

Federal Aviation Administration

Don Young Alaska Aviation Safety Initiative (DYAASI)

Fiscal Year 2025 Annual Report

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Executive Summary

The FAA Reauthorization Act of 2024, Section 342, established the Don Young Alaska Aviation Safety Initiative (DYAASI) now codified in 49 USC 44745. DYAASI is intended to strengthen aviation safety across Alaska by addressing operational challenges contributing to a higher rate of aviation accidents in the state, particularly among Part 135 operators. As required under 49 USC 4475(i), FAA submits this annual report on the initiative as required by Congress.

DYAASI builds upon the earlier FAA Alaska Aviation Safety Initiative (FAASI), which emerged from the September 2019 National Transportation Safety Board Anchorage Roundtable and subsequent Safety Recommendations Report ASR 20-02. Through that effort, FAA and its partners identified priority actions to improve aviation safety in Alaska with targeted investments, operational improvements, and continued stakeholder collaboration.

DYAASI continues FAA's commitment to strengthening aviation safety in Alaska because FAA recognizes aviation is an essential infrastructure in Alaska, where many communities rely on air transportation for medical services, delivery of essential goods, and economic activity. Under the direction of FAA's Alaska Regional Administrator, DYAASI implementation is coordinated through a cross-organizational DYAASI Tiger Team composed of leadership and subject matter experts from FAA Lines of Business and Staff Offices, including Air Traffic Organization, Aviation Safety, Office of Airports. This team is not a standalone program office, but a coordination mechanism that ensures improvements to weather systems, communications infrastructure, navigation capabilities, and operational procedures are implemented in a unified and effective manner across the agency.

FAA also works closely with external stakeholders to ensure investment decisions are informed by operational needs and regional priorities. The Alaska Department of Transportation and Public Facilities, along with regional aviation industry partners, has been actively engaged in discussions since the original FAASI. These partners continue to provide input as FAA applies a data-driven approach to identify priorities and optimize safety investments across Alaska's aviation system.

DYAASI prioritizes focus areas and key goals that directly support aviation safety.

- Addressing telecommunications and communications coverage challenges.
- Supporting aviation infrastructure and navigation improvements.
- Collaborating with stakeholders to identify and prioritize future safety actions.

Program activities supporting these goals are implemented through DYAASI and related

modernization efforts, including the Brand New Air Traffic Control System (BNATCS) initiative. As authorized and appropriated by Congress, funding for these program activities is provided through FAA's Facilities and Equipment (F&E) budget (authorized for \$25.0 million per year from Fiscal Year (FY) 2025 through FY 2028). The Working Families Tax Cuts Act (WFTCA) (P.L. 119-21) appropriated \$120.0 million and provided program direction, including provisions related to aviation weather systems and safety infrastructure in Alaska.

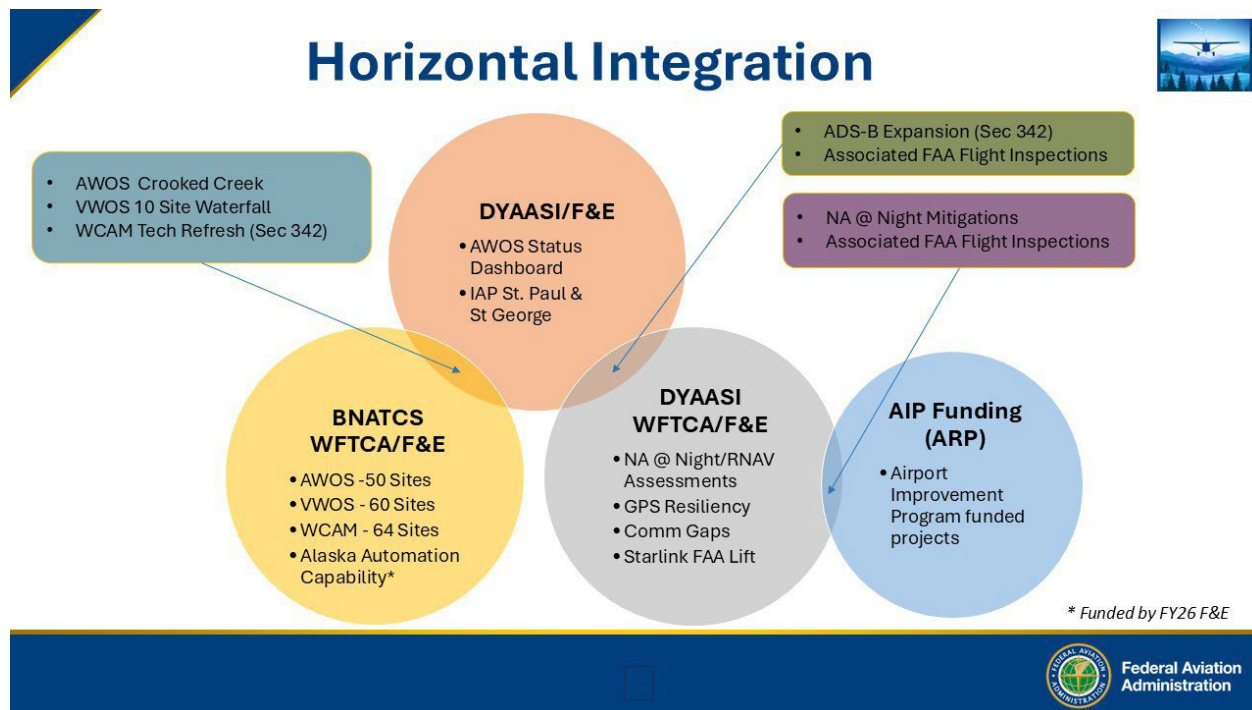


Figure 1: Relationship between DYAASI and BNATCS Financial Basis & Programmatic Elements

Together, these authorities provided the framework for FAA's continued efforts to reduce operational risk, strengthen aviation infrastructure, and improve the safety and reliability of aviation services for the communities depending on them. This report summarizes FAA progress implementing DYAASI initiatives during FY 2025.

1.0 Introduction

DYAASI is a coordinated federal effort to address aviation safety challenges unique to Alaska and other remote operating environments. Aviation serves as critical infrastructure across Alaska, where many communities rely on it as their primary connection to healthcare, commerce, and essential services. At the same time, the state's geography, weather conditions, and limited infrastructure create operational complexities that differ significantly from the contiguous United States.

FAASI laid the foundation for this work by bringing together stakeholders to identify operational risks and prioritize safety improvements. The FAA Reauthorization Act of 2024 formalized and expanded these efforts, including oversight of aviation weather system deployment and related safety initiatives, through the establishment of DYAAASI.

Under the oversight of FAA's Alaska Regional Administrator, the DYAAASI Tiger Team coordinates implementation across multiple FAA organizations, including Air Traffic Organization and Aviation Safety, Airports and other offices, while also engaging aviation operators, industry associations, and regional stakeholders. This coordinated approach also supports collaboration across other covered locations, including Hawaii, Puerto Rico, American Samoa, Guam, the Northern Mariana Islands, and the U.S. Virgin Islands.

Through this work, FAA is strengthening aviation safety systems outside the continental U.S., expanding operational capabilities, and improving access to reliable aviation services across Alaska and other covered regions. Previous FAASI and DYAAASI documents may be found on the DYAAASI webpage (<https://www.faa.gov/alaska>).

2.0 Stakeholder Feedback & Engagement

In September 2019, the National Transportation Safety Board (NTSB) conducted a safety panel consisting of Title 14 of the Code of Federal Regulations Part 135 operators, safety experts, and government officials to address the recurring safety issues in Part 135 flight operations (on-demand, and charter air services) in Alaska. The panel highlighted the urgent need for improved pilot training, particularly concerning controlled flight into terrain avoidance, and consistent weather risk management—challenges contributing to Alaska's higher aviation accident rate compared to the rest of the United States.

In response to these concerns, in 2020, the NTSB issued Safety Recommendation A-20-11, advising FAA to “work with stakeholders that service the Alaska aviation industry to implement a safety-focused working group to review, prioritize, and integrate Alaska aviation needs into the FAA’s safety enhancement process.”

Alaska's reliance on aviation is profound, with a significant portion of its population living off the limited road system. The state's aviation infrastructure is essential for providing critical services, such as food delivery and emergency health care. Disruptions to the infrastructure and associated systems can have far-reaching effects on remote and predominantly Alaska Native communities.

In April 2025, FAA’s Alaska Regional Administrator’s Office convened a stakeholder working group, the “DYAASI Weather Working Group,” to focus on site prioritization for aviation weather infrastructure. The membership of this working group integrated the diverse expertise of stakeholders across the industry and included key representation from statewide aviation organizations such as the Alaska Air Carriers Association, Alaska Airmen's Association, Aircraft Owners and Pilots Association, University of Alaska Anchorage, NTSB, National Weather Service, the Alaska Department of Transportation and Public Facilities, and other industry partners. In addition, representatives from various FAA lines of business, including the Office of Airports, Air Traffic Organization, and Flight Standards Service, contributed their subject matter expertise to the workgroup.

Recognizing the unique challenges faced by Alaska’s remote communities, FAA, together with the working group, engaged with tribal health organizations and external entities, such as the specialized Alaska Commercial Company retailer, to understand logistical challenges, especially for pharmaceutical delivery and food shipping. This collaborative effort underscored the vital role of aviation in sustaining these communities and informed the development of prioritization criteria, including improved weather forecasts and strategies for flying safely in challenging conditions.

Despite the complexities of aligning multiple data sources and identifiers, the workgroup successfully synthesized critical information to guide its work. Ultimately, the collective

perspectives of these stakeholders were instrumental for identifying and prioritizing sites for deploying 50 Automated Weather Observing Systems (AWOS), 60 Visual Weather Observation Systems (VWOS), and 64 weather camera systems as required by the Working Families Tax Cuts Act.

FAA looks forward to continuing to partner with this key stakeholder group and leveraging its feedback to support the full implementation of DYAASI deliverables.

3.0 Budget Report

Implementation of DYAASI initiatives is supported through multiple funding sources, which enable FAA to deploy safety infrastructure across Alaska. In FY 2025, FAA allocated \$25 million in Facilities and Equipment (F&E) in annual appropriations funding to support DYAASI program activities. The Working Families Tax Cuts Act provided \$40.0 million in appropriations and program direction, and since these related appropriations occurred beginning in FY 2026, associated investments will be reflected in future annual reports.

DYAASI Deliverable	Facilities & Equipment Allocated FY 2025
Automated Weather Observing System (AWOS)	
Crooked Creek	\$2,500,000
Visual Weather Observation System (VWOS)	
VWOS 10-Site Install Waterfall	\$5,000,000
Weather Cameras	
<i>(Line-Item Appropriation)</i>	\$1,500,000
Tech Refresh	\$5,400,000
Automatic Dependent Surveillance-Broadcast (ADS-B)	
<i>(Line-Item Appropriation)</i>	\$3,500,000
FAA Flight Inspection	\$1,866,008
Communication (Comm) Gaps	\$4,712,992
AWOS Service Dashboard	\$300,000
Flight Tech (LEIDOS) IAP St. Paul / St. George	\$221,000
Total	\$25,000,000
Appropriated	\$25,000,000

Figure 2: DYAASI Deliverables Funding Allocations

4.0 FY 2025 DYAASI Program Updates

The DYAASI program advances aviation safety through targeted initiatives focused on improving weather awareness, navigation resiliency, communication infrastructure, and operational access.

1.0 Automated Weather Observing System (AWOS)

Purpose

AWOS provides pilots and aviation stakeholders with real-time weather observations at airports, including wind, visibility, temperature, and pressure data.

FY 2025 Actions

DYAASI funding supported re-establishing a baselined AWOS system at Crooked Creek Airport (CJX), which was damaged during flooding and made the AWI-3000 inoperative. FAA Western Service Area Engineering Service redesigned the system and relocated the installation site to higher ground to mitigate future flood risk. The contract was awarded on February 20, 2026, and construction is expected to be completed by mid-August 2026, with equipment installation to follow. The new CJX AWOS-C System is expected to be operational by September 2026.

Public Benefit

Reliable weather observations support safer flight planning, approach procedures, and airport operations while improving forecast accuracy for the surrounding region. The AWOS-C System will provide aviation communities with the airport surface observation data (METAR, SPECI, One-Minute-Observation) for aircraft landing/departure operations and strategic flight planning. The AWOS data is disseminated to support Weather Forecast Office in generating a more accurate Terminal Area Forecast.

2.0 Visual Weather Observation Systems (VWOS)

Purpose

VWOS combines weather cameras and meteorological sensors to provide pilots with visual and textual weather information at airports without traditional weather observation systems. Pilots will receive VWOS data by accessing the FAA's Weather Camera website.

FY 2025 Actions

The Weather Camera Program (WCAM), which also administers the VWOS Program, received \$5.0 million of FY 2025 DYAASI funding to install ten new VWOS systems at covered airports within Alaska. A site list for the VWOS systems was developed by FAA's Alaska Regional Administrator's Office, in collaboration with stakeholders. That list was provided to the FAA WCAM program office. Site surveys were completed for the first four sites. Engineering packages, environmental due diligence, legal approval, and lease acquisition activities have been initiated for the surveyed sites. The remaining six sites are awaiting site surveys and initiation of their installation waterfall plan. All ten sites are planned to be installed and operational in FY 2026.

Public Benefit

The VWOS system better enables informed flight planning and flight decision-making by increasing knowledge about whether it is safe to fly before becoming airborne and during flight.

3.0 Weather Camera Program (WCAM)

Purpose

Weather cameras provide pilots with near real-time visual weather information along regular-use flight routes, at remote airports, mountain passes and other strategic locations.

FY 2025 Actions

In addition to \$1.5M appropriated to the WCAM budget line item, the WCAM program also received \$5.4 million of FY 2025 DYAASI funding to perform a technical refresh of the NAS-wide FAA weather camera network to 360-degree view capability. Equipment was purchased for the first 110 sites, among which, 32 have been upgraded to date.

Public Benefit

The WCAM program better enables informed flight planning and flight decision-making by increasing knowledge about weather conditions that pilots can use to determine risk of the flight before becoming airborne and during flight.

4.0 Automatic Dependent Surveillance–Broadcast (ADS-B)

Purpose

ADS-B technology enhances aircraft surveillance by providing real-time position information to air traffic controllers and pilots. This capability is particularly important in Alaska, where radar coverage is limited due to terrain, geographic scale, and the remote location of many communities. Improving surveillance coverage supports safer and more efficient aircraft operations across Alaska’s complex operating environment. Approximately 82 percent of Alaska communities lack road access and rely on aviation for transportation, delivery of essential goods, and medical access, making reliable aviation infrastructure critical. To support these efforts, Section 321 of the FAA Reauthorization Act of 2018 directs the FAA Administrator to consider providing additional ground-based transmitters for ADS-B to provide a minimum operational network in Alaska along major flight routes.

FY 2025 Actions

The FAA continued Alaska ADS-B expansion in FY 2025, completing major milestones in the deployment of additional surveillance infrastructure. Specifically, the FAA Surveillance and Broadcast Services Office completed flight evaluations and achieved initial operating capability for Service Volumes (SV) 325, 326, 330, and 331, which encompass seven new Ground-Based Transceivers (GBT). As a result, ADS-B surveillance is now available to air traffic controllers and pilots to increase efficiency and reliability.

The following service volumes became operational as noted below, providing expanded ADS-B surveillance coverage across multiple locations in Alaska:

- SVs 325 and 326 became available to Air Traffic Control (ATC) on June 12, 2025 (Kodiak, Homer, Middleton Island, Johnstone Pt)
- SVs 330, 331 became available to ATC on October 9, 2025 (Tok, Aurora, Ft. Yukon)

In addition, the FAA completed the planning phase for SV 335, which represents the final SV included in the original Alaska ADS-B expansion framework. This service volume will include two additional GBT serving the Galena and Allakaket areas, with operational capability expected in October 2026.

The final ADS-B coverage and increase in ADS-B coverage area is depicted below.

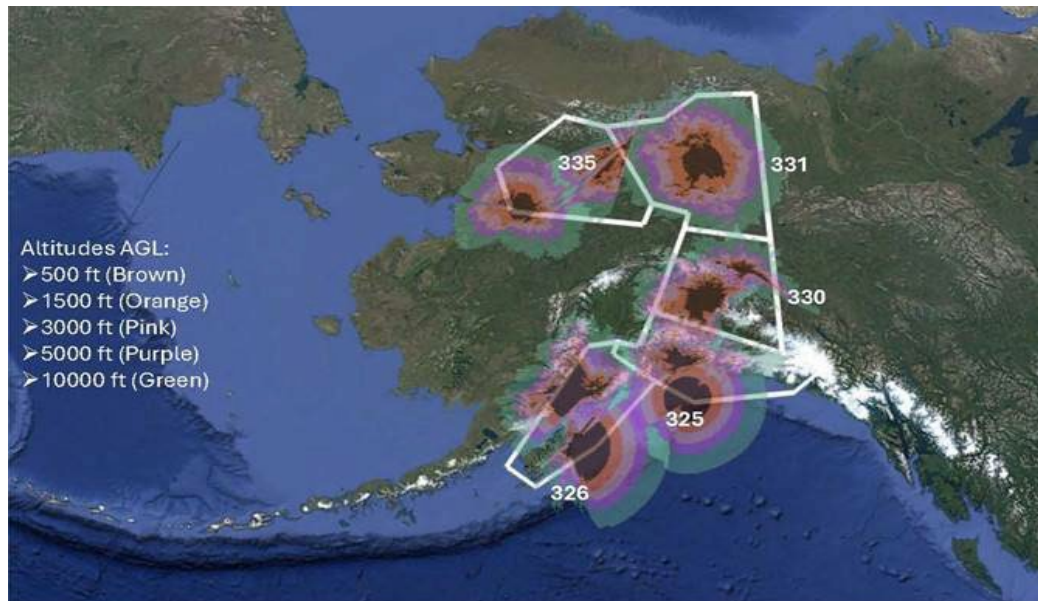


Figure 3: ADS-B coverage in expanded SVs 325, 326, 330, and 331 (seven new GBTs)

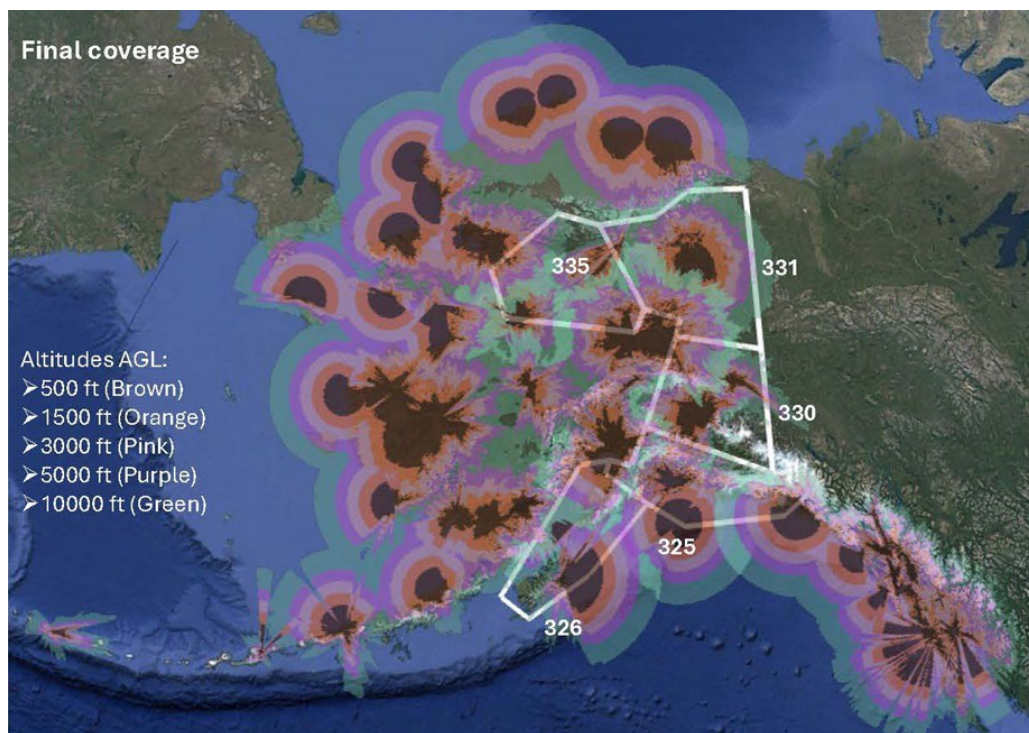


Figure 4: Complete Alaska ADS-B coverage (Includes future service volume 335 completion that has two GBTs- expected October 2026)

Public Benefit

Additional ADS-B surveillance significantly improves FAA’s ability to monitor aircraft operations in remote regions of Alaska where traditional radar coverage is unavailable. The additional surveillance coverage enhances the ability of controllers at the Anchorage Air Route Traffic Control Center to track aircraft operating across remote airspace. The increased ADS-B coverage also provides weather and traffic information to pilots in areas where these services were previously unavailable. Through ADS-B In, pilots receive free Flight Information Service-Broadcast weather, with GPS and a network of ground stations transmitting precise, real-time position data, bypassing the need for traditional, mountainous-limited radar traffic, filling coverage gaps. Below is the table showing the percentage increase in ADS-B coverage area after the new GBT installations.

Alaska				
Altitude AGL	ADS-B Area Legacy (mi ²)	ADS-B Area New (mi ²)	ADS-B Area Combined (mi ²)	Percent Increase in
500	146,985	38,673	185,547	
1,500	299,073	83,078	380,873	27%
3,000	486,680	140,148	618,143	27%
5,000	673,922	207,167	849,373	26%
10,000	985,769	338,736	1,174,378	19%

5.0 Global Positioning Satellite (GPS) Resiliency

Purpose

The Alaska GPS Resiliency Plan supports a significant portion of modern aviation operations, including enroute navigation and many instrument approach procedures. However, disruptions to GPS signals can affect aircraft navigation and operational safety, particularly in regions where aviation infrastructure is limited. In Alaska, where aviation serves as a primary transportation system for many communities, maintaining resilient navigation capabilities is critical. FAA’s GPS resiliency effort focuses on strengthening the availability and effectiveness of conventional navigation aids, including Very High Frequency Omnidirectional Range (VOR) and Non-Directional Beacon (NDB) systems, and ensuring instrument procedures remain usable without sole reliance on GPS.

FY 2025 Actions

During FY 2025, the FAA refined the Alaska GPS Resiliency Plan through coordination with internal FAA organizations, Alaska aviation industry stakeholders, and the Department of War. The plan identified several near-term actions intended to improve navigations resiliency using existing infrastructure and operational procedures, including:

- Extending the service volumes for FAA VORs in Alaska.
- Reviewing and modifying conventional (i.e., VOR and Instrument Landing System (ILS)) instrument approach procedures to remove dependencies on Automatic Direction Finding and Distance Measuring Equipment where possible.
- Reviewing Area Navigation (RNAV) arrival and departure procedures at Anchorage and Fairbanks to identify opportunities to remove GPS requirements.
- Investigating eight poorly performing VOR sites to determine the quickest actions to be taken to correct deficiencies to return to service.

In addition, the FAA developed reliable coverage charts for VOR and NDB throughout the region and identified airports allowing recovery of aircraft using only VOR, ILS, or NDB (i.e., no requirement for GPS) for instrument approach procedures were identified.

Public Benefit

Improving GPS resiliency strengthens aviation safety by ensuring aircraft operating in Alaska can safely navigate and recover to airports even when GPS signals are degraded or unavailable.

By enhancing the availability of conventional navigation aids and maintaining non-GPS instrument procedures, the FAA is improving operational reliability and ensuring continued access to aviation services for remote communities that rely on aviation for transportation, medical access, and delivery of essential goods.

6.0 Addressing Communications Gaps on Published Routes

Purpose

Reliable communication between pilots and air traffic controllers is essential for safe Instrument Flight Rules (IFR) operations. Continuous two-way communication allows controllers to provide traffic separation, operational advisories, and other safety-critical instructions. In Alaska, the scale of the region and the remote nature of many flight routes can create areas where communication coverage is limited. Identifying and addressing communication gaps along published IFR routes is necessary to ensure safe and reliable operations throughout the National Airspace System (NAS).

FY 2025 Actions

During FY 2025, the FAA conducted an assessment involving the ZAN, the Alaska Regional Administrator's Office, the FAA's Flight Standards Service, Airspace Rules and Regulations Group, and the Office of the Chief Counsel. This assessment determined communication gaps along IFR routes present elevated operational risk and should be addressed. The FAA identified several locations within Alaska where two-way communications between Air Traffic Control and flight crews are not consistently available during IFR operations on T-routes (low-altitude, GNSS-based IFR routes) and R-routes (traditional IFR routes defined by ground-based navigation aids), within Alaskan Region airspace.

To address these challenges, the FAA's Alaska Regional Administrator's Office established the DYAAI Communications Gaps working group. It consists of key ATC stakeholders and applicable FAA lines of business. The working group will collaborate to prioritize the installation of new Remote Communications Air-to-Ground infrastructure at various sites throughout the Alaskan Region. The working group will advise the FAA Alaskan Regional Administrator on committing DYAAI funding to support this effort through a risk-based, data-driven approach. The working group will leverage existing traffic data, ATC subject matter experts and stakeholder feedback to compile comprehensive models of existing two-way communications coverage across Alaska.

Public Benefit

Improving communications coverage along IFR routes enhances aviation safety by ensuring pilots and air traffic controllers can maintain reliable two-way communication throughout flight operations. Addressing communication gaps will strengthen operational oversight, reduce risk in remote airspace, and improve the safety and reliability of aviation services for operators and communities that depend on Alaska's aviation network.

7.0 Alaska Telecommunications "Telco" Starlink Expansion

Purpose

Reliable telecommunications infrastructure is essential for supporting aviation safety systems, air traffic services, and operational coordination across Alaska. Due to the remote nature of many FAA facilities and aviation routes, maintaining dependable connectivity can be challenging. The Alaska Telco Starlink Expansion is designed to enhance communications infrastructure across remote FAA sites by deploying a combination of Starlink satellite connectivity, LTE, and fiber technologies. These solutions are intended to improve system reliability, support operational communications, and strengthen connectivity for aviation safety

systems.

FY 2025 Actions

To address these challenges, the FAA's Alaska Regional Administrator's Office established the DYAASI Telco Solutions Working Group, who evaluated connectivity solutions across more than 20 sites. They compared Starlink, LTE, and fiber technologies, considering factors such as cost, feasibility, scalability, and performance. Based on this evaluation, the FAA developed a deployment plan that will commence in FY2026 to support connectivity improvements across the selected locations.

Public Benefit

Improving telecommunications connectivity strengthens the reliability of aviation safety systems and operational communications across Alaska's aviation network. Enhanced connectivity will support FAA operations at remote sites, improve the performance and reliability of safety-critical systems, and contribute to safer and more efficient aviation operations in regions where aviation infrastructure is limited and communities rely heavily on air transportation.

8.0 Airports Not Authorized at Night (ANAN)

Purpose

Many airports across Alaska support essential aviation operations but do not currently have instrument approach procedures available for nighttime operations. The absence of these procedures can limit airport accessibility during nighttime hours and may affect the ability of aircraft to safely access certain communities when visual conditions are insufficient. The Airports Not Authorized at Night (ANAN) initiative seeks to identify airports where nighttime instrument approaches are not currently available, determine the underlying causes, and develop solutions to allow safe nighttime operations where operationally feasible. FY 2025 Actions

From January 2025 to March 2025, the DYAASI team successfully identified airports across the Alaska Region where instrument approach procedures are not currently available at night. This comprehensive identification process was crucial for understanding the scope of the issue and established the groundwork for targeted solutions. Between April 2025 and October 2025, DYAASI coordinated with the Flight Procedures and Airspace Group to identify the reasons behind the unavailability of instrument approach procedures at night. This collaboration was essential for diagnosing procedural obstacles and planning effective interventions. In September 2025, the DYAASI team completed the identification of priority airports where

instrument approach procedures are not available at night. This prioritization focuses on airports critical to improving aviation safety, access to communities for emergency medical response, and operational efficiency, which will guide future resource allocation.

Public Benefit

Expanding the availability of nighttime instrument approach procedures will improve operational reliability and access to airports that serve remote communities across Alaska. These improvements can enhance aviation safety, support emergency medical response, and increase the availability of critical transportation services for communities relying on aviation as their primary connection to essential resources.

9.0 FAA Flight Inspection

Purpose

Flight inspections conducted by the FAA's Flight Inspection program verify navigation aids and instrument flight procedures meet required operational and safety standards. These inspections are necessary before new or modified instrument procedures can be approved for operational use. As part of the ANAN initiative, flight inspections are required to validate instrument approach procedures and ensure they support safe nighttime operations at selected airports.

FY 2025 Actions

Between April and October 2025, the DYAASI team coordinated with the ANAN initiative to establish the flight inspection requirements necessary for resuming nighttime approaches. Understanding these requirements is a vital step towards reestablishing nighttime operations. During the same period, the DYAASI team worked to establish the funding to complete the flight inspections required to resume night approaches.

Public Benefit

Conducting flight inspections ensures that instrument approach procedures meet FAA safety standards before being placed into service. These inspections support the restoration of safe nighttime operations at selected airports, improving access and operational reliability for communities relying on aviation for transportation, medical services, and essential goods.

10.0 Alaska Automation Capability

Purpose

The Alaska Automation Capability (AAC) initiative modernizes the technology and workspaces used by Alaska Flight Service Controllers, improving their ability to deliver critical flight services to pilots operating throughout the region. As a key element under DYAASI and a FAASI recommendation, AAC replaces aging analog systems and legacy consoles with modern digital infrastructure. This modernization effort, which is now part of the BNATCS initiative, includes transitioning multiple legacy systems into digital Internet Protocol (IP)-based architecture, upgrading controller workstations, and improving system integration. These improvements are designed to enhance controller access to operational data, improve system reliability, and ensure controller workspaces meet modern human factors standards.

FY 2025 Actions

The FAA's System Operations Services continued advancing AAC through coordination with the BNATCS modernization program. An AAC Working Group was established to gather input from Alaska Flight Service Controllers, Supervisors, and Union Representatives. The group held three meetings focused on creating safer and more efficient service for users through system architecture, proposed technologies, and workstation requirements, providing feedback on operational needs and limitations for the current legacy systems. By reducing disparate analog systems into a single digital format that leverages modern technology and improving their physical workspace, controllers will be able to access the systems and needed data quickly and efficiently.

The FAA also worked closely with the BNATCS program team to develop acquisition strategies, define hardware and software requirements, establish implementation schedules, and outline key program milestones. These efforts addressed multiple components of the modernization effort, including the automation system, voice switches, and IP phone systems.

In addition, the FAA evaluated existing console configurations at Alaska Flight Service facilities and developed a statement of work for the replacement of controller consoles across the region. Through coordination with FAA leadership and engagement with stakeholders, the program also secured funding to support the console replacement effort through the funds in the FY 2026 enacted appropriations, a crucial step forward in the project. This critical funding will enable the program to advance the Alaska Flight Service modernization effort and meet organizational initiatives. Going forward, progress on this work will be reported through the BNATCS team and will no longer be reported through the DYAASI Annual Report.

Public Benefit

Modernizing Alaska Flight Service systems improves the reliability and efficiency of services provided to pilots operating throughout the region. By replacing aging systems with modern digital infrastructure and improving controller workstations, the FAA is strengthening the operational capabilities of Flight Service operations that support aviation safety across Alaska. These improvements will help ensure pilots continue to receive timely weather briefings, flight planning support, and operational information necessary for safe flight operations in Alaska's complex aviation environment.

11.0 Automated Weather Observing System (AWOS) Service Dashboard

Purpose

Monitoring the operational status of AWOS systems is essential to ensure weather data remains available and reliable. The AWOS Service Dashboard initiative will provide a centralized capability to monitor the operational status of AWOS installations across Alaska by integrating system status information within the existing weather camera (WCAM) website framework.

FY 2025 Actions

In October 2025, DYAASI allocated \$300,000 to develop an AWOS service dashboard within the existing WCAM website framework. Contract software developer support was acquired to work specifically on the AWOS Service Dashboard project. Development started in Q1 FY26.

During FY 2025, the WCAM team coordinated with the Air Traffic Organization's Technical Operations Service Unit and the National Weather Service to identify the project scope, schedule, and technical requirements to complete development of the AWOS Service Dashboard.

Public Benefit

The AWOS Service Dashboard will improve visibility into the operational status of these weather observation systems across Alaska, allowing FAA personnel to more quickly identify outages and respond to system issues. Improved monitoring capabilities will help ensure the continued availability of critical weather information pilots rely on for flight planning and safe operations in Alaska's challenging weather environment.

12.0 Flight Tech Instrument Approach Procedures (IAP)

Purpose

Reliable instrument approach procedures are critical for maintaining safe and consistent airport access in Alaska, particularly at locations where weather conditions and equipment outages can disrupt operations. To address recurring flight disruptions at St. Paul Island Airport (SNP) associated with Instrument Landing System (ILS) and weather station outages, the FAA's Alaska Regional Administrator's Office coordinated with Flight Tech Engineering, an FAA-authorized Navigation Service Provider. The effort focused on developing modern Area Navigation (RNAV) approach procedures that incorporate Wide Area Augmentation System and Barometric Vertical Navigation guidance. These procedures provide vertically guided approaches designed to maintain reliable airport access and provide redundancy during equipment outages or adverse weather conditions.

FY 2025 Actions

During FY 2025, the FAA's Alaska Regional Administrator's office coordinated with Flight Tech Engineering, to address chronic flight disruptions affecting access to St. Paul and St. George Islands and identified potential procedural improvements. Flight Tech successfully developed RNAV procedures for both airports with descent minima comparable to existing ILS capabilities. The development effort leveraged Flight Tech's Anchorage-based operations and existing National Airspace System's Integration Support Contract support to integrate the required flight validation activities into its mission schedule.

The team also coordinated with FAA Flight Procedures to ensure an identical FAA public procedure could be established to supersede the contracted approach at end of maintenance period.

Flight Validation was executed in March 2026, regular service to St. Paul returned in April 2026.

Public Benefit

Developing modern RNAV instrument approach procedures improves operational reliability at airports serving remote, isolated communities in Alaska. These procedures provide pilots with additional navigation options during equipment outages or adverse weather conditions, reducing disruptions to aviation services and helping ensure continued access to transportation, medical services, and essential goods for communities relying on these airports.

13.0 Evaluate Operator Authorization Requirements

Purpose

Commercial operators in Alaska frequently rely on Global Positioning System (GPS) navigation to conduct operations in remote airspace where conventional navigation infrastructure may be limited. Ensuring operators have appropriate authorizations and clear guidance for the use of GPS navigation is essential to maintaining safe and compliant flight operations. The FAA’s evaluation of operator authorization requirements focuses on ensuring policies, guidance materials, and authorization templates appropriately support GPS-based navigation while maintaining safety standards for operations in remote and non-contiguous regions.

FY 2025 Actions

During FY 2025, FAA’s Flight Standards Service published additional guidance material, notices, and authorization templates related to commercial operators’ use of GPS for navigation. New authorizations complement updated policy in the Aeronautical Information Manual on what systems qualify as “independent” when navigating using GPS.

These publications include:

- *AC 91-70D*: published on April 3, 2025, with expanded guidance on dead reckoning and “proceeding safely.”
- *Notice N 8900.758*: published on December 29, 2025,
- *Notices N 8900.756 (part 91)* and *N 8900.757 (parts 91K, 121, 125 and 135)*: published on December 30, 2025

Operators have until December 30, 2026, to obtain authorizations using the new templates.

Public Benefit

Updated guidance and authorization templates help ensure that commercial operators conducting GPS-based navigation have clear regulatory guidance and appropriate operational approvals. These updates support safe and standardized navigation practices across remote operating environments, helping maintain reliable aviation service for communities depending on commercial air transportation.

14.0 Visual Weather Observation System (VWOS) Operational Specifications (OPSPECS)

Purpose

VWOS provides pilots with both visual and sensor-based weather information at airports that may not have traditional weather observation systems. Establishing clear operational guidance for the use of VWOS data is necessary to support its safe use by commercial operators. The FAA is developing OPSPECS to allow Part 135 operators to incorporate VWOS observations into their operational decision-making processes.

FY 2025 Actions

During FY 2025, the FAA's Flight Standards Service drafted language for OPSPECS approval for Part 135 operators' use of the VWOS. Flight Standards is coordinating ongoing discussions with the WCAM program office to address how VWOS observations are generated and distributed to pilots. Flight Standards continues to develop non-standard text for operations into Tatitlek, Eek, and Healy River.

In addition, the WCAM program office and Flight Standards Service are jointly developing VWOS data output protocols similar to a Meteorological Aerodrome Report (METAR) string. The WCAM program office will update the data flow of VWOS information into the Weather Message Switching Center Replacement (WMSCR) and Common Support Services-Weather; it will also finalize the OPSPECS template with standard language optional for Part 135 operations in a non-contiguous state.

Public Benefit

Establishing operational guidance for VWOS observations enables commercial operators to incorporate additional weather information into flight planning and operational decision-making. These improvements enhance situational awareness for pilots operating in remote locations and support safer aviation operations at airports where traditional weather observation infrastructure may not be available.

Appendix A: List of Acronyms

AAC	Alaska Automation Capability
AACA	Alaska Air Carriers Association
ADS-B	Automatic Dependent Surveillance–Broadcast
AFS	FAA Flight Standards Service
ARP	FAA Office of Airports
ARTCC	Air Route Traffic Control Center
ATC	Air Traffic Control
AWOS	Automated Weather Observing System
BNATCS	Brand New Air Traffic Control System
DYAASI	Don Young Alaska Aviation Safety Initiative
F&E	Facilities and Equipment
FAA	Federal Aviation Administration
FAASI	FAA Alaska Aviation Safety Initiative
GBT	Ground-Based Transceivers
GPS	Global Positioning System

IAP	Instrument Approach Procedure
IFR	Instrument Flight Rules
ILS	Instrument Landing System
NAS	National Airspace System
NDB	Non-Directional Beacon
NTSB	National Transportation Safety Board
OPSPECS	Operational Specifications
NTSB	National Transportation Safety Board
Tech Ops	FAA Technical Operations
Telco	Telecommunications
VOR	Very High Frequency Omnidirectional Range
VWOS	Visual Weather Observation System
WCAM	Weather Camera Program
WFTCA	Working Families Tax Cuts Act
ZAN	Anchorage Air Route Traffic Control Center

Appendix B: Stakeholder Comments

Beginning in FY2025, external engagement and stakeholder comments were included as a standing topic for regular bi-monthly government-industry meetings run by the Alaska Regional Administrator's (RA) Office. These "Industry Council" meetings enabled the RA's Office to provide DYAAASI progress reports and receive feedback and commentary from the stakeholder group. The following stakeholder feedback is representative of the types of comments and concerns the RA's Office received in FY2024 and FY2025. Stakeholders who contributed include the Aircraft Owners & Pilot Association (AOPA), the Alaska Airman's Association, the Alaska Air Carriers Association (AACA), part 135 operators, and general aviation meeting participants.

ADS-B

- *Are we really getting all these ADS-B stations?*
- *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 used to be - more attainable).*
- *Is the DYAAASI 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 ft.*

Air Traffic Controller Staffing and Optimization

- *Air Traffic control towers- DYAAASI 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.*

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.*

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 and 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.*

Modernize Flight Service

- *What is the process for automating FSS?*

NOTAMs

- *As AWOS stations go online- how are we dealing with NOTAMs...*
- *Accuracy of the interference testing NOTAMs is necessary- to make them credible.*
- *NOTAM system: pilot enters NOTAM, but system can kick it out.*

Service A / Telco / Infrastructure

- *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.*
- *Lack of Service A costs 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 for it out.*
- *Lack of infrastructure contributes to discouraging IFR flight for both Part 135 and Part 91 operators.*

Support for DYAAASI and the DYAAASI Process

- *Stakeholder at EAA Oshkosh event and DYAAASI has a lot of positive attention while there. Many questions and curiosity about the Alaska Initiative.*
- *DYAAASI is doing amazing work using technology.*
- *Customer end is very important. DYAAASI 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 DYAAASI process, it is helping the community get synergy for improvements.*
- *Collaboration on DYAAASI 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.*

Weather Reporting / AWOS / VWOS

- *Is it possible to get a note in DYAASI 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, stakeholders know there are commercial systems that can outperform AWOS.*
- *We need a small weather station that is effective so 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 stakeholders are advocating on the commercialization of aviation weather.*
- *The sensors are not different, they are the same, he worked on them. The idea was to 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 unusable. Requirements are unrealistic, should be able to use alternate weather standards.*
- *Stakeholders think 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 so 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.*