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Alaska Aviation System Plan

FACT SHEET

September 2025

Capital Improvement and Maintenance Program (CIMP)

The Capital Improvement and Maintenance Program, more commonly referred to as the CIMP, is part of the overarching Alaska Aviation System Plan (AASP) and continues to develop and expand throughout each project phase. This innovative tool began with pen-and-paper checklists and advanced into a comprehensive, digitized assessment and customized web application.

- **AASP Phase I**: Conceptualized and created a statewide airport needs list and digital checklists.
- **AASP Phase II**: Expanded program to the Apple platform and added new checklists. Conducted over 200 inspections across the airport network.
- **AASP Phase III**: Streamlined questions, revised checklists and updated the inspection application for improved efficiency and functionality.

The State of Alaska DOT&PF is responsible for the planning, maintenance, and operation of 237 airports, spanning an area one-fifth the size of the Lower 48 states. With limited personnel, extreme weather events, and declining budgets, CIMP inspections are a crucial tool in the planning and development of Alaska's airports. Inspections identify, prioritize, and support the planning of capital airport needs across the system.

What is a CIMP inspection?

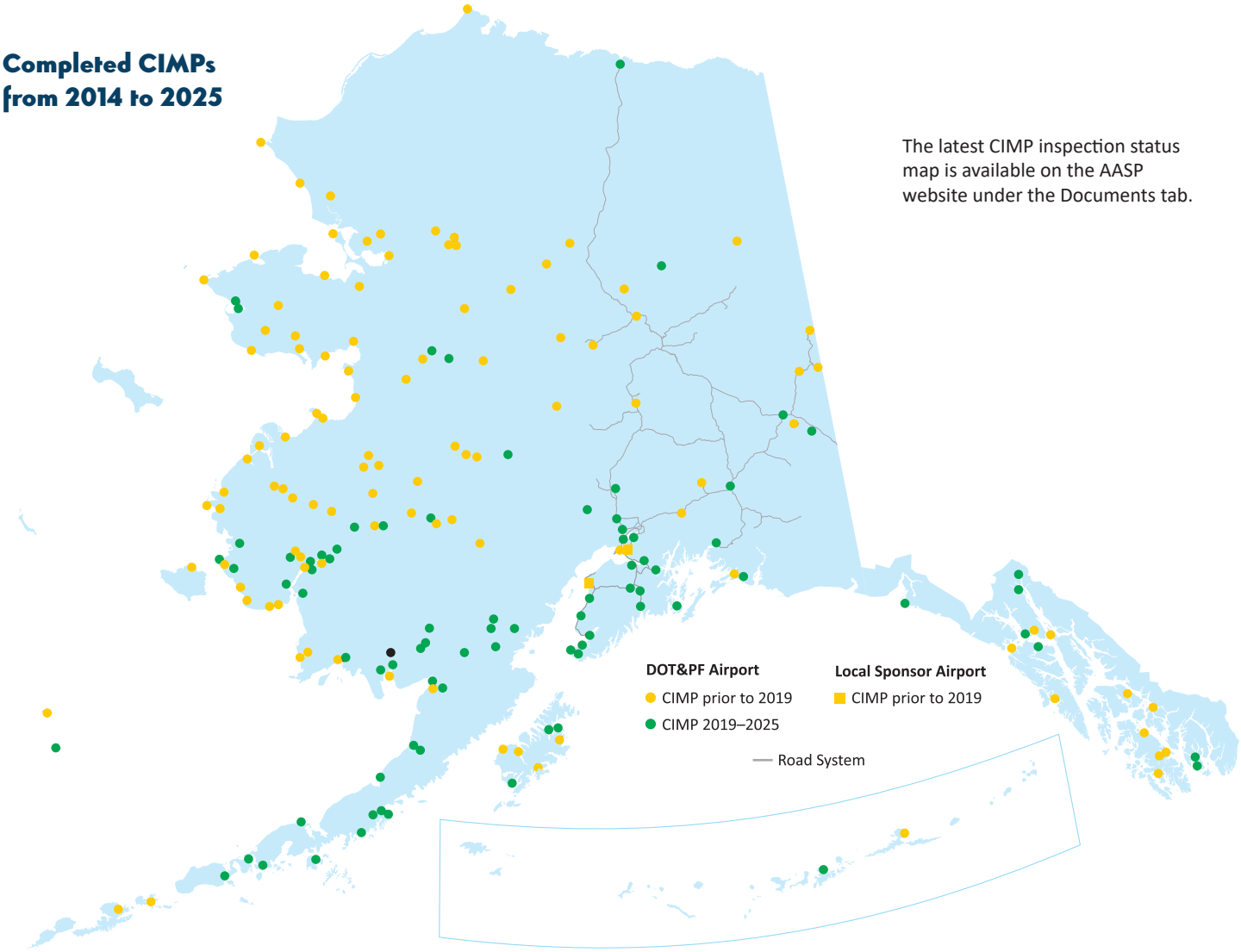
CIMP inspections are critical components for planning and development of Alaska's airports. Inspections are conducted by a variety of DOT&PF employees and contractors across the state and can take anywhere from a few hours at a small, rural airport to several days at a major hub. The process begins with a systematic review of documents, interviews with key stakeholders, and communication with staff in Program Development, Aviation Design, Maintenance and Statewide Leasing.

Field inspections involve rating checklist items along with photographing standard elements and deficiencies. Checklists cover all facets of an airport, from runway surface condition, to lighting, to access roads. To shorten the time needed to collect information in the field, and provide better reporting metrics, Phase III included a significant update of the CIMP inspection process. This included a full overhaul of the iPad inspection application and revamped checklists. This update completely changes the CIMP methodology to a more effective and effective system.

Using a customized iPad application, inspectors rate conditions on an "A" through "F" scale, taking notes and photos, and use this information to create needs for future project consideration. Any "D" or "F" rating is considered a deficiency that needs further development to repair or reconstruct during the next project.

The inspector loads the results into the AASP website and reviews their findings. Then the regional M&O Specialist performs a secondary review—consulting with functional groups as needed—and approves the CIMP.

Completed CIMPs from 2014 to 2025



The latest CIMP inspection status map is available on the AASP website under the Documents tab.

Approved inspections and deficiency reports are viewable under the Facilities tab on the AASP's internal website. The Reports tab includes other data filters such as individual ratings, by checklist, or by specific subset (statewide, DOT&PF region, or maintenance district). Across the system, "F" ratings are commonly seen on Building, Runway, and General Information checklists, indicating needs for future reconstruction and repair projects to keep infrastructure from deteriorating.

How the AASP can help you!

At the click of a button, the AASP internal website can assist with future planning of airport improvements, from collecting as-builts to tracking grant history. Don't have a login? Fill out a request form at https://internal.alaskaasp.com/.

What's next?

The CIMP inspection is a dynamic process, continually improving through constant interaction with users of the system. Recommendations as part of Phase III focused on future process improvements, continual ways to streamline data collection, and outreach to local airport sponsors.

For questions or suggestions on process improvements, reach out to your regional maintenance personnel, airport planner, or directly to the AASP Team.

AASP
Alaska Aviation System Plan

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