



# AASP

Alaska Aviation System Plan

Tattilek Airport



Phase III  
Chapter 4

# Capital Improvement & Maintenance Program



Project No. CFAPT00484 | AIP 3-02-0000-031-2022 and 3-02-0000-033-2024

## Commonly Used Acronyms

<b>AASP</b>	<b>Alaska Aviation System Plan</b>
<b>AC</b>	<b>Advisory Circular</b>
<b>ALP</b>	<b>Airport Layout Plan</b>
<b>APEB</b>	<b>Aviation Project Evaluation Board</b>
<b>CIMP</b>	<b>Capital Improvement and Maintenance Program</b>
<b>CIP</b>	<b>Capital Improvement Plan</b>
<b>CTAF</b>	<b>Common Traffic Advisory Frequency</b>
<b>DOT&amp;PF</b>	<b>Department of Transportation and Public Facilities</b>
<b>FAA</b>	<b>Federal Aviation Administration</b>
<b>M&amp;O</b>	<b>Maintenance and Operations</b>
<b>SPB</b>	<b>Seaplane Base</b>
<b>SREB</b>	<b>Snow Removal Equipment Building</b>
<b>TAC</b>	<b>Technical Advisory Committee</b>

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# I. Introduction

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) is responsible for planning, maintaining, and operating 237 airports, covering an area one-fifth the size of the Lower 48 states. The Alaska Aviation System Plan (AASP), a continuing system planning process that started in 2008 and continues to develop and expand in each project phase, supports the planning and project programming side of this effort.

With limited personnel, extreme weather events, and declining budgets, the Capital Improvement and Maintenance Program (CIMP) is vital in assessing airport conditions and needs over time. Inspections identify, prioritize, and support the planning of airport capital projects across the system. The CIMP fulfills the expected function of an airport system planning process as outlined in the Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-7 §101 and §201 by standardizing airport assessments, supporting capital planning and project development, inventorying current conditions, identifying and prioritizing needs of the system, and informing capital programming and implementation. The CIMP inspection program and associated application are primarily used by DOT&PF but are available to other public-use airport sponsors, as well.

This innovative inspection process began in Phase I with pen-and-paper checklists and advanced into a comprehensive, digitized assessment and customized web application.

- ▶ AASP Phase I (2008–2013): Conceptualized and conducted the Airport Needs Inspection Pilot Project<sup>1</sup>, which led to the development of the CIMP process and future application.
  - ▶ Included two airports in the pilot project not owned by the State of Alaska (Juneau International Airport and Craig Seaplane Base) to obtain a different perspective of the feasibility and benefits.
  - ▶ Launched the use of computer tablets in field inspections on Microsoft Surface Pro tablets.
  - ▶ Recommended photos associated with specific inspection questions and the location referenced on the Airport Layout Plan (ALP).
  - ▶ Provided a detailed assessment of inspection costs and recommended using part-time seasonal employees to conduct inspections.
  - ▶ Demonstrated the feasibility of a statewide systematic, trackable, comprehensive, updatable, and transparent process to assess, report, and store airport conditions and needs in a centralized location.
- ▶ AASP Phase II (2014–2019): Expanded the CIMP to the Apple platform, added new checklists, and linked photos to locations on the airport.
  - ▶ Conducted more 200 inspections across the airport network.
  - ▶ Completed cost estimates for each need discovered during inspections, giving DOT&PF a comprehensive estimate of current and future budgetary requirements.
  - ▶ Distributed a step-by-step user manual, allowing inspectors to understand better how to conduct an inspection, increase consistency among inspectors, and process the information gathered in the field.
  - ▶ Published a Needs Directory detailing needs identified by CIMP inspections and the community.

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1 [https://www.alaskaasp.com/media/1028/inspection\\_pilot\\_final\\_report2.pdf](https://www.alaskaasp.com/media/1028/inspection_pilot_final_report2.pdf)

- ▶ AASP Phase III (2020–2026): Implemented improvements and created more efficiencies throughout the process, ensuring productivity and decreasing the time needed to complete inspections for task saturated staff.
  - ▶ Conducted surveys and established a Technical Advisory Committee (TAC) of CIMP users from each region to evaluate CIMP efficiencies and propose process improvements. The TAC fulfills the recommendation outlined in FAA AC 150/5070-7 §412 of using a TAC to ensure thorough analysis and effective dissemination of the results.
  - ▶ Identified TAC goals for CIMP improvement.
    - ▶ Standardize and streamline the CIMP inspection process.
    - ▶ Make the CIMP application and website processing more usable and efficient.
    - ▶ Ensure that the process is collecting helpful information.
    - ▶ Make the CIMP application more user-friendly in the field.
    - ▶ Revamp the questions to make the process more consistent and the results standardized across inspectors and regions.
    - ▶ Look for ways to define criteria and make the process more useful in forecasting needs.
    - ▶ Make the application more time productive, such as removing the need to save every page when changes occurred.
    - ▶ Automate where possible.
    - ▶ Resolve iPad issues.
    - ▶ Add new reporting options, such as an All Ratings Report and Deficiency Report.
  - ▶ Reworked the inspection process methodology for efficiency and better support of planning efforts.
  - ▶ Redesigned inspection checklists to better align with inventory and need revisions.
  - ▶ Rebuilt the inspection application from the ground up for easier and more intuitive inspections.

This chapter documents the process, testing, and steps to achieve the goals established for Phase III CIMP improvements.



## II. Evaluating Effectiveness and Efficiency

### CIMP User Survey Results

Phase III of the AASP kicked off in 2020, and one of the early tasks completed by the team was a survey of users to determine where to focus resources during Phase III. Updating the CIMP application and process was among the highest priorities noted by this broad survey of AASP website users. Many users found the CIMP inspection process and iPad application challenging to use, especially without training. Not all questions applied to every airport and moving between checklists was difficult. Time required, staffing shortages, and inadequate funding were also common concerns to complete the process.

Users suggested making the process easier by providing clearer instructions, improving photo input and orientation, and tailoring checklists to automatically fit each airport. Most respondents thought inspections should occur every three years and recommended more detailed reports and consistency to support planning and decision-making.

The team then constructed a CIMP-focused survey and distributed it to relevant users with experience performing and processing inspections. Figures 1 and 2 highlight some of the responses; the complete survey and results are included in Appendix A: CIMP Survey.

Iliamna Airport



**Question 2: What is your number one complaint about the iPad app?**

“Other” responses:

- ▶ Only questions relevant to a specific airport should show up. For example, gravel airports should not have any questions about pavement, and vice versa.
- ▶ It’s slow and omits out-of-the-box observations.
- ▶ There are too many duplicate needs. How do you delete/combine them?
- ▶ Need better instructions for inspectors.
- ▶ The leasing, fueling, and building checklists need to be divided so that you can do them separately if you like.
- ▶ Time-consuming and internet connections are sketchy at most rural airports.

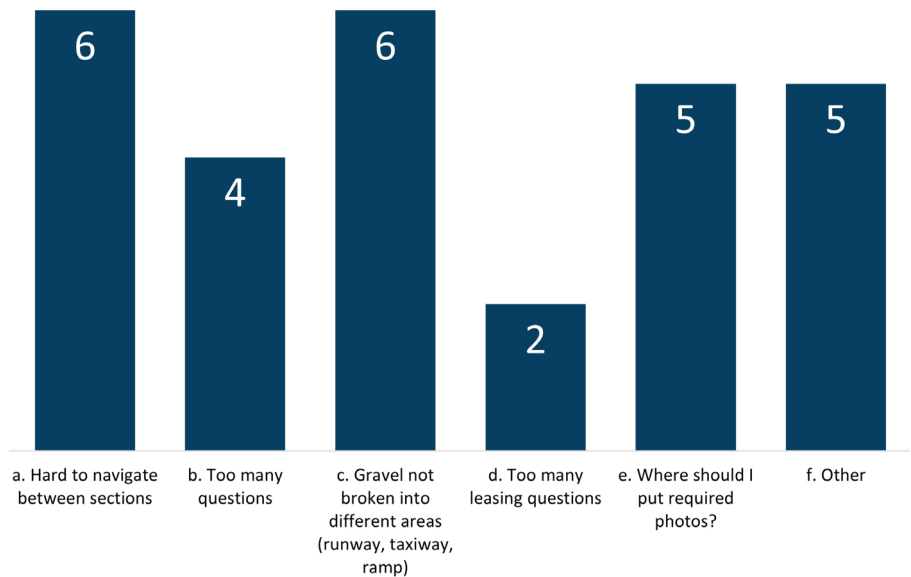


Figure 1. Responses to Question 2 of the CIMP Survey.

**Question 7: Tell us any and all changes you would make to the application.**

Additional responses:

- ▶ Improve photo functionality. Add tags/captions. Do not reduce photo quality so much.
- ▶ Reduce redundancy, allow association of photos across checklists.
- ▶ Fix the uploaded pictures instead of having to rotate each one. Very time consuming.
- ▶ Streamline the whole inspection (ensure a purpose behind every question).
- ▶ Adding a place for miscellaneous notes throughout the inspection would be helpful.
- ▶ Continued improvement and making the application more user-friendly and faster would make the process less intimidating.
- ▶ Providing a comment box for each question: A description of the issue and the associated need would improve the process.
- ▶ Add an airport orientation, such as an aerial view or diagram from the Alaska Supplement.

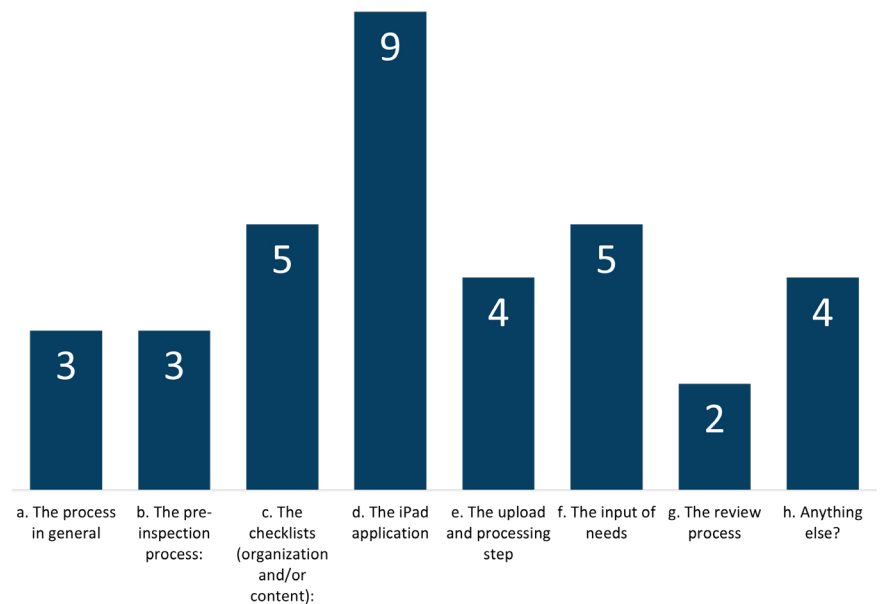


Figure 2. Responses to Question 7 of the CIMP Survey.

One common complaint with the CIMP inspection process is the cost of travel and lack of budget to conduct inspections. These logistical impacts are only compounded by the lack of dedicated staff to perform inspections. Instead, this responsibility falls on the DOT&PF's planners, maintenance, and engineering staff to fit inspections into their already busy schedules. DOT&PF budget constraints are outside the scope of the system planning process and not covered through federal funds after initial testing. Budget constraints, high personnel turnover, and high vacancy rates all contribute to the ongoing lack of CIMP inspections completed each year, which adversely impacts the information available to planners who are creating Airport Project Evaluation Board (APEB) nominations.

## Field Tests

To supplement the survey results, the team worked with DOT&PF to identify a range of airports and conducted CIMP inspections at six airports using the existing iPad application and instruction manual. The timing and extent of these inspections were constrained by travel restrictions in 2020 and 2021 because of the COVID-19 pandemic. The following airports were inspected:

- ▶ Deadhorse (SCC)
- ▶ Eek (EEK)
- ▶ Beaver (WBQ)
- ▶ Edward G Pitka Sr (GAL)
- ▶ Bethel (BET)
- ▶ Willow (UUO) and Willow Seaplane Base (2X2)
- ▶ Goose Bay (Z40)
- ▶ Koyukuk (KYU)

When practical, DOT&PF personnel were included in the inspections and/or interviewed on their experiences with the inspection application and processing.



## Technical Advisory Committee

In late 2021, a CIMP TAC was established to leverage the diversity of inspection experience across regions and sections, in accordance with FAA AC 150/5707-7 §412 recommendations. The TAC membership consisted of three regional Maintenance & Operations (M&O) Specialists, a planning representative from Project Delivery, B2Gnow's (Panther) programming team, Statewide Aviation, and a RESPEC engineer. As this process evolved and personnel changes occurred, the TAC's membership changed; however, the core group, diversity across disciplines, and focus remained consistent.

The TAC held half-day meetings in November and December 2021 and established work group goals and a work plan to accomplish those goals.

### *TAC Goals*

- ▶ Clarify how the inspections should be used in the future. Identifying needs is essential.
- ▶ Streamline the inspection process and ensure useful information is collected.
- ▶ The term “useful” was discussed extensively. In the context of CIMP information, “useful” means photos, assessments, and descriptions that inform the process of identifying capital projects and maintenance needs, enabling the airport sponsor to meet the goals of airport safety, reliability, and fiscal responsibility.
- ▶ Make the application more usable in the field and improve website processing.
- ▶ Resolve existing iPad issues. Fix the photo association and rotation issues.
- ▶ Revamp checklists for better consistency across inspectors and regions and save time on the ground.
- ▶ Determine what sections should or could be broken out with results delivered where the information is needed.
- ▶ Look for ways to tighten criteria and make the process more consistent and uniform in forecasting needs.
- ▶ Streamline reports and channel the information to where it is needed.
- ▶ Automate where possible.

### *TAC Work Plan*

To ensure that the update systematically addressed all the TAC concerns and ideas, the group created a work plan outlining the progressive steps and strategy to achieve the goals.

- ▶ Establish priorities for website and application updates.
- ▶ Define inspection areas that could or should be broken out.
  - ▶ Part 139 Certified Hubs
  - ▶ Rural (Community and Local Class)
  - ▶ Detailed Leasing Inspection
  - ▶ General Questions
  - ▶ Paved and Unpaved Airports
- ▶ Define the steps and priorities to streamline the inspection.
- ▶ Re-write or revamp questions.
- ▶ Format the paper copies of the new inspection(s) and test the flow and questions.
- ▶ Initiate programming and application design changes.
- ▶ Field test the paper process of inspection and questions.
- ▶ Develop a Data Dictionary (Instruction Manual) for reference.
- ▶ Field test the application and Data Dictionary.
- ▶ Develop web videos for data input and selection like in Phase II.
- ▶ Finalize the Data Dictionary and AASP chapter report and update the CIMP Fact Sheet.

## Website and Application Programming Requests

The TAC worked closely with the programming team to outline a wish list of website and application changes, upgrades, and automation that would improve the process. The most relevant programming requests resulting from these collaborative meetings were:

- ▶ Preset the inspection tabs: Pull in all the information from General tab.
- ▶ Preset the surface type: Gravel, asphalt, etc. Only display applicable questions for that airport.
- ▶ Separate the sections into different checklists: User could select which checklists to perform.
- ▶ Establish universal photo gallery:
  - ▶ Required photos.
  - ▶ Photo identification, rotation, captioning, and removal.
  - ▶ Checklist photos rather than actual questions in some sections.
  - ▶ Ability to associate photos during processing by M&O Specialist.
- ▶ Allow downloading: Information from last inspection.
- ▶ Address iPad connectivity issues: Downloads/pre-inspection, logging in at remote locations, speed of switching between inspection checklists all need improvement.
- ▶ Improve post-processing.



# III. The Update Process

The evaluation and work plan developed by the TAC required a holistic rework of the CIMP process including revision of the methodology behind CIMP inspections, an extensive rewrite of inspection checklist questions, and redevelopment of the application used to conduct inspections. The following sections outline the major changes of this update process.

## Methodology Revisions

The updated CIMP process is designed to provide a consistent and justifiable approach to assessing conditions and identifying needs across Alaska’s aviation system. At its core, the methodology emphasizes structured inspections, accurate documentation, and systematic prioritization to support long-term aviation planning, development, and operations. This methodology is organized into the high-level steps described in Figure 3.

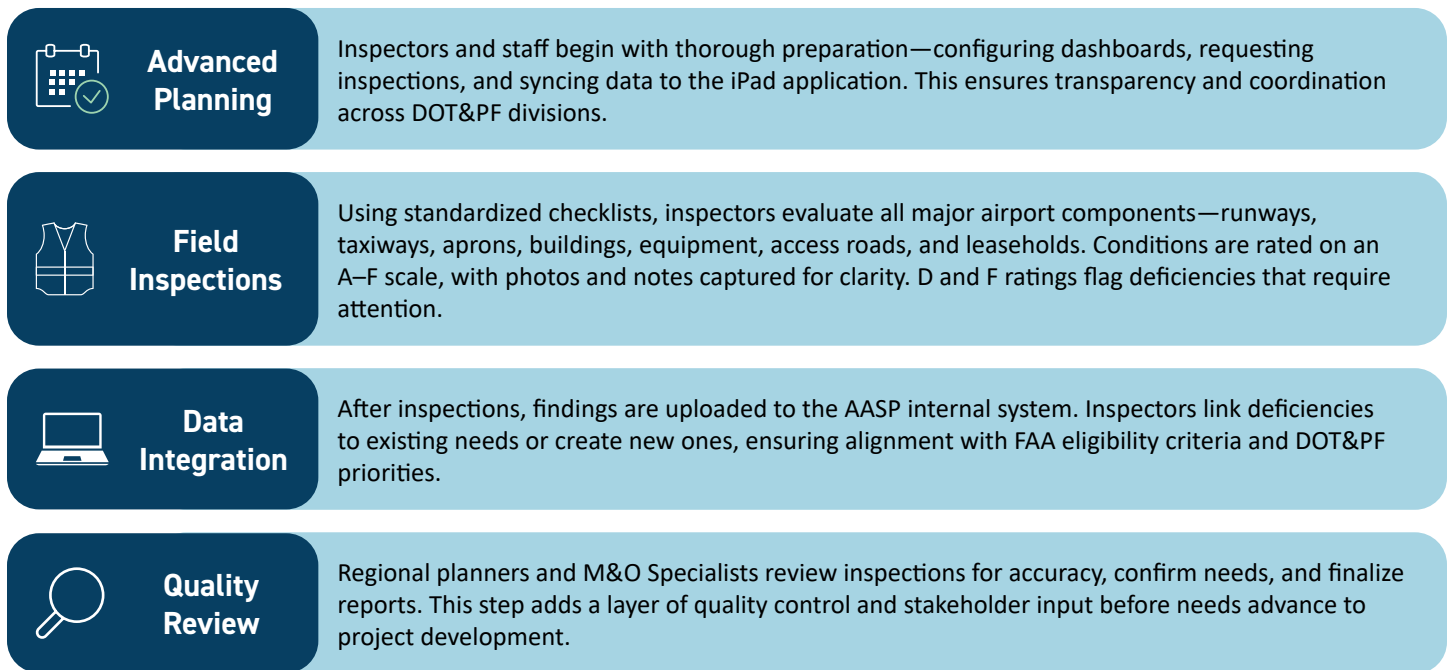


Figure 3. Key steps in the CIMP methodology.

In previous phases of the AASP, challenges emerged in how airport needs were identified, categorized, and tracked. Without a clear methodology, operating needs were mixed with capital-eligible needs, creating confusion, inefficiencies, and very long lists. Because operating needs are managed through DOT&PF’s maintenance divisions rather than within the planning process, this overlap led to a cluttered and poorly defined system with no clear accountability for oversight and resolution.

The CIMP is more than a maintenance tool; it is a strategic planning instrument. Phase III realigned the process and refocused on capturing deficiencies to include in the project development process. This refocus shifted the process to capture needs that are eligible for more realistic and attainable funding sources. It also reduced the significant workload and time required by staff to manage redundant and repetitive needs that were not likely to be funded. The shift also ensures that resources are directed toward improvements with the most impact on safety, compliance, and system performance. These improvements allow for better separation of needs based on their potential impact. Critical safety issues identified during inspections can more quickly and effectively be escalated, reinforcing the AASP role in risk mitigation.

This methodology shift also addressed how data is gathered. By standardizing data collection and linking observations to actionable needs, the program enables airport sponsors to make informed decisions about future capital investments. Shifting from a systemwide perspective to the facility level, these improvements give planners and staff clearer, more streamlined condition assessments that make project needs easier to define and justify. This brings the AASP into alignment with expectations outlined in FAA AC 150/5707-7 §409—that systems planning must be thorough, analytical, and unambiguous. For example, standardized condition ratings, such as good, fair, and poor, have replaced more complex inspection questions that previously required subjective interpretation, resulting in more consistent and actionable evaluations. This approach supports the overarching mission of the AASP: to sustain a safe, efficient, and resilient airport network that serves communities statewide. Through the CIMP, planners can prioritize projects based on objective data, optimize funding, and maintain compliance with federal requirements, ensuring that Alaska’s aviation system remains a lifeline for the state.



## Checklist Refinement

CIMP inspections are organized into checklists with targeted questions and are primarily related to the type of airport infrastructure inspected, such as runways, taxiways, aprons, buildings, and access roads. A major success of Phase III was inspection checklist refinement that reorganized questions into more intuitive groupings and eliminated redundant items. This restructuring aligns with recommendations from FAA AC 150/5070-7 §210 and §407, that the scope of the inspection should be tailored to the airport system and may vary according to classification and needs. As a result of field testing, workshops, and TAC reviews and discussion, the total number of inspection checklists was streamlined from 13 to 8 and total questions were reduced from 324 to 158 (including 37 questions with photo requirements), significantly reducing the time needed on site. Figure 4 illustrates the checklist changes.

Phase II CIMP Inspection Checklists		Phase III CIMP Inspection Checklists	
✓ State-Owned Buildings	✎ 35 questions	✓ General Information	✎ 13 questions 📷 4 photos
✓ Environmental	✎ 19 questions	✓ Building	✎ 29 questions 📷 4 photos
✓ Fences/Gates	✎ 4 questions	✓ Runway	✎ 28 questions 📷 13 photos
✓ Gravel Surfacing	✎ 17 questions	✓ Taxiway	✎ 16 questions 📷 4 photos
✓ Pavement Markings	✎ 7 questions	✓ Apron	✎ 15 questions 📷 4 photos
✓ Pavement Preservation	✎ 9 questions	✓ Access Road	✎ 8 questions 📷 1 photo
✓ Access Road	✎ 13 questions	✓ Equipment	✎ 6 questions 📷 0 photos
✓ Resources	✎ 10 questions	✓ Seaplane	✎ 14 questions 📷 6 photos
✓ Seaplane	✎ 12 questions	✓ Leasing	✎ 19 questions 📷 1 photo
✓ Visual Aids	✎ 58 questions		
✓ Airport Leasing	✎ 26 questions		
✓ Mobile Fuel	✎ 56 questions		
✓ Tank Fuel	✎ 58 questions		

Figure 4. CIMP checklists and question counts in Phase II and Phase III.

To refine the checklists, the team evaluated redundant inspection questions and overlapping content. One key issue involved fueling-related questions that appeared across multiple checklists, including fuel on lease lots, mobile fueling, equipment fueling stations, and building heating systems. Because fuel inspections must be conducted by specially trained and certified inspectors under Federal Aviation Regulations Part 139, including extensive fuel facility questions in the CIMP inspection was redundant, and the data collected was not tied to federally funded projects. This review reflects the deliberate effort to ensure that inspection questions are purposeful, relevant, and aligned with planning and funding needs. Each question was reviewed and discussed by the TAC, and the 114 original fueling questions (which included 56 mobile fueling and 58 tank fuel questions) were reduced to 6 questions and two required photos to capture existing conditions.

Another example involved eyewash stations in Snow Removal Equipment Buildings (SREBs). Most rural, non-certificated airports, particularly unheated SREBs, do not have eyewash stations, and installation is not required even if a new unheated facility is constructed. As a result, these inspection questions were removed to eliminate recurring, non-applicable deficiencies that unnecessarily cluttered the Airport Needs List and distracted from actionable capital priorities.

Once unnecessary or redundant questions were removed, the TAC reorganized them into more intuitive groupings. Under the previous approach, inspecting a paved runway required inspectors to move back and forth between multiple checklists—such as pavement markings, pavement preservation, and visual aids—based on the inspector’s physical location on the airport. The updated methodology aligns inspection items with real-world field workflow, which reduces the need to jump between checklists, significantly cuts inspection time, and improves consistency by standardizing questions and minimizing confusion or indecision in responses.

## Question and Scoring Revisions

The extensive review of checklist questions incorporated inspector experience and planners from all state regions. The team focused on creating a comprehensive inspection that assessed the relevant areas of the airport.

As with previous iterations, the CIMP inspection requires inspectors to select a letter rating of A, B, C, D, or F for each question on relevant checklists; these ratings generally align with FAA’s Form 5010 conditions of Excellent, Good, Fair, Poor, and Failed for airport infrastructure assessments. Each letter rating has an accompanying description to help inspectors choose the appropriate response; a G rating (i.e., Not Applicable) is also available for some questions.

After reorganizing the checklists, the TAC began a comprehensive review of the remaining questions and their response options. Inspector feedback indicated some options were misleading, unclear, or too detailed for practical use, leading to uncertainty in selecting ratings and unnecessary increases in inspection time. To resolve these concerns, the TAC reviewed all response options to revise the wording, adjust the number of options, and identify which questions would benefit from requiring photo submissions.

For many questions, the TAC decided to only include A, C, and F options. For example, Figure 5 shows a question with five original options and slightly different descriptions for each; feedback noted difficulty differentiating between neighboring options (e.g., A and B or B and C), as the

### Previous Version:

- A: There are no ponds or puddles that serve as wildlife attractants in safety areas
- B: There are minimal ponds or puddles that may serve as wildlife attractants, in safety areas
- C: There are some ponds or puddles that serve as wildlife attractants in safety areas
- D: There are considerable ponds or puddles that serve as wildlife attractants in safety areas
- F: Wildlife habitat is supported by ponds in safety areas, providing significant wildlife attractants
- G: N/A

### Revised Version

- A: Safety areas appear in good condition; no erosion, ruts, humps, or significant surface variations visible
- C: Safety areas appear in fair condition; minor erosion, ruts, or humps visible
- F: Safety areas appear in poor condition; significant erosion, ruts, or humps exist

Figure 5. Example of a question simplification.

description differences were minor or unclear. The TAC carefully considered what meaningful information was required to answer each question and determined that, in many cases, three options provided enough clarity for a usable result and documentation of needs. Updating these response options helps the CIMP align with the FAA AC 150/5070-7 requirement that condition and performance measures be assessed consistently.

In other cases, like the Passenger Shelter question in Figure 6, response options were changed to clearly note if the subject of the question exists, does not exist, or is not recommended for the classification of the airport being inspected.

Photo requirements were also added to 37 questions, including those shown in Figure 6. The question instructions tell inspectors what photos should be taken (e.g., one close-up photo to show condition and one distance photo to show location) to provide standardized visual documentation for each airport. These photos increase the efficiency of the inspection and reduce confusion around subjective text comments. When the inspection is uploaded to the AASP website, the photos are linked to the appropriate airport, adding them to the Facility Photos subtab in a folder with the date of the inspection. This allows any website user to access the photos and ensures they are easy to find when needed<sup>2</sup>.

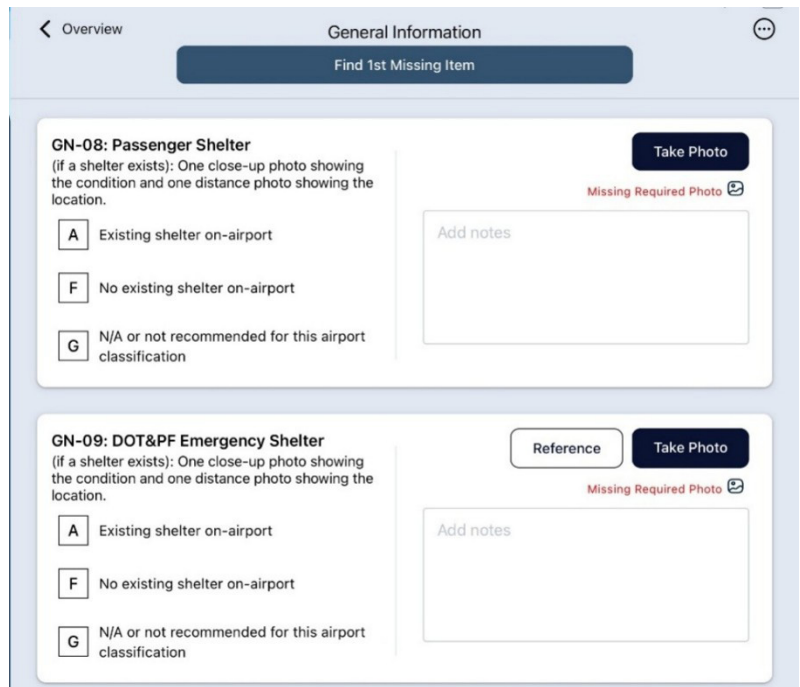


Figure 6. CIMP application interface.

## Programming Enhancements

The programming team addressed the application functionality and issues noted in the survey. New features included creating shortcuts where possible and allowing quick transitions between checklists during inspections.

Automatic data connections between the CIMP application and the online AASP database were a key focus of the programming updates, such as data pulls for the Airport Layout Plan, Airport Diagram, equipment, building information, and existing leaseholds. Phase III also added connections to FAA databases for items such as the Common Traffic Advisory Frequency (CTAF). Previously, inspectors had to manually input all airport information before the inspection, including items like runway numbers and taxiway designations that rarely change. Automatically populating these data fields reduces the pre-inspection burden, reduces potential for human error when inputting information, and follows FAA AC 150/5070-7 §409 guidance, which encourages the use of established datasets and standard methodologies when possible.

These data connections also allowed the programming team to filter inspection checklists automatically based on the facility's type and conditions; for example, an airport with a gravel runway does not need the paved surface or seaplane base checklists. The inspector is still able to modify selections or add checklists if needed, but using airport-specific data to automatically display only applicable questions and checklists eliminates irrelevant items, reduces preparation time, and streamlines the process.

Application enhancements also included quality improvements such as better photo management and automatic data saves. Collecting photos is a key component in documenting the condition of an item contemporaneously to when the inspection was performed. To facilitate this the application now allows for georeferenced photos to be taken directly through the application, which are then tied directly to the specific checklist questions. This same mentality

2 Photos of lease lots are not publicly accessible.

of minimizing extra steps for the end user extends to how inspection data is saved. The application now automatically saves any time a change occurs, eliminating the need for constant manual saving. These enhancements were designed to improve the user experience, allowing inspectors to focus on evaluating airport assets rather than navigating or troubleshooting the application, ultimately resulting in more efficient inspections and higher-quality data.

## Testing the Changes

The TAC reviewed and discussed proposed changes and determined that testing revised questions during a field inspection and before reprogramming the iPad application could avoid extensive application revisions. Questions were printed and field tested in the fall of 2022, when the entire TAC team conducted a test inspection at Goose Bay Airport. The walk-through resulted in several minor changes to the progression of the checklists and the wording of questions.

The team then tested the book version at the Palmer Municipal Airport with the airport manager and maintenance foreman, gaining insight from another local sponsor. Palmer's involvement offered fresh perspective from a team unfamiliar with the CIMP process.

As a result, the TAC held several more work sessions to discuss checklist order and which questions to add, revise, or delete. A new checklist was created out of these discussions, called General, to cover general characteristics of every airport. The questions are simple and often verify the existence or condition of specific infrastructure, maintenance supplies, and public amenities.

The Field Test Book and field experience revealed no perfect order to the questions and checklists. Each airport is unique and clearing the inspection area for aircraft operations is often necessary. The solution involved enhancing the application's functionality to allow inspectors to move quickly and seamlessly between checklists without losing progress, improving efficiency and ease in the field. The following list describes specific changes within the application; the list letters correspond to the labels in Figure 7.

The question modifications, a draft instruction manual, and the upgrades to the application were completed in June 2024. The TAC and programming teams conducted field training trials with the new iPad application, including at Talkeetna (TKA), Willow (UUO), Kasilof (5KS), Seward (SWD), and Hope (5HO). The testing and conversations with airport managers, maintenance staff, and TAC members resulted in several modifications to improve flow and efficiency. The team identified a need for a complete and detailed training manual and short training videos. The AASP team subsequently created a manual (available on the CIMP tab) and videos (under the Help subtab of the Home tab).



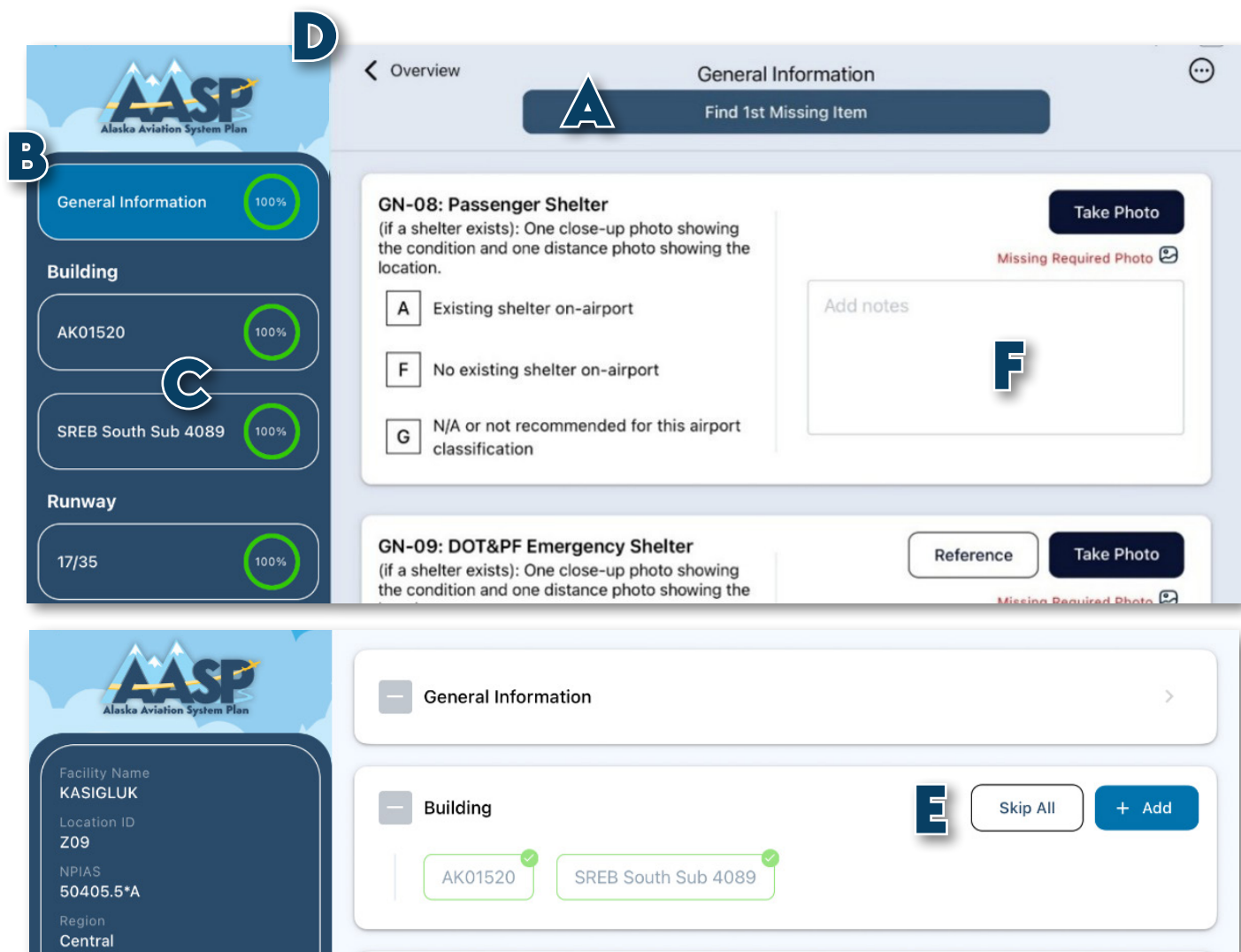


Figure 7. Components of the updated CIMP application.

- A** A button labeled [Find 1st Missing Item] appears at the top of the screen under General Information if a previous checklist has an unanswered question or missing photo, allowing the inspector to quickly jump through outstanding items.
- B** The menu is always visible on the left side of the screen. Selecting a button takes you directly to that checklist.
- C** The menu list contains a status graph for each checklist to visually track progress or alert the inspector that a checklist is incomplete.
- D** The [Overview] button at the top returns to the home screen, where the ALP, Facility Diagram, and CTAF are available.
- E** The opening page also contains a [Skip All] button for each applicable checklist. For example, if the SREB is locked and inaccessible, it can be skipped and that checklist shows as complete.
- F** Clicking the microphone icon on the iPad keyboard enables talk-to-text in any comment box, eliminating the need to type in the field. The inspector can clean up and reword notes during the desktop review process.

## IV. Project Development Process Improvements

The overarching goal of the CIMP is to identify deficiencies at all airports in the system to create a list of needs or improvements needed to inform airport planning and project development, APEB nominations, and prioritization within the larger capital program. The process also tracks detailed information over time, data collection that supports higher level system reporting of existing conditions, and how the system is operating over time. These activities align with key requirements identified in FAA AC 150/5070-7, including maintaining an “inventory of system condition and performance” that informs decisions about “the extent, kind, location, and timing of airport development.” CIMP inspections do not exist in isolation; they impact all aspects of system planning and result in information used in all components of airport development. In recognition of this, many changes were made to better align the CIMP inspection process with other workflows and needs throughout the AASP website and DOT&PF.

Limited funding for travel and inspections, along with staffing challenges and competing priorities, highlighted opportunities to enhance the website for CIMP inspection planning and processing. In addition to the CIMP application and checklist revisions described in The Update Process section, the AASP team made updates to:

- ▶ Allow other sections (planning, design, maintenance, leasing) to request CIMP inspections and provide justification.
- ▶ Facilitate transparent communication between sections to maximize the efficiency of limited travel funds.
- ▶ Ensure all sections are involved in planning CIMP inspections and can request photos or specific inspection feedback.
- ▶ Use the website to assist communication between sections; the previous process required the inspector to reach out to 8 individual sections to gather information and coordinate inspection travel.
- ▶ Facilitate consistent, standardized naming of needs (see *Chapter 5: Inventory & Needs Update*).
- ▶ Clean up the wide diversity of cost estimates that exist.
- ▶ Simplify the process of verifying and adding notes to a need to ensure a consistent record of need progression, such as deteriorating embankments.
- ▶ Use naming conventions that align with FAA work codes to facilitate CIP datasheet development (see Phase III Chapters 5 and 7).

### Refining Workflow

The CIMP tab on the internal AASP website underwent a complete redesign to accommodate new features and address the issues identified early in the phase. Permissions to these tabs are restricted to applicable users who are integrated into the process, such as airport planners, inspectors, and engineers.

The team refined the overall methodology for completing, reviewing, and processing CIMP inspections on the website, focusing on better transparency and ability to see where an airport is within the overall inspection timeline. Figure 8 outlines the current inspection lifecycle.

Table 1 outlines the major stages of the CIMP process and identifies responsible parties, as required by FAA AC 150/5070-7 §411. Performing, reviewing, and processing inspections touches multiple divisions and functional groups across DOT&PF.

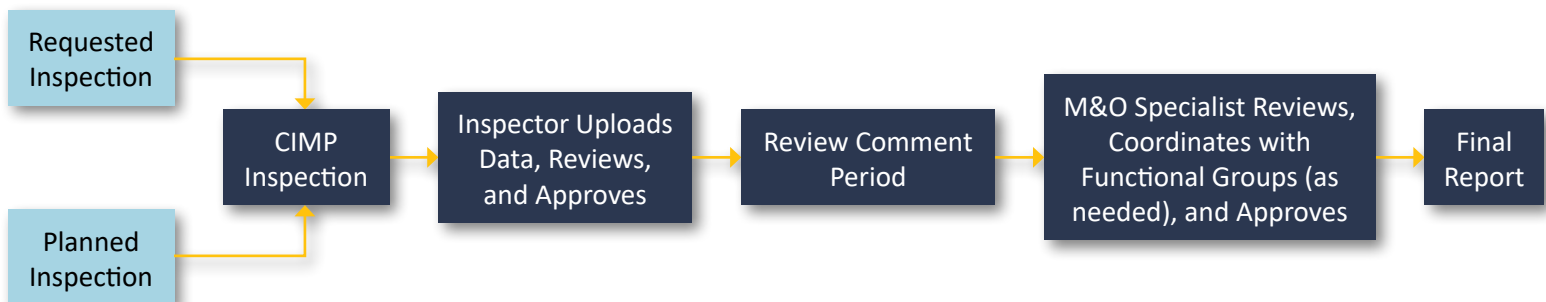


Figure 8. CIMP inspection process.

Table 1. Inspection Process Roles & Responsibilities

Stage	Responsible Party / Role
Request / Plan Inspection	Inspection is generally requested by the Regional Aviation Planner or Regional M&O Specialist. Plans for future inspection can be submitted by the Aviation Planner or M&O Specialist. Leasing Only inspections can only be planned by either the Regional M&O Specialist or Leasing Chief. Whoever plans or requests an inspection is responsible for submitting justification for the inspection.
Perform CIMP Inspection	Inspections are often performed by M&O Specialists, maintenance staff, or planners. However, because of staffing schedules, standardization of checklist questions creates the ability for inspections to be performed by airport employees, after minor training. Whoever is assigned to perform inspection is responsible for loading the inspection to the iPad application and validating that pre-populated data is correct before conducting the inspection.
Inspector Review	When they return from the field, inspectors upload their inspection to the website and conduct their desktop review of the checklist before submitting it for review by the M&O Specialist. This step includes linking deficiencies to needs; in other words, any item that received a low letter rating must be associated with a “need” for that airport (see Phase III Chapter 5 for more details about the Airport Needs List).
M&O Specialist Review	M&O Specialists review the inspection. This review can include a 14-day review comment period, allowing for input from other divisions. This step is not required.
Inspection Completion	The M&O Specialist is responsible for submitting the final approved inspection, which prompts system reporting.

## Requesting Inspections

The website CIMP tab now allows users with internal AASP access for an airport (primarily planners) to select an airport from the list and request a CIMP Inspection.

The airport listing at the bottom of the page allows planners to click on the green plus sign + and select Request, as shown in Figure 9. The open text box allows users to document why they requested the inspection.

The screenshot displays two components: a table of airport facilities and a modal form for requesting an inspection.

Facility	Type	State Region	M&O District	Last Inspection	Action
ADAK	Airport	Southcoast	Kodiak-Aleutian	8/19/2019	+
ARHOK	Airport	Southcoast	Kodiak-Aleutian	8/6/2021	+
AKIACHAK	Airport	Central	Southwest	8/30/2021	+
AKIAK	Airport	Central	Southwest	6/28/2025	+
AKUTAN	Airport	Southcoast	Kodiak-Aleutian	9/24/2015	+
ALAKANUK	Airport	Northern	Western		+
ALEXNAGIK /NEW	Airport	Central	Southwest	10/16/2015	+
ALLAKAKET	Airport	Northern	Denali / Rural Aviation	7/24/2014	+
AMBLER	Airport	Northern	Western	10/7/2015	+
ANGOON	Seaplane Base	Southcoast	Southeast		+
ANIAK	Airport	Central	Southwest	9/13/2017	+
ANVIK	Airport	Northern	Western	9/29/2014	+
ATKA	Airport	Southcoast	Kodiak-Aleutian	10/20/2016	+
ATMAUTLUAK	Airport	Central	Southwest	8/8/2016	+
BARANOF WARM SPRINGS FLOAT AND SEAPLANE FLOAT	Seaplane Base				+
BEAVER	Airport	Northern	Denali / Rural Aviation	7/23/2021	+
BETHEL	Airport	Central	Southwest	8/12/2021	+
BETTLES	Airport	Northern	Denali / Rural Aviation	7/24/2014	+
BIG LAKE	Airport	Central	Matanuska-Susitna	7/30/2025	+
BIRCH CREEK	Airport	Northern	Denali / Rural Aviation		+
BIRCHWOOD	Airport	Central	Anchorage	3/9/2026	+
BOB BAKER MEML	Airport	Northern	Western	10/6/2015	+
BOUNDARY	Airport	Northern	Tok	10/5/2016	+
BREVIG MISSION	Airport	Northern	Western	10/14/2020	+
BUCKLAND	Airport	Northern	Western	10/6/2015	+
CENTRAL	Airport	Northern	Fairbanks		+

The modal form titled "Inspection - Request Inspection" contains the following fields:

- Facility: BIG LAKE
- Region: Central
- M&O District: Matanuska-Susitna
- Last Inspection: 7/30/2025
- Action:  Request,  Plan
- Justification: [Text input box]
- Buttons: Save, Cancel

Figure 9. Inspection request function on the website.

## Facilitating Communication

Once an inspection is requested, the airport moves to the Requested/Planned Queue, as shown in Figure 10, and the user’s dashboard settings will depict the inspection request. This makes the process more visible without the need for overwhelming email notifications. The ability to clearly track progress of the inspection follows FAA AC 150/5707-7 §411’s guidance on plan implementation.



Requested Queue/Planned Queue - user has requested or planned an inspection of this facility										
Facility	Type	State Region	M&O District	Last Inspection	Requester	Date	Justification	Status	Action	Delete
KIPNUK	Airport	Central	Southwest	8/8/2016	Thompson Jeremy	6/17/2025		Requested	 	
NANWALEK	Airport	Central	Kenai Peninsula	9/15/2021	Thompson Jeremy	5/14/2025		Requested	 	
NIKOLAI	Airport	Central	Southwest	8/2/2022	Philana Miles	6/4/2024	Please conduct a CIMP inspection	Requested	 	
STONY RIVER 2	Airport	Central	Southwest	7/19/2018	Philana Miles	6/4/2024	Please conduct a CIMP inspection	Requested	 	

Figure 10. Requested and Planned Inspection Queue.

These automatic status notifications sent to the AASP dashboard occur throughout the process, when each progressive action occurs:

- ▶ Inspection Requested.
- ▶ Inspection Planned.
- ▶ Inspection Date (date inspections occur).
- ▶ Inspection In Comment Period (date comment period ends is shown in parenthesis).
- ▶ Inspection Approved.
- ▶ Other activities such as Returned to Inspector or Inspection Ready.

Dashboard notices enhance communication within DOT&PF and across sections, especially for staff who work on multiple airports within their regional boundaries. In addition, more visibility informs various staff to reach out to an inspector if something additional is needed while the inspector is onsite, such as a photo of a specific lease lot or one approach end. Inspection status is also posted in the Inspection Queue and Inspection Ready Queue under the CIMP tab, along with the inspectors’ name, as shown in Figure 11.









CIMP Process <span style="float: right;">Download iPad App   Request New Code 0   CIMP Guide</span>										
Inspection Queue - inspections under review/linking deficiencies to needs										
Facility	Type	C	D	F	Inspector	Inspection Date	Upload Date	Status	Delete	
BIRCHWOOD	Airport	0	0	0				Inspector Review		
YAKUTAT	Airport	6	4	2	Courtney Kreis	8/21/2024	8/22/2024	Inspector Review		
Inspection Ready Queue - inspections pending										
Facility	Type	State Region	M&O District	Last Inspection	Planned Inspection	Comments	Status	View	Delete	
ADAK	Airport	Southcoast	Kodiak-Aleutian	8/19/2019	3/1/2026		Loaded to iPad			
CHUATHBALUK	Airport	Central	Southwest	10/10/2021	1/1/2025		Loaded to iPad			
CLARKS POINT	Airport	Central	Southwest	10/15/2015	1/1/2025		Loaded to iPad			

Figure 11. Inspection Queue and Inspection Ready Queue.

The new Inspection Ready Queue status indicates an inspection is planned and ready to upload to the iPad. This functionality is limited by permissions; restricting permissions minimizes the number of visible inspections, so that staff only see airports within their region or district. This reduces screen clutter and allows for better focus on their respective airports.

## Standardizing Naming Conventions

The inspector review process addresses a previous issue with the duplication of needs. In the past, the same need was input a second or even a third time, sometimes with a slightly different name. This phase focused on preventing this issue from continuing by linking the inspection review process to the Airport Needs List through the Associate Need process so inspectors can verify any previously documented needs. The Need Type in the New Need form, shown in Figure 12, provides three choices: Existing, New, and Maintenance. The inspector first selects existing needs and checks the automatically populated dropdown list to determine if the need is already listed. If the need is already on the Airport Needs List, the inspector selects that need, and the inspection date is automatically populated on the output, indicating that the need was verified on that date.

If the need does not exist, the inspector chooses the New category option and selects from dropdown menus to ensure that reporting and naming is consistent across regions. The categories and subcategories are consistent with FAA work codes, making project development more streamlined and transparent. These improvements align with the guidance in AC 150/5070-7 §513 that “airport development needs should be reported in a consistent manner.”

Figure 12. The New Need form.

## Process Transparency

Developing the dashboard, posting the process and status, and enabling internal users to view inspection results increases transparency and consistency. Public users can also access an Airport Needs Directory report (Figures 13 and 14), which summarizes airport needs identified during CIMP and over time from other sources. This report can be filtered by individual airport, state region, or maintenance district.

Figure 13. Filter options for the public-facing Airport Needs Directory.



**AKIACHAK (Z13)**

FAA Associated City: **AKIACHAK**

Airport Needs Directory  
April 14, 2026

Owner:ALASKA DOT&PF CENTRAL REGION		
<b>Borough/Census Area:</b> Bethel Census Area	<b>AASP Classification:</b> Community Off-Road	<b>NPIAS Level of Service/Number:</b> Commercial Service - Nonprimary 02-0345
Population (2024): 716	Part 139 Certificated: No	Revenue (2025): \$0
Enplanements (2024): 3,448	USPS Bypass Mail Hub: No	Expenditures (2025): \$42,470
Road Access: None	Essential Air Service: No	PFAS Identified in Soil: N/A
Planner Name: Philana Miles	Planner Email: philana.miles@alaska.gov	

Airport Rating Summary from Last CIMP Inspection: (08/30/2021)				
A	B	C	D	F
			9	19

Airport Needs in Planned Projects*	Location	Funding	Status	Expected Year
Equipment: ST EQ SN: Acquire Snow Removal Equipment (Akiachak Grader)	38646	NPE	Programmed	2026
Equipment, Security, and Fencing: ST EQ SN : Acquire Snow Removal Equipment (Acquire Loader (Replace 38648))		NPE	Programmed	2028

\* Several needs may be combined in one project. Funding is planned, not guaranteed.

Additional Identified Needs**	Funding	Priority	Need Origination
Airport Master Plan	AIP	Short	Inspection
Apply Dust Palliative	AIP	Short	Inspection
Minor Gravel Resurfacing	AIP	Short	Other
Rehabilitate Apron	AIP	Mid	Other
Rehabilitate Runway	AIP	Mid	Other
Rehabilitate Runway Lighting	AIP	Short	Inspection
Rehabilitate Taxiway	AIP	Mid	Other

\*\* Additional Identified Needs are documented and verified but not yet included in a project.

Community Economic Development Needs***	Need Origination
Construct Passenger Shelter	Community
Construct Toilet Facilities	Community
Construct Tie-Downs	Community

\*\*\*Community Economic Development/Quality of Life needs make the airport more viable for reasons of economic development, community comfort (passenger shelter/restrooms) and may be accomplished through community funds combined with other sources such as Denali Commission, Tribal Transportation, or private sources. Each community solution to these needs will be unique; therefore, the funding source, estimated cost, and priority are not tracked.

Figure 14. A page from the Airport Needs Directory.

## Consistent Cost Estimates

Planners are responsible for adding planning-level cost estimates for needs, at which point the need status changes from Draft Need to Need Created and populates within the Needs Directory. Community/Economic Development needs do not require cost estimates through this process. These needs are addressed through processes outside of DOT&PF; therefore, the solutions and associated costs may vary significantly from one community to another. See *Chapter 5: Inventory & Needs Update* and the white paper *Needs Based Planning for a Stronger Aviation System: Airport Needs*<sup>3</sup> for more information about how this type of need is tracked and addressed.

This approach replaces the previous process in which inspectors entered cost estimates, shifting that responsibility to planners, M&O Specialists, and engineers who are directly involved in project development and better positioned to prepare accurate and defensible estimates. The estimates are planning level and intended to be updated and revised throughout the process; the estimates are included in the internal database, as shown in Figure 15. FAA AC 150/5707-7 §513 calls for planning cost estimates to be designated for 5-, 10-, or 20-year time frames; 5- to 10-year estimates are considered short term and should be realistic, whereas 10- to 20-year estimates are considered long term, are understood to be less precise, and should be used for fiscal planning purposes only. Developing an engineering-level cost estimate is time-consuming and costly and should not be undertaken until the project progresses into the design phase.

Project	APEB Score	Location ID	P/NP	Category	Federal Cost	Status	Expected Year	Cont. Year
Nanwalek/Port Graham Airport Relocation-Stage 3	190.4	PGM	NP	AF	\$4,700,000	In ACIP Queue		
Nanwalek/Port Graham Airport Relocation-Stage 1	190.4	PGM	NP	AF	\$103,125,000	Programmed		2030
Nanwalek/Port Graham Airport Relocation-Stage 2	190.4	PGM	NP	AF	\$15,000,000	In ACIP Queue		
Bethel Main Runway Reconstruction - Stage 1	190.0	BET	P	AF	\$5,002,666	Constructed/ Purchased	2021	
Bethel Main Runway Reconstruction - Stage 2	190.0	BET	P	AF	\$41,631,012	Obligated	2021; 2026	
Barrow Pavement Overlay	181.0	BRW	P	AF	\$5,203,371	Obligated	2020	

Figure 15. Project listings displayed in the Airport Capital Improvement (ACIP) tab.

## Report Revisions

The revised CIMP application and changes to the inspection process improve the functionality of the program. However, the data collected from on-site field inspections is only usable when conveyed in a useful format outside of the application. Because the usefulness of end products is emphasized in FAA AC 150/5707-7 §202, §206, and §407, this Phase included reporting revisions and updates to how the information is presented. Updates from this Phase result in three different CIMP reports (Figure 16): a Rating Report, a Deficiency Report, and a Leasing Report, which better defines the data than the output from Phase II.

The Rating Report includes all items documented during the inspection and their ratings (A–G). The report provides a holistic overview of the airport’s condition and is ideally usable for airports with recently completed projects. The Deficiency Report only includes items that received D or F ratings, which must be addressed through the planning and development of new projects. The Leasing Report provides information from Leasing Only inspections, which are discussed in more detail in the next section. This report is only available to select DOT&PF staff.

Figure 17 shows examples of the finalized CIMP Rating, Deficiency, and Leasing Reports.

3 [https://www.alaskaasp.com/media/6251/airport\\_needs\\_white\\_paper\\_final.pdf](https://www.alaskaasp.com/media/6251/airport_needs_white_paper_final.pdf)

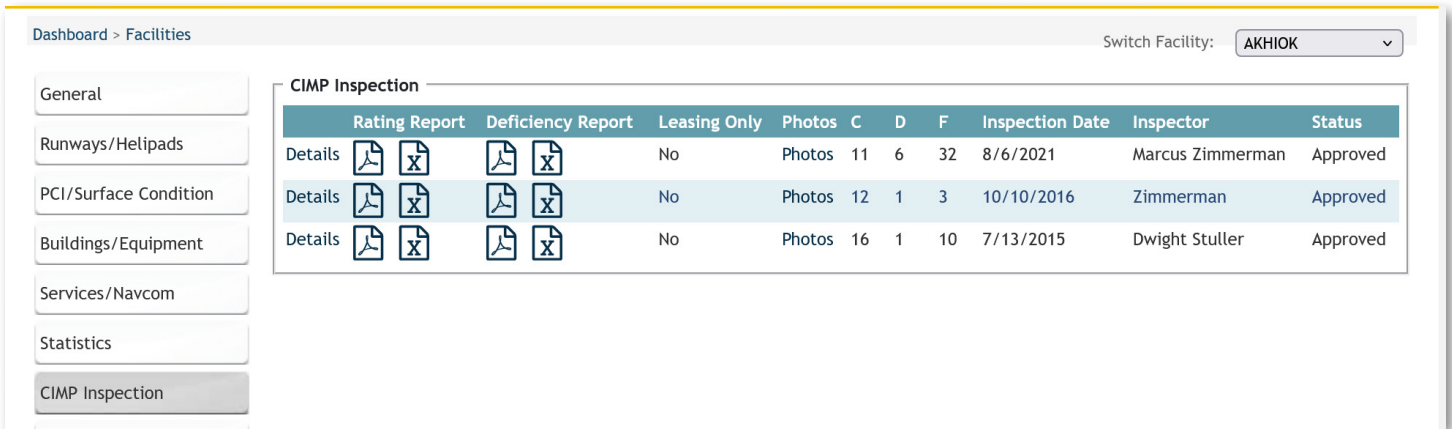


Figure 16. CIMP Inspection report options in the Facilities tab.

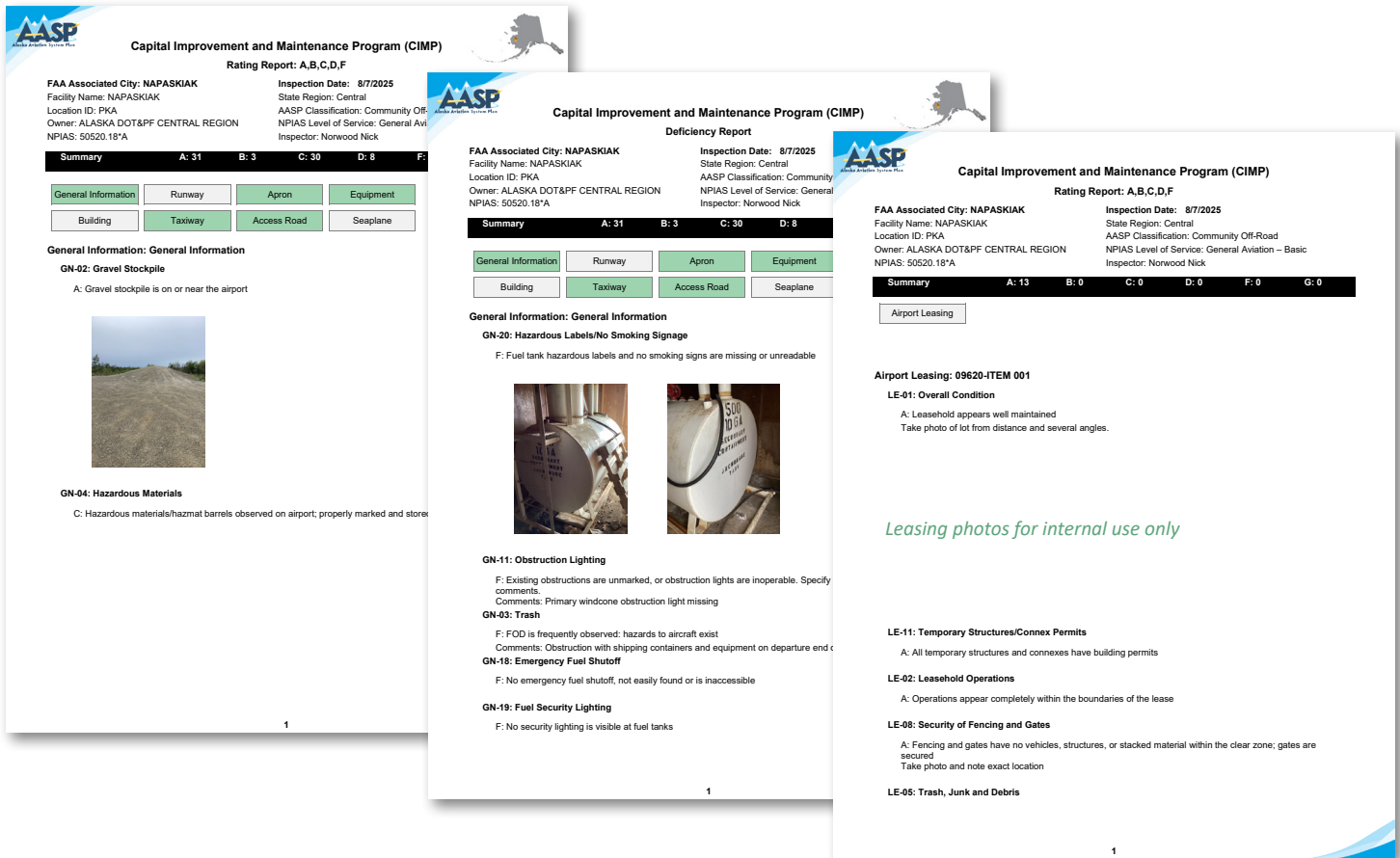


Figure 17. CIMP Rating (left), Deficiency (middle), and Leasing (right) reports.

To better support planning activities that require analysis and comparison of needs across multiple airport facilities, the CIMP application expanded data visualization and reporting capabilities within the Reports tab. The CIMP Ratings Report allows users to filter categories such as State Region, M&O District, Facility type, and Senate or House districts, as shown in Figure 18. This report can be published as a separate report and also provides a graphical summary onscreen. Identifying airport deficiencies is critical in the project development process, as outlined in FAA AC 150/5707-7 §407, and report revisions support planning efforts by expediting and simplifying the necessary data analysis.

Dashboard > Reports

Overview  
ACIP  
AIP Grants  
Airport Needs Directory  
**CIMP Inspection**  
NOTAMs  
Performance Measures  
Query Tool  
Statistics  
Planning  
Airport Assets  
Contacts

## Reports: CIMP Inspection

### CIMP Ratings

This report details the most recent Capital Improvement and Maintenance Program (CIMP) inspection ratings and creates a chart based on specific selections. For all ratings, including deficiencies, select All. Once generated, the hyperlinked Rating column redirects the page to the specific airport checklist for further information on a particular inspection. Inspection details are exportable to Excel for further analysis or can be printed to PDF.

Note: "Generate PDF report" only available for Filter type "Facility" and for latest approved inspection for selected the facility; the facility inspection must be using the 2024 CIMP inspection version. Prior inspection reports can be downloaded at Facilities > CIMP.

Filter Type:

State Region:

Facility Sections:

- Access Road
- Building
- General Information
- Seaplane Base
- Airport Leasing
- Equipment
- Runway
- Taxiway
- Apron

Rating:  A  B  C  D  F  ALL

### CIMP Inspections by Date Query

This report generates a list of all past CIMP inspections. Detailed inspection information is available by choosing Select on the left hand side. Inspections currently under review in the Inspection tab do not show in this report until they are finalized. The Excel output notes inspectors and inspection dates; the No CIMP tab notates airports not inspection under the chosen time period. For a comprehensive dataset of all conducted inspections, start with a time period of January 1, 2014.

Filter Type:

State Region:

Time Period:

Figure 18. The CIMP Ratings and CIMP Inspections by Date Query report options in the internal Reports tab.

## Leasing Only Inspections

DOT&PF manages a statewide leasing program to facilitate aeronautical activity, regional commerce, and revenue generation, as described in the "Rural Airport Leasing Program" white paper<sup>4</sup>. CIMP inspections support the leasing program by collecting information and photos in one of two ways: the lease lot question in the General checklist, and the Leasing checklist completed during Leasing Only inspections.

The Leasing checklist is technically available for all CIMP inspections, but the CIMP manual advises that it should only be completed by Leasing personnel. The checklist includes 19 detailed questions and must be completed for each individual leasehold, making it a time-consuming and challenging task for typical inspectors. Therefore, Phase III developed the option for Leasing Only inspections, which are conducted by Leasing personnel using the same CIMP application, format, and process, but allow staff to focus on their specific part instead of being required to complete the whole airport. Standard CIMP inspections still include the collection of leasing information through photos and comments in the General checklist, balancing the need to obtain data with time and expertise constraints and supporting a "flexible, dynamic system planning process," as recommended in FAA AC 150/5070-7 §216.

As part of the efforts to streamline the CIMP process, this phase of the AASP revised how the leasing inspections and data integrated with the other CIMP inspection data. This included refining website permissions for users and creating of leasing-specific inspection reports.

4 <https://dot.alaska.gov/stwdav/documents/Rural-Airport-Leasing-Program-011626.pdf>

# V. Completed and Requested Inspections

A total of 297 CIMP inspections have been conducted since the program began in 2014, covering 196 airports, as shown in Figures 19 and 20. 16 inspections were completed using the updated application since it was finalized: Hope (5HO), Seward (SWD), Port Graham (PGM), Yakutat (YAK), and Big Lake (BGQ) in 2024 and Whittier (IEM), Chignik Lagoon (KCL), Chignik Lake (A79), Kasigluk (Z09), St. George (PBV), Akiak (AKI), Mertarvik (EWU), Tuluksak (TLT), Big Lake (BGQ), Chenega Bay (C05), and Napaskiak (PKA) in 2025.

Inspections are currently requested at Kipnuk (IIK), Nanwalek (KEB), Nikolai (FSP), and Stony River 2 (SRV).

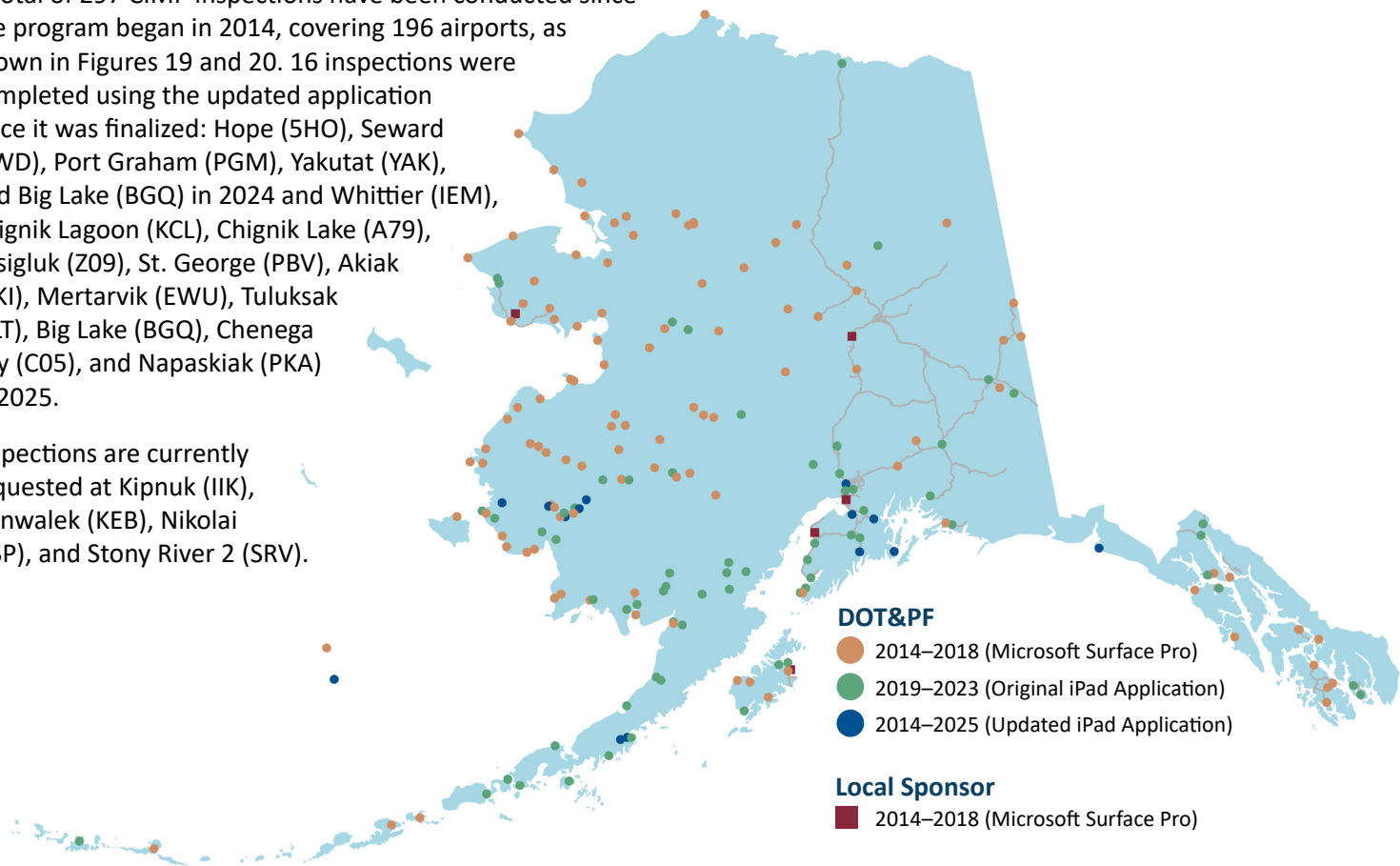


Figure 19. CIMP inspection locations.

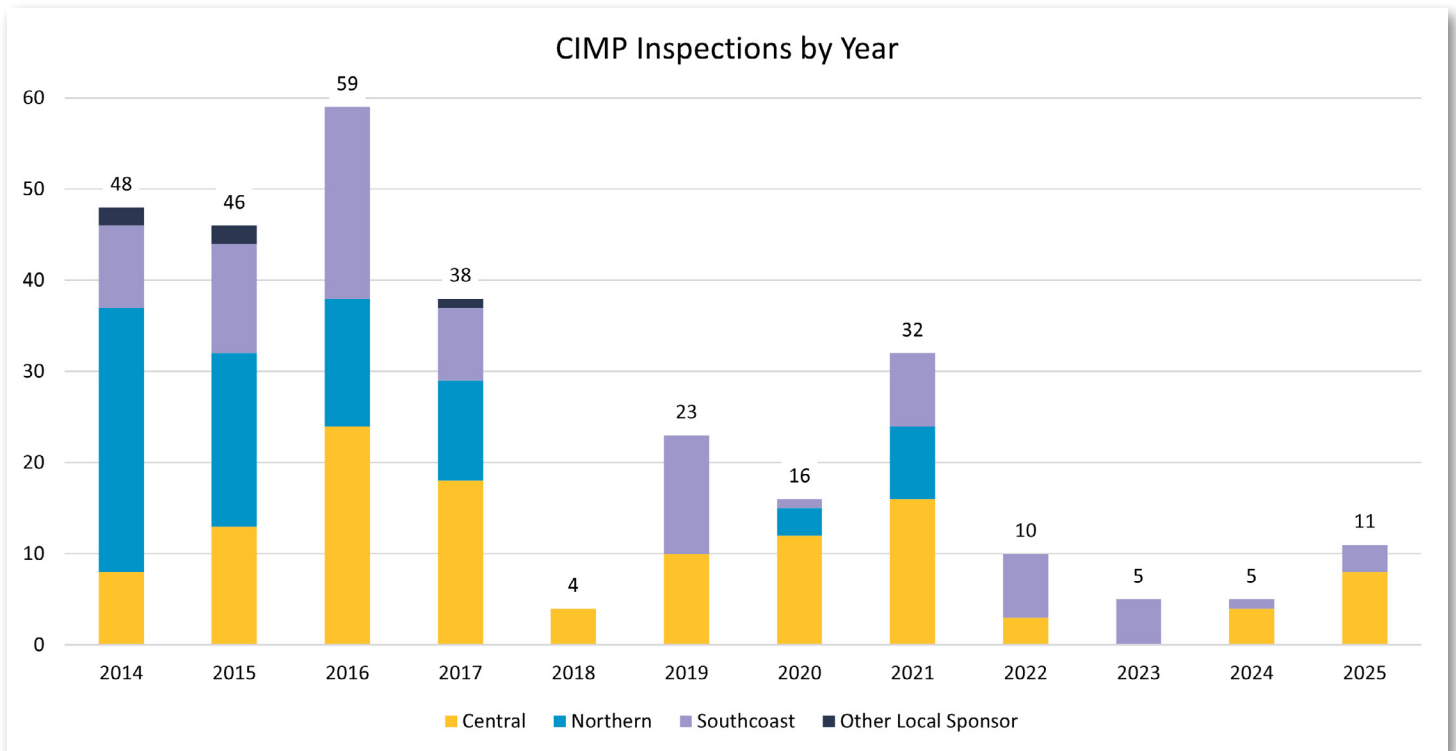


Figure 20. CIMP inspections conducted in each region, by year.

## VI. Observations and Recommendations

CIMP inspections are a crucial component of identifying needs and maintaining an up-to-date inventory of airport assets, both key elements of a system plan. Updating the CIMP application and checklists was a labor-intensive, time-consuming process, but it resulted in much more useful, efficient, and user-friendly products and processes.

Timely inspections also help DOT&PF to be more proactive in addressing airport needs, keeping infrastructure in a state of good repair. Phase IV should explore opportunities to designate funds for CIMP inspections and how to integrate CIMP inspections into existing planning and design processes to create a reliable funding source for completing inspections.

Although the application has improved the on-the-ground process and experience, inspectors often do not complete inspections once they have returned to the office. Automated reminders may help prompt staff to upload and review inspections, particularly if the reminders increase in frequency over time. Additionally, more comprehensive training and in-application guidance would help inspectors more effectively conduct inspections and result in less work required during the review process.

Some users have requested a smartphone version of the CIMP application. The AASP team does not recommend developing a smartphone application at this time, as the cost and time required would not justify the result. The team anticipates that the smaller screen would create challenges and frustrations for users navigating the application and inputting data, and compressing features to function on an iPhone would significantly slow performance. An iPhone application also requires a different code base than the iPad application, doubling the effort for updates even within iOS.



Girdwood Airport CIMP Inspection

## VII. Conclusion

The CIMP program is a foundational element of effective capital planning, providing a consistent, systemwide process for identifying, documenting, and prioritizing airport infrastructure needs for DOT&PF. As the process continues to evolve, the AASP remains focused on improving efficiency, data quality, and consistency so that inspection results directly support informed investment decisions, long-range planning, and defensible funding priorities across the statewide airport system.

Although the previous version of the CIMP program provided valuable information, it was cumbersome and often caused confusion. Phase III leveraged years of field experience and the continuing evolution of AASP's web-based tools to improve the efficiency of inspections and the consistency of results. The process to review and refine each question required significant time from the TAC and incorporated the diverse viewpoints of planners, M&O Specialists, and engineers, resulting in a modernized program to collect information that supports every aspect of system planning and airport development. This effort ultimately delivers a clearer, more reliable foundation for informed decision-making and long-term investment across Alaska's aviation system, with Phase IV anticipated to focus on targeted refinements to further streamline the process, rather than a full overhaul.





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State of Alaska  
Department of Transportation  
and Public Facilities  
Division of Statewide Aviation  
4111 Aviation Avenue  
Anchorage, Alaska 99502

**Prepared by:**

RESPEC Company, LLC  
2700 Gambell St., Suite 500  
Anchorage, Alaska 99503

**In association with:**

B2Gnow  
Marshall Arts Design

**For more information contact:**

statewideaviation@alaska.gov  
or visit the AASP website at  
[www.alaskaasp.com](http://www.alaskaasp.com)