FY24 Annual Report

Don Young Alaska Aviation Safety Initiative

Federal Aviation Administration

January 31, 2025

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Contents

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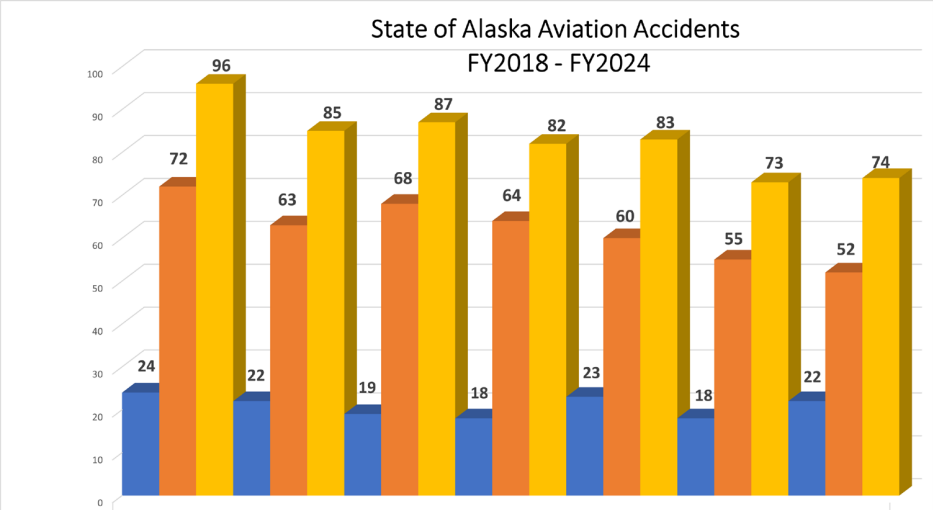
Executive Summary

The Don Young Alaska Aviation Safety Initiative (DYAASI) team is responsible for developing a comprehensive blueprint for increasing aviation safety in Alaska through the management, improvement, and implementation of new and current initiatives. Section 342 § 44745 of the 2024 Federal Aviation Administration (FAA) Reauthorization Act continued the original FAA Alaska Aviation Safety Initiative (FAASI) program mission while re-designating it as DYAASI. FAASI was initially launched in response to the National Transportation Safety Boards (NTSB) February 13, 2020, Safety Recommendation Report, *Revise Processes to implement safety enhancements for Alaska aviation operations.* (ASR 20-02) The report issued recommendation A-20-11:

> **Work with stakeholders that service the Alaska aviation industry to implement a safety-focused working group to review, prioritize, and integrate Alaska's aviation safety needs into the FAA's safety enhancement process.**

The NTSB recommendation was intended to address the elevated rate of accidents in Alaska, particularly by Part 135 operators.

The NTSB convened its Anchorage panel in 2018 with concerns about the rate of aviation accidents in Alaska. Since then, the FAA has seen an overall downward trend in the number of aviation accidents in the state, which correlates with the initiation and continuation of DYAASI. The accident statistics are evidenced by the data from 2018-2024.



	2018	2019	2020	2021	2022	2023	2024
Part 135	24	22	19	18	23	18	22
Part 91	72	63	68	64	60	55	52
Total	96	85	87	82	83	73	74

(2025). CAROL NTSB Query. *National Transportation Safety Board*. https://carol.ntsb.gov/. Accessed on January 24, 2025.

The DYAASI Tiger Team showed substantial progress on the DYAASI recommendations listed within section 3.0 of this report for the fiscal year 2024. Of the current ten active recommendations, three saw significant progress towards completion during the fiscal year. These recommendations are:

- 1.2: Visual Weather Observation System (VWOS)
- 4.2: ADS-B Services
- 6.1: Air Traffic Controller staffing and optimization

In Reauthorization, the DYAASI was authorized for not more than a total of $25,000,000 a year for each of fiscal years 2025 through 2028. While authorized, no dedicated funds have been appropriated for the DYAASI in FY24. DYAASI recommendations may be delayed or postponed without dedicated, appropriated funding.

Stakeholder engagement and public outreach remain the foundation of DYAASI, and both will continue within the DYAASI and beyond. External stakeholder comments were used to assist in prioritizing FAA efforts and ensuring that diverse perspectives are considered to improve aviation safety in Alaska. The DYAASI tiger team will continue with an annual progress report, annual roadmap, and annual DYAASI-specific stakeholder engagement and feedback sessions.

1.0 Introduction

The DYAASI Tiger Team continued to address aviation safety issues within the Alaskan Region in FY24. In this fourth year-end report on DYAASI progress, the Team accomplished significant positive action toward completing many of the ten currently active recommendations while beginning efforts on two additional recommendations.

The DYAASI FY25 Roadmap will outline plans for work toward completion of all current recommendations. The DYAASI Tiger Team continued to engage with stakeholders through targeted feedback sessions and multiple other stakeholder outreach opportunities within both the commercial and general aviation communities ensuring that diverse perspectives are considered. The DYAASI Tiger Team also continued to collaborate across multiple lines of business (LOB) and staff offices (SOs) within the FAA to carry out the DYAASI mission.

Through the continued leadership of the Alaskan Regional Administrator (RA), work with the DYAASI Tiger Team continued to advance and optimize collaborative work throughout the region. This report provides the status of the nine active recommendations at the end of FY24. All previous documents can be found on the DYAASI webpage. (https://www.faa.gov/alaska).

The 11 original 2021 FAASI recommendations can also be found in Appendix A.

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2.0 Budget

FY25 budget allocation assuming full appropriated amount.

	FY25
DYAASI improvements, replacements, and expansions for systems including but not limited to, Surface Weather Observation Stations (such as Automated Surface Observing Systems (ASOS) and Automated Weather Observing System (AWOS)) and Visual Weather Observation System (VWOS).	$20,000,000
ADS-B surveillance increased coverage implementation in Alaska	$3,500,000
VWOS Investment analysis and planning.	$1,500,000
Total Annual DYAASI Funding	$25,000,000

Proposed budget is based on expected annual allocation. Final fiscal resources will not be known until receipt of a complete FAA budget.

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3.0 FY24 Report on DYAASI Recommendations

1.1 : Automated Weather Observing System (AWOS)

Recommendation:

Enhance weather reporting capability utilizing the Automated Weather Observing System (AWOS) including:

1. Continue installation and transfer of Airport Improvement Program (AIP) funded AWOS.

2. Examine the root cause of "Service A" outages, associated impacts, and identify mitigations.

3. Consider necessary changes to FAA Joint Order 7900.5 Surface Weather Observing and FAA Order 7930.2 Notices to Air Missions (NOTAM).

FY24 Closeout:

1. Installation of AWOS

    - AWOSs at Tok, Akiachak, Perryville, Tununak, Kotlik, Nulato, and Cold Foot are operational.

    - The Crooked Creek site experienced a damaging flood that prevented the FAA from accepting ownership. The Alaska Department of Transportation & Public Facilities must repair the site before FAA takeover may occur. FAA Alaskan Region Airports Division has extended the grant by one year to allow time for installation.

2. Service A Outages

    - FAA Technical Operations (Tech Ops) began replacing Basic Input/Output System (BIOS) batteries in all Alaska AWOS site data processors. This is a five-year life cycle item. Failure of the BIOS batteries can cause short-term outages when commercial power is lost.

    - Tech Ops developed troubleshooting and best practices guides for all Alaska AWOS sites. This effectively shares the expertise of the most experienced technicians with the entire workforce.

- FAA transitioned two AWOS sites, Arctic Village and Emmonak, to FAA's Alaska Satellite Telecommunication Infrastructure (ASTI) network. This resolved a chronic loss of Service A due to poor telecommunications infrastructure between those sites and the FAA data collection point in Anchorage Air Route Traffic Control Center (ZAN).

- Members of FAA's Air Traffic Organization's (ATO) service units consisting of Technical Operations Services (AJW), Air Traffic Services (AJT), System Operations Services (AJR), and Mission Support Services (AJV) Flight Procedures Division formed a group to develop training on issuing Notice to Airmen (NOTAMs) when Service A is unavailable.

- New training was created and distributed to personnel in AJT, AJR, and AJW.

- Focus areas of the training include:
  - Correct NOTAM format issuance
  - Interpretation to understand the scope of the outage.
  - Alternative access options, if available

1.2 : Visual Weather Observation System (VWOS)

Recommendation:

Enhance weather reporting capability utilizing the Visual Weather Observation System (VWOS) including:

1. Test and evaluate VWOS capabilities at four Alaskan airports and document the findings in a final report.

2. Develop standards for non-sensor visual-based weather information.

3. Upon successful completion of the evaluation, seek funding for VWOS unit acquisition and installation at airports where AWOS or Automated Surface Observation System (ASOS) units do not exist.

4. Modify FAA-issued Operations Specifications to allow for use of VWOS as requested by aircraft operators.

FY24 Closeout:

1. **Test and Evaluate VWOS:** The VWOS test and evaluation period began in May 2021 and ended in June 2022. The four test sites continued to operate through FY24. After this successful testing of the VWOS, the FAA is continuing to pursue acquisition for VWOS use in the National Airspace System (NAS).

2. **Develop Standards for Analyzed Weather Information:** The American Society for Testing and Materials (ASTM) approved the adoption of Performance Based Weather Standards using analyzed weather information. The next phase for ASTM is to develop the Method and Means of Compliance (MMOC). ASTM is continuing to develop forecast standards for analyzed weather. The FAA has completed a Safety Risk Management Panel (SRMP) on the use of Analyzed Weather Information for Title 14 of the Code of Federal Regulations (14 CFR) Part 121 and 135 Operations in August 2024. Use of VWOS data must meet the requirements for Analyzed Weather to be employed in the NAS as an FAA approved source of weather.

3. **Seeking funding for additional VWOS:** The FAA has received funding for FY25 and FY26 to conduct an investment analysis to seek authorization and funding to implement additional VWOS systems. Funding for future VWOS deployment is dependent on the approval of the investment analysis.

4. **Modify Operations Specifications:** FAA Flight Standards has drafted modifications to operations specifications (OpSpecs) A010, for the use of VWOS as an Analyzed Weather source for aircraft operators in accordance with mitigations identified by the safety risk management process.

2.1 : Evaluate Operator Authorization Requirements

Recommendation:

Evaluate and clarify aircraft operator authorization and eligibility requirements for commercial aircraft operations under instrument flight rules (IFR). Update the policy and guidance related to equipment requirements for commercial operators when using Global Positioning System (GPS) for navigation.

FY24 Closeout:

- The public comment period for AC 91-70D ended on August 16, 2024. Flight Standards is currently adjudicating the comments with a goal of a publication date in calendar year 2025.

- Flight Standards drafted training topics for enroute operations in remote areas of Alaska and circulated them to other FAA LOBs and SOs.. Subject matter expert feedback indicates that these efforts will markedly improve training, favorably affecting safety.

2.2 : Establish and Chart Communications Gaps on Published Routes

Recommendation:

Evaluate potential policy change permitting communication gaps on routes where communication capability is the determining factor for the minimum enroute altitude.

FY24 Closeout:

- Flight Standards personnel continued to collaborate with Air Traffic Organization (ATO) and FAA Office of the Chief Counsel (AGC) to determine if the current 14 CFR Part 91 and 135 regulations allow communication “gaps” along published Instrument Flight Rule (IFR) routes.

- Further consultation with the AGC is ongoing to establish a determination.

2.3 : GPS Resiliency

Recommendation:

Develop strategies to address GPS backup resiliency in Alaska.

FY24 Closeout:

- The GPS resiliency team conducted multiple stakeholder outreach engagements in FY24, and full development of the GPS backup resiliency plan will require more stakeholder engagements in FY25 to ensure the needs of Alaskan Region aviators are met.

- Reliable coverage charts for Very-high-frequency Omnidirectional Radio (VOR) and Non-Directional Beacon (NDB) throughout the region have been developed. Airports that will allow recovery of aircraft using only VOR, Instrument Landing System (ILS), or NDB (i.e., no requirement for GPS) for instrument approach procedures have been identified. Multiple external stakeholders, including Department of Defense (DoD), provided input.

- The final plan will likely include retention and/or long-term support for some Alaska conventional navigation aids, including the 24 NDBs noted in recommendation 2.4 (T-Route Development) which has been closed. The Alaskan Region GPS Resiliency plan will likely be substantially different than the current plan in the Contiguous United States (CONUS).

4.1 : Education and Outreach of ADS-B Out Equipage

Recommendation:

Continue education and outreach related to the benefits of Automated Dependent Surveillance-Broadcast (ADS-B) Out equipage within Alaskan airspace. Outreach will focus on the safety enhancing benefits of aircraft position notification and display for users within all airspace.

FY24 Closeout:

- The ANC FAASTeam provided 16 briefings to both general aviation and commercial operators within the Alaska region including the topics of Controlled Flight Into Terrain (CFIT) and ADB-S awareness and use throughout FY24. Participation in Part 135 operator annual training including the Talkeetna operators pre and post season meetings provided a

forum for operator discussion.

- FAASTeam members attended several large events during the year providing educational material to the general aviation community including but not limited to:
  - The Great Alaska Gathering,
  - Valdez Fly-in
  - Alaska Air Carriers Association Inspector Authorization renewal seminar
  - Arctic Thunder
  - Alaska Aviation Museum Fly-by

- Annual briefing of the Iditarod Air Force provided updates to operations for the planning of the statewide event.

4.2 : ADS-B Services

Recommendation:

Continue to deploy Automatic Dependent Surveillance Broadcast (ADS-B) services for non-implemented service volumes in a manner that will provide coverage along major air routes in Alaska.

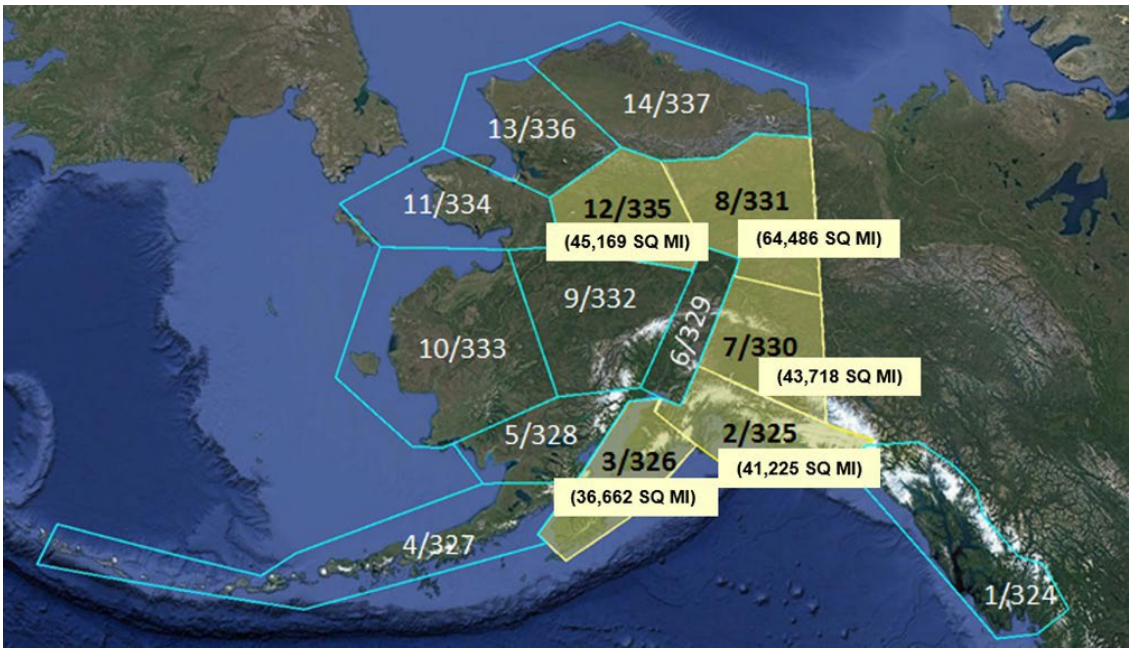
FY24 Closeout:

FAA Re-Authorization Section 321 directed the FAA Surveillance and Broadcast Services (SBS) office to install additional ground-based transmitters for ADS-B to provide a Minimum Operational Network (MON) in Alaska along major flight routes. The FAA SBS office is working on completing the Alaska ADS-B expansion project that includes nine additional ADS-B radio stations by end of 2025.

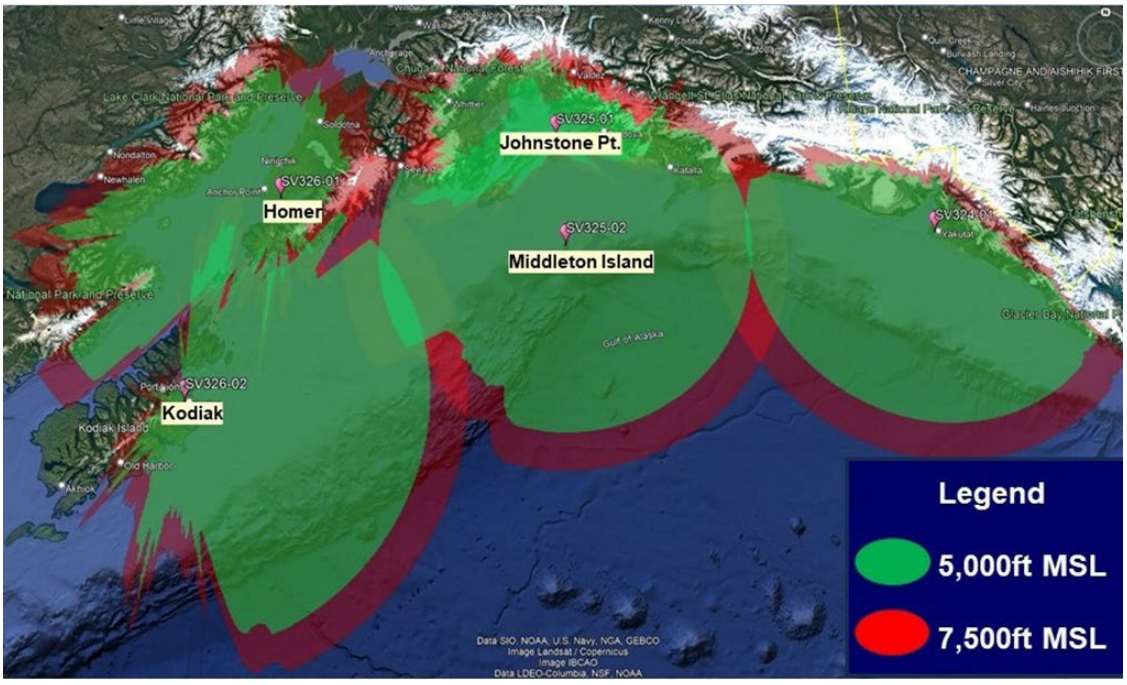
- Service Volumes 325 and 326- Installation completed FY24 and operational Spring 2025
  - Kodiak
  - Homer,
  - Middleton Island
  - Johnstone Pt

- Service Volumes 330, 331- Installation completed FY24 and operational Spring 2025
  - Tok
  - Ft. Yukon
  - Aurora (26mi NE of Glenallen)

Alaska Surveillance and Broadcast Services Service Volumes



Service Volume 325 & 326 broadcast coverage area once operational.



5.1 : Safety Outreach Collaboration

Recommendation:

Maximize participation in and integration of safety programs already underway and seek to optimize opportunities for program integration.

FY24 Closeout:

- To address aviation safety in Alaska, the Don Young Alaska Aviation Safety Initiative (DYAASI) organized six distinct stakeholder feedback sessions to gather input from industry representatives, private pilots, and local government officials. These sessions were planned and supported with logistics, media, technical, and informational resources. Drawing from the FY23 FAASI Roadmap, the sessions captured 86 comments, with a significant focus on weather reporting needs, infrastructure gaps, and communication improvements. The feedback provided invaluable guidance for FAA priorities in the region and strengthened stakeholder trust in the initiative.

- The FAA Alaskan Regional Office encouraged participation from part 135 pilots during two major aviation events: "The Great Alaska Aviation Gathering" and the "Alaska Air Carriers Association – Convention." Through FAA STEM-AVSED outreach programs and targeted event invitations, local pilots were successfully drawn into the process, increasing their connection to DYAASI objectives. Their feedback became a vital component in shaping safety improvements tailored to the unique challenges of Alaskan aviation.

- Raising awareness about the Soldotna Common Traffic Advisory Frequency (CTAF) initiative required direct engagement with local aviators. At a quarterly meeting of the Kenai Peninsula Pilots Club, FAA representatives presented the latest developments and gathered pilot perspectives to refine the initiative. This approach not only enhanced pilot understanding of the safety measures but also ensured that the community's insights were incorporated into ongoing adjustments, fostering a sense of collaboration and shared purpose.

- Expanding the audience for DYAASI was equally important, prompting FAA Alaskan Regional Office Community Outreach representatives to present at three local hiring events. These events provided an opportunity to introduce aviation professionals to the initiative’s origins, purpose, and future direction. Using multimedia materials and engaging discussions, the FAA Alaskan Regional Office effectively connected with new stakeholders, broadening the network of contributors dedicated to improving aviation safety in Alaska.

- To streamline stakeholder engagement, the FAA Alaskan Regional Office developed an informational awareness product that included a unique QR code linking to the DYAASI webpage. This resource provided easy access to reports, updates, and the upcoming roadmap, ensuring stakeholders were well-informed and encouraged to participate in feedback sessions. The initiative successfully boosted participation rates and enhanced awareness, further embedding DYAASI into the aviation safety culture of Alaska.

- Information regarding cargo safety and the transport of hazardous materials to, from, and within the state of Alaska has been successfully linked to the DYAASI webpage.

- FAA Security and Hazardous Materials Safety (ASH) participated in multiple stakeholder engagement events, supporting cargo safety outreach and collaboration alongside the FAA Alaska Region Administration, Aviation Safety (AVS) Flight Standards Service (AFS), and ATO offices.

6.1 : Air Traffic Controller staffing and optimization

Recommendation:

Develop strategies to improve and optimize Air Traffic Controller staffing in Alaska.

FY24 Closeout:

ATO and AAL have partnered with the University of Alaska to address air traffic control (ATC) staffing and training challenges in the Alaskan Region by enhancing recruitment, retention, and development of ATC specialists.

1. **Training Program Development**

Leadership from FAA's ATO and AAL are collaborating with the University of Alaska to develop a non-degree certificate program focused on providing candidates with Control Tower Operator (CTO) certifications. This will result in a predictable and steady supply of qualified ATC specialists to support staffing needs in Federal Contract Towers (FCTs), FAA Air Traffic Control Towers (ATCT), and Flight Service Stations (FSSs) across Alaska.

2. **Stakeholder Engagement**

The ATO, Office of Human Resource Management (AHR), the University of Alaska, and non-governmental workforce development are collaborating to address ATC staffing and training challenges. Updates are regularly shared via the FAA Alaska Industry Council.

3. **Infrastructure Innovation**

ATO and AAL will discuss both the construction of a new ATCT and the installation of a remote ATCT in Alaska as infrastructure solutions. Both options have advantages and challenges, the latter of which may have the potential to significantly reduce construction costs and expedite implementation timelines while maintaining operational efficiency and adding innovative training effectiveness.

4. **Recruitment and Retention Strategies**

ATO and AAL will focus on outreach programs, career counseling, and mentoring to attract and retain local talent. Efforts will include establishing long-term placement pathways for graduates and reinforcing the possibility of a steady and rewarding aviation career for the developing workforce, especially within Alaska's unique aviation environment.

6.2 : Modernize Flight Service

Recommendation:

Make improvements to Flight Service Stations in Alaska that include an integrated automation service that is modern, secure, and flexible.

FY24 Closeout:

Flight Service System Operations Services continued the Future Flight Service Program (FFSP) Alaska Automation Capability (AAC) in FY24 achieving a Strategy Decision to the Joint Resources Council (JRC) in January 2024. It will continue through FY25 and beyond. AAC expands the integrated automation capability used by FAA Flight Services specialists in alignment with DYAASI recommendation 6.2.

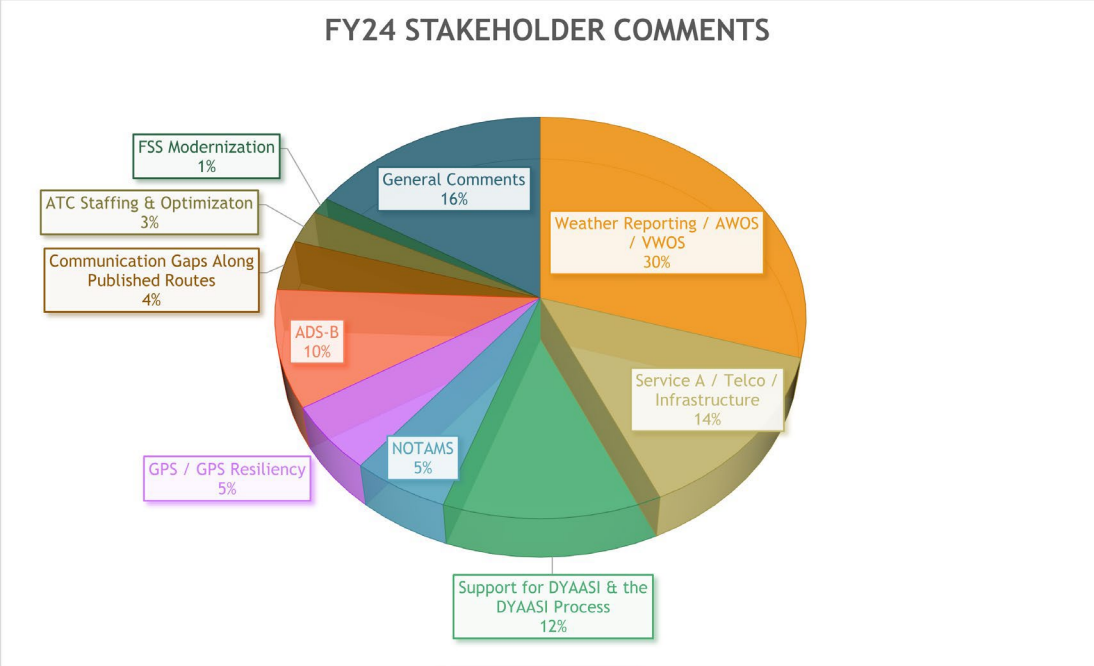
The primary milestones for AAC are:

1. Received a strategy decision by the joint resources council (JRC) January 2024
2. Completed collaborative work group recommendations in collaboration with the National Air Traffic Controllers Association Nov. 2024
3. Completed technical interchange meetings and finalized performance work statement December 30, 2024
4. Final investment decision from the JRC is planned for January 2026.

4.0 Stakeholder Comments

The DYAASI Tiger Team held six feedback sessions with stakeholders from April through August 2024. Stakeholder attendees included representation from the Aircraft Owners & Pilot Association (AOPA) Alaska Regional Manager, Alaska Airman's Association, The Alaska Air Carriers Association (AACA) statewide Part 135 Operator leadership and general aviation participants from all regions of Alaska.

In the continuing effort to engage the entire Alaskan aviation community and capture stakeholder interests, representatives from all levels of commercial and general aviation within the region were invited. This diverse participation ensures that the interests and needs of various stakeholders were captured, allowing for DYAASI efforts to continue addressing challenges and opportunities within the state. Below is a summary of those sessions. A comprehensive and unabridged list of comments received is contained in Appendix D.



In summary, the stakeholders' priority remains to be the need for accurate and reliable weather reporting with a focus on expanded affordable hardware-based coverage solutions, coupled with a demand for improvement in Service A/Telco/Infrastructure. The accuracy of the NOTAM system is a concern from the user and provider perspectives. GPS resiliency is of notable concern amongst stakeholders regarding navigation solutions utilizing alternative available equipment regarding contingency planning in the NAS should the need arise. VWOS remains a hopeful point among stakeholders with extensive interest in expanding the network of coverage. Of the seventy-four comments received during six sessions, there was no stakeholder unsupportive of DYAASI. Every stakeholder expressed support for the DYAASI process, regardless of their other commentary.

5.0 DYAASI Stakeholder Communication FY24

The DYAASI projects and work will continue both within and outside of the DYAASI process. In FY25 and subsequent years, the DYAASI Tiger Team will continue to host stakeholder feedback sessions early in the calendar year.

The DYAASI team will continue to consider feedback received at these sessions to prioritize recommendations and work. Consistent and reliable weather reporting continues to be the top priority for stakeholders throughout the region, followed closely by Telco and infrastructure.

The DYAASI Tiger team will continue to inform stakeholders of the progress of DYAASI through an annual report released in the second quarter of the fiscal year. The DYAASI tiger team will also publish a roadmap for the subsequent fiscal year to document actions and priorities in the second quarter of the fiscal year.

Appendix A: 2021 FAASI Recommendations

1: Weather Reporting Enhancements (AWOS/VWOS)

One of the primary focal points of FAASI is the requirement for additional and enhanced weather reporting capability via ground-based systems such as AWOS and VWOS.

1.1: Automated Weather Observing System (AWOS)

Continue FAA focus on new-installation AWOS units at airports for which the airport sponsor requests unit acquisition, installation, and FAA certification with funding under the Airport Improvement Program. Consistent with Section 147 of the FAA Reauthorization Act of 2018, complete each of the initial eight AWOS unit transfers at Alaskan airports (Kotlik, Tok Junction, Coldfoot, Nulato, Perryville, Crooked Creek, Tununak, and Akiachak) to the FAA by October 2022. Optimize the process to transfer AWOS units from airport sponsor ownership to the FAA, enabling seamless completion of the same in a timelier manner.

Stakeholder feedback also expressed concern about the FAA's timely acknowledgment and repair of existing FAA-owned AWOS/ASOS units which experience frequent service outages, including associated surface communication outages. FAA should conduct a study to examine the root cause of "Service A" outages and associated impacts and identify alternative mitigations which could include infrastructure improvement recommendations, alternate notification procedures, and/or the issuance of NOTAMs advising of outages. FAA should consider any necessary changes to FAA Joint Order 7900.5 Surface Weather Observing and FAA Order 7930.2 Notices to Air Missions (NOTAM).

1.2: Visual Weather Observation System (VWOS)

Continue testing and evaluating VWOS systems at four Alaskan airports (Palmer, Healy River, Tatitlek, and Eek) with the goal of completion by August 2022. FAA has developed standards for air carrier use during testing and validation of the VWOS units and will develop standards for non-sensor visual-based weather information to support gridded weather analysis information currently available from the National Weather Service.

Upon successful completion of the evaluation, the FAA seek funding for VWOS unit acquisition and installation at airports throughout the state of Alaska where AWOS and/or ASOS units do not exist. Aircraft operators intending to utilize VWOS technology to support IFR operations are required to submit a program for acceptance to their FAA Principal Operations Inspector to grant modification of FAA-issued Operations Specifications.

2: Navigation Strategy Development

Collaboration with Stakeholders prompted a significant amount of discussion related to development of an Alaska airspace navigation strategy, associated policy for lower-altitude operations, and plans for GPS resiliency. Specific points of reference centered on equipment requirements when using GPS for navigation and optimizing/enabling lower-altitude direct flight paths.

2.1: Evaluate Operator Authorization Requirements

The FAA evaluate and clarify aircraft operator authorization and eligibility requirements for commercial aircraft operations under Instrument Flight Rules. Specifically, FAA should update the policy and guidance related to equipment requirements for commercial operators when using GPS for navigation.

2.2: Establish and Chart Communications Gaps on Published Routes

The FAA evaluate a potential policy change permitting communication gaps on routes where communication capability is the determining factor for the minimum enroute altitude. This would allow flexibility for aircraft operators with performance limitations or icing concerns while still maintaining acceptable terrain and obstacle clearance.

2.3: GPS Backup Resiliency

The FAA develop strategies to address GPS backup resiliency in Alaska. These strategies may include plans for retention and long-term support for conventional navigation aids.

2.4: T-Route Development

The FAA continue the development of T-routes as a replacement for Low Frequency/Medium Frequency (LF/MF) and other conventional airways by 2025.

3: Aeronautical Charting

The importance of accurate and relevant aeronautical charting, given the extent of topographical and geographical challenges in Alaska, was discussed intently during the FAASI process.

3.1: Mountain Pass Working Group Initiative

The FAA continue the Mountain Pass Working Group initiative and partnership with the Aircraft Owners and Pilots Association aimed at verifying existing mountain pass information and adding additional mountain passes to the Alaska Visual flight Rules (VFR) sectional charts as coordinated through the Service Center and as information becomes available.

3.2: Aeronautical Charting Meetings

Aeronautical Charting Meetings (ACM) are held bi-annually to identify issues concerning safety and usefulness of aeronautical charts and flight information products/services. To ensure adequate focus is placed on this initiative, FAA should ensure time is reserved at every future meeting to specifically address Alaska-specific charting needs that may be different than the continental United States.

4: Surveillance

Stakeholder discussions and FAASI internal conversations often revolved around the need for additional air traffic surveillance capability, particularly given the number of recent aircraft incidents, accidents, and near mid-air collisions in Alaska. ADS-B equipage and coverage was a frequent topic.

4.1: Education and Outreach of ADS-B Out Equipage

The FAA should continue with education and outreach with Stakeholders related to the requirement for equipage of ADS-B Out within specific airspace in Alaska, with focusing on the safety-enhancing benefits of aircraft position notification/display for users within all airspace. Indeed, a large number of Alaska operators have independently equipped with ADS-B Out and In or were participants in the FAA Capstone upgrade program which replaced first-generation equipment on approximately 400 aircraft with rule-compliant equipment. The extensive usage of it demonstrates the positive safety impact not only in airspace for which ADS-B is required, but also where the system is not required.

4.2: ADS-B Services

The FAA continue its efforts to deploy ADS-B services for the five non-implemented service volumes in a manner that will provide coverage along major air routes in Alaska.

5: Safety Outreach

The FAASI team and Stakeholders both repeatedly recognized the value of safety programs and, importantly, the opportunity to conduct them jointly while realizing the resultant synergistic value.

5.1: Safety Outreach Collaboration

The FAA should continue with the various safety programs already underway and seek to maximize adjacent opportunities for program integration. For example, FAA sponsors and/or participates in numerous programs such as Runway Safety Action Team meetings, the Aviation Safety Action Program, and Alaska-specific working groups including the Bethel Work Group and the AOPA-sponsored Mountain Pass Working Group. There are opportunities for FAA LOBs to conduct safety outreach efforts jointly among each other and via these program initiatives to address an entire realm of operational and environmental safety requirements and best practices. One such opportunity may exist at the Bethel Airport (BET). The FAA should explore combining efforts between Aviation Safety (AVS), ATO, and ARP utilizing the BET as a pilot program that addresses runway safety, local air traffic and traffic pattern safety, Class D airspace requirements, and accident/incident analysis and discussion utilizing a shared set of safety data. FAA-derived data and subject matter expert presentation material would become even more meaningful and would be more apt to be cohesively delivered in prospective multi-meeting settings.

Appendix B: FY24 Roadmap

1.1 : Automated Weather Observing System (AWOS)

Recommendation:

Enhance weather reporting capability utilizing the Automated Weather Observing System (AWOS) including:

Who:

A collaboration between the Airports Division (ARP), ATO, AVS, and AAL.

1. Installation of AWOS: ARP and ATO Operations Support are the co-leads for this portion. ARP has led the process with respect to funding and identification of the AIP eligible locations, including at Crooked Creek. ATO Operations Support will lead and complete the review of the request, siting, security, inspection, and acceptance.

2. Service A Outages: ATO Technical Operations and Mission Support Services will lead this portion with support from the ATO Program Management Organization.

3. Review of FAA Order 7930.2 NOTAM: ATO, AVS, and AAL will collaborate to address recommendations made by the US NOTAM Governance Team.

What:

ARP, ATO, AVS, and AAL will implement three plans of action to address weather reporting capability.

1. Installation of AWOS: ARP will continue to collaborate with Alaska Department of Transportation & Public Facilities (ADOT&PF) to finalize the installation of the AIP-funded AWOS system at Crooked Creek airport. The installation process at the 7 previously planned sites is complete and their transfer to the FAA is complete. ARP will continue their collaboration with ATO to facilitate the transfer process of Crooked Creek from airport sponsor ownership to the FAA.

2. Service A Outages: Air Traffic Organization (ATO) Technical Operations, Anchorage District (Tech Ops) will continue to monitor the status of all Automated Surface Observing System (ASOS) and AWOS Service A capabilities in Alaska. Tech Ops is working directly with the management of the telecommunication providers to assure their understanding of the impacts and the priority needed for restoration activities.

3. Review of FAA Order 7930.2 NOTAM: The ATO US NOTAM Governance Team met with subject matter experts (SMEs) and determined that updated training is required for FAA personnel regarding NOTAMs for Service A outages. They also determined that stakeholder outreach is necessary to educate users of the guidance for NOTAM format. The ATO US NOTAM Governance Team also determined that no changes were needed to Order 7930.2 *Notice to Air Missions* regarding FAASI.

How:

ARP, ATO, AVS, and AAL will use a variety of options to address these changes, including:

1. Installation of AWOS: The FAA and ADOT&PF will continue to collaborate on the installation and transfer to FAA of the AIP-funded AWOS at Crooked Creek by following the established methods used at the other 7 previously installed sites. This action will utilize FAA Directive Advisory Circular 170-9A: *Criteria for Assumption of Ownership of Non-Federal Systems* and other guidance as appropriate to complete the installation and transfer. FAA will transition all 8 sites to AWOS-C and commission each site accordingly.

2. Service A Outages: Tech Ops has prioritized AWOS and ASOS telecommunications for conversion to the FAA Telecommunications Infrastructure (FTI). The FTI conversion will modernize some aspects of the circuits and adds real-time monitoring at the circuit level for these sites, which should translate into improved Service A performance.

3. Review of FAA Order 7930.2 NOTAM: ATO will collaborate with Air Traffic, Flight Service, and Tech Ops to develop and administer all necessary FAA training.

When:

Action continues through FY24 with specific milestones listed below.

1. Installation of AWOS: The last of the eight AWOS installations and transfer of ownership to FAA will be complete by September 30, 2024.

2. Service A Outages: Conversion of AWOS and ASOS telecommunications to the FAA Telecommunications Infrastructure (FTI) will be a multi-year endeavor and will extend beyond FY24.

3. Review of FAA Order 7930.2 NOTAM: FAA personnel will be notified and trained by September 30, 2024. External stakeholder outreach will be conducted through FY24 using the existing framework as mentioned in recommendation 5.1.

1.2: Visual Weather Observation System (VWOS)

Recommendation:

Enhance weather reporting capability utilizing the Visual Weather Observation System (VWOS) including:

1. Develop Standards for Analyzed Weather Information: Specifications for operator use of analyzed weather data for operational use will be developed following current research that is being performed.

2. Seek Funding for Additional VWOS: The FAA will use its acquisition management system processes to conduct an investment analysis to determine whether a business case exists for the FAA to deploy VWOS. Funding for VWOS is dependent on the approval of the business case.

3. Modify Operations Specifications: AFS will work with aircraft operators to update their authorizations as appropriate. Performance Based Weather Standards (PBWS) were developed by the ASTM F-38 working group.

Who:

FAA Flight Standards (AFS) and the Air Traffic Organization (ATO)

What:

AFS and ATO will continue to collaborate both internally and externally to pursue deployment of VWOS. Efforts will focus on the ASTM F-38 working group findings, with any investment decisions taken in accordance with the FAA AMS process.

How:

The FAA will continue their acquisition management system processes to conduct an investment analysis. The investment analysis will determine whether a business case exists for the FAA to deploy VWOS. Funding for VWOS is dependent on the approval of the business case.

When:

AFS will work with the 2023 ASTM F-38 working group products regarding analyzed weather through FY24. Operations specification standards will continue being developed and are planned to be finalized by September 30, 2024. Any investment decisions will follow the multi-year FAA AMS process; VWOS work will likely continue through FY25.

2.1 : Evaluate Operator Authorization Requirements

Recommendation:

Evaluate and clarify aircraft operator authorization and eligibility requirements for commercial aircraft operations under IFR. Update the policy and guidance related to equipment requirements for commercial operators when using GPS for navigation.

Who:

Flight Technologies and Procedures Division, the Air Carrier Division (AFS), and FAA legal counsel (AGC) will collaborate to evaluate operator authorization requirements.

What:

After a full review of GPS navigation policy including Advisory Circular 91-70D *Oceanic and Remote Continental Airspace Operations*, AFS will develop authorization templates and inspector guidance. They will also develop the associated authorization framework.

How:

AFS will continue focus on inconsistencies, areas requiring clarification, and opportunities for improving navigation policy and the associated authorization framework.

Proposed products and guidance, will be coordinated across LOBs to provide additional clarity and transparency. Identified updates will be published in applicable FAA documents.

When:

Advisory Circular 91-70D, *Oceanic and Remote Continental Airspace Operations* is expected to be posted for public comment by March 30, 2024, and associated authorization templates and inspector guidance are expected to be published by September 30, 2024

2.2: Establish and Chart Communications Gaps on Published Routes

Recommendation:

Evaluate potential policy change permitting communication gaps on routes where communication capability is the determining factor for the minimum enroute altitude.

Who:

AFS (Flight Technologies and Procedures Division) and ATO (Western Flight Procedures Team and Anchorage Center (ZAN) Airspace and Procedures Office).

What:

The FAA will collaborate with internal and external stakeholders to determine the viability and usability of identified route segments. Additionally, FAA will continue internal discussions to assess and confirm regulatory requirements of Part 91, 121, and 135 pertaining to IFR ATC communication requirements along routes.

How:

FAA will consider mitigations that could be implemented to ensure an equivalent level of safety for flight in areas where acceptable ATC communications gaps are proposed. The AFS and ATO teams will collaborate with internal and external stakeholders on the five identified potential route segments and proposed altitudes for each segment utilizing a feasibility study of the route segments to verify potential candidates for lower altitudes.

When:

The AFS and ATO team will continue their collaboration with internal and external stakeholders through FY24. Notional updates will be shared at the FAA Alaska Industry Council meetings throughout the year. A full report will be available by September 30, 2024.

2.3 : GPS Backup Resiliency

Recommendation:

Develop strategies to address GPS backup resiliency in Alaska.

Who:

ATO Program Management Organization, Enterprise Services, and Navigation Programs with input from AVS.

What:

Finalize the GPS resiliency plan for the Alaskan Region, accounting for potential loss or interference of GPS or Wide Area Augmentation System (WAAS) signals.

How:

The GPS resiliency team will analyze available data and conduct stakeholder outreach prior to finalization of the GPS Resiliency Plan for the Alaskan Region. Factors that will be considered in the strategies include:

- Plans for retention and long-term support for conventional navigation aids (NAVAIDs)
  - Finalize NDB retention vs divestment recommendations.
  - Monitor current and planned efforts for long term support for conventional NAVAIDS and infrastructure.
- Threat to GPS signal that can cause loss of reception or hazardous misleading information for aircraft and aircrews.
- Availability of instrument approach procedures and weather reporting at aerodromes
- Assess accident locations and causes related to navigation.

The GPS resiliency plan will be coordinated with military and civil users and revised when appropriate. The final product will be a plan for safe recovery of aircraft should an unplanned short-term GPS outage occur in Alaska.

When:

The final plan will be drafted by September 30, 2024.

4.1 : Education and Outreach of ADS-B Out Equipage

Recommendation:

Continue education and outreach related to the benefits of ADS-B Out equipage within certain airspace in Alaska. Outreach will focus on the safety enhancing benefits of aircraft position notification and display for users within all airspace.

Who:

FAA Flight Standards will lead the efforts with an emphasis on utilizing the FAA Safety Team (FAASTeam) in Alaska.

What:

FAA Flight Standards Outreach will continue their multifaceted information and outreach campaign utilizing site visits, posters, presentations, brochures, e-mails, and accident case studies that promote and educate operators on the use and benefits of ADS-B.

How:

FAA Flight Standards will maintain an outreach plan, in harmony with the FAASTeam National Performance Plan, which identifies opportunities for the FAA to collaborate with the stakeholders on ADS-B Out equipage. The FAASTeam in Alaska will partner with stakeholders to conduct the outreach meetings. FAA Flight Standards will review the outreach plan and add new events as identified. The FY24 outreach plan includes the following events:

- Spring Air Safety Meeting
- Great Alaskan Aviation Gathering
- Quarterly Safety Meetings
- Individual outreach with the public, including complaint investigation.
- Runway Safety Action Team (RSAT) meetings
- Bethel Stakeholders Group meetings
- Pre- and Post-season Air Tour meetings
- Air Carrier briefings as requested.

When:

Flight Standards will meet quarterly to review and update the outreach plan. The FAASTeam will attend meetings and conduct outreach on ADS-B equipage as meetings occur.

4.2 : ADS-B Services

Recommendation:

Continue to deploy ADS-B services for non-implemented service volumes in a manner that will provide coverage along major air routes in Alaska.

Who:

Surveillance Services (AJM-4), ATO Program Management Organization. WSA SSCs are supporting organizations for five of the nine Ground Based Transceiver (GBT) installations. Flight Program Operations (AJF) will support dual-Implementation Service Acceptance Testing (ISAT) flight checks, with one occurring in FY24 (mid-summer).

What:

The ADS-B Service Expansion Project will increase the number of Service Volumes (SVs) in Alaska with ADS-B surveillance capability from nine to fourteen.

How:

Initial FAA Joint Resources Council (JRC) approval of the Alaska ADS-B Service Expansion Project was obtained in September 2021. Final approval of the Alaska ADS-B Service Expansion Project, including the larger ADS-B Enhancements Package, was received in summer 2022. This approval provides funding for the ADS-B Service Expansion Project and enabled completion of site coverage assessments for each of the five service volumes receiving ADS-B services with this expansion.

When:

Construction of the GBT installations continues in FY24. The 1st milestone is the completion of GBT construction in SV 325 (2 sites), followed closely by completion of SV 326 (2 sites) in the May timeframe. ISAT for these two SVs will occur immediately after in FY24, while construction continues simultaneously at the remaining 5 sites. Construction for all sites is scheduled to be complete in FY24, however, the final ISAT for the northern SVs will occur in FY25.

5.1 : Safety Outreach Collaboration

Recommendation:

Maximize participation in and integration of safety programs already underway and seek to optimize opportunities for program integration.

Who:

The Alaskan Regional Administrator (RA) will lead the process to increase safety collaboration across FAA LOBs in the Alaskan region.

What:

The RA will implement two changes within the Alaskan Region to further increase safety outreach collaboration.

1. Expanded Participation in Existing Programs: The RA will continue to encourage expanded FAA participation in Alaska focused safety programs. The FAA currently facilitates numerous programs such as RSAT meetings, the Aviation Safety Action Program (ASAP), the Bethel Stakeholders Group, FAA Alaska Industry Council, Area CTAF working groups, and Alaska Aviation Safety Foundation Seminars. The RA will work with the Regional Management Team (RMT) to ensure these existing programs are supported.

2. Increase External Stakeholder Collaboration: The RA will collaborate with AVS, ATO, and ARP to increase external stakeholder engagement, particularly regarding NOTAM issuance for Service A outages, as noted in recommendation 1.1. The RA will also increase safety collaboration through the continuation and expansion of workgroups to address CTAFs throughout the region, and other opportunities as they arise.

How:

The RA will use a variety of options to implement these changes, including:

1. Expanded Participation in Existing Programs: The RA will advocate for increased LOB participation in all FAA safety meetings. The RA will attend RSATs, air tour operator safety meetings, and other meetings as appropriate. RMT members will communicate upcoming events at the regularly scheduled RMT meetings and will include the events on the Alaskan Region aviation events list. The RA will expand CTAF working groups to include regions identified by collaboration with stakeholders. The RA will also ensure that information regarding the transport of hazardous materials throughout Alaska will be

available to the public on the FAASI webpage. The ASH hazardous materials outreach website can be found at this address: ASH website

2. Increase External Stakeholder Collaboration: The RA will meet with AVS and ATO to plan and coordinate external stakeholder engagements regarding Service A NOTAM education. The RA will also encourage stakeholder participation in existing FAA safety programs by increasing communication of upcoming events at the FAA Alaska Industry Council and Alaska Aviation Coordination Council meetings. The RA will expand the previous years' efforts regarding Common Traffic Advisory Frequency (CTAF) optimization throughout the region by using the processes established in FY23 to do so. The RA will continue to inform stakeholders in the Alaskan Region by ensuring the Alaskan Regional Aviation Events list is publicly available and is updated monthly on the FAASI website at this address: FAASI website

When:

The RA will continue to implement these two efforts in FY24 and beyond.

1. Expanded Participation in Existing Programs: The RA will communicate with the RMT to identify upcoming events through the year and encourage wider participation across LOBs. The RA will ensure that information regarding the transport of hazardous materials in Alaska is linked to the FAASI website and will ensure that it, along with the Alaskan Regional Aviation Events list is reviewed and updated monthly.

Increase External Stakeholder Collaboration: The RA will use the bimonthly FAA Alaska Industry Council meetings hosted by the FAA and the bimonthly Alaska Aviation Coordination Council meetings hosted by the stakeholders to communicate opportunities for increased collaboration. For example, The CTAF working group will expand to address needs across Alaska. The RA will continually consider opportunities to combine safety efforts for efficiency and to make them more meaningful. An update on FY23 activities is in the year end FY23 FAASI Report.

6.1 : Air Traffic Controller staffing and optimization

Recommendation:

Develop strategies to improve and optimize Air Traffic Controller staffing in Alaska

Who:

ATO will collaborate with AHR and external stakeholders to identify solutions for Air Traffic Control (ATC) staffing, recruiting, retention, and development challenges in Alaska.

What:

Develop processes and solutions to address challenges the Alaskan Region has regarding staffing, recruiting, retention, and development of ATC specialists

How:

ATO will collaborate with AHR and external stakeholders to develop innovative solutions to regional staffing challenges. This may include work groups, outreach engagements, and other actions specified by the group.

When: Updates on collaborative efforts will be communicated through the FAA Alaska Industry Council as they are available, and a draft plan will be complete by September 30, 2024.

6.2 : Modernize Flight Service

Recommendation:

Make improvements to Flight Service Stations in Alaska that include an integrated automation service that is modern, secure, and flexible.

Who:

This recommendation will be implemented by Flight Service (AJR-B), System Operations Services in the Air Traffic Organization.

What:

Improve Flight Service Stations' services by deploying the Alaska Automation Capability (AAC) to provide an integrated automation service.

How:

Using lessons learned in the contiguous U.S. (CONUS), develop requirements to provide modern services for Alaska and utilize the FAA acquisition management system for funding.

1. Develop Performance Work Statement (PWS)
2. Initiate Collaborative Work Group with the National Air Traffic Controllers Association (NATCA) to refine scope requirements for PWS.
3. Complete the acquisition management process for the approvals and funding.
4. Test and install new equipment in Alaska Flight Service facilities.

When:

Flight Service System Operations Services has begun this process and it will continue through FY24 and beyond.

Primary milestones include:

1. Present a Strategy Decision to the Joint Resources Council (JRC) by January 31, 2024
2. Finalize PWS by April 30, 2024
3. Final Investment Decision from the JRC is planned for March 31, 2025

Appendix C: List of Acronyms

AAC	Alaska Automation Capability
AACA	Alaska Air Carriers Association
AAL	Alaska Regional Administrator
ACM	Aeronautical Charting Meetings
ADS-B	Automated Dependent Surveillance-Broadcast
AFS	Flight Standards
AGC	FAA Legal Council
AHR	Human Resource Management
AIP	Airport Improvement Program
AJR	System Operations
AJT	Terminal Service, Air Traffic Organization
AJV	FAA Flight Procedures
AJW	Technical Operation Services, Air Traffic Organization
AOPA	Aircraft Owners and Pilots Association
ARP	FAA Alaskan Region Airports Division
ARTCC	Air Route Traffic Control Center
ASH	FAA Office of Hazardous Materials Safety
ASOS	Automated Surface Observing System
ASTI	Alaska Satellite Telecommunication Infrastructure
ASTM	American Society for Testing and Materials
ATC	Air Traffic Control
ATCT	Air Traffic Control Tower
ATO	Air Traffic Organization
AVS	Aviation Safety
AWOS	Automated Weather Observing System
BIOS	Basic Input/Output System
CFIT	Controlled Flight Into Terrain
CONUS	Contiguous United States
CTAF	Common Traffic Advisory Frequency
CTO	Control Tower Operator
FTI	FAA Telecommunications Infrastructure
FAA	Federal Aviation Administration
FAASI	FAA Alaska Aviation Safety Initiative
FCT	Federal Contract Tower
FFSP	Future Flight Service Program
FSS	Flight Service Stations
FTI	FAA Telecommunications Infrastructure
GBT	Ground-based transceivers
GPS	Global Positioning System
IFR	Instrument Flight Rules
ILS	Instrument Landing System
ISAT	Implementation Service Acceptance Testing
JRC	Joint Resource Council
LOB	Line of Business
MMOC	Method and Means of Compliance
MON	Minimum Operational Network
NAS	National Airspace System
NDB	Non-Directional Beacon

NOTAM	Notice to Air Missions
NTSB	National Transportation Safety Board
OPSPECS	Operational Specifications
PACT	Palmer ATC Collaborative Taskforce
PIREP	Pilot Report
RA	Regional Administrator
RMT	Regional Management Team
RSAT	Runway Safety Action Team
SBS	Surveillance and Broadcast Services
SME	Subject Matter Expert
SRMP	Safety Risk Management Panel

Tech Ops	ATO Technical Operations
Telco	Telecommunications
VFR	Visual Flight Rules
VOR	Very-high-frequency Omnidirectional Radio
VWOS	Visual Weather Observation System
WAAS	Wide Area Augmentation System
ZAN	Anchorage ATRCC

Appendix D: Stakeholder Feedback & Comments

Weather Reporting /AWOS / VWOS
• VWOS paragraphs state, "analyze the weather" and asks what does that mean? • We would like more clarification on these weather products and reports. • He would like to see what FAASI can do to improve the aviation weather environment. • Lack of weather and ADS-B coverage are significant issues we need to address. • Is it possible to get a note in FAASI to see if we can get a new certification process? • We need to revisit the whole certification process a technician goes out every 4 months to check its process if there are issues, then they don't know until the checks or when pilots can't fly out there. We want to fly IFR. • AWOS is expensive, stakeholder knows there are commercial systems that can outperform the AWOS. • We need a small weather station that is effective that we can place 20-30 in an urban area. • Stakeholder view is FAA is the monopoly in Aviation Weather, only agency that can certify IFR for planes. • Individual stakeholder is advocating on the commercialization of aviation weather. • A future look at incentivizing aviation weather could only be a good thing. A little competition would also drive-up better aviation weather. Gave the example of "Ma Bell" being broken down, deregulated and things became better, faster, more improved. • The sensors are not different, they are the same, he worked on them. The idea was let's build a TSO to commercialize aviation weather. We were going to build a weather standard; just meet these criteria and you too can build something. • What does it look like when determining new sites? Stakeholders were asked to create a list of the highest priorities of sites and none of them were selected. Overall feeling that there was no consideration of how much service that airport gets. There were some locations that get 4 air flights a week and others that get multiple a day. • Set some TSO standards that commercial industry must meet and turn them loose and the same thing for air carriers that we can utilize. • Now commercial weather can be used, but must fall back on section 322, but that is un-usable. Requirements are unrealistic, should be able to use alternate weather standards. • Stakeholder thinks it is quicker to go commercial. • Any way to get the weather data is good, but trend data is essential to safe dispatch to an airport. • WX cameras are greatly helpful to see the essential weather trends at remote locations. • In the wintertime, if we can get the unreliability percentage down from 70-80% down to 40-50%, that would be good. Focus on maintaining reliability for the minimum level of

safety to be met.

- The three primary points are AWOS/VWOS/ and weather cameras- not just deploying but proactively maintaining the three systems as well.
- The reliability of the AWOS sites in the winter months is poor- when weather worsens, or daylight shortens. They work fine in the summer months.
- Please help us put some teeth in that the FAA will authorize/tell us what the performance spec is. If AWOS, is it, just approve it. This is no better than the commercial systems.

Service A / Telco / Infrastructure

- GCI is carrying critical information way more than the FAA, so why can't the FAA?
- FTI is a cargo ship that you can't steer or control. FTI is keeping you locked into security standards that you can't resolve.
- ATT circuit is 45 years old, saturated with water and it's always down.
- Let's have a group that is involved in seeing that usage is considered. There are a lot of airports that were targeted and get minimal usage.
- We can't have the snail's pace process of converting from copper to something else. It could be another 7 years to get what is needed.
- Lack of service A is costing around $2000 monthly to get a private party TAF for IFR operations.
- Service A helps us capture trend information for the area.
- What is going on with the Galena (GAL) VOR?
- If we can identify the minimum level of safety. I.e. Hooper Bay AWOS is out of service and will be until Dec. 2025 (?)- Hooper Bay is one of the largest hubs for Western AK. We shouldn't have to wait it out.
- Lack of infrastructure contributes to discouraging IFR flight for both Part 135 and Part 91 operators.

NOTAMs

- As AWOS stations go online- how are we dealing with NOTAMs…
- Accuracy of the interference testing NOTAMs is necessary- to make them credible.
- Need to get the word out better on the Soldotna CTAF project/ changes.
- NOTAM system: pilot enters NOTAM, but system can kick it out.

GPS / GPS Resiliency

- You can't do VORs every 150 miles, stepping away from NDBs, which are cheaper and easier to install. DME to DME is challenging & hardly anyone uses them.
- High altitude makes VORs easier to use; bush aircraft don't have that capability.
- GPS resiliency needs to be trained as a skill, not just an infrastructure plan

- The NDBs are going away because people don't know how to use them, but they are the simplest solution for GPS Resiliency infrastructure.

ADS-B

- Are we really getting all these ADS-B stations?
- ADS-B being used for enforcement actions?
- Increased WAAS and LPV coverage in Dutch Harbor will be very helpful.
- Stakeholder is a firm believer of mandated ADS-B equipment. "We could see the traffic if everyone had to be equipped." Back when it first came out, no one knew how much ADS-B would cost. Now we have a good idea of that cost (being lower than what it used to be- more attainable).
- Is the DYAASI team still on target to complete the ADS-B expansion as planned in the FY24 roadmap?
- General Aviation aircraft are very excited about ADS-B expansion and the availability of TIS-B/FIS-B service.
- General Aviation Aircraft operators would like to see the availability of ADS-B be increased to include reliable coverage at altitudes lower than 5000.'

Communication Gaps Along Published Routes

- Pilot was flying to home airport outside of OTZ, and could not get comms on RCOs, RCAGs, no comms-another pilot reached out to this pilot and informed ZAN was looking for him- flew without an approach clearance from ZAN into Kiana.
- Establish and chart communication gaps
- Lack of RCO Coverage in Adak and in mountainous terrain- you have to be in the right spot and stakeholder would like to see more exploration in that area.

Air Traffic Controller staffing and optimization

- Air Traffic control towers- FAASI priorities are to address ATC staffing retention and recruiting issues within our region. In particular- contract towers.
- Industry understanding the gaps- i.e. Bethel- ATC has staffing issues. How do we deal with the workforce. Generational values are different.

Modernize Flight Service

- What is the process for automating FSS?

Support for DYAASI and the DYAASI process
• Stakeholder at EAA Oshkosh event and DYAASI has a lot of positive attention while there. Many questions and curiosity about the Alaska Initiative. • FAASI is doing amazing work using technology. • Customer end is very important. FAASI creates the bridge for that. • Aviation in general needs more teeth in all of this. We know that the weather cam has 68% reduction in weather related accidents because pilots can look before they go. • Stakeholder likes the FAASI process, it is helping the community get synergy for improvements. • Collaboration on FAASI has been great and has created fans and kept a lot of he and his peers participating. • Stakeholder is aware people are listening and will give feedback. • We all have the same goal, that is safe operations for aviation and air carriers in the state of Alaska. • Concerned that there will be a struggle and there will be internal fighting, but no support of these.
General Comments
• Provide GPS klm file- on the ENA CTAF- Need to know where the boundaries are rather than just having it in the back of the AK Supplement. • Updates to cockpit equipment (iPads, equipment, etc.) to navigate with new charting information and comms boundaries. • 122.8 and 122.9 frequencies - going over Talkeetna out of 7500 feet, heard pilots on 122.9 on the ENA CTAF. So many pilots were on the wrong frequency. • Airmanship and pilot skills are waning, which is worrisome. Pilots need to be prepared for avionics failures, which I've experienced. Equipment failures happen, which introduces a higher risk for HUD-dependent pilots. • We can put all types of technology into the cockpit, but basic airmanship is the key, I'm amazed at what the pilots we are hiring don't know any more • For air taxi and medivac, it's still all about not operating an aircraft where you shouldn't be. • DYAASI has national attention, it was being discussed extensively at the recent Oshkosh event. • A recent situation with Remote Communications Outlets (RCOs) and Remote Communication Air-to-Ground (RCAGs) were out of service forced a Part 135 operator into a situation that resulted in a compliance action. • Private pilots would like to fly IFR, but the lack infrastructure and weather makes it

impossible.

- The availability of weather is critical to both General Aviation and Commercial aircraft operators.
- The improvements to aviation infrastructure in Alaska are noticed and very much appreciated.
- Is there a DYAASI plan to create a dashboard of weather stations as described in FAA Reauthorization Section 332?

Appendix E: Completed DYAASI Recommendations

FAASI Recommendations Completed in previous years

Recommendation 2.4: T-Route Development

Recommendation: *Continue the development of T-routes as a replacement for Low Frequency/Medium Frequency (LF/MF) and other conventional airways.*

The development of T-routes as a replacement for Low Frequency/Medium Frequency (LF/MF) and other conventional airways as recommended is complete. The planned removals of airways and decommissioning of NDBs associated with this recommendation will continue as a normal business function within FAA, and will be associated with recommendation 2.3 GPS resiliency.

- All T-routes to support the new RNAV route structure have been completed and published.
- 29 out of 48 Low Frequency and Medium Frequency (LF/MF) planned removals are complete. Nine removals are planned for FY 2024. Ten removals are planned for FY 2025.
- 10 out of 62 Non-Directional Beacon (NDBs) decommissioning's are complete. Nine are expected to be removed in FY 2024, Five are expected to be removed in FY 2025. Eight will be indefinitely retained at the request of the DoD. The remaining 24 NDBs are TBD and will either be removed FY26 and beyond, or retained in support of FAASI recommendation 2.3, GPS Resiliency.

Recommendation 3.1: Mountain Pass Working Group Initiative

Recommendation: *Continue the Mountain Pass Working Group initiative and partnership with the Aircraft Owners and Pilots Association (AOPA) aimed at verifying existing mountain pass information and adding additional mountain passes to the Alaska Visual Flight Rules (VFR) sectional charts.*

As reported in FY22, this recommendation is considered complete within FAASI and now continues as amended within normal FAA business. Moving forward, it will be outside of the FAASI process and will continue as an industry-led effort to consider adding features in additional Alaska passes as needed. Some of the specific pending topics include Lake Clark, Merrill, Rainey/Houston, Windy, Isabell, Mentasta, Tahneta, Portage, Thompson, White, and Chilkoot Passes.

Recommendation 3.2: Aeronautical Charting Meetings

Recommendation: *Aeronautical Charting Meetings (ACM) will ensure adequate focus is placed on Alaska specific charting needs that may be different than the contiguous United States.*

As reported in FY22, this recommendation is considered complete within FAASI and now continues as amended within normal FAA business.
The ACM continued in FY23. The most recent ACM was held October 24-26, 2023. Meeting minutes and updates for the ACM can be found at this address: Aeronautical Charting Meeting

Aeronautic Information Services (AJV) will continue to hold biannual ACM and address Alaska charting issues. The meeting times are adjusted to better match west coast and Alaskan time zones. The next ACM will be held April 22-25, 2024.