



SUMMER 2022

NEWSLETTER

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DOT&PF PFAS Update

By Sammy Cummings, DOT&PF PFAS Program Manager

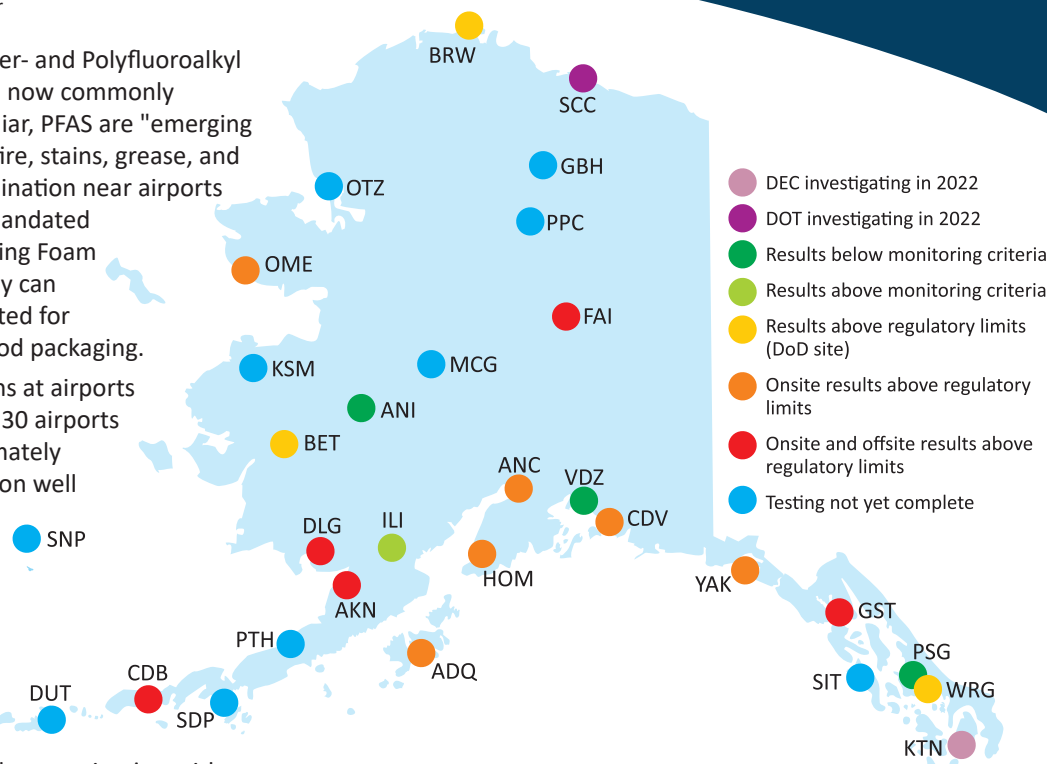
By now many of our readers have heard of Per- and Polyfluoroalkyl substances, formerly referenced as PFCs and now commonly referred to as PFAS. For those of you unfamiliar, PFAS are "emerging contaminants," used in products that resist fire, stains, grease, and water. The suspected source of PFAS contamination near airports are due to the historic use of the federally mandated firefighting suppressant, Aqueous Film Forming Foam (AFFF). While PFAS can be found in AFFF, they can also be present in furniture and carpets treated for stain resistance, waterproof clothing, and food packaging.

The Alaska DOT&PF began PFAS investigations at airports statewide beginning in 2017. Approximately 30 airports have been identified for this effort. Approximately 15 airports have undergone a site investigation well search and sampling event to mitigate the risk to human health through drinking water as an exposure pathway. The remaining airports are tentatively scheduled to be sampled by the end of the year.

The AASP website recently updated to include information on which individual airports have confirmed soil contamination with PFAS (Search AK Airports or Facilities > General Information).

To give readers an idea of what investigations look like, the sampling effort starts with surveys mailed out to households and businesses in an established sampling area, followed by door-to-door outreach to ask about well location and use, schedule appointments, and sample water supply wells. If PFAS is identified, a temporary water solution is provided for households, followed by engineering and design for remediation solutions, and identification of alternate permanent water supply concepts. Once the risk to human health is addressed, future planning of site characterization that includes ground water, surface water and soil sampling in order to delineate the plume will begin. The DOT&PF PFAS program coordinates closely with the Alaska Department of Environmental Conservation (DEC), Department of Health and Social Services (DHSS) and the contracted engineering firm, Shannon & Wilson, Inc., to implement PFAS sampling and response activities.

On June 15, 2022, DOT&PF received the [EPA notification](#) on the updated drinking water health advisory for PFAS. Alaska DOT&PF



supports the EPA's efforts to address PFAS and reduce exposure to these chemicals. The department will continue to work with Alaska DEC, DHSS, and our federal partners to determine what this updated advisory means to Alaska and the next steps in protecting the health of Alaskans. To learn more about the department's response to PFAS, please visit <https://dot.alaska.gov/airportwater/>.

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The AASP summer spotlight focuses on DOT&PF's PFAS Program Manager, Sammy Cummings. With a background in communications and marketing, Sammy's skillset is uniquely suited to her role, which she says involves equal parts communicating with stakeholders and managing environmental projects. Originally based at Fairbanks International Airport (FAI), she began working on PFAS issues in Alaska as the co-project manager for FAI's initial PFAS response effort. In 2018, Sammy transferred to Statewide Aviation to lead DOT&PF's overall PFAS Program.

According to Sammy, the best part of her role is the connections she gets to make across the state and country. Along with working closely with DOT&PF folks and airport managers statewide, she is active in national PFAS working groups and has presented to industry leaders on Alaska's proactive approach to PFAS response. "Due to the size and extent of the Alaska aviation system, airport managers in other states can learn a lot from the many different scenarios that have arisen at our airports," she explained. Sammy often collaborates with colleagues in other states on grants and program best practices.



Sammy lands a northern pike while fishing at a remote lake in Alaska.

Recently, Sammy's focus has been on increasing awareness and transparency of DOT&PF's PFAS program by providing more resources to state employees, contractors, and the general public. Currently, she is working on expanding the program website (dot.alaska.gov/airportwater) to include downloadable reports for all airports sampled so far. During the remainder of 2022, Sammy will be busy coordinating communication, outreach, and sampling efforts at 15 additional airports across the state. When she isn't working, she enjoys flying in her husband's Citabria 7GCBC float plane with her daughter and beagle and fishing at remote lakes around Delta Junction.

Western Alaska Airport Resiliency Study

The Aviation Advisory Board has requested a special study focused on understanding and responding to the impacts of climate change and melting permafrost at Western Alaska's rural airports. The study is focused on understanding best practices for airport resiliency in cold climates through extensive review of the latest research studies and reports gathered from arctic and sub-arctic regions across the globe.

The team consists of consultant engineers and planners working closely with DOT&PF and the FAA to review the research, identify potential funding, propose sustainable design approaches, and update design, contract, and construction warranty documents to better address airport needs within a changing climate.

DOT&PF is focused on building resiliency across all modes of transportation. This study is just one element of the ongoing effort to increase resiliency in infrastructure across the state and meet the department mission "Keep Alaska Moving through service and infrastructure."

Stay tuned for more updates on the Resiliency Study in the near future.



FAA NEWS & UPDATES

FAA publishes Advisory Circular 150/5335-5D on Reporting Airport Pavement Strength

On April 29, 2022, the FAA Office of Airport Safety and Standards (AAS) released Advisory Circular (AC) 150/5335-5D: Standardized Method of Reporting Airport Pavement Strength-PCR. This AC provides guidance to airport sponsors and operators on the most up-to-date method to assign gross weight and pavement classification rating (PCR) data to airport pavements. As a part of any project funded with federal grant monies that includes pavement management, rehabilitation or reconstruction, the FAA requires that gross weight and PCR data be assigned and reported in the Airport Master Record.

AC 150/5335-5D provides guidance on using the updated ICAO ACR-PCR method to report airport runway, taxiway, and apron pavement strength. Effective with the publication of the AC, the FAA also requires all public use, paved runways at Part 139 certificated airports to be assigned gross weight and PCR data by **September 30, 2024**. DOT&PF's upcoming Pavement Management Plan will transition the department from the existing Pavement Condition Number (PCN) process to the new PCR method.

For more information, visit www.faa.gov/regulations_policies/advisory_circulars.

You may also direct any questions related to the new AC to your local Regional Airports Division and District Office (ADO) and/or your regional FAA point of contact.

FAA Awards \$371M to Improve Airport Infrastructure Across U.S.

Announced July 1, 2022, the U.S. Department of Transportation's Federal Aviation Administration (FAA) awarded \$371 million for airfield, safety and other

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AirTime

Q Is the NOTAM tool ready and how do I find it?

A The AASP's NOTAM tool is now available! It pulls real-time data from May 15, 2020, to today.

Within the Facilities section for each individual airport is a new tab on the left called NOTAMs. A number of filters can help narrow the search for more specific data as well as some commonly used conditions, such as out of service, closed, or work in progress. Clear all the filters to see all NOTAM data for the facility. This information is also available by selecting the Search AK Airports button at the top of the AASP's home page (www.alaskaasp.com) and finding your airport. It is not intended for official flight planning, but as a tool to analyze current conditions at public airports across the state.

On the internal website, under the Reports Tab, is a new reporting section. NOTAM reports can be generated by State Region, M&O District, Facility, or a user-specific Saved Search list, and chosen over a period of time with an active, cancelled or expired status. Saved Searches will display in the Filter Type listing.

To capture data generated on the Facility or Reports tab, use the Export to Excel button (Facilities > NOTAMs or Reports > NOTAMs).

Q What are Notices to Air Missions (NOTAM)?

A First established in 1947, original NOTAMs were modeled after Notices to Mariners (NOM), which advised ship captains of hazards in navigating the high seas. The original NOTAM acronym stood for "Notices to Airmen." In 2021, the meaning was updated to "Notices to Air Missions," which is inclusive of all diverse aviators and missions. With the new definition, NOTAM also includes small unmanned aerial systems (sUAS) and the flight of free balloons, neither of which

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Coach Class

Updated Facilities Tab

By Annette Lapkowski, PE, Panther International Project Manager

Using Saved Searches in the Facilities tab is a great way to save time; you can find the Saved Search on the Facilities > Search tab. For the Basic and Advanced Search, the resulting facility set can be saved for future use. Enter any search criteria and select Search. Then enter a Search Name and choose Save Search.

The search will be added to the listing under Saved Search. These searches will be retained until the search is deleted.

Each user sets their own unique Saved Searches, which are available whenever they login.

Alaska Department of Transportation and Public Facilities
ALASKA AVIATION DATABASE a component of the Alaska Aviation System Plan

Home Facilities Inspection Communities Reports Projects Resource

Dashboard > Facilities

Search

Basic Search

Facility Name:

Facility Type:

Landing Area Surface:

Associated City:

Location ID(s):

DOT&PF Region:

DOT&PF M&O District:

Owner:

Selection Results : 66 Facilities Found

Search Title:

Facility Name	Location ID	Type	Region	FAA Site ID
<input checked="" type="checkbox"/> ADAK	ADK	Airport	Southcoast	50037.61*A
<input checked="" type="checkbox"/> AKHIOK	AKK	Airport	Southcoast	50040.5*A
<input type="checkbox"/> AKUTAN	7AK	Airport	Southcoast	50097.53*A
<input type="checkbox"/> ANGOON	AGN	Airport	Southcoast	50097.51*A
<input type="checkbox"/> ANGOON - Planned	07E	Airport	Southcoast	50097.54*A
<input checked="" type="checkbox"/> ATKA	AKA	Airport	Southcoast	50317.3*C
<input checked="" type="checkbox"/> CHIGNIK	AJC	Airport	Southcoast	50112.6*C
<input checked="" type="checkbox"/> CHIGNIK LAGOON	KCL	Airport	Southcoast	50114.*A
<input type="checkbox"/> CHIGNIK LAKE	A79	Airport	Southcoast	50196.3*C
<input checked="" type="checkbox"/> CLARK BAY	HYL	Seaplane Base	Southcoast	
<input type="checkbox"/> COFFMAN COVE	KCC	Seaplane Base	Southcoast	

3. Enter a Search Title, select Save and Load Selected Facilities

1. Select Filters and Search

2. Uncheck Facilities to remove from Saved Search

Alaska Department of Transportation and Public Facilities
ALASKA AVIATION DATABASE a component of the Alaska Aviation System Plan

Home Facilities Inspection Communities Reports Projects Resource

Dashboard > Facilities

Switch Facility:

Search

Basic Search

Advanced Search

Saved Search

Search Name: Date Saved:

Search Name: Date Saved:

Select Search Name to view facility data

Facility Name	Location ID	Type	Region	FAA Site ID
ADAK	ADK	AIRPORT	Southcoast	50009.*A
AKHIOK	AKK	AIRPORT	Southcoast	50016.1*A
AKIACHAK	Z13	AIRPORT	Central	50017.*A
AKIAK	AKI	AIRPORT	Central	50020.*A
	KQA	SEAPLANE BASE		50022.*C
	7AK	AIRPORT	Southcoast	50022.1*A
ALAKANUK	AUK	AIRPORT	Northern	50024.1*A
ALEKNAGIK / NEW	5A8	AIRPORT	Central	50027.53*A
ALLAKAKET	6A8	AIRPORT	Northern	50029.1*A
AMBLER	AFM	AIRPORT	Northern	50029.61*A
ANAKTUVUK PASS	AKP	AIRPORT		50032.*A
ANGOON	AGN	SEAPLANE BASE	Southcoast	50037.6*C
ANIAK	ANI	AIRPORT	Central	50038.*A
ANVIK	ANV	AIRPORT	Northern	50039.1*A



A Look Back

What's in a Name?

By Patrick Cotter, AICP, Planning Manager, RESPEC

Part two of our airport names series investigates local aviators, world famous personalities, and an Alaskan boy who overcame a tough childhood.

Robert (Bob) Baker Memorial Airport – Kiana

Bob Baker came to Alaska in 1946 after serving in WWII in the South Pacific. His interest in prospecting led him to aviation, where he flew commercially with Wien Airlines before establishing an air taxi service, originally called Red Dog Mine Flying Service but later changed to Baker Aviation. The red dog for which his air taxi was named was his pet terrier, a reddish dog named O'Malley, that often accompanied Bob on prospecting trips.

At Bob's advice, the US Geological Survey investigated an area in the Ikalukrok Creek area of the DeLong Mountains in the late 1960s. The geological investigation documented the existence of the giant zinc, lead, and silver deposits that would later become the Red Dog Mine.

Baker died in a plane crash in 1968 while flying a mercy mission to the Saint Lawrence Island community of Savoonga.

Minto's Al Wright Airport

Alfred Wright was born in Tanacross and raised in Minto. As a teenager, he worked on the sternwheeler SS Nenana as it traversed Interior rivers. Al began flying in the 1940s and was involved with various commercial airlines including Nenana Air Service, Fort Yukon Air, and Wien Airlines. A registered Big Game Guide, Al began Wright Air Service in

Fairbanks in 1966. Wright Air Service flew throughout Interior Alaska with a Cessna 180 and a Piper PA-14. Most of the flights were made on floats in the summer and on skis in the winter.

Benny Benson State Airport – Kodiak

Benny Benson was born in Chignik in 1913, sent to an orphanage in Unalaska after his mother died, and then relocated to an orphanage in Seward. As a seventh grader in Seward in 1927, Benny entered a competition to design the Territory of Alaska flag.

Benny explained his design, that included the seven stars of the Big Dipper and the North Star, by stating "The blue field is for the Alaska sky and the forget-me-not, an Alaska flower. The North Star is for the future of the state of Alaska, the most northerly in the Union. The dipper is for the Great Bear – symbolizing strength."

Benny's flag was selected from hundreds of entries, and it flew for the first time on July 9, 1927. During the award ceremony in Seward, Benny was awarded a watch with the flag emblem on it, a \$1,000 educational scholarship, and a trip to Washington, DC.



An aerial view of Minto's Al Wright Airport.

Dave Wilson, 2020

Wiley Post/Will Rogers Memorial Airport – Utqiagvik

Wiley Post was a famous aviator who became the first person to fly solo around the world in 1930. Post was friends with Will Rogers, an actor and writer who was known for his political wit. In August 1935, the two men flew from the US west coast to Alaska. Post was scouting a potential route for transporting mail and passengers from the U.S. to Russia, while Rogers was looking for new material for his newspaper column.

The men left Fairbanks on August 15 for Point Barrow in Post's custom floatplane. Bad weather forced the men to land in a lagoon 20 miles southwest of Point Barrow where they saw people and wanted to confirm their location. On takeoff, the engine failed, and the aircraft plunged into the lagoon, where it ended up inverted in shallow water. Both men were killed. The crash site is marked with two stone memorials.

In The Works ...

The AASP team is working on a dashboard design to facilitate website navigation and provide a first stop for key information on the aviation program. As part of the process, the team is reviewing possible dashboard alerts, key reports, and informative charts. The goal is to share both high level data and facility specific information while allowing users to determine which facilities are relevant to them. We have only just begun, so stay tuned for more to come!



A historical photo of the Wright Air Service facility.

UAFSMOKE Wildfire Smoke Prediction for Interior Alaska

Forecasts up to 72 hours of concentrations of black carbon and particulate mass included in wildfire smoke are available below. The forecast model domain extends over Interior Alaska with a resolution of 4 kilometers; system initialization time is every day at 23:00 AKDT. [Forecast | Alaska Wildfires Smoke Forecast Page](#)

AASP PROJECT UPDATE

The AASP is a dynamic process that involves monitoring the aviation system, communicating with stakeholders, researching challenges, developing strategies, and creating tools (such as the AASP website) to enable more efficient information sharing. The project team is constantly looking for new opportunities to support the DOT&PF's mission of providing for the safe and efficient movement of both people and goods. This summer, the team continues to move forward on simultaneous project objectives while strategizing for subsequent phases. Ongoing Phase III of the system planning process includes work through 2026.

This phase the project team has conducted AASP user surveys, assembled technical advisory groups for specific studies, and expanded the breadth and reach of information available on the website. The chart below depicts a few major project milestones, completed and future. Along with several major reports, the team

produces a handful of Fact Sheets each year that are shared with stakeholders and posted on the website. These provide concise summaries of topics relevant to the aviation community.

The AASP website is constantly undergoing updates to provide new reporting capabilities and data to the aviation community. Additionally, the quarterly publication of this newsletter provides up-to-date information on how to use new features on the web and other topics of interest to aviators and airport managers.

The Capital Improvement and Maintenance Program (CIMP) technical advisory group spent the winter and early spring reviewing, updating, and

revising inspection questions and the iPad application layout. The group's objective is to streamline the process and increase consistency and efficiencies across the system. An inspection booklet was produced in May, enabling the team to conduct test inspections utilizing the newly revised questions and layout. Inspections at Goose Bay and Palmer Airports provided real world testing of the streamlined process. Special thanks to Palmer Airport Manager Rosalie Kelly and City of Palmer Public Works Maintenance Superintendent Greg Wickham for

facilitating these inspections and providing valuable input from a local sponsor's perspective.

The final [Classifications and Performance Measures report](#) posted to the website this spring. This report documents the process carried out by the AASP team and aviation planners statewide to verify and update the classifications and performance measures within the system plan. Significant website revisions were also made to report and track these measures. The new reports include downloadable graphics and charts for individual airports, regions, and the state

continued on next page



Above: Field testing the new CIMP process at Palmer airport (top) and Goose Bay airport (bottom).



Above: The AASP team pose with DOT&PF partners for a photo at the AASP booth during the May 2022 DOT&PF M&O Conference in Anchorage.

AASP Phase III Timeline



AASP Project Update continued

that will assist decisionmakers in tracking the health of the overall system.

The AASP team participated in the State of Alaska DOT&PF Maintenance and Operations (M&O) Conference in Anchorage in May. Team members shared system plan information and updates and gathered comments from the dedicated folks who keep Alaska's critical infrastructure working statewide.

The team also attended the Alaska Airmen Association's 25th Annual Great Alaska Aviation Gathering in Palmer and shared an informational table with the State of Alaska, Statewide Aviation, UAF Alaska Center for UAS Integration, and Anchorage

International Airport. Team members interacted with aviation enthusiasts of all ages to spread the word about aviation happenings across the state.

Later this summer, a new task will kick-off an exciting new chapter of research requested by the Aviation Advisory Board: The Western Alaska Airport Resiliency Study (see page 2). This study will focus on a subset of Alaska's airports greatly impacted by climate change and rapidly thawing permafrost. The study will analyze climate change impacts and research the latest construction methods and technologies to improve airport

resiliency and long-term sustainability. It will inform future airport maintenance, design, and construction and assist the aviation community with responding to climate change impacts at Alaska's airports.

FAA News & Updates continued

improvement projects at 169 airports in 40 states across the country. This is the third announcement of awards for the 2022 [Airport Improvement Program \(AIP\)](#), which funds a variety of projects such as construction of new and improved airport facilities, repairs to runways and taxiways, maintenance of airfield elements like lighting and signage, and the purchase of equipment needed to operate and maintain airports. The FAA has awarded a total of \$1.53 billion of the \$3.2 billion total funding available in Fiscal Year 2022. A complete listing of grants is on [FAA.gov](#).

Air Time Q&A continued

have a human on board. As aviation and technology advance, the NOTAM procedures and methods of dissemination will continue to modernize.

Central to the NOTAM system is the use of a unique language characterized by specialized contractions. The FAA continues to work with the International Civil Aviation Organization (ICAO) to standardize NOTAM contractions; however, both military and ICAO NOTAMs retain unique language, which will be apparent to users of the new tool.

You can learn more about NOTAM contractions, types, and how to read them by clicking on the links provided on the NOTAM page.

Q How can I search with Location ID?

A While the system has allowed for searching airports by Location ID for some time, it now offers the ability to add in multiple locations into the search field. While in the search (Basic or Advanced), select the Location ID field and begin typing the three-character combination. As characters are entered a listing of matches will appear. Click on the match to include the facility in your search.

These searches can also be saved. Complete the selection, select Search, and then Enter a Search Title. You can check out Coach Class for step-by-step instructions with screenshots (Facilities > Search).

Facility Name	Location ID	Type	Region	FAA Site ID
ADAK	ADK	AIRPORT	Southwest	50009.1A
AKHOK	AKK	AIRPORT	Southwest	50016.1A
AKUCHAR	213	AIRPORT	Central	50017.1A
AKUCHAR	Q	AIRPORT	Central	50020.1A
AKUCHAR	SA	SEAPLANE BASE	Central	50022.1C
ALAKANUK	AUK	AIRPORT	Southwest	50022.1A
ALEKNAGIK / NEW	SAB	AIRPORT	Northern	50024.1A
ALLAKAKET	6AB	AIRPORT	Central	50027.53A
AMBLER	AFM	AIRPORT	Northern	50029.1A
ANAKTUUVIK PASS	AKP	AIRPORT	Northern	50029.61A
ANGOOK	AGN	AIRPORT	Southwest	50032.1A
ANGOOK	AGN	SEAPLANE BASE	Southwest	50032.1A



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