

## AASP Project Manager Update: Summer Outreach

By Becky Cronkhite, RESPEC Project Manager

The AASP team had lots of fun this spring during our favorite time of year—fly-in season! The AASP was represented at the Great Alaska Aviation Gathering (May 4–5) in Palmer, Valdez Fly-In and Air Show (May 10–12), Fairbanks Aviation Day (May 18), and Kenai Peninsula Air Fair (June 8). AASP representatives, including RESPEC and DOT&PF planners, staffed the table, handed out build-it-yourself foam airplanes and light-up helicopters to kids (and adults!), shared newsletters and fact sheets, and answered questions about Alaska airports and aviation topics. Some of our favorite moments from this year's events are featured in the following photos.



Natalie Lyon



Annette Lapkowski (B2Gnow), Becca Douglas (DOT&PF), Becky Cronkhite (RESPEC), and Katie Langworthy (B2Gnow) represent the AASP at the 2024 Kenai Peninsula Air Fair



From left to right: Kari Hebert (DOT&PF), Courtney Kreis (DOT&PF), and Natalie Lyon (RESPEC) staff the AASP table at the 2024 Valdez Fly-in and Air Show.



Natalie Lyon

Top and above: Aerobatic Red Bull pilot Luke Czeplia performs at the 2024 Valdez Fly-in and Air Show.

## In The Works ...

The team is moving forward with updates to the internal PFAS module, updating the communities tab, and planning for airport GIS integration.

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## Courtney Kreis, Aviation Planner

By Megan Flory, Community & Sustainability Planner, RESPEC

Courtney Kreis brings her excitement and curiosity to every challenge she faces. Courtney has been with the DOT&PF for 10 years, fulfilling several unique roles within that time. She began her DOT&PF career as a Planner 1 in Federal Aid before joining the Statewide Transportation Improvement Program team, where her previous experience as a Publication Specialist taught her how to navigate complex regulatory frameworks. Two years ago, Courtney was encouraged to apply for the Northern Region Aviation Planner position and decided to take the leap from surface transportation to aviation. While it was scary to enter a field where she had no experience, the incredible Northern Region staff made the transition, in her words, “the best career move I have ever made.”

With the recent vacancy in Southcoast, Courtney is transitioning into the

Aviation Planner role in her hometown of Juneau, where she still lives with her two German shepherds—her 2.5-year-old German Shepherd Dog (GSD) Korra is her Search and Rescue nationally certified Trailing K9 partner and is Dogs of DOT Ms. September.

As a planner, Courtney values the knowledge and insights gained through community meetings, even the ones that start out a bit “spicy.” She has learned through experience that acknowledging people’s passion can help keep community meetings on track. For example, at a recent meeting that had a much higher turnout than expected, Courtney found herself in the position of facilitator and notetaker.



*Courtney savors the moment in Utqiagvik where she helped lead a public meeting.*

To keep the conversation on track, she frequently reiterated the importance of recording everyone’s comments in the official record, which reminded attendees to slow down, articulate their thoughts clearly, and avoid talking over one another, no matter how contentious the issue. In all her projects, Courtney’s goal is to make sure that, even if everybody is not fully happy with a decision, they understand and have faith in the process that led to it.

For Courtney, the AASP database is an important tool for promoting transparency and understanding with communities. When individuals have concerns about their airports, she can show them how those needs are recorded and prioritized statewide. Considering community needs within each region and across the state can be difficult, but communicating openly about the process helps

Courtney manage expectations and find solutions for each community.

Courtney will be balancing the responsibilities of both the Northern Region and Southcoast Aviation Planner positions until a new staff member is hired to fill the Northern Region position. Brett Nelson, the Northern Region Planning Chief, said, “Courtney is a valuable member of the planning and aviation teams here in Northern Region and she will be missed for sure. However, I look forward to the experience and enthusiasm she brings to Southcoast, while also getting to connect with and support communities closer to home for her.” Best of luck in your new role, Courtney!



*Courtney tags along for an aerobatic routine with pilot Scott Sexton of Barnstormer Aviation at the 2024 Valdez Air Show.*



## FAA NEWS & UPDATES

### FAA Reauthorization

The President signed H.R. 3935, the FAA Reauthorization Act of 2024 into law on May 16, 2024. This law reauthorizes the Federal Aviation Administration (FAA), the National Transportation Safety Board (NTSB), and related revenue authorities through September 30, 2028. The new reauthorization has many Alaska specifics worth noting, including that the legislation:

- Strengthens the Essential Air Service program, which currently benefits about 60 Alaska communities, and triples its funding, ensuring reliable transportation access for remote and rural communities.
- Includes an Alaska-specific exemption from regulatory changes to aviation fuel (“avgas”) by the FAA or U.S. Environmental Protection Agency until 2032.
- Creates Airport Improvement Program flexibilities for Alaska airports off the road system, for the development of runways, taxiways, or other construction.
- Reauthorizes the Alaska Center for Unmanned Aerial Systems Integration program, based at the University of Alaska Fairbanks expanding their ability to build new technologies and increasing the allowable UAS size for Arctic operations.
- Establishes a \$350 million, 5-year grant program to reimburse airports to replace firefighting equipment that uses per- and polyfluoroalkyl substances (PFAS) and supports the disposal of PFAS chemicals.
- Directs the Secretary of Transportation to provide discretionary grants to airports for planning, design, and construction of projects to improve airport resilience to changing conditions, extreme weather, and natural disasters, including additional

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## AirTime

### Q The Capital Improvement and Maintenance Plan (CIMP) tab looks new—is it?

A It is! We recently posted an updated internal tab for the Capital Improvement and Maintenance Program (CIMP). This update enables a variety of DOT&PF staff to enter requests for inspections, share inspection schedules, and recommend the collection of specific on-site photos. This enhanced functionality will maximize communication and information sharing to make the best use of limited travel funding and inspector time. As new CIMP Inspections are completed they will populate on the individual airport tab (Facilities > CIMP).

- Inspection Queue – provides a list of inspections for which inspectors and Maintenance & Operations Specialists are reviewing responses and photos and are linking deficiencies to needs
- Inspection Ready Queue – provides a list of inspections that are pending, which are loaded onto tablet devices for inspections to begin soon
- Requested Queue/Planned Queue—provides a list of facilities where a user has requested or planned an inspection of this facility that will then be reviewed by M&O specialists for potential scheduling
- All Other Facilities Queue – provides a list of the remaining facilities without active inspection activities and links to the last inspection at each facility

### FAA Reauthorization continued

funding for infrastructure damage and costs due to permafrost thaw.

- Includes the Don Young Alaska Aviation Safety Initiative that aims to reduce the rate of fatal aircraft accidents by 90% by 2033 through Alaska-specific solutions for weather reporting and airspace monitoring.



By Annette Lapkowski, PE, B2Gnow/BlackCat Project Manager

## Coach Class

### Revamping the CIMP Inspection Process

In early June, the CIMP work group began the final phase of a 3 year project to completely revamp the CIMP inspection process. The work group invested significant time in reviewing the process and dissecting how communication occurred between the planners and inspectors and how to streamline that process while ensuring that the information gathered was relevant to the progression of project development.

A significant focus was on revising the inspection questions to ensure maximum efficiency in collecting and cataloging information and photos. This was a formidable effort that required the participation of project development, planners, engineers, programmers, and M&O specialists from all regions of the state. The field test phase is ongoing, validating and testing the Apple iOS CIMP application with inspections at Willow, Talkeetna, and Kasilof. During the first field test, the work group identified several areas for improvement. Those have been implemented, and final field testing is underway with inspections at Seward, Hope, and Kodiak.

The CIMP application now extracts the following data elements directly from AASP, streamlining the previous process, which required the inspector to manually download or print documents before embarking on an inspection.

- Building(s) (buildings listed by the DOT&PF Statewide Facilities)

- Equipment (buildings listed by the DOT&PF Statewide Equipment Fleet)
- Runway(s) (runway identifiers and classification as Paved/Gravel and Lighted/Unlit)
- Taxiway(s) (taxiway identifiers and classification as Paved/Gravel)
- Aprons(s) (apron identifiers and classification as Paved/Gravel)
- Seaplane Base (runway identifiers)

The AASP site was revamped to facilitate communication between planners and M&O inspectors. This allows increased coordination of travel and communication between project development requirements and field inspections. The feature also includes provisions for leasing inspectors to post their inspection schedule and allow other departments to request specific photos that will increase data collection while maximizing the information collected at site visits. The online review process was also reworked to provide automated notifications and enhanced review capabilities—another step toward maximizing the usefulness of data collected in the field.

The new CIMP information is available in reports on the AASP website (Reports > CIMP).



Inspecting the beacon at Talkeetna (TKA).



### Project Contacts

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# Alaska Air Carrier Compliance Website Update

The ACC [website](#)<sup>1</sup> was recently updated, which supports the DOT&PF compliance program by providing a secure and efficient way for air carriers to apply and pay for their compliance certificates. [Alaska Statute 02.40.020 Certification of Compliance of Air Carriers](#)<sup>2</sup> requires a Certificate of Compliance for air carriers that provide intrastate services in Alaska. Commercial air carriers must display their current insurance coverage to the flying public, as required by [Alaska Statute 02.40.010 Air Carrier Financial Responsibility](#)<sup>3</sup>; DOT&PF Statewide Aviation administers the Certificate of Compliance program.

The update includes several key data entry fields allowing the AASP website to display accurate information for internal users to easily search for carriers serving Alaska. A future update will connect newly collected information to the AASP website, where users can identify scheduled carriers serving a specific airport and charter carriers that are based at that airport. The AASP site will enable users to click on the carrier logo to go directly to that air carrier's website, where they can book flights or contact the air carrier for charter information. Another new feature will build a route map for each carrier that provides route information, which will be displayed on the AASP website.

*The AASP team offers our sincere thanks to the Alaska Air Carriers Association for facilitating meetings and work groups with their membership to establish and refine this update and the connection to the AASP. For the first time ever, the public will have a one-stop shop for researching scheduled flights and chartering flight providers for all communities in Alaska.*



CASA 212 in Bethel.

For internal users, optional fields are available for an air carrier's operational point of contact. This information is not public but is designed to allow DOT&PF engineers and planners to make direct contact with operations when designing or planning future airport improvement projects. This crucial information source informs the project manager of upcoming changes to the fleet so airport runways and other infrastructure are designed to accommodate the next generation of aircraft serving that community.

## Operations Point of Contact

Contact First Name:

Contact Last Name:

Phone: Ext

The new section allows users to enter information about a company's website, logo, and service types. Depending on the selected type of service, the system will expand to allow for more details.

## Information for the Alaska Aviation System Plan Public Website (Optional)

NOTE: If completed, the Alaska Aviation System Plan will develop an informational page branded with your logo and linking to your website. State employees and the public will be able to search for carriers serving an individual airport, view a route map of scheduled service, or for charter carriers, a map showing where aircraft are based, and with one click be connected to your website. Complete this section once and in future years the information will automatically populate giving you the option to update if needed. The public is not given access to company information provided in other parts of this form.

Company Web Address:

Logo:

Service Types

☐ Charters/On Demand

☐ Scheduled

For Charters/On Demand service, the site collects data based on aircraft locations; any appropriate notes; and, for Scheduled Service, the opportunity to create a route map. For any questions on these updates, contact [Statewide Aviation](#)<sup>4</sup>.

## Charters/On Demand

Scheduled Carriers: If you post a route map on your website please provide a link or provide the required information in the form below and the AASP will generate one for you.

### Route Map Address:

For all Charter/On Demand carriers the following information will be posted prominently on the AASP carrier page: Charter/OnDemand Carriers may operate to any destination in Alaska that safely accommodates their aircraft. The aircraft base locations are provided for general location orientation. Contact the carrier directly to request availability of charters to/from a specific location.

Based Aircraft Location: List all airports that you commonly have aircraft based at or operate out of seasonally. The AASP will depict those airports on a map to provide users general location information. You may also use the Notes section to provide additional information for potential customers.

<sup>1</sup><https://www.alaskaaircarriercompliance.com/>

<sup>2</sup><https://www.akleg.gov/basis/statutes.asp#02.40.020>

<sup>3</sup><http://touchngo.com/lglcntr/akstats/Statutes/Title02/Chapter40/Section010.htm>

<sup>4</sup><https://dot.alaska.gov/stwdav/>