



Eagle Airport



## Phase III Chapter 7

# System Planning Database Innovation



Project No. CFAPT00484 | AIP 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>ACAIS</b>      | <b>Air Carrier Activity Information System</b>                     |
| <b>ACC</b>        | <b>Air Carrier Compliance</b>                                      |
| <b>ACIP</b>       | <b>Airport Capital Improvement Plan</b>                            |
| <b>AIP</b>        | <b>Airport Improvement Program</b>                                 |
| <b>ALP</b>        | <b>Airport Layout Plan</b>                                         |
| <b>APEB</b>       | <b>Aviation Project Evaluation Board</b>                           |
| <b>API</b>        | <b>Application Programming Interface</b>                           |
| <b>CFR</b>        | <b>Code of Federal Regulations</b>                                 |
| <b>CIMP</b>       | <b>Capital Improvement and Maintenance Program</b>                 |
| <b>CIP</b>        | <b>Capital Improvement Plan</b>                                    |
| <b>CIPDS</b>      | <b>Capital Improvement Plan Datasheet</b>                          |
| <b>CTAF</b>       | <b>Common Traffic Advisory Frequency</b>                           |
| <b>DBE</b>        | <b>Disadvantaged Business Enterprise</b>                           |
| <b>DCCED</b>      | <b>Department of Commerce, Community, and Economic Development</b> |
| <b>DCRA</b>       | <b>Division of Community and Regional Affairs</b>                  |
| <b>DOT&amp;PF</b> | <b>Department of Transportation and Public Facilities</b>          |
| <b>FAA</b>        | <b>Federal Aviation Administration</b>                             |
| <b>FAR</b>        | <b>Federal Aviation Regulation</b>                                 |
| <b>GIS</b>        | <b>Geographic Information System</b>                               |
| <b>IAP</b>        | <b>Instrument Approach Procedure</b>                               |
| <b>M&amp;O</b>    | <b>Maintenance and Operations</b>                                  |
| <b>MRS</b>        | <b>Management Reporting System</b>                                 |
| <b>NOTAM</b>      | <b>Notice to Airmen</b>                                            |
| <b>NEPA</b>       | <b>National Environmental Policy Act</b>                           |
| <b>OE/AAA</b>     | <b>Obstruction Evaluation/Airport Airspace Analysis</b>            |
| <b>PCI</b>        | <b>Pavement Condition Index</b>                                    |
| <b>PFAS</b>       | <b>per- and polyfluoroalkyl substances</b>                         |
| <b>SEF</b>        | <b>Statewide Equipment Fleet</b>                                   |
| <b>SOAR</b>       | <b>System of Airports Reporting</b>                                |
| <b>SWIM</b>       | <b>System Wide Information Management</b>                          |



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# Introduction

The Alaska Aviation System Plan (AASP) is a continuous planning effort that requires constant monitoring of the aviation system. The AASP is updated in five-year phases and evaluates Alaska's public airport system, sets goals, creates tools, and supports planning and funding decisions across Alaska's aviation network. System planning processes should result in products that can be used by the airport sponsor, planning organizations, or stakeholders to determine future airport development needs. The AASP website, and the database it hosts, is the modern implementation of the Federal Aviation Administration's (FAA's) system planning requirements. The site supports "a flexible, dynamic airport system planning process" (FAA Advisory Circular (AC) 150/5070-7), increases efficiency and transparency, and provides a central access point for information necessary for project planning, development, prioritization, tracking, and delivery across a vast and varied system of airports. The website and its tools are the operational backbone of the AASP, enabling continuous inventory maintenance and the process to do it, needs identification and standardization, alternatives evaluation and project development, and capital planning across Alaska's aviation system.

*The AASP database is accessed through [www.alaskaasp.com](http://www.alaskaasp.com). The public-facing website hosts educational materials, useful links, and project information and provides access to facility information and reports. The internal website is only available to registered users and contains additional detail not available to the public; some internal components are restricted to specific user groups to ensure sensitive information is properly managed. Most of the updates in this report were done to the internal website, unless otherwise noted, to support the overall planning process at airports in Alaska.*

Phase III of the AASP completed numerous new components, usability enhancements, and workflow process improvements, expanding the AASP database as a comprehensive management tool and essential resource to support airport safety, planning, and development. This chapter describes the Phase III improvements and additions to the AASP database, including six new data connections, six new and six updated Facilities subtabs, and over two dozen new or updated reports and tools to support efficient, modern system planning.



# General Improvements

Several administrative and general functionality improvements were made during Phase III, including making the website more accessible and user-friendly.

## Accessibility

The Rehabilitation Act of 1973 requires access to programs and activities that are funded by federal agencies. Later amendments strengthened requirements; Section 508 requires electronic and information technology developed, procured, maintained, or used by the federal government to be accessible to people with disabilities. Agencies must ensure that this technology is accessible to employees and members of the public with disabilities to the extent it does not pose an “undue burden.” AASP has added Nondiscrimination and Accessibility links in footers and Facility documents for download and reference. Following these guidelines makes content more accessible to a wider range of people with disabilities, including accommodations for blindness and low vision, deafness and hearing loss, limited movement, speech disabilities, photosensitivity, and combinations of these, and some accommodation for learning disabilities and cognitive limitations; but does not address every user need for people with these disabilities. The AASP team updated the website to make it more accessible to all users by meeting these Section 508 compliance checklist measures:

- ▶ Provide Text Alternatives for Images
- ▶ Ensure Keyboard Accessibility
- ▶ Use Descriptive Headings and Labels
- ▶ Confirm Accessible Forms
- ▶ Ensure Color Contrast is Sufficient
- ▶ Make Multimedia Accessible with Captions
- ▶ Ensure Resize Text Functionality
- ▶ Provide Clear Navigation
- ▶ Accessibility Statement
- ▶ User Testing and Validation
- ▶ Regular Updates

## Ask Roger

The new “Ask Roger” Help Widget also enhances the user experience by providing on-demand guidance and assistance. To use the widget, users type a question in the search box and receive a list of pertinent informational articles across a variety of topics from projects to documents retrieval. This help feature is a dynamic system, constantly expanding to provide the latest information and address the most asked questions. In addition, as new information is added to the database, the widget can continue to customize to answer new questions that arise.



*Roger Maggard served the State of Alaska for 45 years, 40 of those with the Department of Transportation and Public Facilities (DOT&PF) where he became an institution and mentor for so many others over his long and successful career. Alaskans statewide have benefited greatly from Roger’s tireless dedication to making sure that every available penny of federal funds were spent to improve and maintain access to cities and villages throughout the state. The “Ask Roger” widget was created in his memory and image.*

## Home Page

The Home landing area was expanded to include informational charts, favorite projects, action items, help navigation, and aviation links. These tools help planners, engineers, and other staff stay aware of current project milestones while ensuring they are responsive to the overall air transportation needs of the state.



Each of these subtabs were created during Phase III:

- ▶ **My Favorites:** Users can create a custom list of projects to quickly access most frequently needed information, by flagging specific projects listed in the Projects tab. This assists users in quickly defining if their projects have shifted in the Airport Capital Improvement Plan (ACIP) and provides an easy method to go directly to relevant project information.
- ▶ **Updates/Shortcuts:** This new tab, shown in Figure 1, displays action items, airport updates, and project updates as they occur. Users can also quickly export the Rural ACIP, operational expenses and annual revenue by region, and 5-year Airport Improvement Program (AIP) grants by region; and access the Query Tool. This subtab ties all website activity to one place to maximize efficiency and ease of use, and airports listed are permission based, so users only see locations in their purview.
- ▶ **Help:** The Help tab provides various documents and videos to support various planning processes and answer common questions. New how-to videos include:
  - ▶ AASP Reports
  - ▶ Completing a CIMP Inspection Checklist
  - ▶ Installing the CIMP iPad application
  - ▶ Reports Query Tool
  - ▶ Searching for Facilities
  - ▶ Setting Up the Home Tab
  - ▶ How To Create a Need
  - ▶ How To Close Out a Project
  - ▶ Facilities Tab Overview
  - ▶ Project Tab Overview
- ▶ **Aviation Links:** Users can easily navigate to other frequently used websites.

The customizability and expansion of the Home tab ensures the website is functional for a broad range of user groups, rather than narrowly tailored to one set of needs.

## Links

To help users find information outside of the AASP database, the Links tab shown in Figure 2 provides quick access to dozens of aviation websites.

## Work Codes

To improve statewide consistency and efficiency when applying for federal funding, FAA work codes were added to the database. Work codes are referenced when developing needs, projects, nominations, and Capital Improvement Plan (CIP) Datasheets (CIPDS). In addition to integrating the work codes into database processes, a Work Code Report was created in the ACIP tab to allow users to export a Microsoft Excel file to better familiarize themselves with the options, and to search for relevant codes.

Landing Page

My Favorites

Updates/Shortcuts

Help ?

Aviation Links

Action Items: To view Updates/Shortcuts for specific airports, navigate to My Account and select facilities.

Export to Excel

| Airport           | Activity                                          | Alert Date |
|-------------------|---------------------------------------------------|------------|
| ST MARY'S         | CIMP: Airport Inspection Planned (August/2025)    | 10/17/2025 |
| ST MARY'S         | CIMP: Airport Inspection Ready (August/2025)      | 10/17/2025 |
| ST MARY'S         | CIMP: Airport Inspection Planned (August/2025)    | 10/17/2025 |
| SELAWIK           | CIMP: Airport Inspection Planned (September/2025) | 8/14/2025  |
| SELAWIK           | CIMP: Airport Inspection Ready (September/2025)   | 8/14/2025  |
| SELAWIK           | CIMP: Airport Inspection Requested                | 8/14/2025  |
| EDWARD G PITKA SR | CIMP: Completed                                   | 4/30/2024  |
| KOYUKUK           | CIMP: Completed                                   | 4/30/2024  |
| DEADHORSE         | CIMP: Completed                                   | 4/30/2024  |
| BEAVER            | CIMP: Completed                                   | 4/30/2024  |

◀ 1 2 3 4 5 6 7 ▶

Page size: 10 ▼

70 items in 7 pages

5-Year Rural ACIP

Ops/Revenue - CR

Ops/Revenue - NR

Ops/Revenue - SR

CIMP Deficiencies  
- In Development

5-Year AIP Grants - CR

5-Year AIP Grants - NR

5-Year AIP Grants - SR

Query Tool Tab

Airport Updates

Export to Excel

| Airport                     | Item Class           | Date       |
|-----------------------------|----------------------|------------|
| RAMPART                     | New Photo Gallery    | 4/8/2026   |
| COPPER CENTER 2             | New Photo Gallery    | 4/8/2026   |
| Multiple                    | New Photo Gallery    | 2/17/2026  |
| WILEY POST-WILL ROGERS MEML | New Document         | 12/19/2025 |
| WILEY POST-WILL ROGERS MEML | New Document         | 12/19/2025 |
| WILEY POST-WILL ROGERS MEML | New Document         | 12/19/2025 |
| DEADHORSE                   | New Document         | 12/19/2025 |
| DEADHORSE                   | New Document         | 12/19/2025 |
| DEADHORSE                   | Master Plan Approved | 12/17/2025 |
| DEADHORSE                   | ALP Approved         | 12/16/2025 |

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Page size: 10 ▼

346 items in 35 pages

Project Updates

Export to Excel

| Airport  | Project                                     | Activity                             | Date     |
|----------|---------------------------------------------|--------------------------------------|----------|
| COLDFOOT | Various Airports<br>NR AWOS<br>Construction | Stage 1: Grant<br>Execution Date     | 4/9/2026 |
| COLDFOOT | Various Airports<br>NR AWOS<br>Construction | Stage 1: Grant<br>Offer Date         | 4/9/2026 |
| COLDFOOT | Various Airports<br>NR AWOS<br>Construction | Stage 1: OST<br>Announcement<br>Date | 4/9/2026 |
| COLDFOOT | Various Airports<br>NR AWOS<br>Construction | Stage 1: Grant<br>Application to FAA | 4/9/2026 |
| COLDFOOT | Various Airports<br>NR AWOS<br>Construction | Stage 1: Grant<br>Execution Date     | 4/9/2026 |
| COLDFOOT | Various Airports<br>NR AWOS<br>Construction | Stage 1: Grant<br>Offer Date         | 4/9/2026 |
| COLDFOOT | Various Airports<br>NR AWOS<br>Construction | Stage 1: OST<br>Announcement<br>Date | 4/9/2026 |
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| COLDFOOT | Various Airports<br>NR AWOS<br>Construction | Stage 1: Grant<br>Offer Date         | 4/9/2026 |

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Page size: 10 ▼

2491 items in 250 pages

Figure 1. The Updates/Shortcuts component of the internal Home tab.



| Pilot Links                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                     |
|---------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Denali National Park pilot information      | Pilot Alerts and Information for Denali National Park                                                                                                                                                                                                                                                                                                                                                                                                                      | <a href="https://www.nps.gov/dena/planyourvisit/pilotinformation.htm">https://www.nps.gov/dena/planyourvisit/pilotinformation.htm</a>                                                                                               |
| Flying to Alaska                            | FAA Alaska Links for safe piloting flying to and in Alaska                                                                                                                                                                                                                                                                                                                                                                                                                 | <a href="https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alaskan/flying_ak">https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alaskan/flying_ak</a> |
| Tundra Pilot                                | Alaska/Canada Airstrip Map                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <a href="https://tundrapilot.com/">https://tundrapilot.com/</a>                                                                                                                                                                     |
| FAA Links                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                     |
| FAA - NextGen                               | The Next Generation Air Transportation System (NextGen) is a large-scale FAA initiative to modernize the U.S. National Airspace System (NAS).                                                                                                                                                                                                                                                                                                                              | <a href="https://www.faa.gov/nextgen">https://www.faa.gov/nextgen</a>                                                                                                                                                               |
| Don Young Alaska Aviation Safety Initiative | "The FAA has teamed with the flying community in a sweeping examination of safety issues specific to the challenges of flying in Alaska. The *Don Young Alaska Aviation Safety Initiative (DYAASI) team has developed a comprehensive blueprint for increasing aviation safety in Alaska through the management, improvement, and implementation of new and current initiatives. *The Initiative was formerly known as the FAA Alaska Aviation Safety Initiative (FAASI)." | <a href="https://www.faa.gov/alaska">https://www.faa.gov/alaska</a>                                                                                                                                                                 |
| FAA Alaska Region                           | Federal Aviation Administration landing page                                                                                                                                                                                                                                                                                                                                                                                                                               | <a href="https://www.faa.gov/">https://www.faa.gov/</a>                                                                                                                                                                             |
| FAA Alaskan Region Airports Division        | FAA Alaska Regional Airports Division                                                                                                                                                                                                                                                                                                                                                                                                                                      | <a href="https://www.faa.gov/airports/alaskan">https://www.faa.gov/airports/alaskan</a>                                                                                                                                             |

Figure 2. Section of the Helpful Links tab.

## Site Administration

Administrative tools were updated to improve functionality, flexibility, and efficiency. New templates were created to allow system administrators to import large datasets at once, including facility data, 5010 inspections, statistics, needs, grants, buildings, equipment, website links, Disadvantaged Business Enterprise (DBE) project information, and instrument approaches. These templates improve speed, consistency, and accuracy when updating large datasets in an expedited manner.

Additionally, permissions settings were updated to allow site administrators to grant or limit access to site features. This allows administrators to provide access to database information to DOT&PF staff, local sponsor airports, consultants, the FAA, and others to allow for collaboration and transparency while protecting sensitive or non-public information. Users are assigned a “type” when their account is created, which assigns them default permissions that can be adjusted by administrators, as necessary. These default permissions are based on user templates, which can be edited by administrators to change access for entire groups simultaneously, and track who has permission to see and edit.

Other updates allow administrators to manage links, communities, facilities, and other content.

# Data Connections

Several connections to external data sources were added or updated during Phase III. These connections allow AASP website users to easily access information from multiple sources in one location, without requiring DOT&PF staff to manually keep it up to date or import the data. New and updated connections include:



**Air Carriers:** The DOT&PF Air Carrier Compliance (ACC) website now connects to the AASP, ensuring the Air Carriers tab displays the most up-to-date information without requiring manual updates. This includes the company's name, logo, contact information, based facility, service type (charters/on demand or scheduled), relevant Federal Aviation Regulation (FAR) Parts, and route maps. Creation of the ACC website occurred outside this project.



**Department of Commerce, Community, and Economic Development (DCCED) Division of Community and Regional Affairs (DCRA):** Connections to the Community Data Portal were created during Phase II, then updated and expanded during Phase III. Community demographics, especially across such a vast system as the one in Alaska, help planners understand the scale and type of activity an airport supports and the role it plays in providing access to essential services. Incorporating this information into the AASP provides context for evaluating airport needs and helps ensure planning decisions reflect the communities the airport serves, consistent with the data-driven planning framework encouraged in AC 150/5070-7.



**FAA System Wide Information Management (SWIM):** During Phase III, a connection to the FAA SWIM database was established to populate the Notice to Airmen (NOTAM) report on the AASP website. A new subtab and corresponding reports now provide systemwide visibility. NOTAM records help planners understand recurring operational issues, such as lighting outages, surface condition closures, or equipment outages, that may indicate underlying infrastructure needs. Incorporating this information helps identify patterns affecting airport reliability and safety and supports more informed planning decisions consistent with AC 150/5070-7.



**FAA Obstruction Evaluation/Airport Airspace Analysis (OE/AAA):** This new subtab and report allow for tracking "terminal, airspace, and airfield capacity" data, which are recommended data elements for aviation system planning, according to AC 150/5070-7. The report filters include status code and date range; selecting the filters populates a table within the website interface that shows the study, status, received date, completed date, and structure type. An Excel file can also be exported that contains additional detail such as structure height, distance from nearest airport, latitude, longitude, and more. This information is useful for planners as they develop projects and interact with community members, pilots, and airport tenants because obstructions may impact airport operations or project activities.



Homer Airport





**Airport Geographic Information System (GIS) Connection:** A new tab and GIS-enabled search function were added to the website to connect the AASP to DOT&PF's Airport GIS system. Three Application Programming Interfaces (APIs) allow the AASP website to display information from the Airport GIS system: Airport Grants, Airport Capital Improvement Plan, and Airports/Facilities.



**PFAS Data:** Outside of this project DOT&PF is conducting a comprehensive evaluation of per- and polyfluoroalkyl substances (PFAS) at state-owned properties. Identifying PFAS-contaminated sites helps planners understand environmental constraints that may affect future airport development and funding, construction phasing, and regulatory compliance. Incorporating this information into the internal AASP allows projects to account for remediation requirements early, reducing risk, cost surprises, and delays during project development.



**Weatherbit.io:** This connection under the Statistics subtab of Facilities provides historical data about precipitation and snowfall as well as a 16-day forecast. The tool is not intended for official flight planning. "Historical weather data" is a recommended data element for aviation system planning, according to AC 150/5070-7, as long-term weather patterns can inform infrastructure performance, lifecycle costs, and future needs.



**FAA System of Airports Reporting (SOAR) API:** The connection to the SOAR API was not completed during Phase III because of technical challenges and schedule timing, but additional testing and research are ongoing to allow DOT&PF and the FAA to send and receive data through an AASP-SOAR connection at some point in the future.



**DOT&PF Management Reporting System (MRS):** The MRS is an internal DOT&PF tool used to track project status information. An AASP-MRS connection was planned during Phase III but was removed from the scope. Phase IV will explore connecting to AASHTOWare, as DOT&PF is working to incorporate the current MRS process into AASHTOWare.



Whittier Airport



# Public-Facing Interface

Many features of the website are accessible without any login credentials, creating greater transparency and supporting “interagency and public coordination” (AC 150/5070-7 § 202.b). Phase III introduced substantial updates to these components of the website, including new tabs to support expanded functionality and full alignment with State of Alaska virtual branding. The AASP brand was also updated, including a new logo, color palette, and document templates. The AASP produces a large volume of public-facing materials; strong AASP branding ensures users know the materials are reliable and where to go for more information.

This phase marked a notable shift in the site’s visual presentation, moving beyond the incremental enhancements of Phases I and II to a more comprehensive redesign, as shown in Figure 3. In total, three new tabs were added and the existing five were refined during Phase III.

The **Home** tab hosts many useful links, which are updated as needed and share ongoing efforts as they occur, such as surveys, aviation-specific public notices, and other important information. The Public Airport Comment Map, shown in Figure 4, a Survey123-based interactive map, was created during Phase III and linked on the Home tab with an eye-catching button. The map encourages users to view other comments and create their own, providing DOT&PF with information, feedback, requests, and photos that can be used in the project development process.

The **Schedule** tab is updated as needed to reflect past, current, and future AASP tasks.

The **Documents** tab is regularly updated with the latest newsletters, fact sheets, white papers, maps, chapter reports, and links to special studies, and allows users to navigate to Phase I and II documents.

The **Videos** tab was recently added to host the Aviation in Alaska video series and fact sheets, which are useful education and engagement tools that share the unique Alaska perspective.



Figure 3. Phase I (top), Phase II (middle), and Phase III (bottom) logos and website headings.

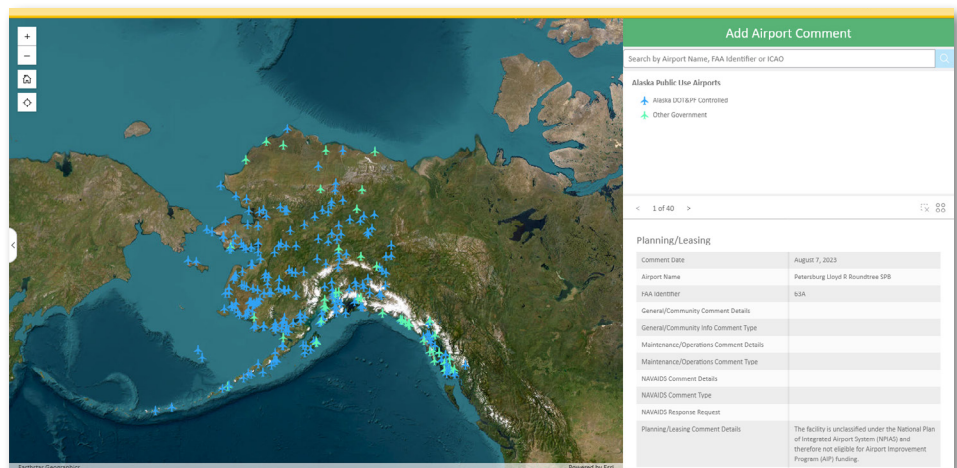


Figure 4. Public airport comment map home page.

Another recent addition is the **AAM** tab. It provides information and links related to DOT&PF's Advanced Air Mobility (AAM) efforts, which includes cutting-edge technology like unmanned aerial systems, electric vertical takeoff and landing aircraft, and autonomous flight systems.

The **Contacts** tab remains unchanged from Phase II and includes project contact information.

The new **Reports** tab, shown in Figure 5, provides public users with direct access to select information from the internal database, reducing the need to contact DOT&PF staff to obtain commonly requested data. The tab includes reporting tools and a collection of helpful aviation links. Reports include:

- ▶ **Airport CIP:** This report includes airport project information for the DOT&PF's ACIP, funded by FAA through the AIP and the Airport Infrastructure Grant (AIG) Program. Project delivery, scopes and cost estimates are subject to change throughout the project process; this report updates continually over time to keep users up to date on changes.
- ▶ **Airport Needs Directory:** This report identifies needs and basic airport information at each DOT&PF airport (see *Chapter 5: Inventory & Needs Update* for more detail).
- ▶ **Airport Contacts:** This report exports an Excel file with contact information for DOT&PF or local sponsor staff, including airport manager and superintendents, planners, safety and security officers, and leasing specialists.
- ▶ **Staffed Airport Hours:** This report exports an Excel file with winter operating hours for DOT&PF airports. Designed for aviation stakeholders like pilots and airline operators, this resource supports flight planning by providing clear, timely airport information and reflects our commitment to Alaska's aviation network.
- ▶ **Airport Assets – Runway Details:** This report exports an Excel file with runway length, width, and surface type by airport.
- ▶ **Airport Assets – Approach Attributes:** This report exports an Excel file with weather stations and cameras, runway length, lighting, Airport Layout Plan (ALP) approval, survey type, and FAR 77 approach category by airport. The report supports inquiries by planners, air carriers, community members, and others to determine an airport's capacity to support aircraft operations.
- ▶ **Airport Summary:** This report exports a PDF including an aerial photo, location map, projects, and other information for a facility. This report is intended for use by municipalities, Tribes, air carriers, planners, or anyone else who may need a snapshot of airport details.

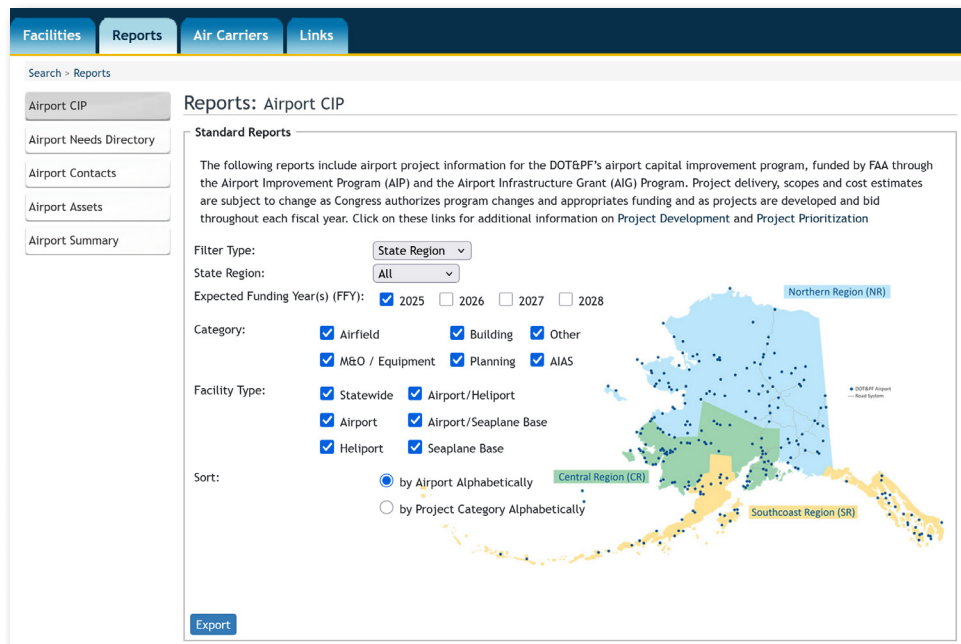


Figure 5. Public Airport CIP report.



The **Search AK Airports** tab on the public website brings users to the Facilities tab, which allows users to look up individual airports, filter by various attributes, or use a map search feature. This tab is not a new feature within Phase III but has received upgrades and new information. Users can view a variety of information about public use airports across Alaska. Figure 6 shows the Facilities tab search function and individual facility page. New or updated subtabs include:

- ▶ **PCI/Surface Condition (updated):** Historical Pavement Condition Index (PCI) reports and other surface condition information
- ▶ **Documents/Links (updated):** Commonly used links, accessibility and civil rights related information, and the public facing connection to State of Alaska's document repository, eDocs
- ▶ **Facility Photos (updated):** Photos organized by folder (new folders include Construction, Equipment, and Surface Maintenance) and a "favorite" option for generating Airport Summary reports
- ▶ **AIP Grants (new):** Summary statistics and details for all AIP grants received by a facility since 1982, when the AIP began
- ▶ **NOTAMs (new):** Active, cancelled, and expired Notices to Airmen (NOTAMs). The report can be filtered by date range (extending back to May 15, 2020, when the feature was created), commonly used NOTAM condition, status, and whether it is a military NOTAM. This expanded archive provides access to historical NOTAM data beyond the FAA's standard retention period, enabling more robust historical analysis and planning.
- ▶ **Communities (new):** Community information including demographics, schools, and connections to other modes of transportation. The Phase II website had a standalone Community tab on the internal website, but it was updated, reconfigured, and added to the Facilities tab during Phase III.
- ▶ **Contacts (new):** Base information and airport staff, municipal, and Tribal contact information. This information is pulled through a connection with the DCRA Data Portal, as described in the Data Connections section.

The top screenshot shows the 'Facilities' search interface. It includes a 'Basic Search' section with filters for Facility Name, Facility Type, Landing Area Surface, Associated City, Location ID(s), DOT&PF Region, DOT&PF M&O District, and Owner. There are also buttons for 'Search', 'Cancel', 'Map Search', 'Advanced Search', 'Saved Search', and 'Search eDocs'. A table of facilities is displayed with columns: Facility Name, Location ID, Type, Region, and FAA Site ID. The table lists various airports including ADAK, AKHIOK, AKIACHAK, AKIAK, AKUTAN, ALAKANUK, ALEKNAGIK / NEW, ALLAKAKET, AMBLER, ANAKTUVUK PASS, ANGOON, ANGOON - Planned, ANIAK, ANVIK, ARCTIC VILLAGE, and ATKA.

The bottom screenshot shows the 'Facilities' tab for Adak (ADK). It includes a 'General' section with a sidebar for 'Runways/Helipads', 'PCI/Surface Condition', 'Services/Navcom', 'Documents/Links', 'Facility Photos', 'AIP Grants', 'NOTAMs', 'OE/AAA', 'Communities', and 'Contacts'. The main content area is divided into 'Base Information' and 'General Information'. The 'Base Information' section includes fields for Owner, NPIAS, Airport Use, and Type. The 'General Information' section includes fields for Name, DOT Owned, State Region, M&O District, House, Senate, FAA Site ID, NPIAS Number, NPIAS Level of Service, AASP Classification, Maintenance Provider, Staffed Airport, FAA Associated City, Alternative Name, Location ID, Borough/Census Area, Facility Use, Facility Type, Facility Status, EAS Facility, Part 139 Designation, and PFAS Identified in Soil.

Figure 6. Facilities search interface (top) and Facilities tab for Adak (ADK, bottom).

# Facilities Tab

The Facilities tab functions as the website’s primary repository for airport information by hosting data for each DOT&PF-owned airport as well as other public-use airports in Alaska. This centralized database provides different levels of information on the public-facing and internal websites and is constantly updating and expanding to support planning and project development (see *Chapter 5, Inventory & Needs Update*, for even more details on this extensive effort). What began almost 20 years ago as a basic airport webpage has morphed into an extensive database with multiple tools and reporting mechanisms. Table 1 depicts how the Facilities Tab data interconnects with other modules on the internal website. The following sections detail the updates and additions.

Table 1. Connections between the Facilities subtabs and other database functions.

|                                                                                                            | Reporting                           | CIMP Application & Inspections      | Project/Need Development            |
|------------------------------------------------------------------------------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
|  Runways/Helipads         | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |                                     |
|  PCI/Surface Condition    | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
|  Buildings/Equipment      |                                     | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Services/Navcom                                                                                            | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |                                     |
|  Statistics               | <input checked="" type="checkbox"/> |                                     |                                     |
| CIMP Inspection                                                                                            |                                     | <input checked="" type="checkbox"/> |                                     |
|  Land Occupancy/Leasing |                                     | <input checked="" type="checkbox"/> |                                     |
| Needs                                                                                                      | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
|  Documents/Links        |                                     |                                     | <input checked="" type="checkbox"/> |
|  Facility Photos        | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
|  Performance Measures   | <input checked="" type="checkbox"/> |                                     | <input checked="" type="checkbox"/> |
|  PFAS                   | <input checked="" type="checkbox"/> |                                     | <input checked="" type="checkbox"/> |
|  AIP Grants             | <input checked="" type="checkbox"/> |                                     | <input checked="" type="checkbox"/> |
|  NOTAMs                 | <input checked="" type="checkbox"/> |                                     | <input checked="" type="checkbox"/> |
|  OE/AAA                 | <input checked="" type="checkbox"/> |                                     | <input checked="" type="checkbox"/> |
|  Communities            | <input checked="" type="checkbox"/> |                                     | <input checked="" type="checkbox"/> |
|  Contacts               | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |                                     |
|  New                    |                                     |                                     |                                     |
|  Updated                |                                     |                                     |                                     |





## Runways/Helipads

The Runways/Helipads subtab was recently updated to include information about each runway's instrument approach procedures (IAP), indicating whether it is precision (P), non-precision (NP), or there is no IAP (N/A). IAPs improve safety by providing standardized methods for aircraft approaches; this is especially important in rural Alaska where difficult terrain, severe weather, and low visibility conditions are common. Tracking IAP information supports near- and long-term planning, as the presence or absence of an IAP can inform planners about the airport's capabilities. See the *Instrument Approach Procedures* white paper<sup>1</sup> for more information.



## PCI/Surface Condition

The PCI/Surface Condition subtab previously only provided current PCI condition information. During Phase III, historical PCI values were manually loaded to allow for historic data pulls and components with gravel surfacing were also added. Adding gravel information allowed the system to connect to the Capital Improvement and Maintenance Program (CIMP) inspection process and advise the application what checklist type to choose for various areas of the airport. This streamlined preparation for inspections while also making data more accessible.



## Buildings/Equipment

The Buildings/Equipment subtab compiles data manually updated from the Statewide Equipment Fleet (SEF) and statewide facilities databases. It also provides an easy location for accessing these records and supports the CIMP process by allowing planners and inspectors to reference current facility and equipment information.

Tracking the location and attributes of airport equipment, such as age, type, model year, funding source, and vehicle number, helps planners and maintenance staff understand when and where replacements may be needed and supports long-term asset management. The inclusion of building information further improves project development by ensuring accurate records of facilities used to house federally funded equipment, which must be stored in a building in accordance with FAA grant assurances. Additional details such as building number, number of bays, and construction year—information that can be difficult to obtain for remote airports with no on-site staff—provide important context for determining eligibility, planning facility improvements, and coordinating replacement projects. Figures 7 and 8 shows a portion of the Building and Equipment listings for Bethel (BET).

Filter +/-

Status: All

Building Listing

[Export to Excel](#) [Import Data](#) [Download Template](#)

| Property # | Location ID | Description                              | Address                      | Property Class  | Gross | Number Of Bays | Year Built | CIMP               |
|------------|-------------|------------------------------------------|------------------------------|-----------------|-------|----------------|------------|--------------------|
| AK01223    | BET         | BETHEL AIRPORT ARFF BUILDING             | 3517 CHIEF EDDIE HOFFMAN HWY | ARFF            | 3200  |                |            | Yes <span>▼</span> |
| AK01224    | BET         | BETHEL AIRPORT COLD STORAGE              |                              | UNHEATD STORAGE | 480   |                |            | Yes <span>▼</span> |
| AK01226    | BET         | BETHEL AIRPORT MAINTENANCE SHOP/SEF      | 3450 CHIEF EDDIE HOFFMAN HWY | MAINTENANCE ST  | 4800  |                |            | Yes <span>▼</span> |
| AK01227    | BET         | BETHEL AIRPORT SAND STORAGE (OLD)        | 3450 CHIEF EDDIE HOFFMAN HWY | SAND STORAGE    | 2800  |                |            | Yes <span>▼</span> |
| AK01228    | BET         | BETHEL AIRPORT SAND STORAGE (NEW HEATED) | 3450 CHIEF EDDIE HOFFMAN HWY | SAND STORAGE    | 6200  |                |            | Yes <span>▼</span> |

Figure 7. The Building Listing for Bethel (BET).

Filter +/-

Status: All

Equipment Listing

[Export to Excel](#) [Import Data](#) [Download Template](#)

| Vehicle Number | Vehicle Status | Vehicle Description/Type       | In Service Date | Manufacturer | Model Number | Model Year | Funding Source | Total Cost   | Age (Years) | CIMP               |
|----------------|----------------|--------------------------------|-----------------|--------------|--------------|------------|----------------|--------------|-------------|--------------------|
| 11705          | AIS            | Pass Boarding Ramp non-powered | 7/1/2017        | KCI          | TW3025       | 2016       | AP             | \$32,697.00  | 8           | Yes <span>▼</span> |
| 42036          | PEA            | Grader 37,000#                 |                 | CATERPILLAR  | 140          | 2024       | AP             | \$355,942.00 | 0           | Yes <span>▼</span> |
| 34517          | AIS            | Loader Wheel 3 CY              | 1/14/2003       | CASE         | 821C         | 2002       | AP             | \$221,298.00 | 23          | Yes <span>▼</span> |
| 35005          | AIS            | Minivan 4X4 1/2T               | 7/7/2004        | CHEVROLET    | CT15506      | 2004       | AP             | \$28,236.00  | 21          | Yes <span>▼</span> |
| 35034          | AIS            | Loader Wheel 3 CY              | 6/30/2004       | CASE         | 821C         | 2003       | AP             | \$192,447.00 | 21          | Yes <span>▼</span> |
| 35057          | AIS            | Grader Rural Airport           | 7/28/2004       | CATERPILLAR  | 140H         | 2003       | AP             | \$236,615.84 | 21          | Yes <span>▼</span> |

Figure 8. The Equipment Listing for Bethel (BET).

1 [https://www.alaskaasp.com/media/5950/2025-12-09\\_white\\_paper\\_iap\\_final.pdf](https://www.alaskaasp.com/media/5950/2025-12-09_white_paper_iap_final.pdf)



## Statistics

The Statistics subtab now hosts four Aviation Data reports and three Weather Data reports. The FAA enplanement data and T-100 data are both new in Phase III; enplanement statistics are updated annually with data from the FAA Air Carrier Activity Information System (ACAIS) and T-100 data is imported by site administrators. FAA Cargo (from ACAIS) and Annual Revenue & Operational Expenses (from internal DOT&PF data) existed prior to Phase III but received minor updates.

The Weather Data component was also created, which shows several years of precipitation and snowfall data and a 16-day forecast at the facility's location. All data in this component automatically updates via a connection to Weatherbit.io; the data can be viewed on the website, as shown in Figure 9, or exported to Excel.

"Airport financial data" and "historical weather data" are recommended data elements for aviation system planning, according to AC 150/5070-7. Planners use this information when reviewing deficiencies and drafting needs, defining projects, and developing Airport Project Evaluation Board (APEB) nominations to determine the appropriate type and extent of airport projects.



## CIMP Inspection

The CIMP Inspection subtab only received minor updates this phase to reflect changes made to the CIMP inspection process (see *Chapter 4: Evolution of the CIMP Inspection Process*). CIMP inspections are a fundamental component of asset management and project development within the system plan, and inspection reports in various formats are available and improve planner workflow.



## Land Occupancy/Leasing

The Land Occupancy/Leasing subtab is available only to select DOT&PF Leasing staff and provides a listing of active and archived leasing agreements. Information in this subtab also connects to the CIMP inspection application to populate lease lot information while inspectors are in the field, including lease lot drawings and lessee information. The subtab on the website displays active and archived tenant information, past CIMP Leasing Reports, photos of the lease lots (which are restricted in Facility Photos), and any relevant documents.

"Land use considerations" are recommended data elements for aviation system planning, according to AC 150/5070-7. Including basic lease lot information allows planners to more easily access leasing information while conducting CIMP inspections and supports tracking airport needs across the system.

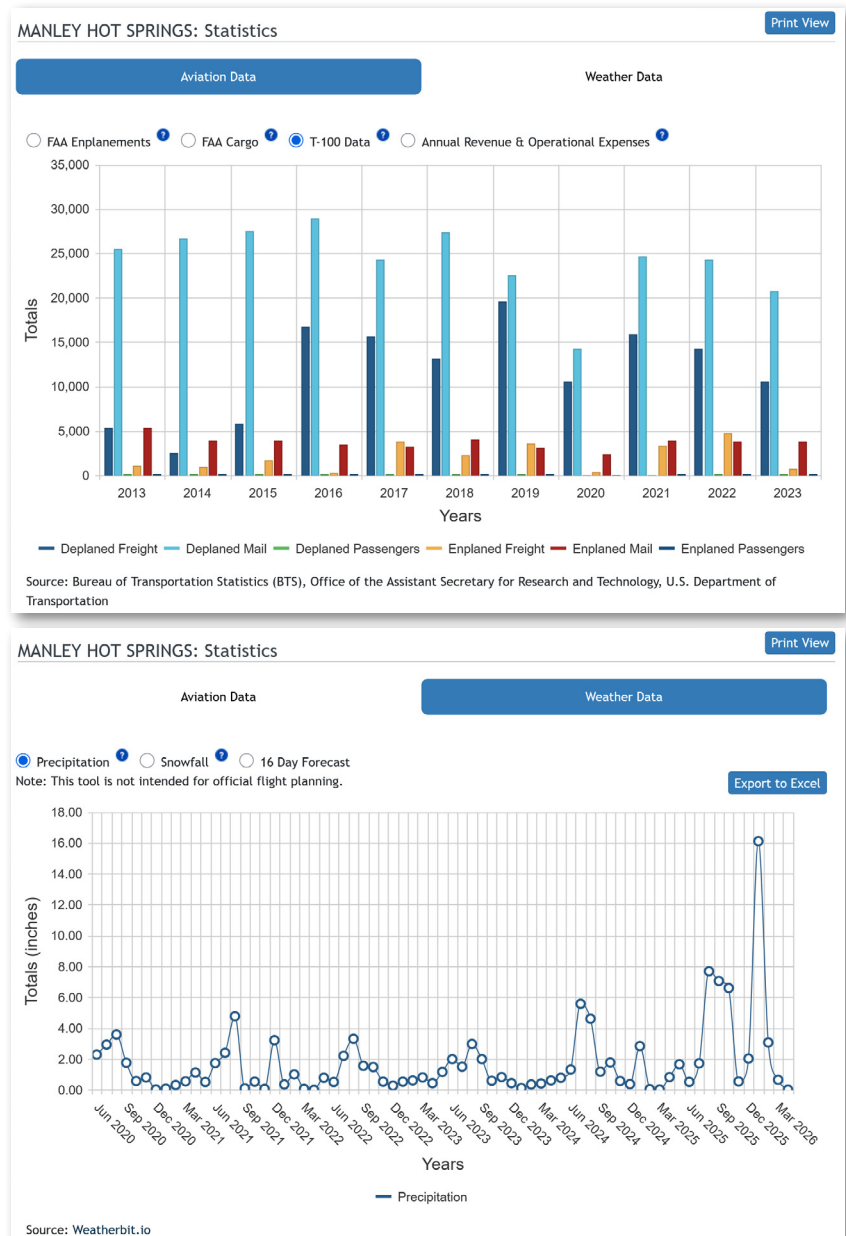


Figure 9. T-100 and precipitation data for Manley Hot Springs (MLY) displayed on the AASP website.



## Needs

The Airport Needs List provides a structured framework for identifying, documenting, and tracking airport development needs across the statewide system, fulfilling a core function of the AASP. Further detail on this process is found in *The Core of Aviation System Planning: The Airport Needs List* white paper<sup>2</sup>. Substantial improvements were made to the Needs List throughout Phase III, including adding the ability to more easily create needs from new inspections; incorporating FAA work codes to better reflect upcoming work activities required in future projects; categorizing quality of life needs as Community/Economic Development Needs to reflect community involvement; and implementing a verification process to ensure reevaluation of needs over time. See Phase III Chapter 5 for more detail.

“System needs identification” is a main element of system planning, per AC 150/5070-7 §101 and §504. This data is manually updated.



## Documents/Links

Several links were added to or updated in the Documents/Links subtab during Phase III, primarily to ensure the “Current ALP” links were accurate and to provide easy access to DOT&PF’s Nondiscrimination Policy Statement, Accessibility, and FAA Resources and DOT&PF Civil Rights pages. Providing documents and links within the Facilities tab helps to streamline planners’ workflow, improve consistency in which resources are being used during the project development process, and allows users to quickly view historical documents for a facility. This information is manually updated.



## Facility Photos

The Facility Photos subtab, shown in Figure 10, was reorganized to include folders, allowing users to select the category of photos they are looking for (e.g., Aerial View or a specific 5010 or CIMP inspection). The photo repository allows images to be uploaded directly through this tab or automatically associated with a facility when generated through other processes, such as inspections or project closeout activities, to capture the full lifecycle of needs and projects and highlight completed work. Additionally, functionality was added to allow users to “favorite” photos; the favorited photos are then used when generating facility one-pagers.

Maintaining a centralized photo record supports system planning by documenting existing conditions, enabling comparisons over time, and visually confirming completed improvements. The tab also presents related inspection information in a clear and accessible format, allowing planners to more easily review facility conditions across the system.

TOGIAK: Facility Photos Print View

**Base Information**

|              |                              |                      |                |
|--------------|------------------------------|----------------------|----------------|
| Owner:       | ALASKA DOT&PF CENTRAL REGION | FAA Associated City: | TOGIAK VILLAGE |
| NPIAS:       | 02-0402                      | DOT&PF Region:       | Central        |
| Airport Use: | Public                       | DOT Owned:           | True           |
| Type:        | Airport                      | Facility Status:     | Active         |

**Photos**

Select Gallery Aerial View



Description: Togiak TOG 2018 (3).jpg  
Date Uploaded: 8/29/2019 By SWA Update



Description: TOG Aerial 2013  
Date Uploaded: 5/31/2017 By SWA Update



Description: TOG Aerial 2013  
Date Uploaded: 5/31/2017 By SWA Update



Description: Togiak TOG 2023-6-30 (13).jpg  
Date Uploaded: 8/16/2023 By Rebecca Douglas



Description: TOG Aerial 2014  
Date Uploaded: 5/31/2017 By SWA Update

Figure 10. Togiak (TOG) photos on the AASP website.

2 ADD LINK ONCE POSTED





## Performance Measures

Performance measures provide managers and decision makers with necessary information to allocate limited resources; the AASP performance measures underwent extensive revision early in Phase III to ensure their continued relevance to the aviation system (see *Chapter 3, Classifications & Performance Measures*). These measures serve as a roadmap for future planning by turning abstract goals into concrete, trackable indicators, and were reduced in length to be more user friendly and digestible. Systematically collecting data on key metrics such as design aircraft, runway length, and seasonal closures helps Alaska's aviation planners gain a clear picture of where they currently stand and how trends are evolving over time.

The database was likewise updated to reflect the new measures and create interfaces for internal users to access pertinent information through the Performance Measures subtab. This included creating detailed report cards for each airport as well as statewide summaries, designing the layout and metrics to clearly present performance trends, and collecting and populating data for newly introduced performance measures. Figure 11 shows an example of an individual airport report card. This data supports insights, allowing leaders to set realistic targets, allocate resources, and prioritize initiatives that will deliver the greatest impact. Because performance data can now be regularly reviewed, the team can implement coursecorrections, identify issues earlier, and plan more strategically.

Creating and tracking performance measures are required elements of system planning, according to AC 150/5070-7 §505 and Appendix D Checklist for Elements of an Airport System Planning Report. Each report card compiles information from multiple datasets within the database to assess airport conditions and overall system performance, providing an efficient method to quickly evaluate the condition of the overall system.



## PFAS

The internal, permissions-based PFAS subtab is available only to DOT&PF staff. The subtab was created through this project, with data collected through other efforts and input by DOT&PF staff.

“Environmental and land use considerations” are recommended data elements for aviation system planning, according to AC 150/5070-7. Staff with permission to view PFAS data can use this subtab to access documents, sampling maps, and sampling locations and view or add comments and updates, all of which may be relevant to airport projects.



## AIP Grants

The AIP Grants subtab compiles historical AIP funding information for all public airports in Alaska, including grant identifiers, project descriptions, work codes, funding totals, and key administrative dates. The data set extends back to 1982, when the AIP began, allowing planners to review decades of federal investment at individual airports. Information is manually updated each year after the FAA releases its annual grant data, and the records can be exported to Excel to support analysis and reporting. This information supports project development and eligibility research by helping planners understand past improvements and funding patterns, consistent with the financial and project data elements recommended for aviation system planning in AC 150/5070-7.

2/18/2026

**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 assess 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.

| BET                                  | BETHEL                                                                                                                         | BETHEL                     | Regional Hub      | Central       | Meets Measure |
|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|----------------------------|-------------------|---------------|---------------|
| Performance Measure                  | Metric Definition                                                                                                              | Criteria                   | Current Condition | Meets Measure |               |
| <b>Airport Design Measures</b>       |                                                                                                                                |                            |                   |               |               |
| RPZ Control/Compliance               | RPZ in compliance and property control or easement established                                                                 | Yes                        | Yes               |               | ✓             |
| Current Design Aircraft Met          | Design aircraft on last approved ALP or Master Plan                                                                            | Yes                        |                   |               | ✗             |
| Parallel Taxiway                     | Metric only applicable to facilities with more than 20,000 annual operations.                                                  | Full or Partial            |                   |               | ✗             |
| Non-Standard Condition               | Non-standard condition documented on current ALP                                                                               | No                         | No                |               | ✓             |
| <b>Airport Safety Measures</b>       |                                                                                                                                |                            |                   |               |               |
| Primary Runway Length                | 3,300 or longer for Community Classes, 5,000 or longer for Hub classes.                                                        | 5,000                      | 6,400             |               | ✓             |
| Primary Runway Condition             | Good for gravel, PCI rated 70 or better for paved                                                                              | 70+ PCI or Good+ rating    | 81                |               | ✓             |
| Primary Runway Lighting              | HIRL for Hubs and Regionals, MIRL for Community and Local High Activity                                                        | HIRL                       | HIRL              |               | ✓             |
| Primary Runway ALS or REIL           | Approach Lighting System or Runway End Indicator Lights                                                                        | Not UNK or NSTD            | Not UNK or NSTD   |               | ✓             |
| Wind Coverage > 95% and/or Crosswind | Wind coverage of 95% or higher or existing crosswind runway                                                                    | Yes or Wind Coverage > 95% | >95%              |               | ✓             |
| Certified Weather Reporting          | Certified weather reporting onsite                                                                                             | ASOS, AWS, AWOS            | ASOS              |               | ✓             |
| Weather Camera                       | FAA weather camera onsite                                                                                                      | Yes                        | Yes               |               | ✓             |
| Seasonal Closures                    | Closed more than 48 hours in multiple years                                                                                    | Not a Measure              | Not a Measure     |               | Not a Measure |
| <b>Airport Planning Measures</b>     |                                                                                                                                |                            |                   |               |               |
| 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                             | < 10Yrs                    | 8/15/2019         |               | ✓             |
| Airport Master Plan                  | 5 years for Med & Sm; 10 years for Regionals                                                                                   | < 10Yrs                    | 1/1/2016          |               | ✓             |
| Current CIMP Inspection              | 3 years for Regional & Community, 5 years for Local                                                                            | < 2Yrs                     | 8/12/2021         |               | ✓             |
| Part 139 Compliant                   | FAA letter of correction (LOC) indicates capital project is needed to resolve Part 139 annual inspection deficiency/violation. | Yes                        | Yes               |               | ✓             |
| FAA Compliant GIS Data               | Approved AGIS compliant with AC 150/5300-18B                                                                                   | Yes                        | No                |               | ✗             |
| <b>Community: Quality of Life</b>    |                                                                                                                                |                            |                   |               |               |
| Public Restrooms                     | Public restrooms available                                                                                                     | Yes                        | Yes               |               | ✓             |
| Passenger Waiting Shelter            | Passenger waiting shelter available                                                                                            | Yes                        | Yes               |               | ✓             |

Figure 11. The Airport Performance Measure report card for Bethel (BET).



## NOTAMs

This subtab allows users to view active and past NOTAMs dating back to May 15, 2020. Reports can be filtered by issue date, commonly used NOTAM condition, status, and whether it is a military NOTAM, as shown in Figure 12. This data is automatically updated through a connection to the FAA's SWIM database. The FAA provides an Archive Search to allow users to find past NOTAMs, but the search requires a specific issue date for a single location, whereas the AASP NOTAM report can be filtered by a date range. Additionally, the NOTAM feature under the Reports tab allows users to search NOTAMs by DOT&PF region and maintenance and operations (M&O) District rather than individual facilities. Both NOTAM report options include filters for commonly used NOTAM conditions, status (active, cancelled, or expired), and military NOTAMs. The condition filters are based on key terms that appear in the NOTAMs (e.g., REIL [runway end identifier lights], FICON [field condition], or CLSD [closed]); the options available for this report were selected to allow users to quickly access data about commonly queried topics. The results are displayed on the web page and can be exported to Excel.

This information can identify historical trends, which may reveal underlying infrastructure issues and provide justification for project nominations.

Military:

☐

Issue Date: ?

From: 4/8/2026

To: MM/dd/yyyy

Commonly Used NOTAM Condition:

☐ Select All ☐ All Other Conditions Not Listed

☐ Runway End Identifier Lights (REIL)

☐ Out of Service (OTS, U/S)

☐ Weather (AWOS,SAWR,WX)

☐ Precision Approach Path Indicator (PAPI)

☐ Unreliable (UNREL)

☐ ADS-R/ADS-B (ADS)

☐ Visual Approach Slope Indicator (VASI)

☐ Unusable (UNUSBL)

☐ GPS

☐ Work in Progress (WIP)

☐ Unavailable (UNAVBL)

☐ Volcanic Activity (ASH)

☐ UAS Activity (UAS)

☐ Relocated (RELCTD)

☐ Field Condition (FICON)

☐ Closed (CLSD)

NOTAM Status: ?

☐ Active

☐ Cancelled

☐ Expired

Generate

Clear Filters

Restore Defaults

Number of Records: 0

(Note: Search results are capped at 5,000 records, adjust filters to obtain a complete dataset)

Note: Generating a large search may cause a slow system response or invalid dataset; reduce the date range if an error occurs. Larger searches require extra processing time to load.

Note: Search results are capped at 5,000 records to ensure system performance for all users. This could result in a partial data set if the record limit is reached.

Figure 12. AASP NOTAM report filter options.



## OE/AAA

This subtab connects directly to the FAA OE/AAA web service to allow users to easily access obstruction and airspace information for planning and design purposes.

“Terminal, airspace, and airfield capacity” are recommended data elements for aviation system planning, according to AC 150/5070-7, as obstructions may impact airport operations and project activities. This data is automatically updated through a connection to the FAA's OE/AAA portal.





## Communities

Airports are an integral part of Alaskan communities, and the needs of an airport are guided by the community's needs and priorities. To help both public and internal users better understand each airport's local context, Communities moved from a primary tab to be a subtab of Facilities. The subtab includes data connections to the DCRA, allowing the database to display and export the newest population, school enrollment, community region overview, transportation data, healthcare facilities, post offices, and libraries.

"Local socioeconomic data" and "surface transportation characteristics" are recommended data elements for aviation system planning, according to AC 150/5070-7; this information informs airport needs and shapes project development. Information relating to surface transportation is especially noteworthy in Alaska, where more than 80% of communities are not connected to the contiguous road system and rely on aviation to access the rest of the state and the world. This data is automatically updated through the connections to the DCRA Data Portal.



## Contacts

The Contacts subtab provides easy access to contact information for airport staff and, on the internal site, includes municipal and Tribal representatives. This centralized location for contact information allows the public, partner agencies, and DOT&PF staff to readily identify the appropriate point of contact within a large and geographically dispersed organization. This improves accessibility, promotes coordination, and ensures stakeholders have a clear avenue to communicate with DOT&PF.

Airport staff information is manually updated quite frequently, while municipal and Tribal information is automatically updated through connections to the DCRA Data Portal.





# Capital Improvement and Maintenance Program

## Inspections

Improvements to the CIMP inspection process were a major focus of Phase III, as described in Phase III Chapter 4. This included substantial updates to the CIMP tab and the CIMP iOS application. Work included reinventing the methodology behind the checklists to increase efficiency and time needed on the ground. Updates on the inspection application enable inspectors to capture photos, annotate findings, and record checklist items on a tablet in the field; data is then synced to the central database for review. The mobile workflow speeds up airport inspections, reduces paperwork, and ensures that safety-compliance records are accurate, searchable, and easily shared with stakeholders. The application links to important facility information, which provides the inspector with additional reference resources such as the ability to electronically view the ALP during the inspection process. Other departmental resources related to buildings and equipment are also integrated into the AASP to enable a more accurate and streamlined workflow.

Deficiencies uncovered during airport inspections highlight safety gaps, infrastructure needs, or maintenance shortfalls that must be corrected to keep operations secure and efficient. Documenting each deficiency using the CIMP inspection application enables prioritized remediation and supports the system needs identification and inventory of system condition and performance depicted in Chapter 2 of AC 150/5070-7. After a CIMP inspection identifies gaps, the findings are translated into specific project requirements that outline scope, work codes, and necessary resources. These defined needs then feed into the CIP process, ensuring that subsequent projects directly address the most critical priorities. New inspection reports document the findings, observations, and compliance status resulting from a systematic evaluation of the facility. They serve as formal records that highlight deficiencies, suggested corrective actions, and recommendations for future improvements.





# Air Carriers

The new Air Carriers tab provides details about air carriers operating within the state that are subject to 14 CFR Part 121 and Part 135. Consistent with this federal regulation and the requirements of Alaska Statute 02.40.020, air carriers providing intra-state service within Alaska must maintain a valid Certificate of Compliance issued by the State of Alaska. The DOT&PF ACC website<sup>3</sup> serves as a central location for air carriers to process and manage their annual certificates. Phase III created a connection between the ACC website and the AASP database to automatically update contact information, business location, service types, based facilities, and route maps that depict air carriers' published scheduled service and chartered flights paths. This tab evolved from the Operators tab that was developed in Phase II, which had minimal data about which communities and how many facilities each air carrier served. The connection to the ACC website ensures the AASP interface will provide users with the most up-to-date information about compliant air carriers. The ACC website was also updated so that information was correctly protected by user permission settings, preventing private or sensitive information from being passed through to the AASP website.

37 route maps were created by the AASP team during Phase III, which show the air carrier's name, service type (scheduled or charters on demand), hubs, destinations, and the date the map was last updated. These maps, like the one in Figure 13, provide the public with a visual representation of where air carriers operate, and continued effort to develop and automate route maps will help planners visualize where commercial activity is occurring. Understanding where air carriers are operating can help prioritize improvements at high-activity airports or identify where improvements are needed to fill gaps in the service network.

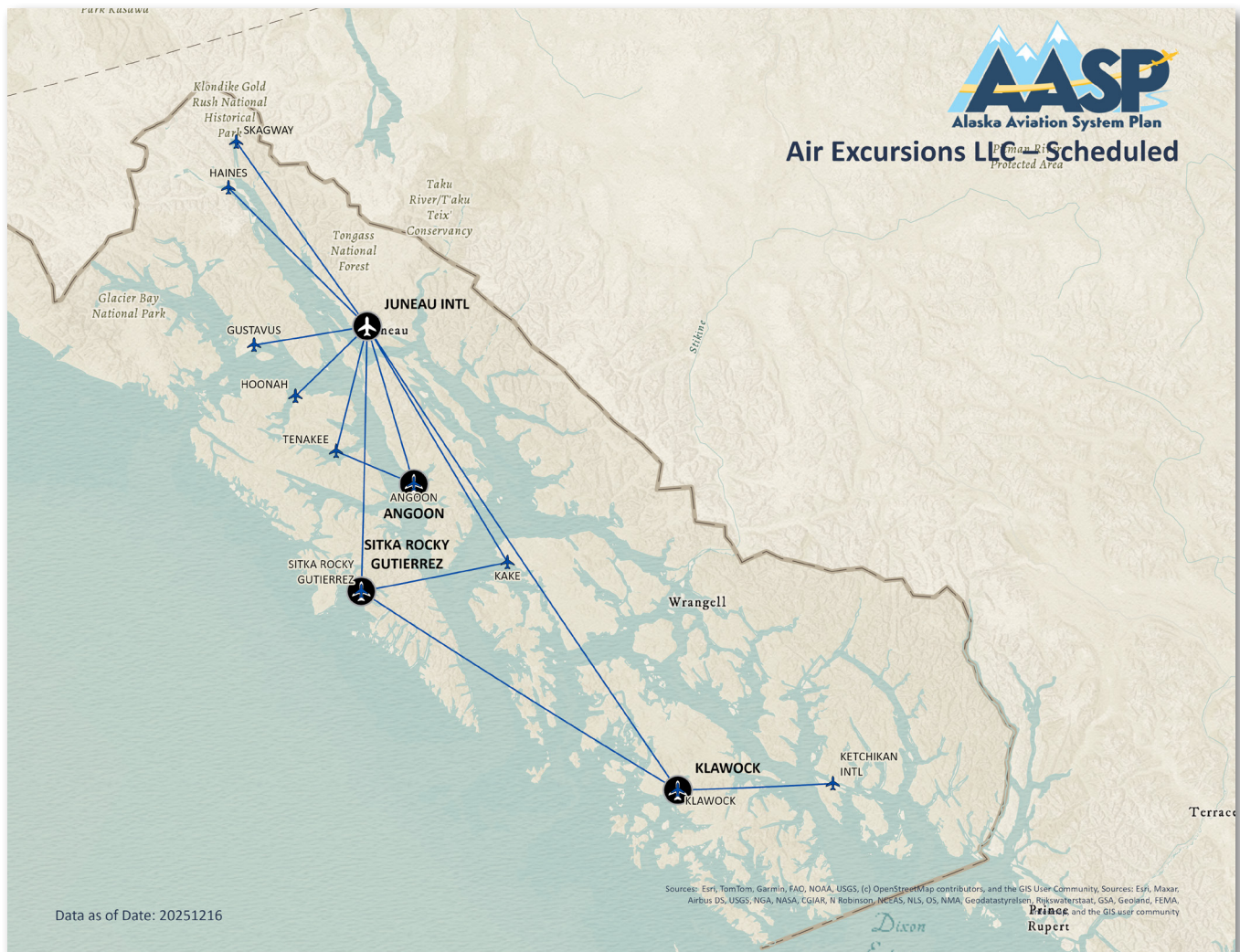


Figure 13. Scheduled route map for Air Excursions LLC.

3 <https://www.alaskaaircarriercompliance.com/Default.aspx>



# Environmental

The Environmental tab has two subtabs: PFAS and Helpful Links. The PFAS subtab allows select users to view and upload PFAS documentation and view a location map; unlike the version under Facilities, this subtab compiles information for all investigated facilities in one location.

The Helpful Links subtab provides a convenient one-stop shop for external websites related to noise compatibility, land use and transportation plans, air quality, hazardous waste, fish and wildlife, floodplains, wetlands, water quality, and National Environmental Policy Act (NEPA) guidance, which may be needed during planning and project development. Links are updated as new information becomes available.

“Environmental and land use considerations” are recommended data elements for aviation system planning, according to AC 150/5070-7.



Kotzebue Airport



# Geographic Information Systems and Data Connections

New GIS capabilities were incorporated into the AASP website in this phase to expand access to spatial airport data. Although the DOT&PF's Airport GIS program is developed and maintained outside of the AASP, the website now functions as one gateway to the database, as shown in Figure 14, allowing staff to easily access mapping information directly through the AASP interface in the GIS tab. Three APIs were developed during Phase III:

- ▶ **Airport Grants:** AIP information from 1982 (the start of the program) to present, including FAA work codes, project descriptions, grant agreement and closeout dates, and funding breakouts
- ▶ **Airport Capital Improvement Plan:** Project information for DOT&PF's ACIP
- ▶ **Airports/Facilities:** Airport characteristics, system planning data, services, runway length, width, and type, operational expenses, generated revenue, enplaned and deplaned passengers, and contact information for airport personnel

These connections were designed to make geospatial data more accessible as additional modules and datasets are developed, including future linework, ALPs and as-built linework, and other visual mapping layers. Expanding these capabilities supports the continued development of system planning tools and provides a stronger spatial foundation for evaluating airport infrastructure and future projects.

By combining GIS's analytical power with photos, topographic maps, and culturally specific mapping inputs, planners can produce comprehensive, layered maps that not only depict how airports are currently used but also illuminate the spatial relationship between those uses and the local Native communities. Such enriched maps become indispensable tools for informed decisionmaking, enabling stakeholders to respect Indigenous rights, mitigate environmental impacts, and design landuse strategies that are sustainable. Phase III work included integrating a GIS Map Search to leverage databases and analytical tools for planning and connecting the database to DOT&PF GIS map assets to allow users to visualize, question, analyze, interpret, and understand data to reveal relationships, patterns, and trends. The collection of data over time is already making it easier to understand, interpret, and locate information for later reference.

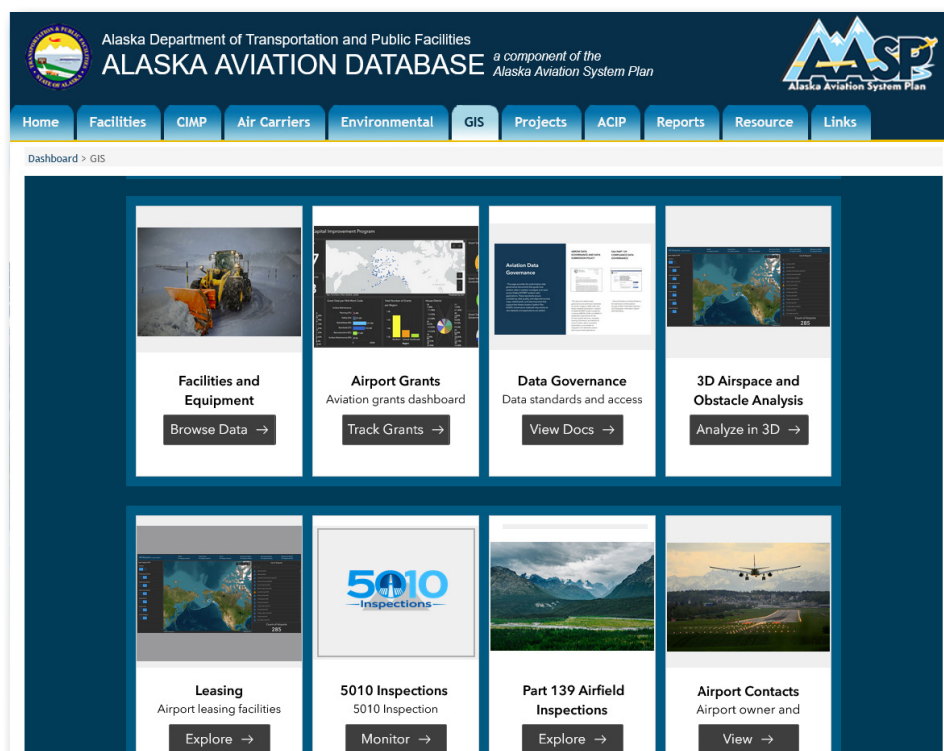


Figure 14. The internal AASP GIS portal provides access to many useful datasets.

# Projects

The Projects tab of the internal database supports the AASP’s core goal of planning for safe and functional airports, which are built and maintained to appropriate design standards and meet long-range aviation needs. This tab allows users to access information about projects in all stages of development, from creation through APEB nomination to closeout. The APEB process feeds the ACIP by ensuring projects are prioritized using a consistent, predictable method. More information about the APEB process is available on the public-facing website.<sup>4</sup>

Although development of the main function of this tab occurred in Phase II, minor tweaks and improvements during Phase III improved system efficiency and transparency. During Phase III, direct links were added between Facility Needs and Projects, allowing easy data relation and analysis for the planning team. Enhanced Project Listings include new filters and breakouts by project types to allow users to view Planning, M&O/Equipment, and Other projects, and development projects within the Building or Airfield tracts, over the long-range planning horizon. Incorporating Alaska International Airport System’s capital program within the Projects tab was also completed during Phase III, but outside of this project. The APEB Summary subtab, shown in Figure 15, houses exportable scores and meeting details from the APEB meetings. The website was also streamlined, when possible; for example, formal reviews by M&O Superintendents and Chiefs were removed and projects were split into more clearly defined categories to allow for more refined data exports.

More data resources were added, such as the FAA’s Passenger Enplanements, more detailed Project Information sheets including data elements from DCRA Communities connection, relative priority timeline, and updated Nomination Supporting Documents. These additional resources allow the team to review and validate data affecting the airport system plan.

Altogether, the enhanced Projects tab ensures proper and consistent documentation for projects and nominations so a wide variety of enhancements can be compared and scored against a consistent standard.

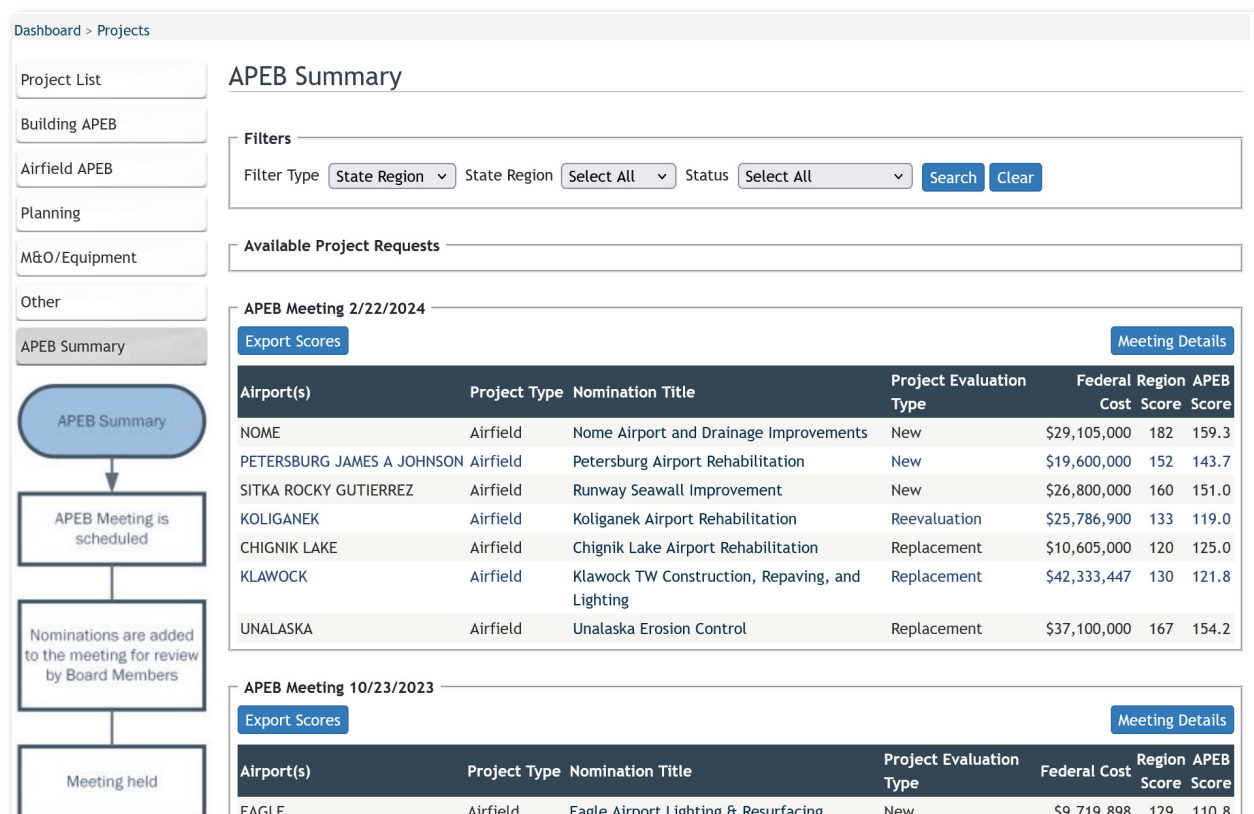


Figure 15. The APEB summary subtab of the Project tab.

4 [https://www.alaskaasp.com/media/4014/aasp\\_apeb\\_fact\\_sheet\\_final.pdf](https://www.alaskaasp.com/media/4014/aasp_apeb_fact_sheet_final.pdf)



# Airport Capital Improvement Plan

The ACIP is DOT&PF's spending plan for airport projects. The ACIP tab was updated during Phase III to improve DOT&PF's staff ability to track allocations across fund types and projects, so the ACIP is well-structured and aligns project priorities with disciplined fund management, ensuring that allocated resources are spent efficiently and tracked transparently. Work included integrating the CIPDS and CIPDS Listing to consolidate project cost estimates, funding sources, and schedule milestones, which provides the standardized snapshot that Alaska uses to track and report capital improvement progress. Additionally, the tab now includes functionality to track Legislative Authority which grants the legal power to enact and fund programs and projects.

New reports created under this project include:

- ▶ **ACIP Project Detail:** Project category, status, facility type, and other details (e.g., M&O district, APEB information, funding details)
- ▶ **Capital Budget Development:** Aids in the development of the overall state program
- ▶ **Quarterly Obligation Report:** Contains obligations, funding, and matches

These reports support the administrative tasks that ensure compliance and proper record keeping throughout the annual grant cycle and provide more information to allow for better tracking of the process as a whole. Additionally, new components were created to better focus on the federal airport process statewide. In particular, new date fields, shown in Figure 16, record the lifecycle of a project as well as other milestone dates to improve DOT&PF's ability to track projects, monitor project eligibility, and automatically trigger notifications and processes. For example, the ability to run a report that captures all milestone dates for all projects allows planners to holistically review the program. Analysis of these dates can help to identify trends for when projects advertise within a fiscal year or when the majority of projects advertised or awarded before grant execution. This level of review allows for the ability to implement small process changes based on real information and improve the program when possible.

Other innovative and customized work within the ACIP tab continues to occur outside of this contract, with the intent to better improve the digital process and allow for tracking and reporting on a busy and vast aviation system.

Tracking

Stage 1

Stage 2

|                                                   |            |                                        |            |
|---------------------------------------------------|------------|----------------------------------------|------------|
| APEB Date:                                        | 11/2/2021  | OST Announcement:                      | 9/6/2024   |
| Project Initiation Approval: ?                    | MM/dd/yyyy | Grant Offer:                           | 9/6/2024   |
| APEB White Paper: ?                               | MM/dd/yyyy | Grant Executed: ?                      | 9/10/2024  |
| Advertisement Ready: <input type="checkbox"/> N/A | 9/1/2024   | LA Confirmation: ?                     | 9/6/2024   |
| CIP Data Sheet (CIP DS) to FAA: ?                 | 1/31/2024  | PoP End:                               | 9/9/2028   |
| ENV Doc Approved: ?                               | 7/26/2024  | Construction/Purchase Complete: ?      | MM/dd/yyyy |
| Advertisement:                                    | 10/23/2024 | Closeout Paperwork Submitted to FAA: ? | MM/dd/yyyy |
| Bid Opening: ?                                    | 11/20/2024 | Grant Closed by FAA:                   | 1/25/2026  |
| Contractor Award:                                 | 1/24/2025  |                                        |            |
| Grant Application to FAA:                         | 8/27/2024  |                                        |            |

Figure 16. Example of the multi-stage project tracking interface.

## Civil Rights

An internal Civil Rights subtab was added to the ACIP tab to provide DBE and civil rights related information. This subtab was developed in accordance with federal guidance at the time the Phase III scope was developed. The FAA's DBE Program<sup>5</sup> is intended to assist small business formation and growth by promoting the use of DBEs to fulfill federal contracts. The DBE component of the Civil Rights subtab allows users to filter projects by federal fiscal year, toggle between projects where DBE elements were included or not included, and export a dataset for each fiscal year. Airport sponsors are annually required to submit DBE reports on federally funded projects; this feature allows for holistic tracking of that effort.

The civil rights component allows users to access, email, or upload Title VI, Americans with Disabilities Act (ADA), and training plans.

## Capital Improvement Plan Datasheets

CIPDS serve as a standardizing document to align DOT&PF's project development process with FAA's ACIP funding regulations. These one-page documents include critical information for a project such as estimated cost, project description, justification, work codes, funding year, and corresponding sketch, and are used by the FAA to program funds requested by an airport sponsor. The CIPDS module was developed during Phase III to create a digital form that mimics FAA's CIPDS, capturing all the necessary information in the correct format to ensure compatibility and compliance. Users can also search for uploaded CIPDS to find past project information.

## Needs Lifecycle - Close the Loop

Project closeout information is documented through the Close the Loop process, a key Phase III enhancement that completes the full lifecycle of an airport need—from initial identification and data entry through planning, design, development, construction, and final closeout. Through this structured process, DOT&PF planners use the “Validate Needs” form shown in Figure 17 to confirm which needs were addressed by a project, update or create records as necessary, document final inspection and as-built dates, and upload photographic documentation of completed work. If new needs are identified during the project, they can be added to the airport at this time.

**Validate Needs**

If the need should be updated, click the title and edit.  
If there is a missing component and you think a new needs is required, click View/Add Needs.  
If the need is complete, please select the Complete checkbox.

- The need will be closed within Facilities > Needs.

If the need is not complete, please leave the checkbox unselected.

- This need will not be closed.
- This need reverts back to Needs Created.
- It is ready to add to a new project.

Final Inspection 05/15/2026

**Associated Needs: Select all completed during this project**

| Complete                 | Associated Needs                               |
|--------------------------|------------------------------------------------|
| <input type="checkbox"/> | Metlakatla Seaplane Base Rehab and Reconfigure |

**Other Facility Needs: Select all completed during this project**

| Complete                 | Other Needs for this Facility; select all which were completed during this project |
|--------------------------|------------------------------------------------------------------------------------|
| <input type="checkbox"/> | Master Plan Update                                                                 |

**Add Construction, Equipment, or Surface Maintenance Closeout Photos**

Choose File No file chosen ☐ Construction ☐ Equipment ☐ Surface Maintenance ☐ Other

Figure 17. Example of a “Validate Needs” form that is completed by planners after a project is closed out.

5 <https://www.transportation.gov/civil-rights/disadvantaged-business-enterprise>



This closeout process ensures the information in the database is accurate and timely, supporting the other planning and project development processes that rely on this data. The complete lifecycle of a need is depicted in Figure 18. For more detailed information, see *Chapter 5: Inventory & Needs Update*.

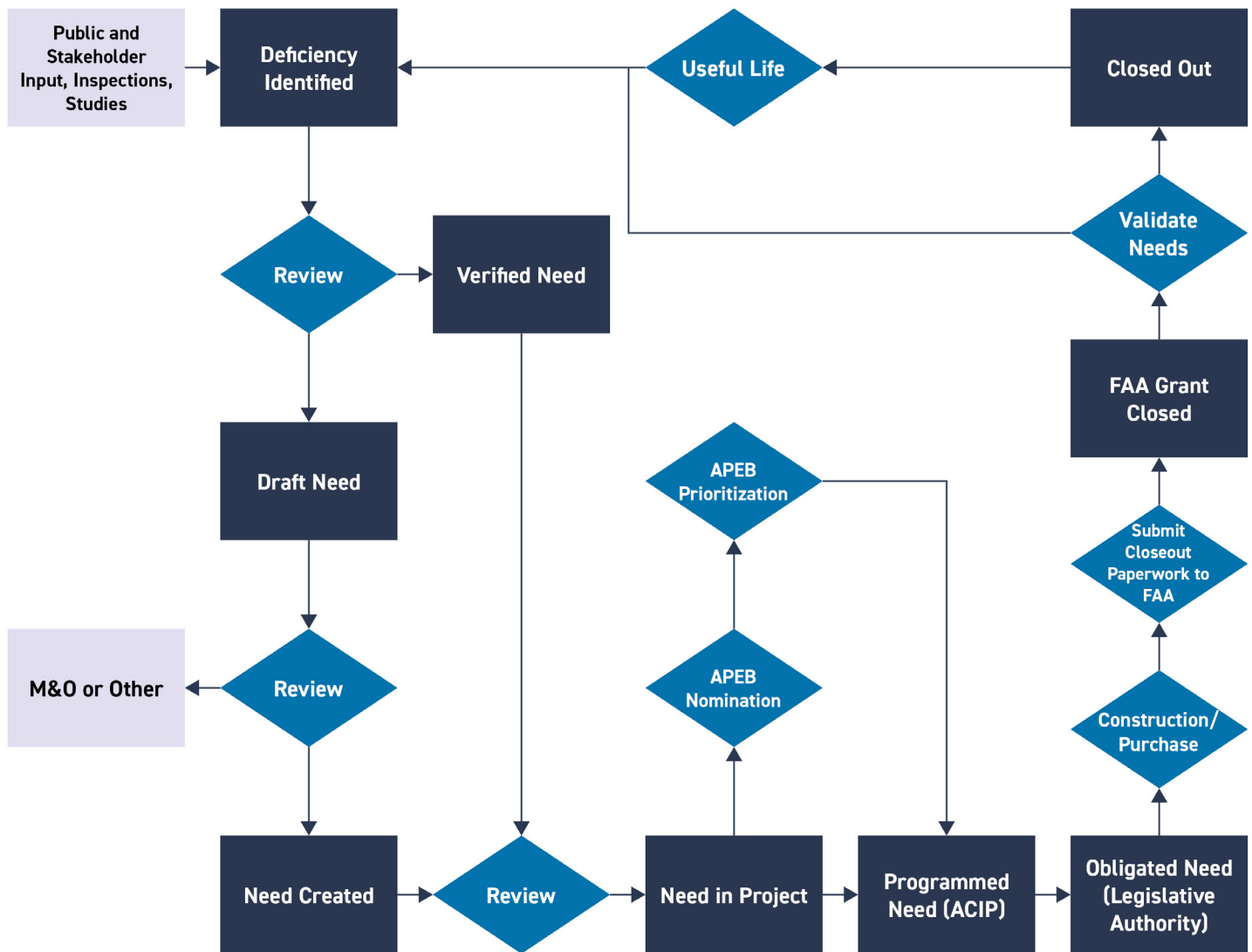


Figure 18. The lifecycle of a need.

# Reports

Detailed, timely reports give stakeholders and users a clear view of how each capital project contributes to transportation network efficiency and the ability to share this information with community members, decision-makers, air carriers, and others. This visibility enables planners to pinpoint needs, projects, and resources. Standardized reporting creates a common language for all stakeholders, fostering transparency and trust. When reports are integrated into strategic planning cycles, they provide the evidence needed to prioritize projects that improve safety, enhance capacity, increase security, and lower operating costs.

All internal users have access to the Reports tab, though the available subtabs and reports vary by user type (see Public-Facing Interface for the reports that are available for all users). With the increase in new reports over the past few years, the Overview subtab now provides a description of each available report and provides an easier way to determine what report will meet a user’s needs. New and updated reports are summarized in Table 2.

Table 2. Updates and additions to the internal Reports tab.

| Subtab                                                                                    | New and Updated Reports                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                            | Planning Purpose |
|-------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| Updated  |                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                            |                  |
| New      |                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                            |                  |
| ACIP                                                                                      |  <b>ACIP:</b> Airport project information for the DOT&PF’s ACIP, funded by FAA through the AIP and the AIG Program.                                                                  | A centralized location for managing and accessing ACIP information improves efficiency and mitigates errors and redundancy. See AC 150/5070-7 and Order 5100.39A for information about the ACIP process and connection to system planning.                                                                 |                  |
|                                                                                           |  <b>ACIP Project Details:</b> Airport project information, project delivery dates, scopes, and estimates.                                                                            |                                                                                                                                                                                                                                                                                                            |                  |
| AIP Grants                                                                                |  <b>AIP Grants:</b> FAA AIP-funded grant information, including FAA work codes, project descriptions, grant agreement and closeout dates, and funding breakouts, from 1982 to now. | A centralized location for managing and accessing AIP grant information improves accuracy, efficiency, and compliance and supports eligibility determinations. per AC 150/5070-7 Section 410. See Order 5100.38 for more details about the AIP.                                                            |                  |
| Airport Needs Directory                                                                   |  <b>Airport Needs Directory:</b> DOT&PF Airport Needs Directory in PDF, Word, or Excel, containing information specific to each airport.                                           | A centralized location for managing and accessing airport needs improves efficiency, mitigates errors and redundancy, and supports compliance. System needs identification is a main element of system planning, per AC 150/5070-7.                                                                        |                  |
| CIMP Inspection                                                                           |  <b>CIMP Ratings:</b> Most recent CIMP inspection ratings and creates a chart based on specific selections.                                                                        | The CIMP inspection process supports the “system needs identification” and “inventory of system condition and performance” required by AC 150/5070-7. This centralized location for managing and accessing CIMP inspections and data supports efficient, accurate system planning and project development. |                  |
|                                                                                           |  <b>CIMP Inspections by Date Query:</b> List of all past CIMP inspections.                                                                                                         |                                                                                                                                                                                                                                                                                                            |                  |
| NOTAMs                                                                                    |  <b>NOTAMs:</b> NOTAM information by airport or larger dataset, starting May 15, 2020, including issued, effective, and expiration date and NOTAM condition.                       | Reports can be filtered by issue date, commonly used NOTAM condition, status, and whether it is a military NOTAM. This information is useful for airport planning and viewing historical trends.                                                                                                           |                  |



|                      |                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                   |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Performance Measures |  <b>Individual Airport Scorecards:</b> Airport report cards in each category that relate to a specific airport classification, indicating if the airport is compliant for each metric.                                       | Creating and tracking performance measures are required elements of system planning. Individual and statewide scorecards allow planners to efficiently access and assess performance at multiple levels to identify deficiencies and support project development. |
|                      |  <b>Statewide Scorecards:</b> Graphical depiction of compliance using airport classification, DOT&PF region, M&O district or individually groupings of performance measures.                                                 |                                                                                                                                                                                                                                                                   |
| Query Tool           |  <b>Query Tool:</b> Alternative search parameters for accessing AASP database information.                                                                                                                                   | Planners and other website users often need data to support planning and project development. The query tool allows users to export most of the data available in the entire database, allowing more flexibility than prebuilt reports.                           |
| Statistics           |  <b>Statistics Reporting:</b> FAA enplanements, cargo, and T-100 data and DOT&PF annual revenue and operational expenses filtered by state region, M&O district, facility, or local sponsor.                                 | Planners, engineers, and decision-makers use financial, operational, and weather data when determining the appropriate type and extent of airport projects and future needs within the system.                                                                    |
|                      |  <b>Weather Reporting:</b> Accumulated precipitation (rain, snow, sleet, hail), accumulated snowfall, and 16-day forecasted weather by airport, filtered by state region, M&O district, or facility for a given time period. |                                                                                                                                                                                                                                                                   |



|                |                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                     |
|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Airport Assets |  <b>Airport Summary Report:</b> Printable pdf of the selected airport(s), DOT&PF region, or DOT&PF M&O district containing an aerial photo, location map, projects, and other information to provide a holistic overview of that facility.                                                                    | The high-level information contained in the one-page summary report allows public users to quickly understand the status of an airport and provides DOT&PF staff with a convenient tool for communicating and coordinating with other agencies and the public.                                                                                                                                                      |
|                |  <b>Pavement Condition Index:</b> PCI values grouped by facility, runway, taxiway, and apron.                                                                                                                                                                                                                 | The PCI rates pavement based on the observed type and severity of distress on a scale from “good” to “failed.” The FAA recommends maintaining pavement that is in “good” condition because it is significantly less expensive than rehabilitating pavement in “fair” or worse condition (AC 150/5380-7b). Tracking PCI reports in the database allows for more comprehensive pavement management across the system. |
|                |  <b>Airport Buildings:</b> Building information from Statewide Facilities including description, gross area, number of bays, and date built.                                                                                                                                                                  | Tracking asset information is an important component of asset management and project development. These reports allow planners to analyze relevant data, prioritize projects and purchases, and maintain records to support compliance and justification. “Terminal, airspace, and airfield capacity” are recommended data elements for aviation system planning, according to AC 150/5070-7.                       |
|                |  <b>Airport Equipment:</b> Equipment information from SEF, including in-service date, manufacturer, model, description, and age.                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                |  <b>Runway Lighting:</b> Type of runway lighting systems; pulls current data from the 5010 Airport Master Record database.                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                |  <b>Runway Details:</b> Runway length, width, and surface type by airport.                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Contacts       |  <b>Approach Attributes:</b> Attributes needed for an approach into an airport, including weather station and cameras, runway length, lighting, ALP approval, survey type, and FAR 77 approach categories.                                                                                                  | Approach attributes are information for airport planning and project development. “Terminal, airspace, and airfield capacity” are recommended data elements for aviation system planning, according to AC 150/5070-7.                                                                                                                                                                                               |
|                |  <b>Airport Contacts:</b> Contact information for various airport personnel, including airport manager and superintendents, planners, safety and security officers, and leasing specialists.                                                                                                                | This information ensures the appropriate people can be contacted by the public, DOT&PF staff, and other agencies, promoting collaboration and allowing external entities to provide feedback to DOT&PF.                                                                                                                                                                                                             |
|                |  <b>Municipal/Tribal Contacts:</b> Contact information for Municipal and Tribal community contacts.                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                |  <b>Staffed Airport Hours:</b> Winter operating hours at DOT&PF-staffed rural airports, detailing times when on-site staff are available to support safety, security, and operations; complements National Flight Data Center data but may vary and is intended to assist with after-hour carrier requests. | Designed for aviation stakeholders like pilots and airline operators, this resource supports flight planning by providing clear, timely airport information and reflects our commitment to Alaska’s aviation network.                                                                                                                                                                                               |
|                |  <b>Air Carrier Information:</b> Outlines air carrier data and contacts.                                                                                                                                                                                                                                    | Provides contact information for air carriers operating in Alaska.                                                                                                                                                                                                                                                                                                                                                  |

# Observations and Recommendations

The AASP website serves as the primary platform for accessing Alaska’s aviation database, providing a centralized and user-friendly interface for both internal and external users. It supports DOT&PF staff with operational and planning data while also offering communities, pilots, air carriers, and other stakeholders access to relevant public information. This innovative, ever-improving website is the mechanism by which DOT&PF implements “a flexible, dynamic airport system planning process” (AC 150/5070-7), maintains transparency, and supports public and interagency coordination.

Efforts during Phase III revealed several lessons that can help the AASP team support users and improve database processes moving forward.

Recommendations to support users:

- ▶ **Address change resistance proactively:** Communicate strategies and planned changes in advance.
- ▶ **Invest in role-based training:** Customize training based on job functions and access levels.
- ▶ **Create feedback loops:** Establish channels for users to report issues and suggest improvements.
- ▶ **Leverage Roger:** Use technology like the “Ask Roger” tool to provide on-demand insights to users, reducing the questions received by the AASP team.
- ▶ **Document recommendations:** Compile recommendations and lessons learned in real time and hold debrief meetings after major tasks are completed, rather than waiting until the end of the phase.

Recommendations to improve processes:

- ▶ **Define clear data collection standards:** Phase III included significant work to standardize data collection (see Chapters 4 and 5 for more information about improvements to the CIMP, inventory process, and needs tracking). These processes should be reviewed regularly to ensure they are implemented correctly and identify opportunities for improvement.
- ▶ **Plan for long-term maintenance:** Database and interface designs should consider future growth, technology evolution, and sustainable maintenance models beyond initial deployment.
- ▶ **Accommodate technological changes:** New enhancements must interface with pre-existing infrastructure; early technical assessments can prevent compatibility issues.
- ▶ **Test updates before posting to live:** Updates should be reviewed in the test environment before posting to the live website; the consultant project manager or quality control lead should run tests on all updates before submitting to DOT&PF for review.
- ▶ **Continue to track progress:** Track milestones in an Excel workbook or other format and conduct regular reviews to help the team stay on course and catch potential issues early.
- ▶ **Improve data connection methodology:** Early communication about mutual benefits, clear standards for respecting data integrity, and thorough documentation of requirements, data flows, and ownership will help reduce friction when establishing new connections to external databases. When establishing connections, the AASP team should develop a plan to address loss of access because of changing technology or cooperation breakdowns.

Phase IV should explore opportunities for improving the user experience (e.g., a mobile-friendly layout), create new reporting tools as data becomes available through special studies and inventorying, and educate current and potential users about the website and how to use it.



***Continue with the development of the website. This has allowed for quicker replies to our partners, communities, and leadership when questions are asked.***

***—DOT&PF Staff via the End of Phase III Survey***



# Conclusion

The AASP database is an innovative tool that enables efficient and effective management of a vast system of airports serving the largest state in the union with the greatest number of communities not connected to the National Highway System. The ongoing updates, enhancements, and revitalization of this database preserves optimal utilization of state, federal, and local funding; supports required elements of the system planning process, including inventorying system condition and performance, assessing system goals and performance measures, tracking environmental considerations, and identifying the system of airports; and promotes transparency and collaboration.

Ouzinkie Airport







Prepared for:



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