AASP Classification	Community Off-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		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	No	0%	
Crosswind Runway if Coverage < 95%	No	0%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>70%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	6,500	6,500	30%
Runway Lighting	MIRL	HIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>70%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:		PCI Year: 2014	
Paved Primary Runway		Meets Standard: PCI ≥ 70	
Paved Taxiways		Meets Standard: PCI ≥ 60	
Paved Aprons		Meets Standard: PCI ≥ 60	
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V4R/V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2008 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	WBB		
Associated City	Stebbins		
Airport Name	Stebbins		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>90% to 100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	2,999	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>			<b>20%</b>
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	No		
Airport Layout Plan	Year: 2000 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	SVS		
Associated City	Stevens Village		
Airport Name	Stevens Village		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>45%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2009 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	SRV		
Associated City	Stony River		
Airport Name	Stony River 2		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>30%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	2,601	0%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>10%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Poor Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2005 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	TCT		
Associated City	Takotna		
Airport Name	Takotna		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>50%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	3,300	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>15%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2013 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	TAL		
Associated City	Tanana		
Airport Name	Ralph M Calhoun Memorial		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>70%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 4,000	Airport Facility 4,400	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>65%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V4L		
Clear Approaches	No		
Airport Layout Plan	Year: 2009 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	7KA		
Associated City	Tatitlek		
Airport Name	Tatitlek		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80% to 90%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	3,701	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>			<b>15%</b>
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2000 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	TER		
Associated City	Teller		
Airport Name	Teller		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,400	2,983	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>30%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWSS		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2000 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	TOG		
Associated City	Togiak Village		
Airport Name	Togiak		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 4,400	Airport Facility 4,400	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>65%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS		
Visual Glideslope Indicator (VGSI)	P4L/V4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2002 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	OOK		
Associated City	Toksook Bay		
Airport Name	Toksook Bay		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 3,218	Airport Facility 3,218	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	2	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>45%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Fair Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWSS		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2005 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	TLT		
Associated City	Tuluksak		
Airport Name	Tuluksak		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>45%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	3,300	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>45%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old		
Seasonal Closure	Has seasonal restrictions		

<b>Airport Information</b>			
FAA ID	A61		
Associated City	Tuntutuliak		
Airport Name	Tuntutuliak		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	No	0%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 3,025	Airport Facility 3,025	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>50%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 1998 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	4KA		
Associated City	Tununak		
Airport Name	Tununak		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
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%	
<b>Total Index</b>	<b>45%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	1,778	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>15%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Poor Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2011 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	A63		
Associated City	Twin Hills		
Airport Name	Twin Hills		
AASP Classification	Community Off-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,000	3,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>45%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2009 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	VEE		
Associated City	Venetie		
Airport Name	Venetie		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>65%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2005 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	AWI		
Associated City	Wainwright		
Airport Name	Wainwright		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective	Airport Facility	Index Score
Runway Length	4,000	4,494	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	P4L/P4R		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2013 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	IWK		
Associated City	Wales		
Airport Name	Wales		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	4,000	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWSS		
Visual Glideslope Indicator (VGSI)	P4L/P4R		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2006 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	WMO		
Associated City	White Mountain		
Airport Name	White Mountain		
AASP Classification	Community Off-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>70% to 80%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	4,000	3,000	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>30%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	AWOS-3		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	No		
Airport Layout Plan	Year: 1992 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

## Community On-Road Airport Scorecards

Airport Information			
FAA ID	CEM		
Associated City	Central		
Airport Name	Central		
AASP Classification	Community On-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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
Airport Facility Objectives			Index Score
	Objective	Airport Facility	
Runway Length	3,400	2,782	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>15%</b>		
Other Performance Measures			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Poor Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 1989 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	CZO		
Associated City	Chistochina		
Airport Name	Chistochina		
AASP Classification	Community On-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>55%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,400	2,060	0%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>			<b>0%</b>
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Fair Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	No ALP		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	CRC		
Associated City	Circle		
Airport Name	Circle City		
AASP Classification	Community On-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>75%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,400	2,979	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>15%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 1985 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	D66		
Associated City	Delta Junction		
Airport Name	Delta Junction		
AASP Classification	Community On-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	No	0%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>45%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,400	2,500	0%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>0%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	No		
Airport Layout Plan	No ALP		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	GKN		
Associated City	Gulkana		
Airport Name	Gulkana		
AASP Classification	Community On-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective: 5,000	Airport Facility: 5,001	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>70%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2013		
Paved Primary Runway	Does Not Meet Standard: PCI < 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Does Not Meet Standard: PCI < 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V4L/V4R		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2013 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>				
FAA ID	HNS			
Associated City	Haines			
Airport Name	Haines			
AASP Classification	Community On-Road			
Planning Region	Southcoast			
<b>Airport Design Standards</b>		Compliance	Index Score	
Runway Safety Area (RSA) Compliance	Yes	20%		
Object Free Zone (OFZ) Compliance	Yes	15%		
Threshold Siting Surface (TSS) Compliance	No	0%		
Runway Protection Zone (RPZ) Controlled by User	Yes	10%		
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%		
Crosswind Runway if Coverage < 95%	NA	10%		
Runway Visibility Zone (RVZ)	NA	10%		
Parallel Taxiway if Operations > 20,000/year	NA	10%		
<b>Total Index</b>	<b>85%</b>			
<b>Airport Facility Objectives</b>		Objective	Airport Facility	Index Score
Runway Length	4,000	4,000	30%	
Runway Lighting	MIRL	MIRL	15%	
Instrument Approach Visibility Minimums (Miles)	1	NA	0%	
Demand for Lease Lots	Meet Demand	Demand Met	10%	
Demand for Tie-Downs	Meet Demand	Demand Met	10%	
Fuel Sales Available	Yes	Yes	10%	
Passenger Shelter	Yes	Yes	5%	
Public Toilet	Yes	Yes	5%	
<b>Total Index</b>	<b>85%</b>			
<b>Other Performance Measures</b>				
Airfield Surface Condition:				
Paved Primary Runway		Meets Standard: PCI ≥ 70		
Paved Taxiways		NA		
Paved Aprons		NA		
Weather Reporting and Observation	ASOS			
Visual Glideslope Indicator (VGSI)	P4L/P4L			
Clear Approaches	Yes			
Airport Layout Plan	Year: 2004 -- 10 Years Old or Older			
Seasonal Closure	No Seasonal Restrictions			

<b>Airport Information</b>			
FAA ID	HRR		
Associated City	Healy		
Airport Name	Healy River		
AASP Classification	Community On-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 3,400	Airport Facility 2,912	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>15%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2014		
Paved Primary Runway	Does Not Meet Standard: PCI < 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Does Not Meet Standard: PCI < 60		
Weather Reporting and Observation	Apaid		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 1997 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	5HO		
Associated City	Hope		
Airport Name	Hope		
AASP Classification	Community On-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>65%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	2,000	2,060	30%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>			<b>30%</b>
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	None		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2008 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	MLY		
Associated City	Manley Hot Springs		
Airport Name	Manley Hot Springs		
AASP Classification	Community On-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,400	3,401	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>60%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Apaid		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2005 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	51Z		
Associated City	Minto		
Airport Name	Minto Al Wright		
AASP Classification	Community On-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
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%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>70%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective	Airport Facility	Index Score
Runway Length	3,400	3,400	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>45%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Meets Standard: Good Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 1977 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		



<b>Airport Information</b>			
FAA ID	ORT		
Associated City	Northway		
Airport Name	Northway		
AASP Classification	Community On-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 5,000	Airport Facility 5,100	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>75%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2013		
Paved Primary Runway	Does Not Meet Standard: PCI < 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2005 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	PAQ		
Associated City	Palmer		
Airport Name	Palmer Municipal		
AASP Classification	Community On-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	Yes	15%	
Threshold Siting Surface (TSS) Compliance	Yes	15%	
Runway Protection Zone (RPZ) Controlled by User	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>80%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective: 6,009	Airport Facility: 6,009	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>75%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2013		
Paved Primary Runway	Does Not Meet Standard: PCI < 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	P4L/P4L		
Clear Approaches	No		
Airport Layout Plan	Year: 2011 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	SWD		
Associated City	Seward		
Airport Name	Seward		
AASP Classification	Community On-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
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	No	0%	
Crosswind Runway if Coverage < 95%	Yes	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>60%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 4,240	Airport Facility 4,533	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	0%
Demand for Lease Lots	Meet Demand	Demand Met	10%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>70%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2014		
Paved Primary Runway	Does Not Meet Standard: PCI < 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V4L		
Clear Approaches	No		
Airport Layout Plan	Year: 2008 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	SGY		
Associated City	Skagway		
Airport Name	Skagway		
AASP Classification	Community On-Road		
Planning Region	Southcoast		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
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%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>70%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 3,550	Airport Facility 3,550	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>65%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2014		
Paved Primary Runway	Meets Standard: PCI ≥ 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2005 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	TKA		
Associated City	Talkeetna		
Airport Name	Talkeetna		
AASP Classification	Community On-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		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	Yes	10%	
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	Yes	10%	
<b>Total Index</b>	<b>100%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective 3,500	Airport Facility 3,500	30%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Met	10%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>85%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2013		
Paved Primary Runway	Does Not Meet Standard: PCI < 70		
Paved Taxiways	Does Not Meet Standard: PCI < 60		
Paved Aprons	Does Not Meet Standard: PCI < 60		
Weather Reporting and Observation	ASOS		
Visual Glideslope Indicator (VGSI)	V4L/V4R		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2010 -- Less Than 10 Years Old		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	6K8		
Associated City	Tok		
Airport Name	Tok Junction		
AASP Classification	Community On-Road		
Planning Region	Northern		
<b>Airport Design Standards</b>		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	Yes	10%	
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%	
<b>Total Index</b>	<b>90%</b>		
<b>Airport Facility Objectives</b>			Index Score
Runway Length	Objective: 4,000	Airport Facility: 2,509	0%
Runway Lighting	MIRL	MIRL	15%
Instrument Approach Visibility Minimums (Miles)	1	1	15%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	Yes	10%
Passenger Shelter	Yes	Yes	5%
Public Toilet	Yes	Yes	5%
<b>Total Index</b>	<b>50%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:	PCI Year: 2013		
Paved Primary Runway	Does Not Meet Standard: PCI < 70		
Paved Taxiways	Meets Standard: PCI ≥ 60		
Paved Aprons	Meets Standard: PCI ≥ 60		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	Yes		
Airport Layout Plan	Year: 2001 -- 10 Years Old or Older		
Seasonal Closure	No Seasonal Restrictions		

<b>Airport Information</b>			
FAA ID	IEM		
Associated City	Whittier		
Airport Name	Whittier		
AASP Classification	Community On-Road		
Planning Region	Central		
<b>Airport Design Standards</b>		Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%	
Object Free Zone (OFZ) Compliance	No	0%	
Threshold Siting Surface (TSS) Compliance	No	0%	
Runway Protection Zone (RPZ) Controlled by User	No	0%	
Runway Protection Zone (RPZ) Compatible Land Use	No	0%	
Crosswind Runway if Coverage < 95%	NA	10%	
Runway Visibility Zone (RVZ)	NA	10%	
Parallel Taxiway if Operations > 20,000/year	NA	10%	
<b>Total Index</b>	<b>30%</b>		
<b>Airport Facility Objectives</b>			Index Score
	Objective	Airport Facility	
Runway Length	3,300	1,480	0%
Runway Lighting	MIRL	None	0%
Instrument Approach Visibility Minimums (Miles)	1	NA	0%
Demand for Lease Lots	Meet Demand	Demand Not Met	0%
Demand for Tie-Downs	Meet Demand	Demand Not Met	0%
Fuel Sales Available	Yes	No	0%
Passenger Shelter	Yes	No	0%
Public Toilet	Yes	No	0%
<b>Total Index</b>	<b>0%</b>		
<b>Other Performance Measures</b>			
Airfield Surface Condition:			
Unpaved Primary Runway	Does Not Meet Standard: Fair Condition		
Paved Taxiways	NA		
Paved Aprons	NA		
Weather Reporting and Observation	Weather Cameras		
Visual Glideslope Indicator (VGSI)	None		
Clear Approaches	No		
Airport Layout Plan	Year: 2010 -- Less Than 10 Years Old		
Seasonal Closure	Has seasonal restrictions		

## Local NPIAS High Activity Airport Scorecards

Airport Information		
FAA ID	LHD	
Associated City	Anchorage	
Airport Name	Lake Hood	
AASP Classification	Local NPIAS High Activity	
Planning Region	Central	
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	Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	Yes	10%
<b>Total Index</b>	<b>100%</b>	
Other Performance Measures		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2008 -- Less Than 10 Years Old	
Seasonal Closure	No Seasonal Restrictions	



<b>Airport Information</b>		
FAA ID	MRI	
Associated City	Anchorage	
Airport Name	Merrill Field	
AASP Classification	Local NPIAS High Activity	
Planning Region	Central	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	No	0%
Object Free Zone (OFZ) Compliance	No	0%
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%	Yes	10%
Runway Visibility Zone (RVZ)	No	0%
Parallel Taxiway if Operations > 20,000/year	Yes	10%
<b>Total Index</b>		<b>45%</b>
<b>Other Performance Measures</b>		
Clear Approaches	No	
Airport Layout Plan	Year: 2012 -- Less Than 10 Years Old	
Seasonal Closure	No Seasonal Restrictions	

<b>Airport Information</b>		
FAA ID	BGQ	
Associated City	Big Lake	
Airport Name	Big Lake	
AASP Classification	Local NPIAS High Activity	
Planning Region	Central	
<b>Airport Design Standards</b>	Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%
Object Free Zone (OFZ) Compliance	Yes	15%
Threshold Siting Surface (TSS) Compliance	No	0%
Runway Protection Zone (RPZ) Controlled by User	No	0%
Runway Protection Zone (RPZ) Compatible Land Use	No	0%
Crosswind Runway if Coverage < 95%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>		<b>45%</b>
<b>Other Performance Measures</b>		
Clear Approaches	No	
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old	
Seasonal Closure	No Seasonal Restrictions	

<b>Airport Information</b>		
FAA ID	BCV	
Associated City	Birchwood	
Airport Name	Birchwood	
AASP Classification	Local NPIAS High Activity	
Planning Region	Central	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	No	0%
Object Free Zone (OFZ) Compliance	No	0%
Threshold Siting Surface (TSS) Compliance	No	0%
Runway Protection Zone (RPZ) Controlled by User	No	0%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	Yes	10%
<b>Total Index</b>		<b>40%</b>
<b>Other Performance Measures</b>		
Clear Approaches	No	
Airport Layout Plan	Year: 2012 -- Less Than 10 Years Old	
Seasonal Closure	No Seasonal Restrictions	

<b>Airport Information</b>		
FAA ID	CKU	
Associated City	Cordova	
Airport Name	Cordova Municipal	
AASP Classification	Local NPIAS High Activity	
Planning Region	Southcoast	
<b>Airport Design Standards</b>		
	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	No	0%
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>	<b>70% to 80%</b>	
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	No ALP	
Seasonal Closure	Has seasonal restrictions	

<b>Airport Information</b>		
FAA ID	5NK	
Associated City	Naknek	
Airport Name	Naknek	
AASP Classification	Local NPIAS High Activity	
Planning Region	Southcoast	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	No	0%
Object Free Zone (OFZ) Compliance	No	0%
Threshold Siting Surface (TSS) Compliance	No	0%
Runway Protection Zone (RPZ) Controlled by User	No	0%
Runway Protection Zone (RPZ) Compatible Land Use	No	0%
Crosswind Runway if Coverage < 95%	Yes	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>		<b>30%</b>
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2002 -- 10 Years Old or Older	
Seasonal Closure	No Seasonal Restrictions	

<b>Airport Information</b>		
FAA ID	ENN	
Associated City	Nenana	
Airport Name	Nenana Municipal	
AASP Classification	Local NPIAS High Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	No	0%
Object Free Zone (OFZ) Compliance	No	0%
Threshold Siting Surface (TSS) Compliance	No	0%
Runway Protection Zone (RPZ) Controlled by User	No	0%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>		<b>40%</b>
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2002 -- 10 Years Old or Older	
Seasonal Closure	No Seasonal Restrictions	

<b>Airport Information</b>		
FAA ID	RDV	
Associated City	Red Devil	
Airport Name	Red Devil	
AASP Classification	Local NPIAS High Activity	
Planning Region	Central	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	No	0%
Object Free Zone (OFZ) Compliance	Yes	15%
Threshold Siting Surface (TSS) Compliance	No	0%
Runway Protection Zone (RPZ) Controlled by User	No	0%
Runway Protection Zone (RPZ) Compatible Land Use	No	0%
Crosswind Runway if Coverage < 95%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>		<b>45%</b>
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2004 -- 10 Years Old or Older	
Seasonal Closure	Has seasonal restrictions	

<b>Airport Information</b>		
FAA ID	SXQ	
Associated City	Soldotna	
Airport Name	Soldotna	
AASP Classification	Local NPIAS High Activity	
Planning Region	Central	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	Yes	20%
Object Free Zone (OFZ) Compliance	No	0%
Threshold Siting Surface (TSS) Compliance	Yes	15%
Runway Protection Zone (RPZ) Controlled by User	Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>		<b>85%</b>
<b>Other Performance Measures</b>		
Clear Approaches	No	
Airport Layout Plan	Year: 2004 -- 10 Years Old or Older	
Seasonal Closure	No Seasonal Restrictions	



<b>Airport Information</b>		
FAA ID	IYS	
Associated City	Wasilla	
Airport Name	Wasilla	
AASP Classification	Local NPIAS High Activity	
Planning Region	Central	
<b>Airport Design Standards</b>		
	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	No	0%
Crosswind Runway if Coverage < 95%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	Yes	10%
<b>Total Index</b>		<b>80%</b>
<b>Other Performance Measures</b>		
Clear Approaches	No	
Airport Layout Plan	Year: 2009 -- Less Than 10 Years Old	
Seasonal Closure	No Seasonal Restrictions	

<b>Airport Information</b>		
FAA ID	UUO	
Associated City	Willow	
Airport Name	Willow	
AASP Classification	Local NPIAS High Activity	
Planning Region	Central	
<b>Airport Design Standards</b>		
	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%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>		<b>90%</b>
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2013 -- Less Than 10 Years Old	
Seasonal Closure	No Seasonal Restrictions	

## Local NPIAS Lower Activity Airport Scorecards

Airport Information		
FAA ID	BTT	
Associated City	Bettles	
Airport Name	Bettles	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
Airport Design Standards	Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%
Object Free Zone (OFZ) Compliance	Yes	15%
Threshold Siting Surface (TSS) Compliance	Yes	15%
Runway Protection Zone (RPZ) Controlled by User	Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>	<b>80%</b>	
Other Performance Measures		
Clear Approaches	Yes	
Airport Layout Plan	Year: 1995 -- 10 Years Old or Older	
Seasonal Closure	No Seasonal Restrictions	

<b>Airport Information</b>		
FAA ID	Z91	
Associated City	Birch Creek	
Airport Name	Birch Creek	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>		
	Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%
Object Free Zone (OFZ) Compliance	Yes	15%
Threshold Siting Surface (TSS) Compliance	Yes	15%
Runway Protection Zone (RPZ) Controlled by User	Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>		<b>80%</b>
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2003 -- 10 Years Old or Older	
Seasonal Closure	No Seasonal Restrictions	

<b>Airport Information</b>		
FAA ID	BYA	
Associated City	Boundary	
Airport Name	Boundary	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>		
	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	Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use	No	0%
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>	<b>80% to 90%</b>	
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2005 -- Less Than 10 Years Old	
Seasonal Closure	Has seasonal restrictions	

<b>Airport Information</b>		
FAA ID	5CD	
Associated City	Chandalar Camp	
Airport Name	Chandalar Shelf	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	No	0%
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%	Data Unavailable	0% to 10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>	<b>60% to 70%</b>	
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2003 -- 10 Years Old or Older	
Seasonal Closure	No Seasonal Restrictions	

<b>Airport Information</b>		
FAA ID	WCR	
Associated City	Chandalar Lake	
Airport Name	Chandalar Lake	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
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%	Data Unavailable	0% to 10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>	<b>80% to 90%</b>	
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2003 -- 10 Years Old or Older	
Seasonal Closure	Has seasonal restrictions	

<b>Airport Information</b>		
FAA ID	CKX	
Associated City	Chicken	
Airport Name	Chicken	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	No	0%
Object Free Zone (OFZ) Compliance	Yes	15%
Threshold Siting Surface (TSS) Compliance	No	0%
Runway Protection Zone (RPZ) Controlled by User	Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>	<b>55% to 65%</b>	
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 1990 -- 10 Years Old or Older	
Seasonal Closure	No Seasonal Restrictions	



<b>Airport Information</b>		
FAA ID	CZN	
Associated City	Chisana	
Airport Name	Chisana	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
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	Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>		<b>100%</b>
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2001 -- 10 Years Old or Older	
Seasonal Closure	Has seasonal restrictions	

<b>Airport Information</b>		
FAA ID	CXC	
Associated City	Chitina	
Airport Name	Chitina	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	Yes	20%
Object Free Zone (OFZ) Compliance	Yes	15%
Threshold Siting Surface (TSS) Compliance	No	0%
Runway Protection Zone (RPZ) Controlled by User	Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>		<b>85%</b>
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 1997 -- 10 Years Old or Older	
Seasonal Closure	No Seasonal Restrictions	

<b>Airport Information</b>		
FAA ID	CHP	
Associated City	Circle Hot Springs	
Airport Name	Circle Hot Springs	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
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%	Data Unavailable	0% to 10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>	<b>80% to 90%</b>	
<b>Other Performance Measures</b>		
Clear Approaches	No	
Airport Layout Plan	Year: 2006 -- Less Than 10 Years Old	
Seasonal Closure	No Seasonal Restrictions	

<b>Airport Information</b>		
FAA ID	Z84	
Associated City	Clear	
Airport Name	Clear	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
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%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>		<b>90%</b>
<b>Other Performance Measures</b>		
Clear Approaches	No	
Airport Layout Plan	Year: 1998 -- 10 Years Old or Older	
Seasonal Closure	No Seasonal Restrictions	

<b>Airport Information</b>		
FAA ID	CXF	
Associated City	Coldfoot	
Airport Name	Coldfoot	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
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	Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use	No	0%
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>	<b>80% to 90%</b>	
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 1998 -- 10 Years Old or Older	
Seasonal Closure	Has seasonal restrictions	

<b>Airport Information</b>		
FAA ID	K29	
Associated City	Council	
Airport Name	Council	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	Yes	20%
Object Free Zone (OFZ) Compliance	Yes	15%
Threshold Siting Surface (TSS) Compliance	No	0%
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%
<b>Total Index</b>		<b>65%</b>
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 1994 -- 10 Years Old or Older	
Seasonal Closure	Has seasonal restrictions	

<b>Airport Information</b>		
FAA ID	DCK	
Associated City	Dahl Creek	
Airport Name	Dahl Creek	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	No	0%
Object Free Zone (OFZ) Compliance	No	0%
Threshold Siting Surface (TSS) Compliance	Yes	15%
Runway Protection Zone (RPZ) Controlled by User	Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>	<b>55% to 65%</b>	
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 1985 -- 10 Years Old or Older	
Seasonal Closure	Has seasonal restrictions	

<b>Airport Information</b>		
FAA ID	FLT	
Associated City	Flat	
Airport Name	Flat	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Central	
<b>Airport Design Standards</b>		
	Compliance	Index Score
Runway Safety Area (RSA) Compliance	Yes	20%
Object Free Zone (OFZ) Compliance	No	0%
Threshold Siting Surface (TSS) Compliance	No	0%
Runway Protection Zone (RPZ) Controlled by User	No	0%
Runway Protection Zone (RPZ) Compatible Land Use	No	0%
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>	<b>40% to 50%</b>	
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2011 -- Less Than 10 Years Old	
Seasonal Closure	Has seasonal restrictions	



<b>Airport Information</b>		
FAA ID	GBH	
Associated City	Galbraith Lake	
Airport Name	Galbraith Lake	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	No	0%
Object Free Zone (OFZ) Compliance	Yes	15%
Threshold Siting Surface (TSS) Compliance	Yes	15%
Runway Protection Zone (RPZ) Controlled by User	Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use	No	0%
Crosswind Runway if Coverage < 95%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>		<b>70%</b>
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2010 -- Less Than 10 Years Old	
Seasonal Closure	No Seasonal Restrictions	

<b>Airport Information</b>		
FAA ID	AQY	
Associated City	Girdwood	
Airport Name	Girdwood	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Central	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	No	0%
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%	Data Unavailable	0% to 10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>	<b>60% to 70%</b>	
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2005 -- Less Than 10 Years Old	
Seasonal Closure	No Seasonal Restrictions	

<b>Airport Information</b>		
FAA ID	Z40	
Associated City	Goose Bay	
Airport Name	Goose Bay	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Central	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	Yes	20%
Object Free Zone (OFZ) Compliance	No	0%
Threshold Siting Surface (TSS) Compliance	Yes	15%
Runway Protection Zone (RPZ) Controlled by User	Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>		<b>85%</b>
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2007 -- Less Than 10 Years Old	
Seasonal Closure	Has seasonal restrictions	

<b>Airport Information</b>		
FAA ID	5Z5	
Associated City	Kantishna	
Airport Name	Kantishna	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>		
	Compliance	Index Score
Runway Safety Area (RSA) Compliance	No	0%
Object Free Zone (OFZ) Compliance	Yes	15%
Threshold Siting Surface (TSS) Compliance	No	0%
Runway Protection Zone (RPZ) Controlled by User	No	0%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>	<b>45% to 55%</b>	
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2002 -- 10 Years Old or Older	
Seasonal Closure	No Seasonal Restrictions	

<b>Airport Information</b>		
FAA ID	KDK	
Associated City	Kodiak	
Airport Name	Kodiak Municipal	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Southcoast	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	No	0%
Object Free Zone (OFZ) Compliance	No	0%
Threshold Siting Surface (TSS) Compliance	No	0%
Runway Protection Zone (RPZ) Controlled by User	No	0%
Runway Protection Zone (RPZ) Compatible Land Use	No	0%
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%
Runway Visibility Zone (RVZ)	No	0%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>	<b>10% to 20%</b>	
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	No ALP	
Seasonal Closure	Has seasonal restrictions	

<b>Airport Information</b>		
FAA ID	Z55	
Associated City	Lake Louise	
Airport Name	Lake Louise	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
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%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>		<b>90%</b>
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2014 -- Less Than 10 Years Old	
Seasonal Closure	Has seasonal restrictions	

<b>Airport Information</b>		
FAA ID	2AK	
Associated City	Lime Village	
Airport Name	Lime Village	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Central	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	No	0%
Object Free Zone (OFZ) Compliance	No	0%
Threshold Siting Surface (TSS) Compliance	No	0%
Runway Protection Zone (RPZ) Controlled by User	No	0%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>	<b>30% to 40%</b>	
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2011 -- Less Than 10 Years Old	
Seasonal Closure	Has seasonal restrictions	

<b>Airport Information</b>		
FAA ID	MYK	
Associated City	May Creek	
Airport Name	May Creek	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	No	0%
Object Free Zone (OFZ) Compliance	No	0%
Threshold Siting Surface (TSS) Compliance	No	0%
Runway Protection Zone (RPZ) Controlled by User	Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>	<b>40% to 50%</b>	
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	No ALP	
Seasonal Closure	No Seasonal Restrictions	



<b>Airport Information</b>		
FAA ID	15Z	
Associated City	McCarthy	
Airport Name	McCarthy	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>		
	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	Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>	<b>90% to 100%</b>	
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2000 -- 10 Years Old or Older	
Seasonal Closure	Has seasonal restrictions	

<b>Airport Information</b>		
FAA ID	MHM	
Associated City	Minchumina	
Airport Name	Minchumina	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Northern	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
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	Yes	10%
Runway Protection Zone (RPZ) Compatible Land Use	Yes	10%
Crosswind Runway if Coverage < 95%	NA	10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>		<b>100%</b>
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2004 -- 10 Years Old or Older	
Seasonal Closure	No Seasonal Restrictions	

<b>Airport Information</b>		
FAA ID	Z17	
Associated City	Ophir	
Airport Name	Ophir	
AASP Classification	Local NPIAS Lower Activity	
Planning Region	Central	
<b>Airport Design Standards</b>	<b>Compliance</b>	<b>Index Score</b>
Runway Safety Area (RSA) Compliance	Yes	20%
Object Free Zone (OFZ) Compliance	Yes	15%
Threshold Siting Surface (TSS) Compliance	No	0%
Runway Protection Zone (RPZ) Controlled by User	No	0%
Runway Protection Zone (RPZ) Compatible Land Use	No	0%
Crosswind Runway if Coverage < 95%	Data Unavailable	0% to 10%
Runway Visibility Zone (RVZ)	NA	10%
Parallel Taxiway if Operations > 20,000/year	NA	10%
<b>Total Index</b>	<b>55% to 65%</b>	
<b>Other Performance Measures</b>		
Clear Approaches	Yes	
Airport Layout Plan	Year: 2012 -- Less Than 10 Years Old	
Seasonal Closure	No Seasonal Restrictions	