

**Alaska Aviation Coordination Council
Five-Year Strategic Plan
2003 through 2007**

Executive Summary

This Alaska Aviation Strategic Plan update is the result of numerous meetings involving the members of the Alaska Aviation Coordination Council (AACC).

AACC is a group of professional organizations and individuals that maintain an active liaison with agencies and departments of the federal, state and local governments and other entities that are concerned with future aviation in Alaska. AACC members serve the aviation community through participation in committees and organizations dedicated to safe operations in the aviation environment.

This strategic plan identifies problem areas specific to the Alaskan aviation transportation infrastructure and system, and makes specific recommendations for correction. It is an update to the original document (December 1998) recognizing the progress made.

It is important that Alaska has a safe transportation system on parity with the safety systems associated with aviation in the other 49 states. Alaska is unique in reliance on aviation as the backbone of its transportation system. While Alaska stands alone among the 50 states in reliance on aviation, it is also alone in its lack of basic aviation safety supporting infrastructure. At this time, Alaska's aviation accident rate is approximately five times the national average.

Recognizing that Alaska's infrastructure is significantly behind any of the other 49 states and, given Alaska's size and remoteness, it is doubtful that this infrastructure could be brought to parity with the remaining states in the five-year timeframe addressed herein. For this reason, this document identifies and addresses only those items within reach during a five-year period, while focusing on priorities and phased implementation.

Year one of this plan, Fiscal Year 2003 includes the following requirements:

- Automated weather reporting
- Weather Camera systems
- Basic airport improvements
- Statewide implementation of Capstone
- Research and Development
- Infrastructure operations and maintenance support

In addition to resources required to establish facilities and infrastructure, the State's ability to maintain such items must also be addressed. As an example, lights at airports installed with federal funding will fall into disrepair if the state is unable to provide maintenance resources.

While this plan identifies basic requirements, the Council intends to work with federal, state and local governments to ensure infrastructure establishment and upkeep.

The AACC recognizes that changes may occur due to the development of new technologies, environmental, economic or other issues. This plan will be reviewed and revised to reflect changes as they occur.

This AACC Five-year Aviation Strategic Plan Includes:

• Airport infrastructure improvements	\$243,549,000.00
• Regional class airport improvements	63,000,000.00
• Remotes Weather Cameras	5,480,000.00
• AWSS (weather systems) installations	12,600,000.00
• Capstone Phase I expansion in western Alaska	2,175,000.00
• Ground Based Transceivers	21,450,000.00
• Research and Development	25,000,000.00
• Infrastructure Operations and Maintenance to include Airports, Lighting, Avionics, Weather Cameras	80,000,000.00

Total Plan Estimates **\$453,254,000.00**

This five-year AACC plan represents need for approximately \$90,680,800.00 additional funding per year to build and maintain the necessary aviation infrastructure in Alaska.

ALASKA AVIATION COORDINATION COUNCIL¹
08.26.02 revision
AVIATION INFRASTRUCTURE STRATEGIC PLAN
FY 2003 through 2007

INTENT:

To articulate to the Federal, State and local governments Alaska Aviation infrastructure deficiencies and needs, and to outline a resolution methodology, updated biannually.

BACKGROUND:

Alaska is unique in its reliance on aviation as a key component of its transportation system. In a State that literally comprises 16% of the total U.S. landmass, is over twice the size of Texas, but with fewer road miles than Vermont. Nearly 90 percent of the communities in Alaska depend totally on aviation for year-round access. About 30 percent of Alaska's population lives in these rural communities. The non-road accessed communities rely entirely on aviation for fresh groceries, mail, and transport with urban Alaska and the nation. The users of this system include airlines, regional and local air carriers, corporate and government users and private citizens who fly themselves across the state.

While our dependence on aviation is high, Alaska also has a high accident rate. According to a National Institute of Occupational Safety and Health study, between 1990 and 1998, 229 fatal accidents occurred among commuter and air taxi aircraft. This represents 21% of the nation's fatal crashes, a disproportionately high percentage. Lowering this statistic is an important goal, both for pilots and the general public, and for aviation businesses to remain viable.

Aviation infrastructure required to meet these needs includes a statewide system of airports, and accompanying communication, navigation and surveillance equipment to support safe and efficient air transportation. It includes weather reporting and forecasting assets, and is influenced by government policies and direction. This plan will focus on the principal federal and state government agencies that have responsibility for different elements of the Alaskan aviation transportation system.

VISION:

To enjoy a safe and secure air transportation system that provides efficient and reliable access among population centers and other areas of general and commercial interest. This transportation system will enhance the health and welfare of residents and visitors alike, while serving as a vehicle for commerce throughout the State.

PROGRAMMATIC RESPONSIBILITIES:

Federal, state and municipal government entities play major roles in the development and upkeep of the nation's infrastructure. Federal programs are instrumental in the development of aviation infrastructure including airports, weather reporting and national airspace infrastructure including flight crew briefing facilities (Flight Service Stations). Once airports are established, state or municipal governments provide operation and maintenance support. Both are vital to a well-balanced aviation system, and have significant roles.

¹ Alaska Aviation Coordination Council is an ad hoc coalition of aviation interest in Alaska Website is www.AkAvCC.org

Federal Programs

Federal programs involving disbursement of dollars for transportation normally balances highway, marine and aviation needs. However, in Alaska, the ratio of available federal highway program dollars to aviation dollars is about 3:1 and, as a general rule, highway funding is not available to be used for aviation infrastructure. Furthermore, environmental, logistical, and financial limitations in Alaska preclude highway construction in many areas, forcing transportation requirements to be highly dependent on aviation. The resulting imbalance is a transportation infrastructure that is inadequate and unable to provide the safety, security and efficiency commonly expected of transportation systems in the rest of the United States. For example, approximately 150 publicly owned and used airports have shorter runways than the Alaska Department of Transportation and Public Facilities minimum standard runway length. In addition, 81 airports are unlighted, rendering them unsuitable for nighttime operations. These airports provide the primary access to the community, and in most cases are not connected to the state's road system. Nowhere else in this country is there a complete dependency on aviation for basic transportation and commerce as there is in Alaska. The Coordination Council seeks to rectify this imbalance, and encourage development of safer airport and aviation infrastructure, to bring Alaska up to par with other states' basic transportation systems.

State Programs

Once an infrastructure is established, it is vital to protect the investment made. Over the past ten years, some \$862 million in federal funding has been used to build or improve airports in Alaska. Given the lack of municipal governments, particularly in the rural areas, upkeep of airports is primarily the province of the Alaska Department of Transportation and Public Facilities. To protect the investment of federal and state funds required, to build these valuable assets, it is essential the Alaska Legislature provide adequate resources to maintain rural airport facilities that are not, and cannot become, economically self-sufficient. Maintenance of the airports is vital not only for their continued operations, but also to comply with the assurances made to the federal government for airport grants. Failure to do so may put future federal capital funding at risk. Risking the loss of this resource by short funding airport maintenance is not in the long-term best interest of the state.

KEY ELEMENTS OF AN ALASKAN AIR TRANSPORTATION INFRASTRUCTURE:

Airports

Key Issues:

- Minimum runway length
- Lighting
- Shelter

Publicly owned and used airports should be a minimum of 3300' in length (the Alaska Department of Transportation and Public Facilities minimum runway standard length) with runway lights, and have at least a minimal shelter for passengers from inclement weather. Regional centers and postal hubs have additional runway requirements considering fleet composition. 81 airports are unlighted, 21 of which cannot be lit safely for fixed wing operations due to minimal length, terrain, and obstructions. More than half of rural airports are without minimal passenger shelter. Telephone and a toilet facilities should be part of any shelter.

- *Rural Airport Security*
Most rural airports are not fenced and ‘security’ issues are typically runway incursions from animals and people. Responses to security concerns must be balanced in proportion to the relative threat associated with the airports in question. Security-safety issues at rural airports may be addressed with strategic fencing and signage. National mandates to fence entire runways and establish sophisticated security gates would be prohibitively expensive and unnecessary.
- *Airports that are accessible for emergency services.*
Without other reliable means of transportation, many airports are unable to provide for emergency services such as: 1) Medical and Mass Evacuation; 2) Critical Repairs to Aviation Infrastructure; 3) Delivery of Emergency Support and Supplies.

A table attached to this report includes a listing of the state airports which are below the DOT&PF recommended runway length.

Communications, Navigation and Surveillance (CNS) Capabilities:

Key Issues:

- Instrument Approaches
- Enroute surveillance

To increase the utility and safety of Alaska’s rural airports, additional Communication, Navigation and Surveillance infrastructure is needed. Below are key points concerning those needs:

- *Airports with scheduled air service have an "all weather" approach and landing capability.*
176 public use Alaska airports do not have basic instrument approach capability. Most do not even have GPS approaches established. Weather information, communications capability, and approach procedures are required to support commercial transport of people, property, and mail.
- *Communications, navigation and surveillance (CNS) capability should be available state-wide to support efficient routing, traffic and terrain avoidance, real time flight locating, and enhanced search and rescue.* Existing communication capabilities are not continuous throughout the state, due to terrain, distance, and altitude constraints. A need for data-link ground stations to provide CNS capability has been identified at 194 locations in Alaska. Statewide aircraft CNS can be enabled with Automated Dependent Surveillance Broadcast (ADS-B) data link technology, which is also critical for flight track monitoring and security.

Establish IFR system capability between rural destinations not currently IFR capable through incorporation of legacy technologies coupled with use of ADS-B, transponder and/or other technologies. There is no statewide IFR system capability to all locations using existing ‘legacy’ technology systems, such as radar/ transponder technology. Additional work will be needed to integrate existing legacy technology with new technologies such as ADS-B, multilateration and others technologies to be developed.

Weather Reporting/Forecasting

Key Issues:

- Weather at destination and alternate airports for IFR operations
- Weather for VFR operations
- Weather Cameras
- Expand program include all AWOS sites and select remote passes or choke points
- Plan to maintain current and future systems
-

Availability of weather information systems (collection and dissemination of barometric pressure, wind speed, wind direction, ceiling, temperature and visibility information) is critical for aviation operations. Commercial flights operating under Instrument Flight Rules require weather to conduct flight operations. Other segments of the aviation community operating under Visual Flight Rules have even greater needs for weather, as they may not fly into clouds enroute to a destination. Weather observations are also required by the National Weather Service, as input to the aviation forecasts used by both VFR and IFR operators to plan their flights. The overall lack of weather reporting facilities is a concern for all of the above users. For example, on the North Slope of Alaska there are no weather reporting points other than coastal stations over an area approximately 89,000 square miles in size.

In the past few years, the FAA has deployed a weather camera system that allows pilots, Flight Service Station staff and the general public to view weather conditions via use of the Internet. This program provides a much needed supplemental source of weather information that augments automated weather observations, or in some cases, is the sole source of weather information. The FAA Alaska Weather Camera Program should be extended to other airports, and select remote locations that are along heavily used VFR routes across the state.

The Alaska Weather Camera Program is a new endeavor, which is enjoying tremendous usage and user support. As a new and experimental program, it is not integrated into the FAA organizations, nor does it have long term maintenance support. We believe this program has established its utility and should be formally incorporated into integrated usage across the FAA. It is essential that long term funding is secured to expand the program across the state and to support the maintenance and operation costs on an ongoing basis.

Research and Development

Key Issues:

- Prototype new technology, closed environment (i.e.: Capstone, ADS-B, LAAS, WAAS, etc.)
- Process to integrate into long term NAS and ICAO (*see table of abbreviations*)
-

Fully funded, functional, and institutionalized organizations and facilities in Alaska are required to research and develop new and emerging technologies. The FAA has recently established elements of the Center for General Aviation Research at the University of Alaska. State and industry support will be required to grow these Centers to be able to address the wide range of aviation studies needed to make long term improvements on and help reduce the operations cost of Alaska's aviation infrastructure.

Alaska offers a self-contained environment to develop, deploy, and test new and emerging concepts and technologies for real world functionality and reliability prior to full deployment in the NAS. Examples include ADS-B, weather cameras, and wind profilers. These projects need an organization within the FAA to coordinate all aspects development prior to inclusion in the NAS.

Changes in the NAS sometimes adversely impact existing systems in Alaska. There is concern among the user groups that the change to PAPI approach lights from the older VASI equipment will result in a loss of the horizontal runway alignment information provided by the heritage system. Evaluation on this impact is needed to maintain safety under adverse winter flying conditions.

Local Workforce

Key Issue:

- Trained, stable (local)
- Impact of Age 60 Rule

Alaska currently has a high turnover in the aviation work force. This appears to be due to lack of qualified local workers, and loss of experience due to mandatory pilot retirement at age 60.

At the entry level, non-local pilots, dispatchers, mechanics and other skilled workers often serve in rural/bush locations while building experience in route to promotion elsewhere. In turn, their successors are also of non-local origin, because local rural/bush based personnel do not have the entry-level training and skills required for employment in the aviation industry, training for which is not readily available in that environment. The resulting systemic turnover has historically precluded a stable, experienced workforce, which likely has contributed to the higher accident rate associated with rural operations. Local training and aviation-focus educational opportunities can remedy this. It is noteworthy that the University of Alaska has a new Flight Service Station Specialist training program and recently implemented a Bachelor of Science in Aviation Technology degree program and other similar industry programs are to be developed.

Conversely, at the senior level, imposition of FAR Part 121 rules on historically Part 135 operations, specifically the mandatory retirement at age 60 rule, is forcing experienced and locally knowledgeable airmen into premature retirement. Waiver of the age 60 rule for Alaskan operations would beneficially resolve this.

As a direct result of these two issues, Alaska aviation experience levels have eroded, and aviation safety is significantly and adversely impacted.

Government Policies (Alaska exemptions needed)

Key Issues:

- Delegation and exercise of more Regional authority to address Alaska specific issues
- Age 60 rule
- Outdated regulatory requirements
- Inability to comply with CNS requirements
- National standards that are inappropriate to Alaska
- *U.S. Postal Service policies continue to pressure carriers to deliver US Mail regardless of weather.* Present system penalizes carriers, by loss of Postal revenue, who do not deliver mail within specific allocated timeframes. US Mail distribution system should be revamped to allow re-dispatch of mail without penalization of carriers who decline to fly in unsafe conditions.

KEY ELEMENTS OF A SAFE, SECURE AND EFFICIENT ALASKAN AIR TRANSPORTATION INFRASTRUCTURE INCLUDE:

Publicly owned and used airports should be a minimum of 3300' in length,² with runway lights, and have at least a minimal shelter for passengers from inclement weather. Regional centers and postal hubs have additional runway requirements considering fleet composition. 81 airports are unlighted, 21 of which cannot be lit safely for fixed wing operations due to minimal length, terrain, and obstructions. More than half of rural airports are without minimal passenger shelter. Telephone and a toilet facility should be part of any shelter. Public safety requires:

- Airports that, are safe and secure.
- Airports that, are accessible for emergency services.
- Airports with scheduled air service will have "all weather" approach and landing capability.
- Availability of weather information systems (collection and dissemination of barometric pressure, wind speed, wind direction, ceiling, temperature and visibility information). Local airport altimeter settings will significantly lower landing minima at that location.
- Communications, navigation and surveillance (CNS) capability should be available state-wide to enhance security and support efficient routing, traffic and terrain avoidance, real time flight locating, and enhanced search and rescue.³
- Establish IFR system capability between rural destinations not currently IFR capable through incorporation of legacy technologies coupled with use of ADS-B, transponder and/or other technologies.⁴

² This nominal minimum state DOT&PF standard 3300' Runway length, with lights, will accommodate FAA recommended minimum 3200' length for instrument flight operations, plus 100' to accommodate terrain and temperature induced density altitude differences at various sites throughout Alaska.

³ See Appendix re Communications, navigation and surveillance (CNS) capability.

⁴ Possible through expansion of approach control services statewide by air traffic facility point of delivery for terminal (approach) services, similar to the SOCAL TRACON in Southern California.

- Availability of Flight Information and associated technology to address site-specific operational needs, such as weather cameras and other non-traditional systems (i.e., relay of mountain pass visibility information, VASI in lieu of PAPI light systems, etc.).
- A change of U.S. Postal Service policies to remove pressure on carriers to deliver U.S. Mail within strict time periods without consideration of weather.
- Stable, local aviation work force, including an emphasis on local hire and career opportunities through aviation education within the State of Alaska.
- Fully funded, functional, and institutionalized organizations and facilities in Alaska are required to research and develop new and emerging technologies.

COMPARISION OF ALASKAN AIR TRANSPORTATION INFRASTRUCTURE TO WHAT IS NEEDED:

- *Public Community Class, airports minimum 3300' length, runway lights, and minimal shelter. Public Regional Center airports minimum 4,400' length.*
150 Alaska airports are less than 3300' (40 runways less than 2000').
81 airports unlighted⁵.
Most rural airports are without minimal passenger shelter.
- *Airports that, are safe and secure.*
Most rural airports are not fenced and 'security' issues are rare. Responses to security concerns must be balanced in proportion to the relative threat associated with the airports in question. Security-safety issues at rural airports are more typically runway incursions from animals and people that can be largely controlled by fencing and signing.
- *Airports that, are accessible for emergency services.*
Without other reliable means of transportation, many airports are unable to provide for emergency services such as: 1) Medical and Mass Evacuation; 2) Critical Repairs to Aviation Infrastructure; 3) Delivery of Emergency Support and Supplies.
- *Airports with scheduled air service have an "all weather" approach and landing capability.*
176 public use Alaska airports do not have basic instrument approach capability. Most do not even have GPS approaches established. Weather information, communications capability, and approach procedures are required to support commercial transport of people, property, and mail.

⁵ There is a \$10million appropriation to improve emergency and rural Alaska runway lighting presently being coordinated between FAA and DOT&PF.

- *Communications, navigation and surveillance (CNS) capability should be available state-wide to support efficient routing, traffic and terrain avoidance, real time flight locating, and enhanced search and rescue.* Existing communication capabilities are not continuous throughout the state, due to terrain, distance, and altitude constraints. A need for data-link ground stations to provide CNS capability has been identified at 194 locations in Alaska. Statewide aircraft CNS can be enabled with Automated Dependent Surveillance Broadcast (ADS-B) data link technology, which is also critical for flight track monitoring and security.⁶
- *Establish IFR system capability between rural destinations not currently IFR capable through incorporation of legacy technologies coupled with use of ADS-B, transponder and/or other technologies.* There is no statewide IFR system capability to all locations using existing 'legacy' technology systems, such as radar/ transponder technology. Additional work will be needed to integrate existing legacy technology with new technologies such as ADS-B, multilateration and others technologies to be developed.⁷
- *Stable, local aviation work force.* Alaska currently has a high turnover in the aviation work force. This appears to be due to lack of qualified local workers, and loss of experience due to mandatory pilot retirement at age 60.⁸

⁶ Communication is critical for security and IFR flights. For security purposes, identification of threats and specific aircraft is essential. Statewide CNS would be enabled with Automated Dependent Surveillance Broadcast (ADS-B) data link technology, which is critical for flight track monitoring and security. ADS-B, along with strategically placed radar, would significantly improve security, as well as all weather operations.

⁷ For IFR operations (where flight plans must be opened and closed by either telephone or radio), communications contact must be maintained throughout the flight to keep Air Traffic Control (ATC) clearance in place. IFR clearances are time slot limited, and must be renewed if continuous radio communication contact is lost. This is important to enable FAA ATC to redirect another IFR flight if an arriving aircraft executes a missed approach. Without continuous communication contact capability, ATC must 'lock down' potentially large air spaces because it cannot ascertain the location of specific aircraft. Presently, communication capability is not continuous throughout the state, due to terrain, distance and altitude constraints.

⁸ At the entry level, non-local pilots, dispatchers, mechanics and other skilled workers often serve in rural/bush locations while building experience in route to promotion elsewhere. In turn, their successors are also of non-local origin, because local rural/bush based personnel do not have the entry-level training and skills required for employment in the aviation industry, training for which is not readily available in that environment. The resulting systemic turnover has historically precluded a stable, experienced workforce, which likely has contributed to the higher accident rate associated with rural operations. Local training and aviation-focus educational opportunities can remedy this. It is noteworthy that the University of Alaska has a new Flight Service Station Specialist training program and recently implemented a Bachelor of Science in Aviation Technology degree program and other similar industry programs are to be developed.

Conversely, at the senior level, imposition of FAR Part 121 rules on historically Part 135 operations, specifically the mandatory retirement at age 60 rule, is forcing experienced and locally knowledgeable airmen into premature retirement. Waiver of the age 60 rule for Alaskan operations would beneficially resolve this.

As a direct result of these two issues, Alaska aviation experience levels have eroded, and aviation safety is significantly and adversely impacted.

- *Flight Information and associated technology to address site-specific operational needs.*
Site specific operational needs can be addressed through non-traditional application of technology, such as weather cameras in mountain passes to supplement weather (visibility, etc.) information and associated technology to relay such information⁹, improved runway alignment information from older VASI equipment in lieu of newer PAPI approach light systems, etc.
- *U.S. Postal Service policies continue to pressure carriers to deliver US Mail regardless of weather.*
Present system penalizes carriers, by loss of Postal revenue, who do not deliver mail within specific allocated timeframes. US Mail distribution system should be revamped to allow re-dispatch of mail without penalization of carriers who decline to fly in unsafe conditions.
- *Fully funded, functional, and institutionalized organizations and facilities in Alaska are required to research and develop new and emerging technologies.*
Alaska offers a self-contained environment to develop, deploy, and test new and emerging concepts and technologies for real world functionality and reliability prior to full deployment in the NAS. Examples include ADS-B, weather cameras, and wind profilers. These projects need an organization to coordinate all aspects development prior to inclusion in the NAS.

⁹ Approximately **15** sites for live cameras-in-mountain passes have been prioritized as needing such technology to address an ongoing and long standing navigational needs. Site specific circumstances such as land (lease) costs, physical camera installation, power availability, and either telephone communications line or satellite data uplink costs are potential obstacles to installation

FIVE-YEAR PLAN¹⁰

Year 1 - FY 2003:

- The Alaskan Aviation Coordination Council (AACC) would assist the Alaskan Region FAA planning efforts. The AACC is comprised of multiple Alaskan aviation industry interests and was established in 1999.
- Continued coordination and assessment of Alaska aviation infrastructure needs.
- Continue funding of the State Five-Year Airport Capitol Improvement Program.
- Update Alaska site-specific supplemental weather, NAV-aid, and lighting systems operational needs.
- Develop additional needed locally available aviation skills training programs.

Year 2 - FY 2004:

- Complete initial Five-Year airport infrastructure enhancements.
- Develop / Publish GPS approaches.
- Standardize ADS/FIS system design.
- Begin installation of Alaska site-specific supplemental weather, NAV-aids and lighting systems equipment.

Year 3 - FY 2005:

- Continue airport infrastructure enhancements.
- Flight check & publish approaches.
- Continue ADS-B/FIS equipment installations.
- Continue installation of Alaska site-specific supplemental weather, Nav aids and lighting systems equipment.

Year 4 - FY 2006:

- Continue airport infrastructure enhancements.
- Complete ADS-B/FIS equipment installations.
- Continue weather & lighting systems
- Expand CNS network to ARTCC and FSSs

¹⁰ The grand total cost of this five-year plan is estimated at \$306,549,000. It appears the most efficient way to fund this five-year program is to receive one fifth of the funding in each of the next five years, or approximately \$62 million each year, above existing funding levels. This will allow the project development work and most of the actual construction work to be completed within the target five-year period.

Year 5 - FY 2007:

- Complete weather & lighting systems.

Below list provides detail of above specific infrastructure improvement needs and estimated improvement costs to improve airports to either community or regional class standards.

Costs Upgrade Airport Infrastructure to Community or Regional Class

Upgrade to Community Class Airport (3,300' min)	Existing Surface	Existing Length	Existing Inst Appr	Total Estimated Cost	Notes
AKIACHAK	Gravel	1,600		4,000,000	
ALAKANUK	Gravel	2,200		7,000,000	Ph I of a multi phase proj
ALEKNAGIK	Gravel	2,100		3,000,000	
ANVIK	Gravel	2,900	NDB, GPS	8,750,000	
ATMAUTLUAK	Gravel	2,000		3,400,000	
CHEFORNAK	Gravel	2,600		6,030,000	
CHEVAK	Gravel	2,600		1,500,000	Ph I embankment complete. Awaiting Ph II to finish proj.
CHICKEN	Gravel	2,500		4,500,000	Road accessible in summer only. Creek relocation required for extension.
CHIGNIK	Gravel	2,600	Terrain Limited	4,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.
CHIGNIK FLATS	Gravel	1,600	Terrain Limited	4,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.
CHIGNIK LAKE	Gravel	2,800	Terrain Limited	2,800,000	
CHUATHBALUK	Gravel	1,500		8,300,000	
CLARKS POINT	Gravel	2,600		2,500,000	Project under construction. Embankment is stabilizing.
CORDOVA	Gravel	1,800	Terrain Limited	4,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.
CROOKED CREEK	Gravel	2,000	Terrain Limited	4,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.

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Upgrade to Community Class Airport (3,300' min)	Existing Surface	Existing Length	Existing Inst Appr	Total Estimated Cost	Notes
EEK	Gravel	1,400		4,800,000	Ph I embankment complete. Ph II scheduled for FFY02.
EKWOK	Gravel	2,700		4,900,000	
ENGLISH BAY	Gravel	1,800	Terrain Limited	5,000,000	Airport expansion not practical, road to Nanwalak best transportation solution
FALSE PASS	Gravel	2,100	Terrain Limited	4,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.
GOODNEWS	Gravel	2,800		2,500,000	
GRAYLING	Gravel	2,300		6,550,000	
KARLUK	Gravel	2,000		3,300,000	
KIPNUK	Gravel	2,100		3,230,000	Ph I proj in construction. Ph II scheduled FFY04.
KOBUK	Gravel	2,300		4,500,000	
KOKHONAK	Gravel	2,800		4,128,000	
KONGIGANAK	Gravel	1,900		3,780,000	
KWETHLUK	Gravel	1,700		370,000	Project under construction. Ph II scheduled FFY 03.
KWIGILLINGOK	Gravel	2,500		3,000,000	
LARSEN BAY	Gravel	2,700	Terrain Limited	4,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.
LIME VILLAGE	Gravel	1,400		4,500,000	
LITTLE DIOMEDE ISLAND/IGNALUK	Gravel	100	Terrain Limited	1,000,000	Runway construction not practical. Expand heliport, erosion stabilization.
MANLEY HOT SPRINGS	Gravel	2,900		4,500,000	Cannot be extended, project would relocate

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Upgrade to Community Class Airport (3,300' min)	Existing Surface	Existing Length	Existing Inst Appr	Total Estimated Cost	Notes
					runway.
MANOKOTAK	Gravel	2,700		4,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.
MOUNTAIN VILLAGE	Gravel	2,500		5,450,000	
NEW STUYAHOK	Gravel	1,800		6,250,000	Proj scheduled FFY03.
NIGHTMUTE	Gravel	1,600		6,400,000	
NONDALTON	Gravel	2,800		2,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.
NUNAPITCHUK	Gravel	2,000		6,200,000	Terrain Limited, may not be able to construct full 3,300 foot length.
OLD HARBOR	Gravel	2,700	Terrain Limited	10,000,000	Terrain Limited, may not be able to construct full 3,300 foot length.
OUZINKIE	Gravel	2,100		9,300,000	
PERRYVILLE	Gravel	2,500		2,650,000	
PILOT STATION	Gravel	2,500		8,000,000	Master plan underway to identify relocation site.
PORT GRAHAM	Gravel	2,000		4,000,000	Relocation required.
PORT LIONS	Gravel	2,200		7,000,000	Terrain Limited, may not be able to construct full 3,300 foot length.
RUSSIAN MISSION	Gravel	2,700		4,500,000	
SELDOVIA	Gravel	1,800	Terrain Limited	4,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.
STEVENS VILLAGE	Gravel	2,100		4,050,000	Basic Proj in construction. Ph II Ph III Proj scheduled FFY 03-04
STONY RIVER	Gravel	2,500		5,500,000	Relocation required for a 3,300' RWY

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Upgrade to Community Class Airport (3,300' min)	Existing Surface	Existing Length	Existing Inst Appr	Total Estimated Cost	Notes
TAKOTNA	Gravel	1,700		5,111,000	Relocation required for a 3,300' RWY
TOKSOOK BAY	Gravel	1,800		300,000	Basic Proj in construction. Phase II FFY 03
TULUKSAK	Gravel	2,500		3,500,000	
TUNTUTULIAK	Gravel	1,800		3,650,000	Ph I embankment stabilizing. Ph II scheduled FFY 03. Ph III scheduled FFY 04.
TUNUNAK	Gravel	2,000		5,350,000	
TOTAL FOR UPGRADING TO COMMUNITY CLASS RUNWAYS (3,300' MIN)				243,549,000	

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Upgrade to Regional Class Airport (4,400' min)	Existing Surface	Existing Length	Existing Inst Appr	Total Estimated Cost	Notes
TOGIAC VILLAGE	Gravel	4,200	NDB,GPS	5,000,000	
HOLY CROSS	Gravel	4,000	GPS	4,000,000	
NOATAK	Gravel	4,000		4,000,000	
POINT HOPE	Paved	4,000	NDB, GPS	4,000,000	
RUBY	Gravel	4,000		6,000,000	
KIANA	Gravel	3,400		5,000,000	
HOOPER BAY	Paved	3,300	VOR, GPS	6,000,000	
NOORVIK	Gravel	4,000		5,000,000	
MEKORYUK	Gravel	3,100	NDB,GPS	6,000,000	
NULATO	Gravel	3,000		6,000,000	
SELAWIK	Gravel	3,000		6,000,000	
STEBBINS	Gravel	3,000		6,000,000	
TOTAL TO UPGRADE TO REGIONAL CLASS (4,400' min)				63,000,000	

Total	306,549,000
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Table Notes:

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(1) Capital Improvement costs are State DOT&PF airport improvement costs only and do not include needed navaid improvements, nor remote camera site improvements (latter costs are site specific and vary based on power and telephone communication availability).

(2) The average community class runway reconstruction cost is approximately \$4,500,000. This number was used through this estimate where detailed costing is not available. Airports requiring site relocation may require additional funds to complete. Regional class upgrade costs are site specific.

(3) Community to Regional Class airport upgrades are for those communities with populations in excess of 400 people where service by large aircraft traffic is warranted due to lack of year round alternative transportation modes.

(4) Capital installation costs of automatic Weather Reporting machines, such as AWOS-3, are approximately \$150,000 each per installation. This does not include annual operational costs. The machines could be installed with the airport improvement project as a portion of the project and turned over to the FAA for operation and maintenance.

GRT'S (Ground Based Transceivers), Locations and Cost Estimates:

GBT (Ground Based Transceivers) Locations

Cost Estimates

LOC ID	LOCATION	REGION	FY Funded	Telcom NRC costs	MILEAGE from ANC	ANICS	ANICS Chrg	Commercial - Single CKT	ADS Ground Station (est)	PCB&T	Log Supp
ADK	ADAK	Aleutian	FY06	\$10,000.00	1188	YES	\$1,373.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
CDB	COLD BAY	Aleutian	FY06	\$10,000.00	630	YES	\$1,373.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
DUT	DUTCH HARBOR	Aleutian	FY06	\$10,000.00	789	YES	\$1,373.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
SYA	EARECKSON	Aleutian	FY06	\$10,000.00	1449	YES	\$1,373.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
Z73	NELSON LAGOON	Aleutian	FY06	\$10,000.00	536	NO	\$0.00	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
PTH	PORT HEIDEN	Aleutian	FY06	\$10,000.00	422	YES	\$1,373.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
SDP	SAND PT	Aleutian	FY06	\$10,000.00	555	YES	\$1,373.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
PBV	ST GEORGE	Aleutian	FY06	\$10,000.00	766	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
SNP	ST PAUL IS	Aleutian	FY05	\$10,000.00	763	YES	\$1,333.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00

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ANI	ANIAK	Bethel	FY00 & FY03	Actuals	325	YES	Actuals	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
BET	BETHEL	Bethel	FY00 & FY03	Actuals	397	YES	Actuals	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
EHM	CAPE NEWENHAM	Bethel	FY00 & FY03	Actuals	452	YES	Actuals	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
CZF	CAPE ROMANZOF	Bethel	FY00 & FY03	Actuals	529	YES	Actuals	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
DLG	DILLINGHAM	Bethel	FY00 & FY03	Actuals	327	YES	Actuals	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
AKN	KING SALMON	Bethel	FY00 & FY03	Actuals	287	YES	Actuals	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
QAH	SITE SUMMIT	Bethel	FY00 & FY03	Actuals	0	LOCAL	Actuals	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
SVW	SPARREVOHN	Bethel	FY00 & FY03	Actuals	186	YES	Actuals	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
KSM	ST MARYS	Bethel	FY00 & FY03	Actuals	440	YES	Actuals	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
TLJ	TATALINA	Bethel	FY00 & FY03	Actuals	227	YES	Actuals	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
UNK	UNALAKLEET	Bethel	FY00 & FY03	Actuals	391	YES	Actuals	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
AFM	AMBLER	Interior	FY05	\$10,000.00	472	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
BTT	BETTLES	Interior	FY05	\$10,000.00	399	YES	\$1,333.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
BIG	BIG DELTA	Interior	FY05	\$10,000.00	235	YES	\$1,333.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
5BK	BLACK RAPIDS	Interior	FY05	\$10,000.00	210	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
BVK	BUCKLAND	Interior	FY05	\$10,000.00	475	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
QCA	CANTWELL	Interior	FY05	\$10,000.00	157	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
AK5	CLEM MT	Interior	FY05	\$10,000.00	132	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
CXF	COLD FOOT	Interior	FY05	\$10,000.00	420	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
AH5	DARBY POINT	Interior	FY05	\$10,000.00	470	NO	\$0.00	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
EAA	EAGLE	Interior	FY05	\$10,000.00	372	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
QAT	EIELSON	Interior	FY05	\$10,000.00	260	NO	\$0.00	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
FWL	FAREWELL	Interior	FY05	\$10,000.00	157	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
QFS	FISH	Interior	FY05	\$10,000.00	355	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
QAZ	FROZEN CALF	Interior	FY05	\$10,000.00	455	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
FYU	FT YUKON	Interior	FY05	\$10,000.00	399	YES	\$1,333.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
GAL	GALENA	Interior	FY05	\$10,000.00	328	YES	\$1,333.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
GMT	GRANITE MT	Interior	FY05	\$10,000.00	456	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
GKN	GULKANA	Interior	FY05	\$10,000.00	163	YES	\$1,333.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
HRR	HEALY	Interior	FY05	\$10,000.00	188	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
HSL	HUSLIA	Interior	FY05	\$10,000.00	369	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
UTO	INDIAN MT	Interior	FY05	\$10,000.00	352	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
QAK	KAARUK	Interior	FY05	\$10,000.00	375	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
QKR	KNOB RIDGE	Interior	FY05	\$10,000.00	240	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
OTZ	KOTZEBUE	Interior	FY05	\$10,000.00	546	YES	\$1,333.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
5MK	MCKINLEY PARK	Interior	FY05	\$10,000.00	175	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
QME	MENTASTA	Interior	FY05	\$10,000.00	225	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00

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MHM	MINCHUMINA	Interior	FY05	\$10,000.00	201	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
QPF	MT FAIRPLAY	Interior	FY05	\$10,000.00	295	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
MPY	MURPHY DOME	Interior	FY04	\$10,000.00	265	YES	\$1,305.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
OQK	NOATAK	Interior	FY05	\$10,000.00	585	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
ENN	NORTH NENANA	Interior	FY05	\$10,000.00		NO		\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
ORT	NORTHWAY	Interior	FY05	\$10,000.00	288	YES	\$1,333.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
SVA	SAVOONGA	Interior	FY05	\$10,000.00	674	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
WLK	SELAWIK	Interior	FY05	\$10,000.00	481	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
UMM	SUMMIT	Interior	FY05	\$10,000.00	152	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
TKA	TALKEETNA	Interior	FY05	\$10,000.00	79	YES	\$1,333.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
TAL	TANANA	Interior	FY05	\$10,000.00	284	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
TKJ	TOK JUNCTION	Interior	FY05	\$10,000.00	268	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
QGN	ATIGUN	North Brooks	FY04	\$10,000.00	475	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
BRW	BARROW	North Brooks	FY04	\$10,000.00	722	YES	\$1,305.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
BTI	BARTER ISLAND	North Brooks	FY04	\$10,000.00	644	YES	\$1,305.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
LUR	CAPE LISBURNE	North Brooks	FY04	\$10,000.00	705	YES	\$1,305.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
SCC	DEADHORSE	North Brooks	FY04	\$10,000.00	624	YES	\$1,305.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
GBH	GALBRAITH LK	North Brooks	FY04	\$10,000.00	505	YES	\$1,305.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
OLI	OLIKTOK	North Brooks	FY04	\$10,000.00	694	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
PHO	POINT HOPE	North Brooks	FY04	\$10,000.00	696	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
PIZ	POINT LAY	North Brooks	FY04	\$10,000.00	696	YES	\$1,305.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
AIN	WAINWRIGHT	North Brooks	FY04	\$10,000.00	709	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
AQ5	WHITE HILLS	North Brooks	FY04	\$10,000.00	575	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
AKK	AKHIOK	South Central	FY04	\$10,000.00	327	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
BGQ	BIG LAKE	South Central	FY03	\$10,000.00	26	YES	\$1,266.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
HOM	HOMER	South Central	FY03	\$10,000.00	117	YES	\$1,266.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
JOH	JOHNSTONE PT	South Central	FY04	\$10,000.00	124	YES	\$1,305.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
KYK	KARLUK	South Central	FY04	\$10,000.00	305	NO	\$0.00	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
AN5	KEMUK MT.	South Central	FY04	\$10,000.00	300	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
ENA	KENAI	South Central	FY03	\$10,000.00	59	YES	\$1,266.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
MDO	MIDDLETON IS	South Central	FY04	\$10,000.00	173	YES	\$1,305.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
5AD	NAKED ISLAND	South Central	FY04	\$10,000.00	100	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
QAX	NIKISHKA	South Central	FY04	\$10,000.00	75	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
OLH	OLD HARBOR	South Central	FY04	\$10,000.00	297	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
PAQ	PALMER	South Central	FY04	\$10,000.00	42	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
QAP	PILLAR MT	South Central	FY04	\$10,000.00	255	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
QAO	POTATO PT	South Central	FY04	\$10,000.00	123	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00

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AQH	QUINHAGAK	South Central	FY04	\$10,000.00	430	NO	\$0.00	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
SWD	SEWARD	South Central	FY04	\$10,000.00	75	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
SXQ	SOLDOTNA	South Central	FY03	\$10,000.00	60	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
QAC	STUCK	South Central	FY04	\$10,000.00	175	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
HNE	TAHNETA	South Central	FY04	\$10,000.00	102	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
AK55	THOMPSON PASS	South Central	FY04	\$10,000.00	143	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
VDZ	VALDEZ	South Central	FY04	\$10,000.00	125	NO	#REF!	\$1,687.00	\$150,000.00	\$8,500.00	\$1,500.00
ODK	WOODY IS	South Central	FY04	\$10,000.00	257	YES	\$1,305.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
QGR	ALSEK RIVER	Southeast	FY02	\$10,000.00	370	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
AGN	ANGOON	Southeast	FY02	\$10,000.00	597	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
ANN	ANNETTE	Southeast	FY02	\$10,000.00	760	YES	\$1,232.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
BKA	BIORKA IS	Southeast	FY02	\$10,000.00	580	YES	\$1,232.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
QA6	BOCA DEQUADRA	Southeast	FY02	\$10,000.00	765	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
CSP	CAPE SPENCER	Southeast	FY02	\$10,000.00	508	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
CYT	CAPE YAKATAGA	Southeast	FY02	\$10,000.00	265	NO	\$0.00	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
DNC	DUNCAN CANAL	Southeast	FY02	\$10,000.00	650	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
QFJ	FINGER MT	Southeast	FY02	\$10,000.00	560	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
GST	GUSTAVUS	Southeast	FY02	\$10,000.00	530	YES	\$1,232.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
HNS	HAINES	Southeast	FY02	\$10,000.00	512	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
QAY	HIGH MT	Southeast	FY02	\$10,000.00	760	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
HNH	HOONAH	Southeast	FY02	\$10,000.00	550	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
JNU	JUNEAU	Southeast	FY02	\$10,000.00	569	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
KAE	KAKE	Southeast	FY02	\$10,000.00	637	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
KTN	KETCHIKAN	Southeast	FY02	\$10,000.00	772	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
9Z1	KLAWOCK	Southeast	FY02	\$10,000.00	721	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
QA4	KRUZOF	Southeast	FY02	\$10,000.00	550	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
KUI	KUIU IS	Southeast	FY02	\$10,000.00	630	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
LPJ	LENA PT	Southeast	FY02	\$10,000.00	560	YES	\$1,232.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
LVD	LEVEL IS	Southeast	FY02	\$10,000.00	690	YES	\$1,232.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
QAJ	MT EYAK	Southeast	FY02	\$10,000.00	155	NO	\$0.00	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
QMF	MT FANSHAW	Southeast	FY02	\$10,000.00	635	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
PSG	PETERSBURG	Southeast	FY02	\$10,000.00	675	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
AP5	RATZ MOUNTAIN	Southeast	FY02	\$10,000.00	550	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
QAB	ROBERT BARRON	Southeast	FY02	\$10,000.00	565	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
SIT	SITKA	Southeast	FY02	\$10,000.00	590	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
SGY	SKAGWAY	Southeast	FY02	\$10,000.00	515	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
QAA	SUNNY HAY MT	Southeast	FY02	\$10,000.00	705	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00

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5AA	WILLIAMS MTN	Southeast	FY02	\$10,000.00	590	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
WRG	WRANGELL	Southeast	FY02	\$10,000.00	705	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
YAK	YAKUTAT	Southeast	FY02	\$10,000.00	371	YES	\$1,232.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
ZANZ	ANCHORAGE	Y-K Expansion	FY03	\$10,000.00	0	LOCAL	\$0.00	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
ANCC	ANCHORAGE	Y-K Expansion	FY03	\$10,000.00	0	LOCAL	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
ANV	ANVIK	Y-K Expansion	FY03	\$10,000.00	346	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
ENM	EMMONAK	Y-K Expansion	FY03	\$10,000.00	482	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
GAM	GAMBELL	Y-K Expansion	FY03	\$10,000.00	712	YES	\$1,266.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
HPB	HOOPER BAY	Y-K Expansion	FY03	\$10,000.00	533	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
ILI	ILIAMNA	Y-K Expansion	FY03	\$10,000.00	194	YES	\$1,266.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
IJK	KIPNUK	Y-K Expansion	FY03	\$10,000.00	483	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
KVL	KIVALINA	Y-K Expansion	FY03	\$10,000.00	624	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
KKA	KOYUK	Y-K Expansion	FY03	\$10,000.00	434	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
QLE	LAKE CLARK E	Y-K Expansion	FY03	\$10,000.00	90	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
QLW	LAKE CLARK W	Y-K Expansion	FY03	\$10,000.00	175	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
MCG	MCGRATH	Y-K Expansion	FY03	\$10,000.00	219	YES	\$1,266.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
MYU	MEKORYUK	Y-K Expansion	FY03	\$10,000.00	550	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
QAN	NEWTON PEAK	Y-K Expansion	FY03	\$10,000.00	540	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
OME	NOME	Y-K Expansion	FY03	\$10,000.00	537	YES	\$1,266.00	\$0.00	\$150,000.00	\$8,500.00	\$1,500.00
PTU	PLATINUM	Y-K Expansion	FY03	\$10,000.00	433	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
SHH	SHISHMAREF	Y-K Expansion	FY03	\$10,000.00	601	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
TNC	TIN CITY	Y-K Expansion	FY03	\$10,000.00	629	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
TOG	TOGIK	Y-K Expansion	FY03	\$10,000.00	386	NO	#REF!	\$1,638.00	\$150,000.00	\$8,500.00	\$1,500.00
	TOTAL Monthly Recurring						#REF!	\$156,471.00			
	One Time Cost			\$1,320,000.00					\$21,450,000.00		
	ANNUAL Recurring						#REF!	\$1,877,652.00		\$1,215,500.00	\$214,500.00

AWSS (Automated Weather Services System)

	Airport	Identifier	Status/Priority
1	Palmer	PAQ	Complete
2	Tok Junction	6K8	27
3	Hoonah	HNH	Complete
4	King Cove	KVC	10
5	Mt. Village	MOU	Complete
6	Chevak	VAK	4
7	St. Michael	5S8	Complete
8	Toksook	OOK	5
9	Kipnuk	IIK	Complete
10	New Stuyahok	KNW	9
11	Scammon Bay	SCM	Complete
12	Manakotak	17Z	1
13	Kiana	IAN	15
14	Kivalina	KVL	Complete
15	Nulato	NUL	16
16	Kwigillingok	AK85	6
17	Marshall	MLL	2

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18	Russian Mission	RSH	Complete
19	Teller	AK54	17
20	Holy Cross	4Z4	Complete
21	Shungnak	SHG	18
22	NonDalton	5NN	Complete
23	Kaltag	KAL	Complete
24	Ruby	RBY	8
25	Kalskag	KLK	Complete
26	New Koliganak	KGK	Complete
27	Allakaket	AET	19
28	Platinum	PTU	Complete
29	Pt. Lay	PIZ	12
30	Kokhanok	9K2	24
31	Wales	IWK	20
32	New Golovan	N93	Complete
33	Deering	DEE	Complete
34	Egegik	EII	Complete

	Airport	Identifier	Status/Priority
35	Chignik	AJC	Complete
36	Arctic Village	ARC	Complete
37	Nikolai	5Ni	13
38	Atka	40A	Complete
39	Beaver	WBQ	23
40	Perryville	AK05	21
41	Chalkyitsik	CIK	22
42	Akhiok	AKK	14
43	Pilot Point	PIP	In Progress
44	Nelson Lagoon	Z73	7

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45	Igiugig	IGG	3
46	Coldfoot	CXF	25
47	Willow	UUO	26
48	New Wasilla	IYS	Complete
49	Nuiqsut	AQT	Complete
50*	Angoon	AGN	11

The above table represents 50 weather sites that need maintenance and operations funding. The 28 sites that are prioritized by industry for completion have an average cost for in service operation of \$450,000.00 for a cost of \$12,600,000.00.

This does not represent all the locations in Alaska that are without weather reporting. This represents the highest priority locations.

Weather Camera Sites

Sites on the Web	Sites Planned for 2002	Sites Planned in the Future
Anaktuvuk Pass	Middleton	
Anchorage	Portage	Atigun
Bettles	Whittier	Bell Island
Cape Yakataga	Koyuk	Berners Bay
Dillingham		Boca Dequadra
Galena		Cape Darby
Haines		Cape Decision
Kalskag		Cape Pole
Kaltag ^		Cape Spencer
Kipnuk		Craig
Kodiak		Eagle
Koliganek		Elim
Lena point		Farewell
McKinley Park		Hawk Inlet
Mountain Village	Sites Planned for 2003	Kashevaref
Pederson Hill		Klawock
Platinum		Tenakee Springs
Potato point	Seward	Thorne Bay
Ruby ^	Wales	McCarthy
Russian Mission	Manakotak	Merrill Pass
Scammon Bay	Marshall	Meyers Chuck
Sitka	Igiugig	Mud Bay
St. Michael	Teller	Ouzinkie
Summit	Isabell Pass	Pelican
Tanana	Tahnetta Pass	Port Alexander
Hoonah	Knob Ridge	Port Clarence
Lake Clark	Huslia	Ratz Mountain
Sisters Island		Sullivan River (North Lynn Canal)
Dutch Harbor		Stuck
Gustavus		Yukon River Bridge
Johnstone Point		

(^) *Non-FAA Sites*

Acronyms and Abbreviations

AACA	Alaska Air Carriers Association
AACC	Alaska Aviation Coordination Council
AASF	Alaska Aviation Safety Foundation
ADS-B	Automatic Dependant Surveillance Broadcast
AOPA	Aircraft Owners and Pilots Association
ARTCC	Air Route Traffic Control Center
ATC	Air Traffic Control
CNS	Communication, Navigation and Surveillance
DOT/PF	Department of Transportation and Public Facilities
FAA	Federal Aviation Administration
FIS	Flight Information System
FSS	Flight Service Station
GBT	Ground Based Transceiver
GPS	Global Positioning System
IFR	Instrument Flight Rules
LAAS	Local Area Augmentation System
PAPI	Precision Approach Path Indicator
VASI	Visual Approach Slope Indicator
WAAS	Wide Area Augmentation System

