

AASP

Alaska Aviation System Plan

SPRING 2021

NEWSLETTER

www.AlaskaASP.com

AASP PHOTO CONTEST

A new element of the Alaska Aviation System Plan (AASP) project is a photo contest. The photo contest is part of the Public Involvement Plan and aims to promote interest in the project and highlight aviation across the State of Alaska.

The contest is open to everyone. Judging is done by volunteers selected from the community. The Contest Entry & Release form is available on the AASP website www.AlaskaASP.com. A separate form is required for each photo submitted.

The winning photo will be recognized in the quarterly newsletter and on the AASP website. All submitted photos are eligible for inclusion in future reports, fact sheets and on the website. Please fill in the space on the form that indicates how you want your photo credit to read, the photo title, location, or any additional information to be included when the photo is published.

The contest entry form also serves as a release to publish your photo, with appropriate photo credit, in the newsletter and other AASP reports and documents. Submitted photos will be uploaded to the AASP photo library and available to the public.

We look forward to your entry and expanding our library of great aviation related photos.



Mike Brown/Kodiak Airport

AASP PROJECT UPDATE

By Angela Smith, PE, CM, RESPEC Aviation Group Manager

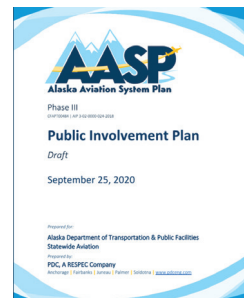
Phase III of the Alaska Aviation System Plan is off to a fresh start with a new team, a new logo and a newly revitalized energy to serve the needs of aviation in the State of Alaska.

The latest Public Involvement Plan is posted on the AASP website. www.AlaskaASP.com

The team completed the initial survey of stakeholders and the preliminary results were presented at the Fall DOT&PF Planner Meeting.

The survey asked what are the most pressing issues facing the Alaska aviation system today? Of 234 responses; 40.2% listed funding as the primary or causal issue.

In addition to conducting surveys, the AASP team is reaching out to planners and aviation professionals across Alaska to determine the most pressing issues and what the system plan can do to best aid those responsible for preserving the system.



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The impacts of COVID-19 and limited travel are impacting not only the Alaska aviation system but the ability for the planning team to reach out personally and attend public events. We have pivoted to online meetings and calls as we continue to set the outline for Phase III.

The team was able to conduct Capital Improvement and Maintenance Program (CIMP) inspections at three on-road or road accessible airports in September and October. The intent of the inspections was to not only inspect the airports but to test the iPad application and assess the download and review process.

Several possible improvements were identified and will be discussed at an upcoming CIMP work group meeting. The CIMP work group will be established later on this summer.

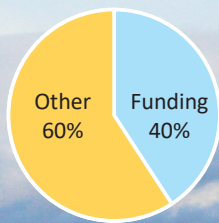


During the Girdwood inspection Ryan Marlow demonstrated the capabilities of utilizing drone technology to aid airport inspections. While the practical application of this exciting technology is still in the future, the AASP planning team and DOT&PF continue to explore this and other new technology to assist in airport planning and development.

Most pressing issues facing Alaska aviation

Top 7 issues

- Fleet analysis, forecasting and airport classifications
- Weather reporting and lack of remote weather information
- Qualified staff/training
- Climate impacts to aviation infrastructure
- Regulations
- COVID-19 impacts for rural air service and the Alaska aviation system
- Potential loss of bypass mail and essential air service subsidies



FAA NEWS & UPDATES

The latest in a series of the FAA Podcast program, **The Air Up There** is titled [Flora, Fauna, and Flight](#) and features industry professionals and the latest work being done to help prevent bird strikes.

The FAA has an entire series of podcasts "for people who are curious about the wide world of aviation."

Join the FAA as we nerd out about the future of flight, drones, and ways to make the National Airspace System safer, smarter, and more efficient." Follow the link above or go to www.FAA.gov/podcasts/ to view archived programs and subscribe to the newsletter.

On March 22, 2021 the FAA Airports Division released an updated list of Current FAA Advisory Circulars Required for Use in AIP Funded and PFC Approved Projects.

The latest Draft AC 150/5390-2D, Heliport Design is available for comment until April 5, 2021 and an updated Engineering Brief No. 102, Asphalt Treated Permeable Base Course was released on March 25, 2021.

Visit the FAA Airports Home Page <https://www.faa.gov/airports/> any time for all the latest information, news and updates.



AASP Team Member Spotlight



Each quarter the newsletter takes the opportunity to introduce a member of the team working on the system plan project.

This first month we are pleased to introduce you to Jill Marshall. Jill is the creative genius behind the new logo and design aspects of our templates, reports and fact sheets.

Jill Marshall came to Alaska in 1975 for a three month stay that never ended. Jill started her Fairbanks-based graphic design firm Marshall Arts Design in 1988.

An organized artist may sound like an oxymoron but it's an apt description of Jill. She prides herself on her ability to take complex information and make it understandable.





AirTime AASP App

Q Sometimes data the AASP gets old, what are you doing to help?

A It's easy to ask for data to be provided but the maintenance of the data over time is the part that requires ongoing effort. We recently added in new information on Pavement Condition Index (PCI) Data including the ability to store archive data in the system when new data is added (Facilities > PCI Data). A process is now in place to provide monthly updates to Facilities data for Enplaned/Deplaned - Passengers, Freight, and Mail which is sourced from the USDOT Bureau of Transportation Statistics (Facilities > Statistics).

There are certainly more data connections to come and we can all do our part by updating data in small increments over time - that way we are all keeping the data fresh - which is the basis for good decision making.

Q I recently completed an Airport Layout Plan (ALP), is there anything for me to do in the AASP?

A Yes, please! Within the Facility, please update the approval date for the ALP on the General tab in the System Planning Data section. Since the link to the document shouldn't change, everyone can view the new ALP on the Facilities tab under Documents/Links (Facilities > General & Documents/Links).

Q Can you explain the new CIMP Inspection notifications?

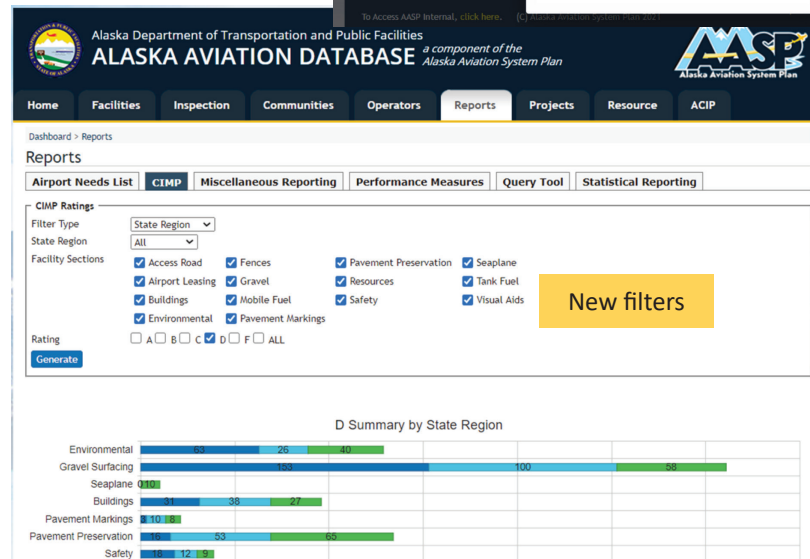
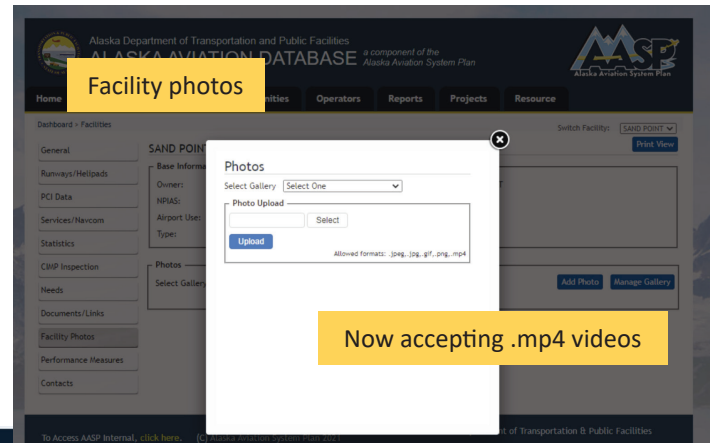
A Sure. You will get a notification that a CIMP inspection has been completed if the inspected airport is part of your user profile/permissions. In mid-January, a CIMP was completed for BREVIG MISSION, so everyone with the airport or Northern Region received an email along with the link to the inspection. Completed CIMP inspections are also available under Facilities > CIMP inspection, CIMP inspection or through the Reports tab (Reports > CIMP)!



By Annette Lapkowski, P.E., Panther International Project Manager

Facility photos are more than just photos; you now have the capability to save mp4 video into the gallery. We know this is important when photos only tell part of the story. The user must have permissions set to allow them to add photos prior to uploading video.

Coach Class AASP Website How-To



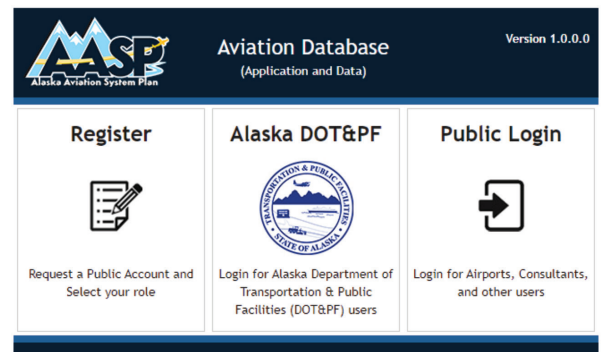
The CIMP reports have new filters; you can now filter on all ratings, not just D&F and you can summarize all the results in graph format.

In The Works ...

The AASP team is working with the DOT&PF Information Technology to enable Alaska.gov users to log in with their DOT&PF email address and password. This means one less password to remember – and for most of us – that's terrific news.

Airports, Consultants, and other users without an Alaska.gov email address will still access the system (username and password are not changing).

For those using the CIMP iPad application for Airport Inspections, you will be able to manage your own iPad login information from the AASP My Account page.



TechShop

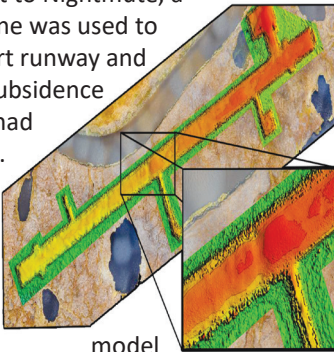
AASP Website Information

Is that a drone flying at the airport?

By Ryan Marlow, UAS Drone Coordinator,
Statewide Aviation

Why yes it is! Starting in 2019 DOT&PF evaluated the potential benefits and significant cost savings of deploying unmanned aircraft, commonly referred to as drones, to assist in airport inspections. For the first time ever drones are enabling DOT&PF to not only collect high resolution imagery, but assist in the creation of a growing list of geospatial deliverables from just a single flight. Through airborne collection methods like SFM (Structure From Motion) and LiDAR (Light Detection and Ranging), drone data is used to create 3D surface models, detect and document changes over time or even flag areas of interest that require further review by an inspector.

In a recent visit to Nightmute, a fixed wing drone was used to scan the airport runway and investigate a subsidence anomaly that had been reported. The drone was able to collect imagery and create a 3D surface model to visualize what exactly was going on.



In order to operate in the airport environment DOT&PF was issued a Certificate of Authorization (COA) from FAA for operating as a Public Unmanned Aircraft. Under the COA, DOT&PF is authorized to develop photogrammetry and LiDAR standards for UAS and respond to subsidence in the Western and Arctic regions of the State.

Seward Airport has started evaluating the use of AI to assist with FAA compliance and anomaly detection in a process called "Deep



DOT&PF is utilizing drone technology combined with advanced computer analysis to pinpoint FAA compliance issues at the Seward airport.

Learning." By training artificial intelligence to automatically analyze high resolution drone imagery and detect pavement cracking, security issues or even vegetation encroachment into Part 77 surfaces, we are able to highlight areas of interest that

require further investigation while inspectors are onsite. The use of drones is showing great promise for assisting DOT&PF in future airport inspections.

For more information visit dot.alaska.gov/uas



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