

ALASKA



Aviation System Plan



The Continuous Aviation System Planning Process, 2015

EXECUTIVE SUMMARY



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

STATEWIDE AVIATION

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From the desk of Deputy Commissioner Binder

I am pleased to present the 2015 *Alaska Aviation System Plan Executive Summary* - a compilation of highlights and accomplishments from the past year of aviation system planning in the State of Alaska.

Given Alaska's size, its sparse population, and the vast territory inaccessible by road, it is no surprise that aviation has been a big part of life in the 49th state almost since the invention of the airplane. Noel Wien flew an open cockpit biplane from Anchorage's Park Strip to Fairbanks in July of 1924. He later became the founder of Wien Alaska Airways, which was among the first commercial airliners in the United States.

The Alaska Department of Transportation and Public Facilities (DOT&PF), other airport sponsors, and the FAA have made great strides in developing and improving the airport system since statehood. During that time and to date, Alaska's population continues to grow, passenger enplanements increase, and advancing aviation technology contributes to safer and more reliable access by air.

Today, the aviation industry generates \$3.5 billion and more that 47,000 Alaskan jobs annually, accounting for 10% of all the jobs in Alaska. There are 400 public use airports and seaplane bases serving 9,346 registered aircraft and 7,933 active pilots. Ted Stevens Anchorage International Airport is ranked #2 in North America for landed weight of cargo, #5 in the world for cargo throughput, and the second most efficient airport in the United States.

While Alaska's international airports are self-sustainable, opportunities to generate revenue at our rural airports are limited and costs are rising. Ensuring that these airports remain safe and meet the daily needs of travelers and the aviation community remains a challenge.

The Alaska Aviation System Plan (AASP) continues to provide an ongoing, updated perspective on the Alaska aviation system by documenting existing conditions and evaluating changes. The AASP plans for the system's future by measuring current performance, prioritizing needs, and setting standards for future development.

I invite you to visit our website at www.AlaskaASP.com to view our facility inventory information, work plan, current and past reports, and other information. Please feel free to contact us if you have questions or comments.

Sincerely,

A handwritten signature in blue ink, appearing to read "J.R. Binder III".

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

"Keep Alaska Moving through service and infrastructure."

What is the Alaska Aviation System Plan?

Aviation is the lifeline to Alaska. Currently, there are 7,933 active pilots, 2,801 airframe and power plant mechanics, and 9,346 registered aircraft in the state. Alaska has 400 public use airports, including 282 land-based airports, 4 heliports, and 114 seaplane bases; and there are 306 certified air carriers providing scheduled and on-demand services. On average, Alaskans fly approximately three times more often than residents in the continental United States.

The mission of the Alaska Aviation System Plan (AASP) is to provide for the safe and efficient movement of people and goods and the delivery of state services through the development, maintenance, operation, and management of Alaska's airport system. The AASP is a multi-year planning study conducted by the State of Alaska Department of Transportation and Public Facilities (DOT&PF) with guidance and funding support by the Federal Aviation Administration (FAA).

To accomplish this mission, the DOT&PF Division of Statewide Aviation launched Phase II of the AASP in 2013.

Several AASP Phase II goals include:

- Identifying needed airport improvements
- Setting priorities for funding
- Proposing aviation policies
- Documenting the existing system with photos, maps, and data



This executive summary captures 2015 accomplishments as well as work anticipated in 2016. To learn more, please visit the AASP website at www.AlaskaASP.com.

Capital Improvement and Maintenance Program

The Capital Improvement and Maintenance Program (CIMP) started in 2012 with a pilot study and was designed to provide a method to document the overall condition of the airport system in a consistent manner. This program allows DOT&PF and local airport sponsors to identify and prioritize the needs of each airport and community individually, as well as across the entire system of airports. To date, 113 airports have received an initial inspection since inception. The inspections document both maintenance and capital needs through a systematic process. Cost estimates are completed for each need discovered during an inspection, giving DOT&PF a comprehensive estimate of current and future budgetary requirements.

Buildings
KALTAG

shreb

TITLE

Name: shreb

STATE OWNED BUILDINGS

View Samples Show Photos

A: Building is well maintained overall

C: Building is adequately maintained overall

F: Building is poorly maintained overall

G: N/A

Comments:

Building has lots of equipment damage

Comments

Show Photos Check All

Photos

Capture Photo

Delete

Lat:64.31884765625 Lon:-158.74122619628906 - Map

Airport CIMP Inspection Application

DID?
you know

Alaska has:

- 7,933 active pilots
- 9,346 registered aircraft
- 747 recorded landing areas
- Has the most seaplane bases in the country
- Has the largest seaplane base in the world (Lake Hood in Anchorage)

Airport Pavement Strength

Pavement Classification Number (PCN) calculations are now complete for 18 airports in the system. This calculation is a method for determining pavement strength. The PCN is rated against the Aircraft Classification Number (ACN) to determine if an aircraft can safely operate at an airport without damaging the runway, taxiway, and apron pavement. Airports and air carriers use these numbers to determine the type of aircraft that can safely land at a particular airport. PCN ratings are now available on the 5010 Airport Master Record for Aniak, Bethel, Dillingham, Galena, Homer, Hoonah, Kenai, Ketchikan, King Salmon, Kodiak, Merrill Field, Petersburg, Sitka, Unalakleet, Unalaska, Valdez, Wrangell, and Yakutat. Pavement at Adak, Cold Bay, and Gustavus will be evaluated in 2016.



Runway in Sitka, Alaska

Rural Aviation Rates and Fees Study

The AASP planning team is assisting DOT&PF Statewide Aviation Leasing with a Rates and Fees Study for the purpose of establishing current land values, Fair Market Rent, and an updated fee structure. This study will keep DOT&PF current with its rates and fees structure and in alignment with FAA requirements and obligations. The team has prepared draft reports recommending a viable and sustainable methodology for implementing rates and fees valuations into the foreseeable future. Implementation of the study is expected to begin in 2017.

Studying the Use and Maintenance of Backcountry Airstrips

This mission of the AASP Backcountry Airstrip Working Group is to identify backcountry airstrips for emergency and recreational uses, and guide future preservation decisions to enhance safety and economic vitality of the aviation system. During 2015, the work group developed a draft inventory of backcountry airports. Work will continue in 2016 to revise the inventory, identify vital system airstrips, and determine what strategies can be used to preserve them within the system.



Glacier Creek Airport

Identifying Gaps in the Aviation Weather Reporting System

The AASP Weather Working Group's primary goal is to help increase the number of aviation weather stations throughout Alaska. In 2015, the work group:

- Cataloged the locations and types of weather reporting stations within Alaska that are available to aviators
- Prepared a brief report which describes the aviation weather reporting system, identifies the various agencies involved, explains how the system works, and how the funding of weather reporting stations in Alaska differs from other states

In 2016, the Weather Work Group will complete the following:

- Identify where additional weather reporting equipment is needed
- Recommend options to fill gaps in the Alaskan aviation weather reporting network



AWOS Akutan Airport



ASOS Seldovia Airport

2015 Strategic Initiatives

DOT&PF continued internal strategic planning throughout 2015, building on previous initiatives completed in the AASP in 2014. This portion of the AASP aims to sustain and improve the quality of life throughout Alaska by achieving specific goals. In 2015, six strategic initiatives aimed to achieve:

- Integration of airport performance measures with various DOT&PF departments
- Establishment of a process to prioritize projects not eligible for FAA funding
- Definition of GIS requirements in rural airports
- Revisions to Airport Operating Area (AOA) standards
- Creation of a non-standard aircraft policy framework
- Identification and opportunity prioritization for revenue generation



What is Next in 2016?

- Additional CIMP airport inspections
- Further progress by the Weather and Backcountry Airstrip Work Groups
- Automation of the prioritization of DOT&PF projects — using the internal AASP website to streamline the prioritization and nomination process
- Enhancement of the Alaska Aviation System Plan internal website and new photo management module
- Adoption of DOT&PF's seaplane base performance measures — to assess DOT&PF's seaplane base performance
- Strategic Planning

For more information contact:
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Prepared for:
Alaska Department
of Transportation
and Public Facilities



With a Grant from:
Federal Aviation
Administration



Printed at
Northern Printing Company
for \$2.06 per copy.



Acknowledgements

Detailed technical reports, as well as this summary, were prepared for the DOT&PF, Division of Statewide Aviation, by DOWL, with CDM Smith, Northern Economics, Northern Horizon, Panther International, Southeast Strategies, Orion Aviation.

Vital participants in the preparation of these reports included the Alaska Region Federal Aviation Administration staff and DOT&PF personnel from all regions and divisions.

Photo credits: DOT&PF, DOWL, Dave Wilson, Randy Collier, Cameron Arizmendez, and Zane Giles