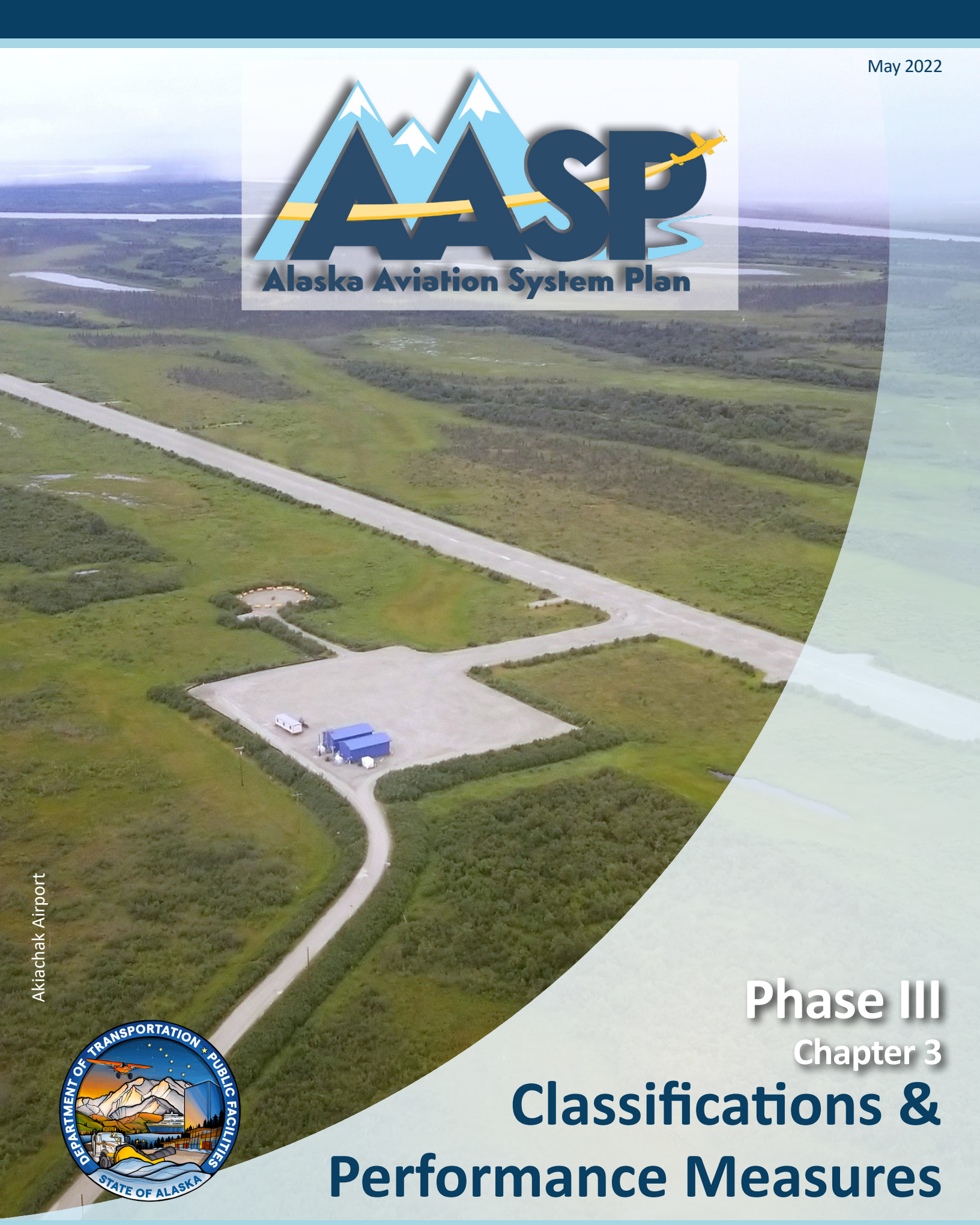
May 2022

AASP
Alaska Aviation System Plan



Akiachak Airport

Phase III
Chapter 3
Classifications & Performance Measures

Alaska Aviation System Plan

Project No. CFAPT00484| AIP 3-02-0000-024-2018

Commonly Used Acronyms

AASP	**Alaska Aviation System Plan**
AC	**Advisory Circular**
ACIP	**Airport Capital Improvement Program**
AIP	**Airport Improvement Program**
ALP	**Airport Layout Plan**
ALS	**Approach Lighting System**
APEB	**Airport Project Evaluation Board**
ASOS	**Automated Surface Observing System**
AWOS	**Automated Weather Observing System**
CIMP	**Capital Maintenance and Improvement Program**
DOT&PF	**Department of Transportation and Public Facilities**
FAA	**Federal Aviation Administration**
GIS	**Geographic Information System**
NHS	**National Highway System**
NPIAS	**National Plan of Integrated Airport Systems**
PAPI	**Precision Approach Path Indicators**
RPZ	**Runway Protection Zone**
RSA	**Runway Safety Area**
RVZ	**Runway Visual Zone**
SWA	**Statewide Aviation**
TAC	**Technical Advisory Committee**
UAS	**Unmanned Aerial System**
USC	**United States Code**
VASI	**Visual Approach Slope Indicators**

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Tables

The Alaska Department of Transportation and Public Facilities (DOT&PF) is continuing to update its Alaska Aviation System Plan (AASP) in accordance with Federal Aviation Administration (FAA) System Planning Advisory Circular (AC) 150/5070-7. The AASP provides airport system planning for the largest aviation system in North America. Not only does Alaska comprise a large geographical area, but 82 percent of Alaska communities are located off the contiguous road system; thus, a significant portion of the stakeholders depend on air travel for basic needs and services.

The AASP was initiated in 2008; Phase I concluded in 2013, and Phase II work continued from 2013 through 2019. Phase I primarily focused on goals, measures, classifications, forecasts, inventory, and creating a centralized aviation database. The major accomplishments during Phase II included enhancing internal and external websites, creating a Capital Improvement and Maintenance Program (CIMP), digitizing the Airport Project Evaluation Board (APEB) process, establishing several industry workgroups, and adopting digital performance measures. Phase III, which is anticipated to run from 2020 through 2025, will include updating the inventory, implementing recommendations from previous years, improving the website and data search technology, analyzing new data, conducting special studies that are specific to Alaska airports (e.g., Bypass Mail or Airport Resiliency), and providing recommendations for improving the Alaska aviation system.

Airport classification and performance measures are part of the foundation of aviation system planning and provide essential metrics to track system health. Performance measures and classifications flow from system plan goals and objectives. Current goals, objectives, classifications, and performance measures of the AASP were developed in Phase I and documented in Missions, Goals, Measures, and Classifications. In Phase II, previous work was reviewed, updated, and documented in Evolution of the Alaska Aviation System: Classifications and Performance Measures. The following report documents the Phase III review and updates to classifications and performance measures.

Because classifications and performance measures are related to the system plan mission and goals, the planning team and Technical Advisory Committee (TAC) evaluated these previously established goals at the beginning of the phase and determined they are consistent with the current planning environment. The following mission and goals will continue to guide work in Phase III:

The mission of the AASP is to plan and provide for the safe and efficient movement of people and goods and the delivery of services, through the development, maintenance, operation, and management of Alaska's airport system.

- **Safety and Service:** Develop, operate, and maintain an airport system that contributes to aviation safety and meets user needs
- **Fiscal Responsibility:** Develop, operate, and maintain airport facilities and services in a cost-effective and sustainable way.
- **Communication:** Provide opportunities for public involvement to ensure effective communications.
- **Management:** Effectively implement plan policies and guidance for managing, planning, designing, maintaining, and operating aviation facilities.

II. Review of Classifications

National Plan of Integrated Airport Systems Classifications

The Federal Aviation Administration (FAA) Airport Improvement Program (AIP) provides grants to public agencies for the planning and development of public-use airports (in a few cases, private owners and entities) that are important to the national air transportation system. The airport must be included in the National Plan of Integrated Airport Systems (NPIAS) to be eligible for a grant. The NPIAS identifies and classifies airport roles and airport development that is eligible for AIP funding over the over the next 5 years.

Approximately 65 percent of the public-use airports in the U.S. are included in the NPIAS, which is updated and published every 2 years as required by Title 49 United States Code (USC), § 47103. The NPIAS classifies public-use airports (both existing and proposed) that are important to public transportation and contribute to the needs of civil aviation, national defense, and the Postal Service.

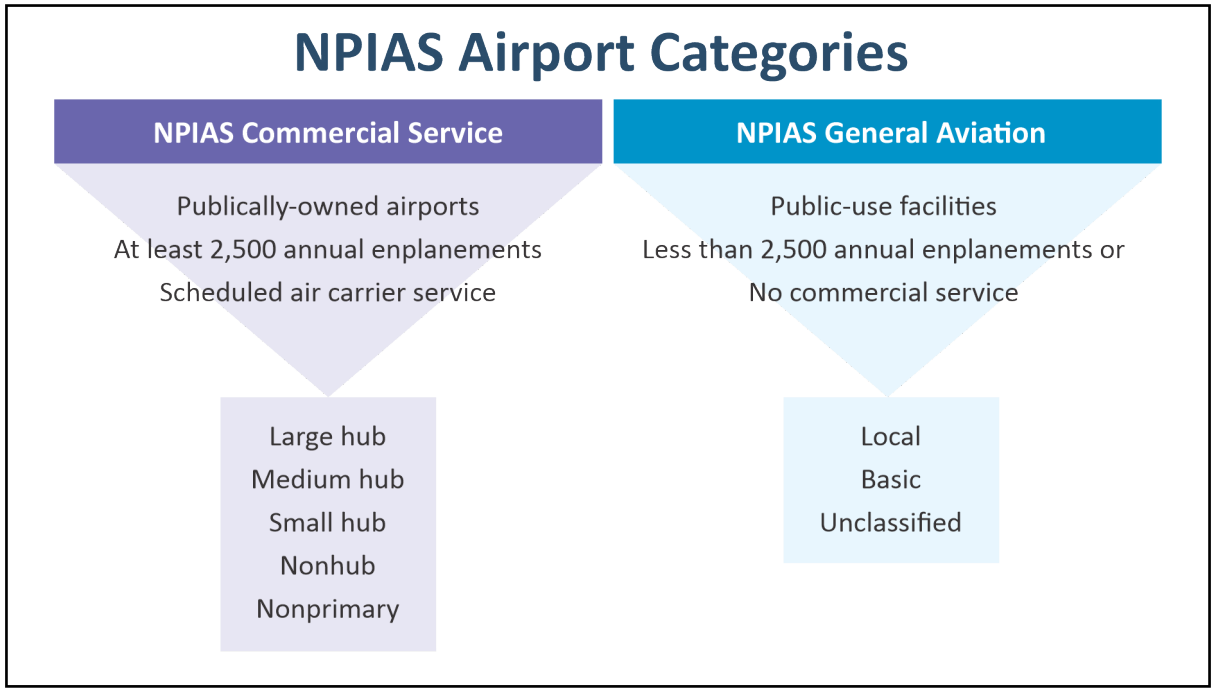
The FAA utilizes a variety of data including enplaned passengers, based aircraft, aviation activity, ownership, and federal use to determine the classification, category, and hub/role of each NPIAS airport. The guidance for determining the NPIAS classifications is contained in FAA Order 5090.5, Formulation of the NPIAS and ACIP. The FAA works closely with state aviation agencies and local planning organizations to identify and classify airports for inclusion in the NPIAS.

Type of Facility	Total U.S. Facilities	Private-Use Facilities	Public-Use Facilities	Existing NPIAS Facilities
Airport	13,065	8,263	4,802	3,258
Heliport	5,901	5,842	59	9
Seaplane Base	510	300	210	37
Ultralight	112	109	3	–
Gliderport	35	30	5	–
Balloonport	13	12	1	–
Total	19,636	14,556	5,080	3,304

Source for the above is NPIAS 20-2025 https://www.faa.gov/airports/planning_capacity/npias/current/media/NPIAS-2021-2025-Narrative.pdf

Fairbanks International (FAI) – Photo by: Carmen Lobsinger

NPIAS airports are grouped by statute into two major categories: Commercial Service and General Aviation. Commercial Service facilities are publicly owned airports with at least 2,500 annual enplanements and scheduled air carrier service. General Aviation airports are public-use facilities with commercial service reporting less than 2,500 enplanements or no commercial service. The NPIAS further categorizes these airports as primary (more than 10,000 annual enplanements) and nonprimary (between 2,500 and 10,000 enplanements). The Commercial Service category is subdivided into large hub, medium hub, small hub, nonprimary, and nonhub, and the General Aviation category is subdivided into local, basic, and unclassified. Complete definitions are available on the FAA website under Planning & Capacity – Airport Categories.



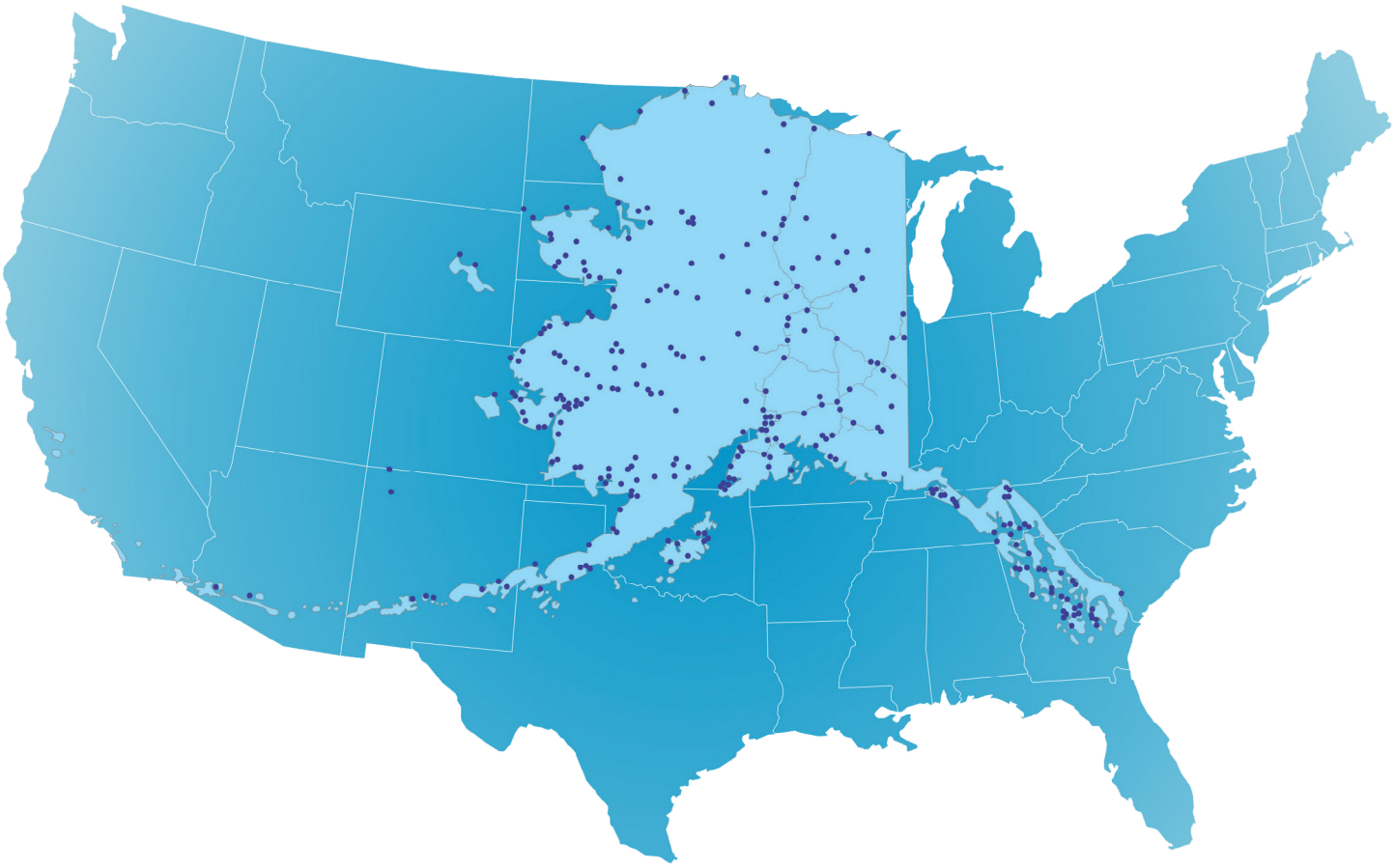
For consistency, especially in determining airport funding categories, the NPIAS definition of airport roles should be adhered to in airport system planning documents.

(Advisory Circular [AC] 150-5070-7, Change 1, §209b)

FAA guidance in Advisory Circular (AC) 150-5070-7, Change 1, recommends a system plan document NPIAS classes. To meet this goal, the AASP website and this report provide both the AASP and the NPIAS classification for all listed airports.

AASP Classifications

The AASP uses categories that consider additional elements that are unique to the Alaska airport system. As the map illustrates, Alaska encompasses an area one-fifth the size of the contiguous 48 states. In this expansive area, fewer than 20 percent of communities are connected to the National Highway System (NHS). Airports in off-road communities thus serve as vital lifelines unlike any other airport system. The NPIAS airport classifications do not account for the added importance these airports have to remote communities. This illustration is an excellent example of why the FAA recognizes the need for state system classifications that differ from the NPIAS, such as those in the AASP.



FAA AC 150/5070-7, Change 1 subchapter 209b recognizes that a state or region often requires different or additional classifications to better articulate the individual airports' role beyond the national system and specific to that state.

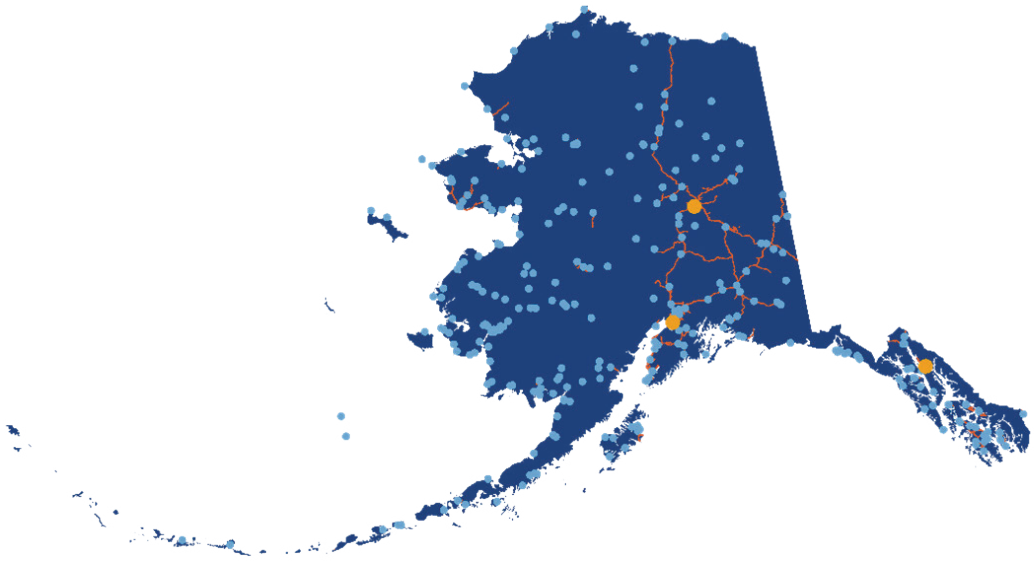
> *"In the airport system planning process, some states or metropolitan planning organizations may use different definitions of airports from those found in the NPIAS in an effort to classify current and forecast local aviation needs."*
>
> **(FAA Advisory Circular [AC] 150-5070-7, Change 1, §209b)**

The AASP Technical Advisory Committee (TAC) reviews the AASP classifications approximately every 5 years to adjust or clarify roles or definitions. During the 2021 review, the TAC determined that the classifications established in past phases of the AASP are fundamentally appropriate with only minor modifications to the current system.

The original classifications in Phases I and II were determined by previous system plan efforts and aimed to present definitions that aligned with the Alaska system context with minimal deviation from previous naming conventions. The Phase I report (Mission, Goals, Measures and Classifications dated November 2011) documents the methodology and outcome of those efforts. The Phase II report (Evolution of the Alaska Aviation System: Classifications and Performance Measures dated September 2015) reiterated the purpose and need for Alaska-specific classifications.

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*



Taken from the AASP Phase II report
Evolution of the Alaska Aviation System: Classifications and Performance Measures

Classifications also aid in determining DOT&PF project scoring that is used to prioritize funding for improvements. The differentiation between on- and off-road airport projects in the AASP classification system is also used in the Aviation Project Evaluation Board (APEB) project scoring criteria. The NPIAS does not differentiate between airports located on or off the road system, which is appropriate at the national level where virtually all communities have access to multiple modes of transportation. When classifying Alaskan airports, however, differentiating between on- and off-road airport projects is crucial. AASP classifications recognize in-depth metrics to clearly separate these types of airports, clarify the airport's role in the system, support the prioritization of projects in the APEB scoring criteria, and support performance measures that are appropriate to the classification.

The results of the Phase III meetings with the TAC are documented in this report. After reviewing the classifications, resulted in minor wording changes to clarify the definitions and classification titles. A new classification (Landing Strips) was created to encompass all of the non-DOT&PF-owned, non-NPIAS airports that are included in the FAA Alaska Chart Supplement. Most airports included in the new class of Landing Strips were not previously classified by the AASP and commonly referred to as backcountry airports. Additional minor modifications are documented in each classification definition that follows. Not all classifications were modified.

Akiachak (Z13)

NPIAS and AASP Classifications Summarized Definitions*

NPIAS Summarized Definitions

Primary Commercial Service Medium and Small Hub: A medium hub airport has at least 0.25 percent, but less than 1 percent, of the total annual passenger boardings in the U.S., and a small hub airport has at least 0.05 percent, but less than 0.25 percent, of the total annual passenger boardings in the U.S.

Primary Commercial Service Nonhub: A nonhub airport receives less than 0.05 percent but more than 10,000 of the total annual passenger boardings in the U.S.

Nonprimary, Commercial Service, Nonhubs: Also referred to as nonhub nonprimary, these airports have scheduled passenger service and between 2,500 and 10,000 annual enplanements.

Nonprimary, General Aviation, Local: A public airport that does not have scheduled service or has scheduled service with less than 2,500 passenger boardings each year and provides access to markets within a state or immediate region.

Nonprimary, General Aviation, Basic: A public airport that does not have scheduled service or has scheduled service with less than 2,500 passenger boardings each year, provides a means for general aviation flying, and links the community to the national airport system. These airports support general aviation activities (e.g., emergency response, air ambulance service, flight training, and personal flying).

Nonprimary, General Aviation, Unclassified: These airports are currently in the NPIAS but with limited activity.

Non-NPIAS: These airports are registered and tracked by the FAA but not included in the NPIAS and not eligible for AIP funding.

AASP Summarized Definitions

Medium and Small Hubs: A medium hub airport has at least 0.25 percent, but less than 1 percent, of the total annual passenger boardings in the U.S., and a small hub airport has at least 0.05 percent, but less than 0.25 percent, of the total annual passenger boardings in the U.S. Juneau remains a small hub even if it is slightly below the NPIAS benchmark in some years.

Regional Hubs: Regional hubs meet three of the following criteria: (1) are designated primary airports, as defined by the FAA, with at least 10,000 annual passenger boardings; (2) are air carrier hubs, as defined by the FAA; (3) are Federal Aviation Regulation (FAR) Part 139 certificated; (4) are U.S. Postal Services (USPS) hubs; (5) are Department of Natural Resources (DNR)-designated fire tanker bases; or (6) serve communities with U.S. Coast Guard facilities.

Community Class: Community class airports are a community's primary airport that serves basic needs (e.g., passenger travel to regional hubs, mail service, local aviation-related business, and emergency needs). This classification includes communities with a year round population of at least 25 people, has a public school, and is located more than 1 hour by road from an international, regional hub, or other community class airport.

- Off-Road: not connected to the NHS
- On-Road: connected to the NHS

Local Class – NPIAS High Activity: These airports accommodate mostly general aviation activity. They either supplement hub and community airports by providing additional general aviation capacity in the more densely populated portions of the state or serve low-population areas where a community airport is not warranted. High activity airports must have at least 20 based aircraft.

Local Class – NPIAS Low Activity: These airports accommodate mostly general aviation activity. They either supplement international, regional hub, and community airports by providing additional general aviation capacity in the more densely populated portions of the state or serve low population areas where a community airport is not warranted. Low activity airports must have fewer than 20 based aircraft.

Local Class – Non-NPIAS: These public-use airports, heliports, or seaplane bases are documented in the FAA Alaska Chart Supplement but not included in the NPIAS and are not eligible for federal grant funding.

Landing Strips: Landing Strips are the remaining public and privately owned, non-NPIAS facilities that are registered with the FAA, not owned by DOT&PF, and not included in previously defined classifications.

*Full definitions are available for NPIAS and AASP Classifications at: www.faa.gov/airports/planning_capacity/npias/current/ and www.alaskaasp.com/admin/Docs/AASP%20Mission%20Goals%20Measures%20Classifications%20-%20for%20website.pdf

Medium and Small Hub Airports

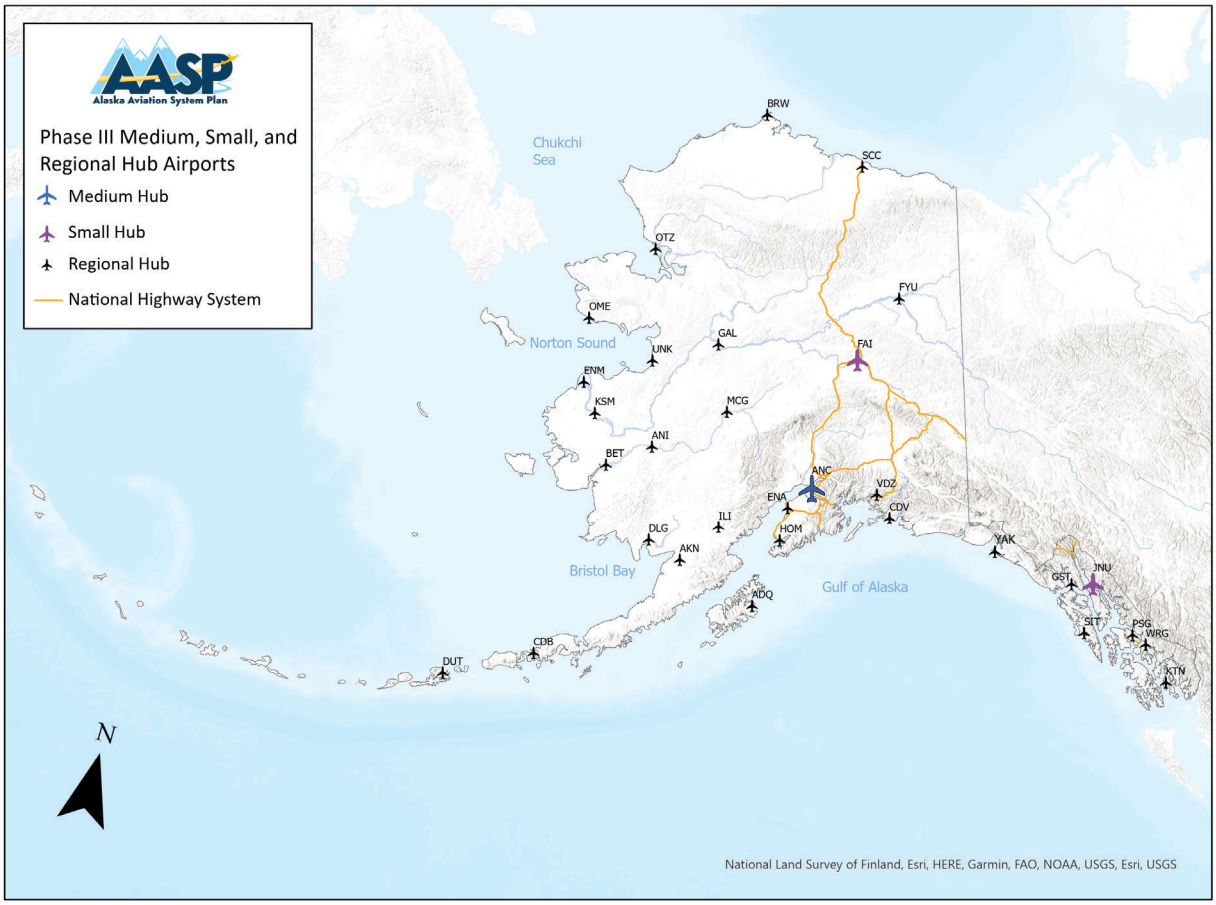
The TAC determined that the current AASP classification of international airports was misleading to the audience because the definition followed the NPIAS definition of medium and small hubs. The title led the public to question why many of the airports in the state that serve international markets and have "International" in their name were not part of this classification. The definition that was initially developed in the AASP Phase I report and confirmed in Phase II did not include the word international, therefore the existing definition continues to apply. Airports that meet the definition remain the same. The classification is renamed for the AASP to align with the FAA NPIAS naming convention—medium and small hub airports.

With the AASP classification renamed, the definition of medium and small hub airports remains the same as the definition in the NPIAS: A medium hub airport has at least 0.25 percent, but less than 1 percent, of the total annual passenger boardings in the U.S., and a small hub airport has at least 0.05 percent, but less than 0.25 percent, of the total annual passenger boardings in the U.S. The three largest airports in Alaska meet this definition. (Because of anomalies resulting from the COVID-19 travel restrictions, the 2019 NPIAS is the defining document, and Juneau remains an AASP small hub regardless of changes to the NPIAS designation.)

AASP Medium and Small Hub Airports by Region

Community	Airport	Code	NPIAS Classification	AASP Class
DOT&PF Northern Region				
Fairbanks	Fairbanks International	FAI	Primary Commercial Service Small Hub	Small Hub
DOT&PF Central Region				
Anchorage	Ted Stevens Anchorage International	ANC	Primary Commercial Service Medium Hub	Medium Hub
DOT&PF Southcoast Region				
None				
Local Sponsor				
Juneau	Juneau International	JNU	Primary Commercial Service Non Hub	Small Hub

Bethel (BET)



Regional Hubs

In AASP Phases I and II, the classification of regional airports always included the word “hub” prominently in the class definition. The Phase III planning team determined that changing the name to include the word “hub” meets the FAA Advisory Circular’s (AC) recommendation that state classifications should use common language to help the public and users understand the airport’s role in the state system.

The definition of regional hubs remains the same as the regional definition documented in Phase I and Phase II. Regional hub airports serve as the transportation and economic hub for more than one community. These airports usually need to accommodate larger aircraft; have instrument approaches with low minimums; and have more landside facilities, infrastructure, and services than smaller public-use airports. These airports, heliports, and seaplane bases must meet at least three of the following criteria:

- 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 USPS hubs or handle more than 2 million pounds of cargo (freight and mail, enplaned and deplaned) annually
- Have FAR Part 139 commercial operating certificates
- Serve communities with health facilities that serve two or more communities
- Are DNR-designated primary or secondary fire tanker bases
- Serve communities with U.S. Coast Guard facilities.

Airports that meet less than three of these characteristics may be considered regional hub airports if other justification for their regional role can be documented and supported by the DOT&PF. Alaska has 28 regional hub class airports.

AASP Regional Hub Airports by Region

Community	Airport	Code	NPIAS Classification	AASP Class
DOT&PF Northern Region				
Barrow	Wiley Post – Will Rogers Memorial	BRW	Primary Commercial Service Nonhub	Regional Hub
Cordova	Merle K. (Mudhole) Smith	CDV	Primary Commercial Service Nonhub	Regional Hub
Deadhorse	Deadhorse	SCC	Primary Commercial Service Nonhub	Regional Hub
Emmonak	Emmonak	EDM	Commercial Service Local	Regional Hub
Fort Yukon	Fort Yukon	FYU	Commercial Service Local	Regional Hub
Galena	Edward G Pitka Sr	GAL	Commercial Service Local	Regional Hub
Kotzebue	Ralph Wien Memorial	OTZ	Primary Commercial Service Nonhub	Regional Hub
Nome	Nome	OME	Primary Commercial Service Nonhub	Regional Hub
St Mary's	St Mary's	KSM	Primary Commercial Service Nonhub	Regional Hub
Unalakleet	Unalakleet	UNK	Primary Commercial Service Nonhub	Regional Hub
Valdez	Valdez Pioneer Field	VDZ	Primary Commercial Service Nonhub	Regional Hub
DOT&PF Central Region				
Aniak	Aniak	ANI	Primary Commercial Service Nonhub	Regional Hub
Bethel	Bethel	BET	Primary Commercial Service Nonhub	Regional Hub
Dillingham	Dillingham	DLG	Primary Commercial Service Nonhub	Regional Hub
Homer	Homer	HOM	Primary Commercial Service Nonhub	Regional Hub
McGrath	McGrath	MCG	General Aviation Local	Regional Hub
DOT&PF Southcoast Region				
Cold Bay	Cold Bay	CDB	Commercial Service Local	Regional Hub
Gustavus	Gustavus	GST	Primary Commercial Service Nonhub	Regional Hub
Iliamna	Iliamna	ILI	Commercial Service Local	Regional Hub
Ketchikan	Ketchikan International	KTN	Primary Commercial Service Nonhub	Regional Hub
King Salmon	King Salmon	AKN	Primary Commercial Service Nonhub	Regional Hub
Kodiak	Kodiak	ADQ	Primary Commercial Service Nonhub	Regional Hub
Petersburg	Petersburg James A Johnson	PSG	Primary Commercial Service Nonhub	Regional Hub
Sitka	Sitka Rocky Gutierrez Airport	SIT	Primary Commercial Service Nonhub	Regional Hub
Unalaska	Unalaska	UNK	Primary Commercial Service Nonhub	Regional Hub
Wrangell	Wrangell	WRG	Primary Commercial Service Nonhub	Regional Hub
Yakutat	Yakutat	YAK	Primary Commercial Service Nonhub	Regional Hub
Local Sponsor				
Kenai	Kenai Municipal	ENA	Primary Commercial Service No-hub	Regional Hub

Fairbanks International (FAI) - Photo by: Carmen Lobsinger

Community Class Airports

Community class airports are divided into two categories: off-road and on-road. Off-road airports are unique because the airport provides the only year-round means of transporting people and goods to and from the community. These community off-road airports are vital to the safety, survivability, and quality of life of these communities.

In previous reports, the "off-road" definition included a lack of year-round road access to the intrastate road system. The Phase III TAC is clarifying this definition by replacing "intrastate road system" with "National Highway System (NHS)." This wording change aligns the AASP with other transportation plans in the state and does not add or eliminate any airports from the classification.

Community class airports (both off-road and on-road) are defined as follows:

Community airports generally fulfill the role of a small community's primary airport when no medium, small, or regional hub airport serves this function. These airports usually serve basic community needs 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 1 hour driving time), a community airport may fulfill the 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 NHS. Community airports are defined as public airports, heliports, or seaplane bases that serve as the primary air transportation facility for communities that:

- Have a permanent population of at least 25.
- Have a public school.
- Are located more than 1 hour by road that is accessible year-round from a medium, small, regional or community airport.

Airports that do not meet all of these criteria can be designated as community airports with justification supported by the DOT&PF and approved by the AASP TAC.

The following airports were included in the community off-road classification in the 2011 AASP Phase I study and remain community class airports for the reasons listed in the Phase I report:

- Craig and Klawock are less than one hour's drive from each other. However, to account for different types of aircraft (amphibious and wheeled), both the Klawock Airport and the Craig Seaplane Base are included as Community Airports.
- Hollis does not have a school and is slightly less than a one-hour drive from Craig and Klawock. However, Hollis is an important intermodal terminal for the Inter Island Ferry Authority, and so should be in a higher class than Local.

Red Devil Airport in Central Region was reclassified in the Phase II AASP from community off-road to local class – NPIAS high activity. Sheldon Point Airport in Northern Region was renamed and is now listed under its new name, Nunam Iqua.

Community Class Airports – Off-Road

In 2022, Alaska has 145 community off-road airports. The current number differs from the 2011 report because of the reclassification of Red Devil Airport in Phase II. The definition of community off-road remains the same. These 145 critical airports comprise more than 50 percent of the DOT&PF airports in Alaska.

Sand Point became a FAR Part 139 certificated airport in 2016 but remained in the community off-road classification because it does not meet the other minimum requirements for a regional hub.

AASP Community Off-Road Airports by Region

Community	Airport	Code	NPIAS Classification	AASP Class
DOT&PF Northern Region				
Alakanuk	Alakanuk	AUK	Commercial Service Local	Community Off-Road
Allakaket	Allakaket	6A8	General Aviation Basic	Community Off-Road
Ambler	Ambler	AFM	Commercial Service Local	Community Off-Road
Anvik	Anvik	ANV	General Aviation Basic	Community Off-Road
Beaver	Beaver	WBQ	General Aviation Basic	Community Off-Road
Brevig Mission	Brevig Mission	KTS	Commercial Service Local	Community Off-Road
Buckland	Buckland	BVK	Commercial Service Local	Community Off-Road
Chalkyitsik	Chalkyitsik	CIK	General Aviation Basic	Community Off-Road
Deering	Deering	DEE	General Aviation Basic	Community Off-Road
Diomede	Diomede	DM2	General Aviation Basic	Community Off-Road
Elim	Elim	ELI	Commercial Service Local	Community Off-Road
Gambell	Gambell	GAM	Commercial Service Local	Community Off-Road
Golovin	Golovin	GLV	General Aviation Basic	Community Off-Road
Grayling	Grayling	KGX	General Aviation Basic	Community Off-Road
Holy Cross	Holy Cross	HCA	General Aviation Basic	Community Off-Road
Hughes	Hughes	HUS	General Aviation Basic	Community Off-Road
Huslia	Huslia	HLA	Commercial Service Local	Community Off-Road
Kaltag	Kaltag	KAL	General Aviation Basic	Community Off-Road
Kiana	Bob Baker Memorial	IAN	Commercial Service Local	Community Off-Road
Kivalina	Kivalina	KVL	Commercial Service Local	Community Off-Road
Kobuk	Kobuk	OBU	General Aviation Basic	Community Off-Road
Kotlik	Kotlik	2A9	Commercial Service Local	Community Off-Road
Koyuk	Koyuk Alfred Adams	KKA	General Aviation Basic	Community Off-Road
Koyukuk	Koyukuk	KYU	General Aviation Basic	Community Off-Road
Marshall	Marshall Don Hunter Sr	MDM	Commercial Service Local	Community Off-Road
Mountain Village	Mountain Village	MOU	Commercial Service Local	Community Off-Road
Noatak	Noatak	WTK	Commercial Service Local	Community Off-Road
Noorvik	Robert “Bob” Curtis Memorial	D76	Commercial Service Local	Community Off-Road
Nulato	Nulato	NUL	Commercial Service Local	Community Off-Road
Nunam Iqua	Nunam Iqua	SXP	General Aviation Basic	Community Off-Road
Pilot Station	Pilot Station	OAK	Commercial Service Local	Community Off-Road
Point Hope	Point Hope	PHO	Commercial Service Local	Community Off-Road
Ruby	Ruby	RBY	General Aviation Basic	Community Off-Road
Russian Mission	Russian Mission	RSH	Commercial Service Local	Community Off-Road
Savoonga	Savoonga	SVA	Commercial Service Local	Community Off-Road
Selawik	Selawik	WLK	Commercial Service Local	Community Off-Road
Shageluk	Shageluk	SHX	General Aviation Basic	Community Off-Road
Shaktoolik	Shaktoolik	2C7	Commercial Service Local	Community Off-Road
Shishmaref	Shishmaref	SHH	Commercial Service Local	Community Off-Road
Shungnak	Shungnak	SHG	General Aviation Basic	Community Off-Road

DOT&PF Northern Region continued next page

AASP Community Off-Road Airports by Region

Community	Airport	Code	NPIAS Classification	AASP Class
DOT&PF Northern Region continued				
St Michael	St Michael	SMK	General Aviation Basic	Community Off-Road
Stebbins	Stebbins	WBB	Commercial Service Local	Community Off-Road
Stevens Village	Stevens Village	SVS	General Aviation Basic	Community Off-Road
Tanana	Ralph M Calhoun Memorial	TAL	General Aviation Basic	Community Off-Road
Tatitlek	Tatitlek	7KA	General Aviation Basic	Community Off-Road
Teller	Teller	TER	General Aviation Basic	Community Off-Road
Wales	Wales	IWK	General Aviation Basic	Community Off-Road
White Mountain	White Mountain	WMO	General Aviation Basic	Community Off-Road
DOT&PF Central Region				
Akiachak	Akiachak	Z13	Commercial Service Local	Community Off-Road
Akiak	Akiak	AKI	Commercial Service Local	Community Off-Road
Aleknagik	Aleknagik/New	5A8	General Aviation Basic	Community Off-Road
Atmautluak	Atmautluak	4A2	Commercial Service Local	Community Off-Road
Chefornak	Chefornak	CFK	Commercial Service Local	Community Off-Road
Chenega	Chenega Bay	C05	General Aviation Basic	Community Off-Road
Chevak	Chevak	VAK	Commercial Service Local	Community Off-Road
Chuathbaluk	Chuathbaluk	9A3	General Aviation Basic	Community Off-Road
Clarks Point	Clarks Point	CLP	General Aviation Basic	Community Off-Road
Crooked Creek	Crooked Creek	CJX	General Aviation Basic	Community Off-Road
Eek	Eek	EEK	Commercial Service Local	Community Off-Road
Ekwok	Ekwok	KEK	General Aviation Basic	Community Off-Road
Goodnews	Goodnews	GNU	General Aviation Basic	Community Off-Road
Hooper Bay	Hooper Bay	HPB	Commercial Service Local	Community Off-Road
Kalskag	Kalskag	KLG	Commercial Service Local	Community Off-Road
Kasigluk	Kasigluk	Z09	Commercial Service Local	Community Off-Road
Kipnuk	Kipnuk	IIK	Commercial Service Local	Community Off-Road
Koliganek	Koliganek	JZZ	General Aviation Basic	Community Off-Road
Kongiganak	Kongiganak	DUY	Commercial Service Local	Community Off-Road
Kwethluk	Kwethluk	KWT	Commercial Service Local	Community Off-Road
Manokotak	Manokotak	MBA	General Aviation Basic	Community Off-Road
Mekoryuk	Mekoryuk	MYU	General Aviation Basic	Community Off-Road
Nanwalek	Nanwalek	KEB	General Aviation Basic	Community Off-Road
Napakiak	Napakiak	WNA	General Aviation Basic	Community Off-Road
Napaskiak	Napaskiak	PKA	General Aviation Basic	Community Off-Road
New Stuyahok	New Stuyahok	KNW	General Aviation Basic	Community Off-Road
Newtok	Newtok	EWU	General Aviation Basic	Community Off-Road
Nightmute	Nightmute	IGT	General Aviation Basic	Community Off-Road
Nikolai	Nikolai	FSP	General Aviation Basic	Community Off-Road
Nunapitchuk	Nunapitchuk	16A	Commercial Service Local	Community Off-Road
Platinum	Platinum	PTU	General Aviation Basic	Community Off-Road

DOT&PF Central Region continued next page

AASP Community Off-Road Airports by Region

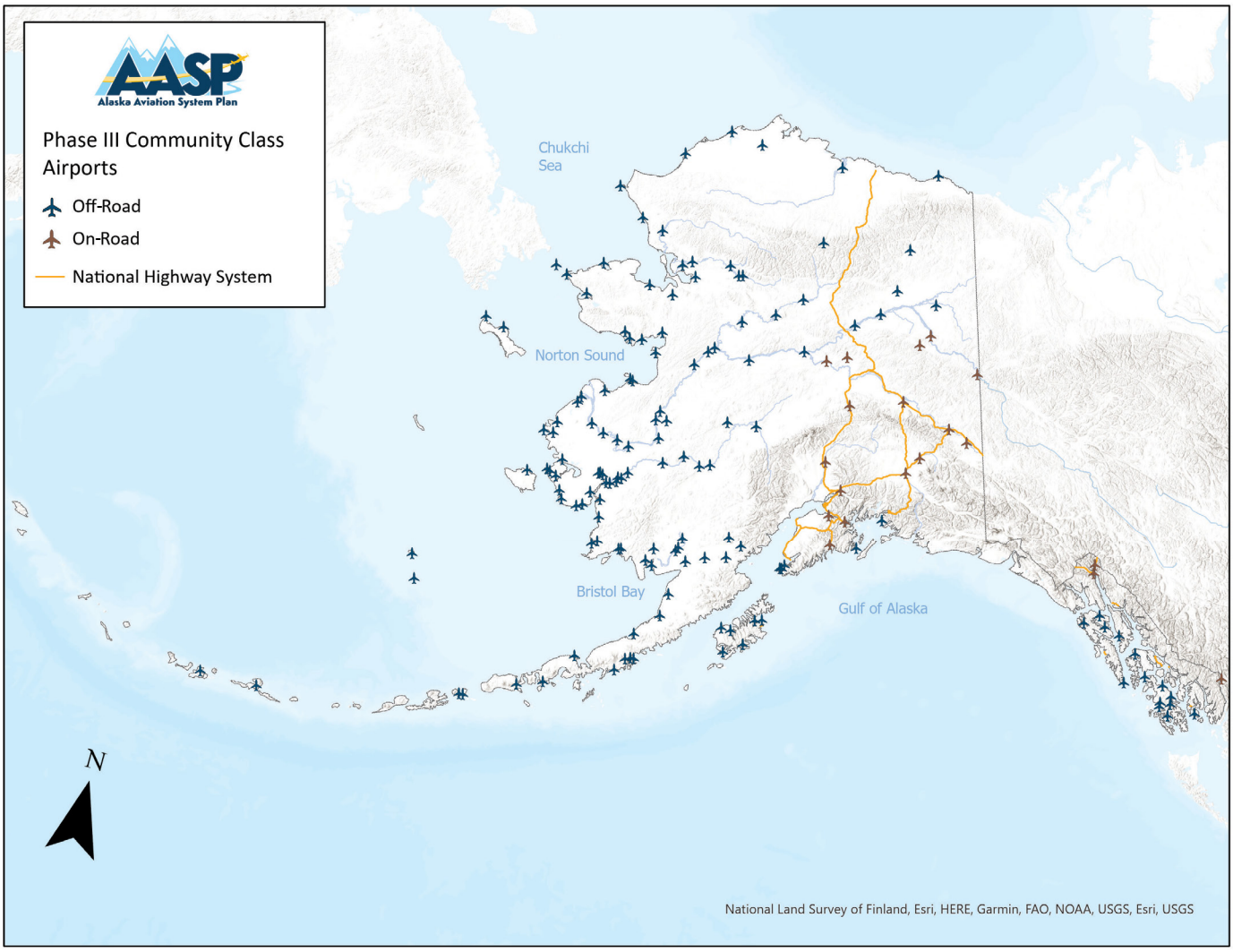
Community	Airport	Code	NPIAS Classification	AASP Class
DOT&PF Central Region continued				
Scammon Bay	Scammon Bay	SCM	Commercial Service Local	Community Off-Road
Seldovia	Seldovia	SOV	Commercial Service Local	Community Off-Road
Sleetmute	Sleetmute	SLQ	General Aviation Basic	Community Off-Road
Stony River	Stony River	2SRV	General Aviation Basic	Community Off-Road
Takotna	Takotna	TCT	General Aviation Basic	Community Off-Road
Togiak Village	Togiak	TOG	General Aviation Basic	Community Off-Road
Tooksook Bay	Tooksook Bay	OOK	Commercial Service Local	Community Off-Road
Tuluksak	Tuluksak	TLT	Commercial Service Local	Community Off-Road
Tuntutuliak	Tuntutuliak	A61	Commercial Service Local	Community Off-Road
Tununak	Tununak	4KA	General Aviation Basic	Community Off-Road
Twin Hills	Twin Hills	A63	General Aviation Basic	Community Off-Road
DOT&PF Southcoast Region				
Adak Island	Adak Island	ADK	Commercial Service Local	Community Off-Road
Akhiok	Akhiok	AKK	General Aviation Basic	Community Off-Road
Akutan	Akutan	7AK	General Aviation Basic	Community Off-Road
Angoon	Angoon	AGN	General Aviation Basic	Community Off-Road
Atka	Atka	AKA	General Aviation Basic	Community Off-Road
Chignik	Chignik	AJC	General Aviation Basic	Community Off-Road
Chignik Lagoon	Chignik Lagoon	KCL	General Aviation Basic	Community Off-Road
Chignik Lake	Chignik Lake	A79	General Aviation Basic	Community Off-Road
Coffman Cove	Coffman Cove	KCC	General Aviation Basic	Community Off-Road
False Pass	False Pass	KFP	General Aviation Basic	Community Off-Road
Hollis	Clark Bay	HYL	General Aviation Basic	Community Off-Road
Hoonah	Hoonah	HNH	Commercial Service Local	Community Off-Road
Hydaburg	Hydaburg	HYG	General Aviation Basic	Community Off-Road
Igiugig	Igiugig	IGG	General Aviation Basic	Community Off-Road
Kake	Kake	AFE	General Aviation Basic	Community Off-Road
Karluk	Karluk	KYK	General Aviation Basic	Community Off-Road
King Cove	King Cove	KVC	General Aviation Basic	Community Off-Road
Klawock	Klawock	AKW	Commercial Service Non-Hub	Community Off-Road
Kokhanok	Kokhanok	9K2	General Aviation Basic	Community Off-Road
Larsen Bay	Larsen Bay	2A3	General Aviation Basic	Community Off-Road
Levelock	Levelock	9Z8	General Aviation Basic	Community Off-Road
Metlakatla	Metlakatla	MTM	General Aviation Basic	Community Off-Road
Nelson Lagoon	Nelson Lagoon	OUL	General Aviation Basic	Community Off-Road
Nondalton	Nondalton	5NN	General Aviation Basic	Community Off-Road
Old Harbor	Old Harbor	6R7	General Aviation Basic	Community Off-Road
Ouzinkie	Ouzinkie	4K5	General Aviation Basic	Community Off-Road
Pedro Bay	Pedro Bay	4K0	General Aviation Basic	Community Off-Road
Perryville	Perryville	PEV	General Aviation Basic	Community Off-Road

DOT&PF Southcoast Region continued next page

AASP Community Off-Road Airports by Region

Community	Airport	Code	NPIAS Classification	AASP Class
DOT&PF Southcoast Region continued				
Perryville	Perryville	PEV	General Aviation Basic	Community Off-Road
Pilot Point	Pilot Point	PNP	General Aviation Basic	Community Off-Road
Port Alexander	Port Alexander	AHP	General Aviation Basic	Community Off-Road
Port Heiden	Port Heiden	PTH	General Aviation Basic	Community Off-Road
Port Lions	Port Lions	ORI	General Aviation Basic	Community Off-Road
Port Protection	Port Protection	19P	General Aviation Basic	Community Off-Road
Sand Point	Sand Point	SDP	Commercial Service Local	Community Off-Road
St George	St George	PBV	General Aviation Basic	Community Off-Road
St Paul Island	St Paul Island	SNP	Commercial Service Local	Community Off-Road
Tenakee Springs	Tenakee	TKE	General Aviation Basic	Community Off-Road
Whale Pass	Whale Pass Seaplane Float Harbor Facility	96Z	General Aviation Basic	Community Off-Road
Local Sponsor				
Akutan	Akutan	KQA	General Aviation Basic	Community Off-Road
Anaktuvuk Pass	Anaktuvuk Pass	AKP	Commercial Service Local	Community Off-Road
Arctic Village	Arctic Village	ARC	General Aviation Basic	Community Off-Road
Atqasuk	Atqasuk Edward Burnell Sr Memorial	ATK	General Aviation Basic	Community Off-Road
Barter Island	Barter Island	BTI	Commercial Service Local	Community Off-Road
Craig	Craig	CGA	General Aviation Basic	Community Off-Road
Egegik	Egegik	EII	General Aviation Basic	Community Off-Road
Kwigillingok	Kwigillingok	GGV	Commercial Service Local	Community Off-Road
Nuiqsut	Nuiqsut	AQT	General Aviation Basic	Community Off-Road
Pelican	Pelican	PEC	General Aviation Basic	Community Off-Road
Point Lay	Point Lay LRRS	PIZ	General Aviation Basic	Community Off-Road
Quinhagak	Quinhagak	AQH	Commercial Service Local	Community Off-Road
Thorne Bay	Thorne Bay	KTB	General Aviation Basic	Community Off-Road
Tuxekan Island	Naukati Bay SPB	AK62	Non-NPIAS	Community Off-Road
Venetie	Venetie	VEE	General Aviation Basic	Community Off-Road
Wainwright	Wainwright	AWI	Commercial Service Local	Community Off-Road

Nulato (NUL)



Community Class Airports – On-Road

Community on-road airports are connected by a road to the NHS and are further defined as public airports, heliports, or seaplane bases that serve as the primary air transportation facility for communities that:

- Have a permanent population of at least 25.
- Have a public school.
- Are located more than 1 hour by road that is accessible year-round from a hub or other community airport.

On-road airports differ from off-road airports only because on-road airports connect with the NHS. Nineteen airports are currently designated as community on-road airports.

AASP Community On-Road Airports by Region

Community	Airport	Code	NPIAS Classification	AASP Class
DOT&PF Northern Region				
Central	Central	CEM	General Aviation Basic	Community On-Road
Chistochina	Chistochina	CZO	Non-NPIAS	Community On-Road
Circle	Circle City	CRC	General Aviation Basic	Community On-Road
Eagle	Eagle	EAA	General Aviation Basic	Community On-Road
Gulkana	Gulkana	GKN	General Aviation Local	Community On-Road
Healy	Healy River	HRR	General Aviation Basic	Community On-Road
Manley Hot Springs	Manly Hot Springs	MLY	General Aviation Basic	Community On-Road
Minto	Minto Al Wright	51Z	General Aviation Basic	Community On-Road
Northway	Northway	ORT	General Aviation Basic	Community On-Road
Tok	Tok Junction	6K8	General Aviation Local	Community On-Road
DOT&PF Central Region				
Hope	Hope	SHO	General Aviation Basic	Community On-Road
Seward	Seward	SWD	General Aviation Local	Community On-Road
Talkeetna	Talkeetna	TKA	General Aviation Local	Community On-Road
Whittier	Whittier	IEM	General Aviation Unclassified	Community On-Road
DOT&PF Southcoast Region				
Haines	Haines	HNS	Commercial Service Local	Community On-Road
Hyder	Hyder	4Z7	General Aviation Basic	Community On-Road
Skagway	Skagway	SGY	Commercial Service Local	Community On-Road
Local Sponsor				
Delta Junction	Delta Junction	D66	Non-NPIAS	Community On-Road
Palmer	Warren “Bud” Woods Palmer Municipal	PAQ	Commercial Service Local	Community On-Road

Skagway (SGY)

Local Class Airports

Local class airports accommodate mostly general aviation activity. These airports either supplement hub or community class airports by providing additional general aviation capacity in more densely populated portions of the state or serve low-population areas where a community airport is not warranted. Runway size and landside facilities and services depend on the type and quantity of aircraft using the airport. Capability for instrument approaches or nighttime use is needed less often at local airports than at regional hub and community airports.

Local Class – NPIAS High Activity Airports

Local class NPIAS high activity airports are further defined as public-use airports, heliports, or seaplane bases that:

- Do not qualify for the medium, small, regional hub, or community classes.
- Are included in the NPIAS.
- Have at least 20 based aircraft.

AASP Local NPIAS High Activity Airports by Region

Community	Airport	Code	NPIAS Classification	AASP Class
DOT&PF Northern Region				
Cordova	Cordova Municipal	CKU	General Aviation Basic	Local NPIAS - High
DOT&PF Central Region				
Anchorage	Lake Hood	LHD	Primary Commercial Service Non Hub	Local NPIAS - High
Big Lake	Big Lake	BGQ	General Aviation Local	Local NPIAS - High
Birchwood	Birchwood	BCV	General Aviation Local	Local NPIAS - High
Red Devil	Red Devil	RDV	General Aviation Basic	Local NPIAS - High
Willow	Willow	UUO	General Aviation Local	Local NPIAS - High
DOT&PF Southcoast Region				
Naknek	Naknek	5NK	General Aviation Basic	Local NPIAS - High
Local Sponsor				
Anchorage	Merrill Field	MRI	Primary Commercial Service Non Hub	Local NPIAS - High
Kodiak	Trident Basin	T44	General Aviation Basic	Local NPIAS - High
Nenana	Nenana Municipal	ENN	General Aviation Basic	Local NPIAS - High
Soldotna	Soldotna	SXQ	General Aviation Local	Local NPIAS - High
Wasilla	Wasilla	IYS	General Aviation Local	Local High Activity

Local Class – NPIAS LOW Activity Airports

Local class NPIAS low activity airports fill a similar role as other local class airports but have fewer than 20 based aircraft. This classification is defined as public-use airports, heliports, or seaplane bases that:

- Do not qualify for the hub or community classes.
- Are included in the NPIAS.
- Have fewer than 20 based aircraft.

AASP Local NPIAS Lower Activity Airports by Region

Community	Airport	Code	NPIAS Classification	AASP Class
DOT&PF Northern Region				
Bettles	Bettles	BTT	General Aviation Basic	Local NPIAS - Low
Birch Creek	Birch Creek	Z91	General Aviation Basic	Local NPIAS - Low
Boundary	Boundary	BYA	General Aviation Basic	Local NPIAS - Low
Chandalar Camp	Chandalar Shelf	5CD	General Aviation Basic	Local NPIAS - Low
Chandalar Lake	Chandalar Lake	WCR	General Aviation Basic	Local NPIAS - Low
Chicken	Chicken	CKX	General Aviation Basic	Local NPIAS - Low
Chisana	Chisana	CZN	General Aviation Basic	Local NPIAS - Low
Chitina	Chitina	CXC	General Aviation Basic	Local NPIAS - Low
Circle Hot Springs	Circle Hot Springs	CHP	General Aviation Unclassified	Local NPIAS - Low
Clear	Clear	Z84	General Aviation Unclassified	Local NPIAS - Low
Coldfoot	Coldfoot	K29	Commercial Service Local	Local NPIAS - Low
Council	Council	K29	General Aviation Basic	Local NPIAS - Low
Dahl Creek	Dahl Creek	DCK	General Aviation Unclassified	Local NPIAS - Low
Galbraith Lake	Galbraith Lake	GBH	General Aviation Basic	Local NPIAS - Low
Kantishna	Kantishna	5Z5	General Aviation Basic	Local NPIAS - Low
Lake Louise	Lake Louise	Z55	General Aviation Basic	Local NPIAS - Low
May Creek	May Creek	MYK	General Aviation Basic	Local NPIAS - Low
McCarthy	McCarthy	15Z	General Aviation Basic	Local NPIAS - Low
Minchumina	Minchumina	MHM	General Aviation Basic	Local NPIAS - Low
Prospect Creek	Prospect Creek	PPC	General Aviation Unclassified	Local NPIAS - Low
Rampart	Rampart	RMP	General Aviation Basic	Local NPIAS - Low
Tetlin	Tetlin	3T4	General Aviation Basic	Local NPIAS - Low
Wiseman	Wiseman	WSM	General Aviation Unclassified	Local NPIAS - Low
DOT&PF Central Region				
Flat	Flat	FLT	General Aviation Basic	Local NPIAS - Low
Girdwood	Girdwood	AQY	General Aviation Basic	Local NPIAS - Low
Goose Bay	Goose Bay	Z40	General Aviation Unclassified	Local NPIAS - Low
Lime Village	Lime Village	2AK	General Aviation Basic	Local NPIAS - Low
Ophir	Ophir	Z17	General Aviation Unclassified	Local NPIAS - Low
Portage Creek	Portage Creek	A14	General Aviation Basic	Local NPIAS - Low
Skwentna	Skwentna	SKW	General Aviation Basic	Local NPIAS - Low

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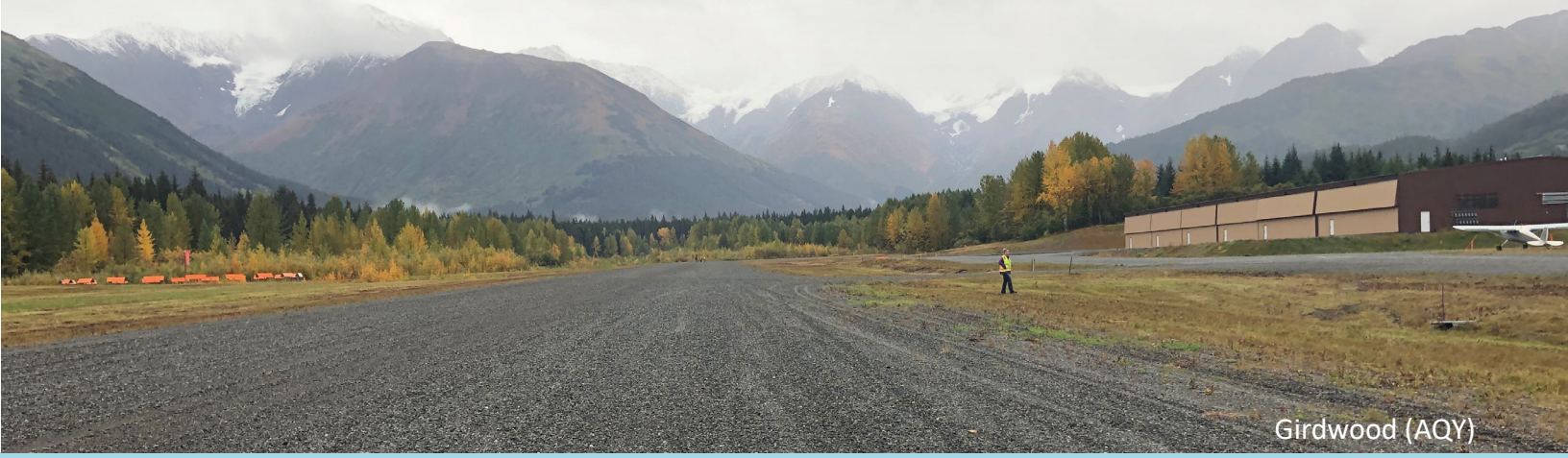
AASP Local NPIAS Lower Activity Airports by Region

Community	Airport	Code	NPIAS Classification	AASP Class
DOT&PF Southcoast Region				
Elfin Cove	Elfin Cove	ELV	General Aviation Basic	Local NPIAS - Low
Excursion Inlet	Excursion Inlet	EXI	General Aviation Basic	Local NPIAS - Low
Funter Bay	Funter Bay	FNR	General Aviation Unclassified	Local NPIAS - Low
Hoonah	Hoonah	OOH	General Aviation Unclassified	Local NPIAS - Low
Kasaan	Kasaan	KXA	General Aviation Basic	Local NPIAS - Low
Petersburg	Lloyd R Roundtree Seaplane Facility	63A	General Aviation Unclassified	Local NPIAS - Low
Point Baker	Point Baker	KPB	General Aviation Unclassified	Local NPIAS - Low
South Naknek	South Naknek	WSN	General Aviation Basic	Local NPIAS - Low
Ugashik	Ugashik	9A8	General Aviation Basic	Local NPIAS - Low
Local Sponsor				
Baranof	Baranof Warm Springs Float	BNF	General Aviation Unclassified	Local NPIAS - Low
Haines	Haines	3Z9	General Aviation Unclassified	Local NPIAS - Low
Juneau	Juneau Harbor	5Z1	General Aviation Basic	Local NPIAS - Low
Kake	Kake	AFE	General Aviation Basic	Local NPIAS - Low
Ketchikan	Murphys Pullout	8K9	General Aviation Unclassified	Local NPIAS - Low
Kitoi Bay	Kotoi Bay	KKB	General Aviation Basic	Local NPIAS - Low
Klawock	Klawock	AQC	General Aviation Unclassified	Local NPIAS - Low
Kodiak	Kodiak Municipal	KDK	General Aviation Basic	Local NPIAS - Low
Meyers Chuck	Meyers Chuck	84K	General Aviation Unclassified	Local NPIAS - Low
Sitka	Sitka	A29	General Aviation Unclassified	Local NPIAS - Low
Telida	Telida	2K5	General Aviation Basic	Local NPIAS - Low
Wrangell	Wrangell	68A	General Aviation Basic	Local NPIAS - Low
Yakutat	Yakutat	2Y3	General Aviation Unclassified	Local NPIAS - Low



Girdwood (AQY)

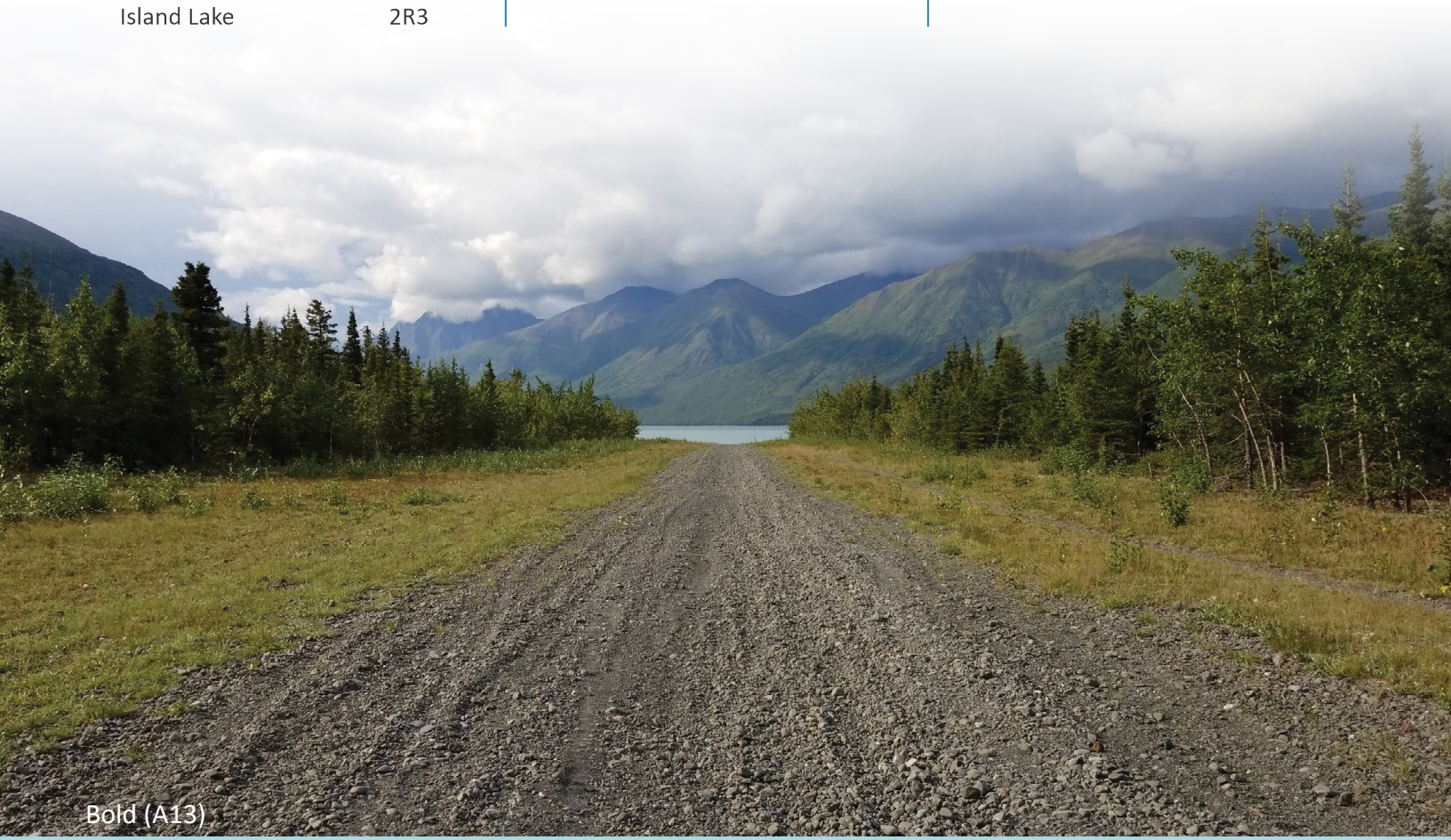
Local Class – Non-NPIAS Airports

The AASP TAC modified the classification of local non-NPIAS airports in 2021 to include all DOT&PF owned, non-NPIAS airports and select other public-use airports that meet the guidelines for local class and are not in previously defined classes.

Local class non-NPIAS airports include public-use airports, heliports, or seaplane bases that provide additional general aviation capacity in more densely populated areas, are listed in the FAA Alaska Chart supplement but not included in the NPIAS or eligible for federal grant funding.

AASP Local Class Non-NPIAS Airports

Airport	Code	Airport	Code	Airport	Code
Bethel	Z59	Kasilof	5KS	Quartz Creek/Kougarok	5QC
Bradley Sky-Ranch	95Z	Ketchikan Harbor	5KE	Salmon Lake	Z81
Butte Muni	AK1	Kodiak/Lilly Lake	9Z3	Shannons Pond	AA15
Campbell Lake SPB	A11	Kulik Lake	LKK	Sheep Mountain	SMU
Christiansen Lake	AK8	Lake Brooks	5Z9	Summit	UMM
Copper Center 2	Z93	Lawing	9Z9	Tazlina	Z14
Cottonwood Lake	3H3	Livengood Camp	4AK	Umiat	UMT
Engstrom Field	Z47	Mackey Lakes	L85	Upper Wasilla Lake	3K9
Finger Lake	99Z	Newtok	WWT	Visnaw Lake	T66
Gold King Creek	AK7	Ninilchik	NIN	Wasilla Lake	5L6
Hangar Lake	Z58	Nome City Field	94Z	Waterfall	KWF
Homer-Beluga Lake	5BL	Quartz Creek	JLA	Yakataga	0AA1
Island Lake	2R3				



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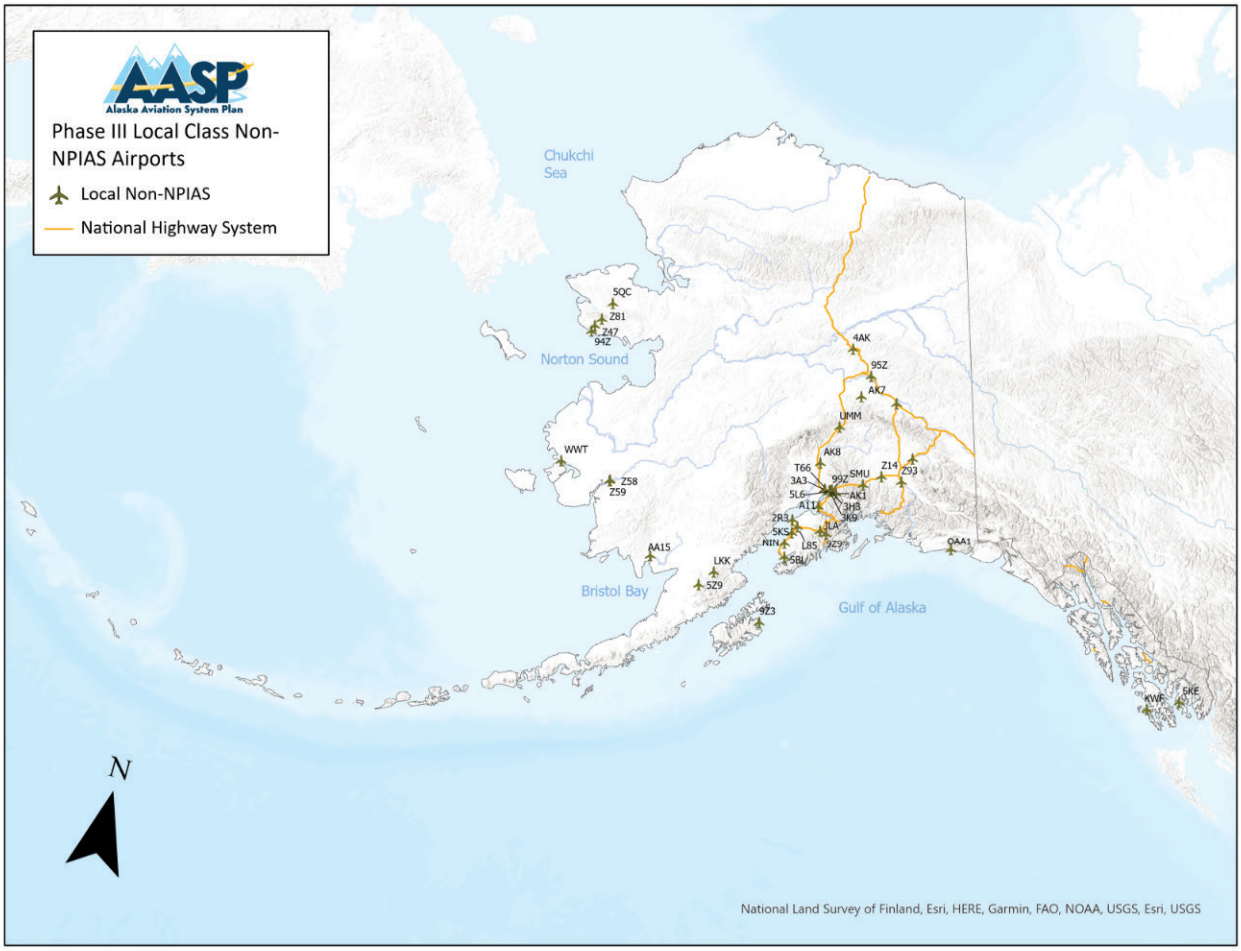


Landing Strips

The 2021 review of the AASP classifications added a new class of airports to include all other NPIAS, FAA-recognized facilities in Alaska. This new classification, titled Landing Strips, accommodates the wide variety of FAA-registered NPIAS facilities across the state. The FAA guidance for system plans supports an inventory of NPIAS airports, and future tasks under the AASP may determine that further inventorying and classifying these NPIAS airports is warranted.

Landing strips are defined as the remaining NPIAS facilities registered with the FAA, not owned by DOT&PF, and not included in previously defined classifications. The most recent FAA reports indicate that more than 450 public and private-use strips are located across the state. Additional information on these strips is documented in the AASP Phase II brochure Backcountry Airstrips of Alaska: An important, but often overlooked resource.

Wrangell – St. Elias National Park, Photo by: Dustin Moore

Seaplane Facilities

The NPIAS and AASP include seaplane facilities in their definition of airports and airport classifications. In Phase II, the FAA and DOT&PF recognized the important role that seaplane bases fulfill in Alaska and published an addendum to the AASP focusing exclusively on Alaska's state-owned seaplane facilities. The addendum is titled Seaplane Facilities Plan and is available on the AASP website (www.alaskaasp.com).

This addendum is a planning tool that goes beyond the NPIAS and AASP classifications to further categorize state-owned seaplane facilities. The Seaplane Facilities Plan provides additional information, such as performance measures, to help preserve these unique airports.

The AASP 2021 review of classifications and performance measures determined that the current environment did not warrant update to the seaplane addendum.

Clark Bay (HYL)

III. Review of AASP Performance Measures

The FAA system planning AC contains information on performance measures and their importance to the ongoing aviation planning process. The AC also recognizes the importance of periodically reviewing measures to ensure that the data are useful and current as well as to accurately document system condition.

In some cases, the development of the measures may be an on-going process because the initial work may end up being too difficult to measure.

(Advisory Circular [AC] 150-5070-7, Change 1, §505c)

Feedback from the initial Phase III survey and interviews conducted with AASP website users identified issues with existing performance measures. Specifically, updates are inconsistent, the metrics with percentages are too complicated and confusing to many readers, and some performance measures are outdated or outside the purview of the state. Performance measures are intended to inform the general public and other system users about the general health of the system over time. Performance measures that are not easily understood across a broad range of users defeats one of the goals: to provide clear and concise information. The TAC considered these comments when reviewing this task.

The TAC's holistic review resulted in the establishment of the following goals to guide updating of performance measures:

- Track metrics that are updated with automatic data pulls, when possible, to reduce additional staff time and increase data reliability.
- Revise metrics so that they are easily understood across a broader audience.
- Categorize metrics to recognize funding responsibilities and clarify that some desirable airport infrastructure improvements are the responsibility of the community or private industry (e.g., fuel for sale and public restrooms).
- Retain metrics that will aid in tracking system performance over time.
- Select metrics that are reasonable based on airport classification; not all metrics are applicable to all classifications.
- Improve the report cards and scorecards to display information clearly.

Quartz Creek (JLA)

The TAC determined that revising the categories would help clarify the purpose of individual measures. The former categories were Design, Service, and Other, and the new categories include the following:

- Airport Design: These measures relate to the airport geometry (e.g., runway length).
- Airport Safety: The FAA, DOT&PF, and the public place a high priority on safety; therefore, grouping measures that directly impact safety together is logical.
- Airport Planning: Planning for airport projects and capacity is crucial to a large system and an FAA requirement for Airport Capital Improvement Plan (ACIP) funding.
- Community Quality of Life: This category is an important aspect of the airport environment but does not qualify for FAA AIP funding and does not directly impact safe airport operations.
- Community Economic Development: These attributes are desirable for any airport but not directly related to infrastructure needed to accommodate aircraft.

In addition to clarifying definitions, eliminating complicated percentage calculations, and establishing new, easily defined categories for performance measures, the TAC also considered concerns regarding data accuracy. Survey results, individual interviews, and industry best practices strongly support the need for accurate data.

One of the primary goals during the TAC review was to identify measures that could remain current through automated data pulls from the FAA or other reliable sources. A realistic assessment of available resources to update the previous measures aided in selecting the measures to eliminate.

The assessment of existing measures also included the practical value of the information. For example, is it relevant to track Runway Visual Zone (RVZ) when very few Alaska airports have more than one runway? The September 2015 Evolution of the AASP Classifications and Performance Measures report noted that "Very few airports are non-compliant with RVZ or parallel taxiway standards because they do not apply to the vast majority of AASP airports." Many of the design standards tracked in previous phases were eliminated or redefined to increase relevancy.

The AASP Phase II Design standards included percentage weight are shown in Table 1.

Table 1: AASP Phase II Design Standards

AASP Phase II Design Standards

Design Standards Category	Objective	Percent
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%
	Total	100%

Source: CDM Smith, DOWL Evolution of the AASP Classifications and Performance Measures Report. https://www.alaskaasp.com/media/3869/evolution_of_the_aasp_classifications_and_performance_measures__2015_.pdf

The newly adopted design standards are included in Table 2.

Table 2: Sample Airport Design Standards Report

Airport Design Measures			
Performance Measure	**Criteria**	**Current Condition**	**Meets Measure**
RPZ Control/Compliance	RPZ in compliance and property control or easement established	Yes	✓
Current Design Aircraft	Design aircraft on last approved ALP or Master Plan	B-1	✓
Parallel Taxiway	Not a measure for this classification	—	—
Nonstandard Condition	Nonstandard condition documented on current ALP	No	✓

Crosswind coverage moved to the Safety category and RPZ control and compliance is now combined into one measure. Current design aircraft is now a standalone metric because it is the determining factor in new project design, and other design criteria were grouped under nonstandard condition. Tracking Runway Safety Area (RSA) was discontinued because all practicable projects to address RSA discrepancies are complete and any remaining nonstandard conditions are now tracked in that line item.

The AASP performance measures in the Phase II Service Index group included many measures that are outside of the DOT&PF's mission. Measures that are important to either the community or the airport's economic development and are tracked under new categories titled Community Quality of Life and Economic Development. New measures for broadband and unmanned aerial systems (UAS) are now included under the Economic Development category to account for recent technological advancements. Emergency shelters are a new measure that reflects their importance to maintenance crews serving remote airports. Runway length, lighting, and parallel taxiways moved to the Safety category. Instrument approach minimums were removed until the system can accurately track and update this information.

Table 3: Sample Quality of Life and Community Economic Development Report

Community: Quality of Life			
Performance Measure	**Criteria**	**Current Condition**	**Meets Measure**
Public Restrooms	Public restrooms are available	No	✗
Passenger Waiting Shelter	Passenger waiting shelter is available	No	✗
Emergency Maintenance Shelter	Emergency maintenance shelter is onsite	Yes	✓

Community Economic Development			
Performance Measure	**Criteria**	**Current Condition**	**Meets Measure**
Fuel Available	Fuel available for purchase - type of fuel	100LL	✓
Documented Need for Additional Lease Lots	Documented need for additional lease lots	No	✓
Documented Need for Aircraft or Vehicle Parking	Documented need for vehicle or aircraft parking	No	✓
Unmanned Aerial System (UAS) Integration	Airport connected to UAS corridor	No	✗
Broadband Connectivity Available	Broadband available through local fiber connection	Yes	✓

The remaining measures tracked in Phase II and grouped as "Other" were evaluated, revised, and added to appropriate categories.:

- Airfield Condition: Now tracked as Primary Runway Condition under the Airport Safety section.
- Weather Reporting: Now tracked under Safety as two distinct metrics: FAA Weather Cameras and Certified Weather Reporting. This change is largely based on the documented need for additional automated weather stations (AWOS and ASOS) and the proliferation of FAA weather cameras across the system.
- Visual Approach Slope Indicators (VASI) and Precision Approach Path Indicators (PAPI): These two indicators were replaced by Approach Lighting Systems (ALS) and Runway End Indicator Lights (REILs) under the Safety section. This change is largely because of ongoing discussions between the FAA and DOT&PF regarding installing and maintaining new PAPI systems.
- Current Airport Layout Plan (ALP): This measure is tracked under Planning, along with Airport Master Plan.
- Current CIMP Inspection: This measure is now in the Planning group because of the critical role that these inspections play in project planning.
- Seasonal Closures: This measure remains under Safety to provide ongoing and consistent tracking.
- FAA-Compliant Geographical Information System (GIS) Data: This new measure is under the Planning section.

Table 4: Sample Airport Safety and Planning Measures Report

Airport Safety Measures			
Performance Measure	**Criteria**	**Current Condition**	**Meets Measure**
Primary Runway Length	3,300 or longer for Community Classes, 5,000 or longer for Hub classes.	3,300	✓
Primary Runway Condition	Good for gravel, PCI rated 70 or better for paved	Fair	✗
Primary Runway Lighting	HIRL for Hubs and Regionals, MIRL for Community and Local High Activity	MIRL	✓
Primary Runway ALS or REIL	Approach Lighting System or Runway End Indicator Lights	REIL	✓
Wind Coverage > 95% and/or Crosswind Runway	Wind coverage of 95% or higher or existing crosswind runway	No	✗
Certified Weather Reporting	Certified weather reporting onsite	AWOS, ASOS	✓
Weather Camera	FAA weather camera onsite	Yes	✓
Seasonal Closures	Closed more than 48 hours in multiple years	No	✓

Airport Planning Measures			
Performance Measure	**Criteria**	**Current Condition**	**Meets Measure**
Airport Layout Plan (ALP)	Less than 5 years old for Med/Sm Hubs or less than 10 years for Regional Hubs as needed for others	6-11-99	✓
Airport Master Plan	5 years for Med & Sm; 10 years for Regionals	No	✗
Current CIMP Inspection	3 years for Regional & Community, 5 years for Local	8-22-21	✓
Part 139 Compliant	Not a measure for this classification	—	—
FAA Compliant GIS Data	Approved AGIS compliant with AC 150/5300-18B	No	✗

The team carefully reviewed each measure's definition resulting in the reduction of technical jargon and simplified definitions to reduce potential misinterpretations.

Table 5: AASP Phase III Performance Measures Definitions

AASP Alaska Aviation System Plan

Performance Measures Definitions

Airport Design Measures

RPZ Control/Compliance
All runway protection zones (RPZs) are FAA compliant. RPZs are owned by the airport sponsor or have avigation easements in place. Airport is not on the national noncompliance list.

Current Design Aircraft
Current design aircraft listed on the ALP aligns with existing Airport Reference Code.

Parallel Taxiway
Must have a full or partial parallel taxiway to meet metric; metric only applicable to facilities with more than 20,000 annual operations.

Non-Standard Condition
Non-standard condition documented on the current ALP.

Airport Safety Measures

Primary Runway Length
Primary runway length must be 3,300 feet or longer for Community classes and 5,000 feet or longer for Hub classes.

Primary Runway Condition
Primary runway condition must meet a "Good" status for gravel surfaces and at least a 70 PCI rating for paved surfaces.

Primary Runway Lighting
Primary runway has high-intensity lighting (HIRL) for hubs and medium intensity lighting (MIRL) for Community and Local NPIAS High Activity classes.

Primary Runway ALS or REIL
Primary runway has Runway End Identifier Lights (REIL) or an Approach Lighting System (ALS).

Wind Coverage > 95% and/or Crosswind Runway
Primary runway wind coverage is 95 percent or greater and/or facility has a crosswind runway.

Certified Weather Reporting
Certified weather reporting is on-site.

Weather Camera
FAA weather camera is on-site.

Seasonal Closures
Applicable to facilities closed more than 48 hours in multiple years.

Airport Planning Measures

Airport Layout Plan (ALP)
Last approved ALP is less than 5 years for Medium/Small hubs and 10 years for Regional Hubs; all other classes require a planning review within the last 10 years.

Airport Master Plan
Last approved Master Plan is less than 5 years for Medium/Small hubs and 10 years for Regional Hubs; Community and Local NPIAS classes updated as required.

Current CIMP Inspection
Airport has a current CIMP inspection; 3 years for Regional Hubs and Community classes and 5 years for Local NPIAS classes.

FAR Part 139 Compliant
Capital project is needed to resolve Part 139 Letter of Compliance (LOC) deficiency/violation.

FAA-Compliant GIS Data
Airport information is available in AGIS and compliant with AC 150/5300-18B.

Community Quality of Life

Public Restrooms
Public restrooms are available.

Passenger Waiting Shelter
Passenger waiting shelter is available.

Emergency Maintenance Shelter
Emergency maintenance shelter is on-site.

Community Economic Development

Fuel Available
Fuel is available for purchase.

Documented Need for Additional Lease Lots
Documented need exists for additional lease lots.

Documented Need for Aircraft or Vehicle Parking
Documented need exists for additional aircraft and/or vehicle parking.

Unmanned Aerial System (UAS) Integration
Facility includes UAS corridor with plans for unmanned activity in the future.

Broadband Connectivity Available
Community has broadband connectivity through a local fiber connection.

IV. Reporting Performance Measures by Classification

In Phase III measures are segregated by airport classification. In classifications where the measure is not applicable, the system will automatically populate the words “not a measure.”

On the Facilities/Performance Measures tab, an Edit button is now clearly visible for individual measures that require Planning or Statewide Aviation (SWA) updates. A total of 25 performance measures were revised in Phase III. Of those, 7 will be updated via automated data pulls, and 18 require manual updating by SWA staff or the regional planners. The AASP inventory and needs update currently underway intends to make all performance measure data current; future changes requiring manual update are intended to be minimal and connected to new projects. The AASP will continue to explore opportunities to automatically update information.

To improve website reporting features for performance measures, regional scorecards and the individual airport report cards were updated. The new report cards eliminate the index scoring metric because surveys indicated that many individuals found this feature difficult to understand. The categories are clearly defined and the new design facilitates printing and distributing individual reports.

Table 6: Phase II Versus Phase III Individual Airport Report Cards

Phase II Individual Airport Report Cards

Community Off-Road

Airport Information	
Location ID	GGV
Associated City	KWIGILLINGOK
Airport Name	KWIGILLINGOK
AASP Classification	Community Off-Road
Planning Region	Central
Airport Design Standards Index	**Compliance**
Runway Safety Area (RSA) Compliance	No
Object Free Zone (OFZ) Compliance	Yes
Threshold Siting Surface (TSS) Compliance	Yes
Runway Protection Zone (RPZ) Controlled by User	No
Runway Protection Zone (RPZ) Compatible Land Use	Yes
Crosswind Runway if Coverage < 95%	No
Runway Visibility Zone (RVZ)	N/A
Parallel Taxiway if Operations > 20,000/year	N/A
Total Index	
Airport Design Standards Index	**Objective**
Runway Length	3,300
Runway Lighting	MIRL
Instrument Approach Visibility Minimums (Miles)	1
Demand for Lease Lots	Meet Demand
Demand for Tie-Downs	Meet Demand
Fuel Sales Available	Yes
Passenger Shelter	Yes
Public Toilet	Yes
Total Index	
Other Performance Measures	
Airfield Surface Condition: Unpaved Primary Runway Paved Taxiways Paved Aprons	Mee
Weather Reporting and Observation	
Visual Glideslope Indicator (VGSI)	
Airport Layout Plan	Year 2014 -
Seasonal Closure	

New Phase III Individual Airport Report Cards

AASP Alaska Aviation System Plan

AASP Performance Measures Airport Report Card

Performance measures are defined and established as part of the Alaska Aviation System Plan (AASP). They provide statistical records to indicate progression toward high-level goals and objectives and are used to access large networks. Aviation systems are dynamic, requiring individual airports to consider multiple factors when planning for projects; therefore, unmet measures are informational in nature and not directive.

Identifier	Airport Name	Associated City	Airport Classification	Airport Owner

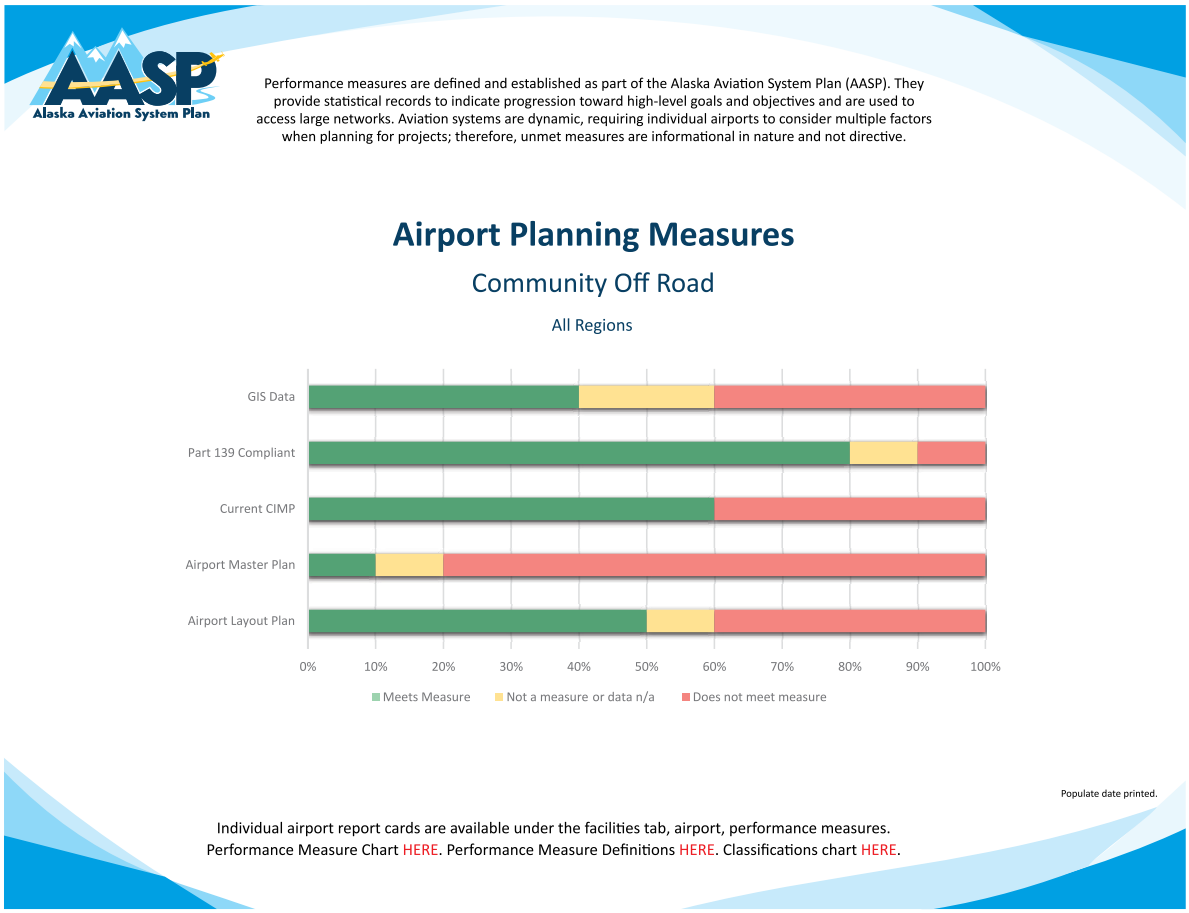
Performance Measure	Criteria	Current Condition	Meets Measure
Airport Design Measures			
RPZ Control/Compliance	RPZ in compliance and property control or easement established	Yes	✓
Current Design Aircraft	Design aircraft on last approved ALP or Master Plan	B-1	✓
Parallel Taxiway	Not a measure for this classification	—	—
Non-Standard Condition	Non-standard condition documented on current ALP	No	✓
Airport Safety Measures			
Primary Runway Length	3,300 or longer for Community Classes, 5,000 or longer for Hub classes.	3,300	✓
Primary Runway Condition	Good for gravel, PCI rated 70 or better for paved	Fair	✗
Primary Runway Lighting	HIRL for Hubs and Regionals, MIRL for Community and Local High Activity	MIRL	✓
Primary Runway ALS or REIL	Approach Lighting System or Runway End Indicator Lights	REIL	✓
Wind Coverage > 95% and/or Crosswind Runway	Wind coverage of 95% or higher or existing crosswind runway	No	✗
Certified Weather Reporting	Certified weather reporting onsite	AWOS, ASOS	✓
Weather Camera	FAA weather camera onsite	Yes	✓
Seasonal Closures	Closed more than 48 hours in multiple years	No	✓
Airport Planning Measures			
Airport Layout Plan (ALP)	Less than 5 years old for Med/Sm Hubs or less than 10 years for Regional Hubs as needed for others	6-11-99	✓
Airport Master Plan	5 years for Med & Sm; 10 years for Regionals	No	✗
Current CIMP Inspection	3 years for Regional & Community, 5 years for Local	8-22-21	✓
Part 139 Compliant	Not a measure for this classification	—	—
FAA Compliant GIS Data	Approved AGIS compliant with AC 150/5300-18B	No	✗
Community: Quality of Life			
Public Restrooms	Public restrooms available	No	✗
Passenger Waiting Shelter	Passenger waiting shelter available	No	✗
Emergency Maintenance Shelter	Emergency maintenance shelter onsite	Yes	✓
Community: Economic Development			
Fuel Available	Fuel available for purchase - type of fuel	100LL	✓
Documented Need for Additional Lease Lots	Documented need for additional lease lots	No	✓
Documented Need for Aircraft or Vehicle Parking	Documented need for vehicle or aircraft parking	No	✓
Unmanned Aerial System (UAS) Integration	Airport connected to UAS corridor	No	✗
Broadband Connectivity Available	Broadband available through local fiber connection	Yes	✓

The definitions on this chart are abbreviated for space; full definitions are available HERE

Populate date printed.

The regional, statewide, and district scorecards were also updated so that each individual report could be printed easily. Performance measure reports are available on the internal AASP website under the Facilities and Reports tabs or by request from a regional planner.

Table 7: Concept Design for Regional/Statewide/District Scorecards



The AASP programming team added the capability to collect and archive an annual snapshot of performance measure data. This new feature facilitates future trend analysis and tracking over time.

The outcome of the TAC Phase III work on classifications and related performance measures for each classification is summarized in a single chart. Where applicable, the text indicates information that the system will populate in each measure. For example, if Master Plan is a classification measure, the system will populate the date of the last approved Master Plan under the current condition in the individual airport report. This new feature enhances the amount of information provided in a single report.

Coldfoot (CXF)

Table 8: Chart of Performance Measures by Airport Classification*

AASP System Performance Measures

Performance Measure	AASP Airport Classification						
	Med & Small Hubs	Regional Hubs	Community Off-Road	Community On-Road	Local High Activity	Local Low Activity	Local Non-NIAPS
Airport Design Measures							
RPZ Control/Compliance	Yes	Yes	Yes	Yes	Yes	Not a measure	Not a measure
Current Design Aircraft	Yes/[VALUE]	Yes/[VALUE]	Yes/[VALUE]	Yes/[VALUE]	Yes/[VALUE]	Not a measure	Not a measure
Parallel Taxiway	[FULL]	[FULL]/[PARTIAL]	Not a measure	Not a measure	Not a measure	Not a measure	Not a measure
Non-Standard Condition	[VALUE]	[VALUE]	[VALUE]	[VALUE]	[VALUE]	[VALUE]	Not a measure
Airport Safety Measures							
Primary Runway Length	[VALUE]	[VALUE]	[VALUE]	[VALUE]	Not a measure	Not a measure	Not a measure
Primary Runway Condition	[RATING]	[RATING]	[RATING]	[RATING]	[RATING]	[RATING]	[RATING]
Primary Runway Lighting	HIRL	HIRL	MIRL	MIRL	MIRL	Not a measure	Not a measure
Primary Runway ALS or REIL	[TYPE]	[TYPE]	[TYPE]	[TYPE]	Not a measure	Not a measure	Not a measure
Wind Coverage > 95% and/or Crosswind Runway	[VALUE]	[VALUE]	[VALUE]	Not a measure	Not a measure	Not a measure	Not a measure
Certified Weather Reporting	[TYPE]	[TYPE]	[TYPE]	[TYPE]	[TYPE]	[TYPE]	Not a measure
Weather Camera	Yes	Yes	Yes	Yes	Yes	Yes	Not a measure
Seasonal Closures	Not a measure	Not a measure	[VALUE]	[VALUE]	[VALUE]	[VALUE]	[VALUE]
Airport Planning Measures							
Airport Layout Plan (ALP)	[Approval Date]	[Approval Date]	As Required	As Required	As Required	As Required	Not a measure
Airport Master Plan	[Approval Date]	[Approval Date]	As Required	As Required	As Required	Not a measure	Not a measure
Current CIMP Inspection	Not a measure	[DATE]	[DATE]	[DATE]	[DATE]	[DATE]	Not a measure
Part 139 Compliant	Yes	Yes	Not a measure	Not a measure	Not a measure	Not a measure	Not a measure
FAA Compliant GIS Data	Yes	Yes	Yes	Yes	Yes	Not a measure	Not a measure
Community Quality of Life							
Emergency Maintenance Shelter	Not a measure	Not a measure	Yes	Not a measure	Not a measure	Not a measure	Not a measure
Passenger Waiting Shelter	Yes	Yes	Yes	Not a measure	Not a measure	Not a measure	Not a measure
Public Restrooms	Yes	Yes	Yes	Yes	Not a measure	Not a measure	Not a measure
Community Economic Development							
Documented Need Additional Lease Lots	No	No	No	No	No	No	Not a measure
Documented Need Aircraft or Vehicle Parking	No	No	No	No	No	No	Not a measure
Broadband Connectivity Available	Yes	Yes	Yes	Yes	Not a measure	Not a measure	Not a measure
Fuel Available	[TYPE]	[TYPE]	[TYPE]	[TYPE]	[TYPE]	Not a measure	Not a measure
Unmanned Aerial System (UAS) Integration	Yes	Yes	Yes	Yes	Yes	Not a measure	Not a measure

Performance measures are defined and established as part of the Alaska Aviation System Plan (AASP). They provide statistical records to indicate progression toward high-level goals and objectives and are used to access large networks. Aviation systems are dynamic, requiring individual airports to consider multiple factors when planning for projects; therefore, unmet measures are informational in nature and not directive.

Refining the AASP classification definitions, performance measure tracking, and reporting provides important metrics that enable the DOT&PF to track system health over time, which is a foundational element of aviation system planning.

The AASP TAC team continues to evaluate different aspects of the system plan and upgrade the website reporting features. If you have suggestions, questions, or need more information, please visit the AASP website or contact the project team.

*Scalable PDF versions of charts and maps found in this report are available in Appendix A: Charts and B: Maps

Adak (ADK) - Photo by: Melissa Osborn

Bethel (BET)

Alaska Aviation System Plan

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