



# Airport Issues: Public Comments

*Minor edits to correct punctuation or spelling have been made for clarity.*

## Abbreviations

- ASOS.....Automated Surface Observing System
- AWOS.....Automated Weather Observing System
- IFR.....Instrument Flight Rules
- ILS.....Instrument Landing System
- Mx.....Maintenance
- NAVAID.....Navigational Aid
- OPSPEC .....Operation Specifications
- Wx.....Weather

## Amos Lake (Uncharted)

Key issues:

- ▶ Amos Lake is uncharted

Format Received	Comment
Email to project manager	Amos Lake is a public airstrip. Not charted, but it is public. Getting it charted is one of the things I hope may come of this project.

## Cantwell (TTW)

Key issues:

- ▶ Needs weather reporting
- ▶ Needs fuel service
- ▶ Needs parking

Format Received	Comment
Kickoff Survey	Fuel, parking, and AWOS in Cantwell
Kickoff Survey	Weather reporting is almost non-existent on the west side of the Alaska Range. A weather station in Healy and Cantwell would dramatically increase safety of flight ops.
Kickoff Survey	Wx reporting would be great at TTW/HRR.
Kickoff Survey	UMM, TTW, HRR all need weather reporting
Kickoff Survey	Summit or Cantwell ASOS/AWOS
Kickoff Survey	All airports need weather stations and webcams
Kickoff Survey	Make Cantwell public with a parking area and fuel pumps





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## Clear (Z84)

### Key issues:

- ▶ Needs weather reporting
- ▶ Parking area needs maintenance and repairs
- ▶ Runway needs repairs
- ▶ Airport power is unavailable
- ▶ Maintenance is insufficient
- ▶ Long Range Discrimination Radar at Clear Space Force Station creates airspace restrictions

Format Received	Comment
Kickoff Survey	Healy River and Clear's parking areas are completely dilapidated. Weather reporting is almost non-existent on the west side of the Alaska Range. A weather station in Healy and Cantwell would dramatically increase safety of flight ops.
Kickoff Survey	PACL Clear Airport will eventually need runway repairs and currently needs light repairs. An AWOS system would make operations simpler and more precise.
Kickoff Survey	Ground transport from Healy River
Kickoff Survey	All airports need weather stations and webcams
Kickoff Survey	Clear: any updates or improvements at all would be appreciated. It's literally just a small strip to land on currently.
Kickoff Survey	Clear Airport is the worst off. Power hasn't worked in year and maintenance from DOT is awful. We also need real-time weather data for Windy Pass to predict wind directions and speed aloft.
Kickoff Survey	Airspace restrictions at Clear airport and poor wind conditions/ownership issues at Healy airport results in no reliable airport in the area
Interview	Wind can sometimes be bad for landing at Healy, Clear is an alternative.
Interview	The weather coming from the Alaska Range can blow significant North and South winds. When the North winds are bad, Healy is typically not available and when the South winds are bad Summit is not available. Clear is typically a good alternate for both
Interview	Clear military radar leads to confined airspace
Interview	Clear has airspace restrictions which can sometimes be a bottleneck.





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## Clear Sky Lodge (CLF)

Key issues:

- ▶ Needs weather reporting

Format Received	Comment
Kickoff Survey	All airports need weather stations and webcams

## Denali (AK06)

Key issues:

- ▶ Needs weather reporting
- ▶ Lacking windsock and signage
- ▶ Approach constrained by mountains

Format Received	Comment
Kickoff Survey	Denali Park needs place to buy fuel
Kickoff Survey	All airports need weather stations and webcams
Interview	Would like to see improvements to the Denali Park Strip (wind sock, signage, etc.)
Interview	McKinley Park and Denali are constrained by the mountains.

## Eva Creek (2Z3)

Key issues:

- ▶ Needs weather reporting

Format Received	Comment
Kickoff Survey	All airports need weather stations and webcams

## Gold King Creek (AK7)

Key issues:

- ▶ Needs weather reporting
- ▶ Runway needs grading, pothole repairs, and brush clearing
- ▶ Airport needs parking

Format Received	Comment
Kickoff Survey	Gold King needs weather sensing/reporting and cameras. Otherwise no needs.
Kickoff Survey	Gold King - Grade, Pot Holes, Brush Encroachment, Parking
Kickoff Survey	All airports need weather stations and webcams
Kickoff Survey	AK7 could benefit from regular strip maintenance





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## Healy River (HRR)

### Key issues:

- ▶ Needs weather reporting
- ▶ Parking area needs maintenance and repairs
- ▶ Runway needs repair or repaving, vegetation clearing
- ▶ Operations would benefit from dirt, gravel, or grass strip parallel to paved strip
- ▶ Runway is too short
- ▶ Approach is difficult due to terrain and winds
- ▶ Need fuel service
- ▶ Maintenance is insufficient
- ▶ Snow removal causes damage to the runway and lighting system
- ▶ Lighting system needs repairs
- ▶ Airport needs an Instrument Landing System (ILS)
- ▶ No ground transportation
- ▶ Lease with ARRC for the land the airport is on is expired

Format Received	Comment
Kickoff Survey	Healy River and Clear's parking area is completely dilapidated. Weather reporting is almost non-existent on the west side of the Alaska Range. A weather station in Healy and Cantwell would dramatically increase safety of flight ops.
Kickoff Survey	Wx reporting would be great at TTW/HRR.
Kickoff Survey	HRR: weather camera & reporting
Kickoff Survey	UMM, TTW, HRR all need weather reporting
Kickoff Survey	Healy (HRR) could benefit from asphalt repair or repaving as well as a dirt strip maintained in the area between the taxiways where small aircraft with large bush tires are already landing. Many of the state's paved strips offer a dirt option like this adjacent to the pavement. Such as Fairbanks, Palmer, Wasilla, Galena, Birchwood, just to name a few.
Kickoff Survey	Healy River asphalt needs repairs.
Kickoff Survey	HRR certified weather reporting for commercial IFR operations
Kickoff Survey	Healy River weather/cam, self-serve fuel
Kickoff Survey	HRR: weather reporting
Kickoff Survey	Healy River is too difficult to get into.
Kickoff Survey	Healy River is too short
Kickoff Survey	Healy: runway repairs, aviation gas
Kickoff Survey	Healy: ski use, bathroom facilities, tundra tire grassy area
Kickoff Survey	PAHV has seen better days.
Kickoff Survey	The airport in Healy needs a lot of repair and has not been well maintained at all





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Kickoff Survey	The Healy River airstrip is in disrepair. Needs resurface and extension if it is to be kept in service. Also needs lighting system repairs and training to stay workers who do snow removal in the winter as this is how most all damage to the surface and lighting is happening. I have witnessed this from the time of the last upgrade to the airport and the damage is nearly completely avoidable with proper training of equipment operators. Also need weather reporting from the Healy airport. The closest weather information available to pilots is the Denali Park strip and that information can be worthless at times to aircraft approaching from either the north or south. Also a parallel gravel strip should be part of any airport planning project in my opinion.
Kickoff Survey	All airports need weather stations and webcams
Kickoff Survey	Healy runway resurfacing
Kickoff Survey	Healy airport is cracked and growing weeds in places
Kickoff Survey	Need certified weather at Healy
Kickoff Survey	Healy river asphalt is cracking up
Kickoff Survey	Weather - Healy River
Kickoff Survey	The Healy airport needs lighting upgrades and crack repairs. It has been neglected.
Kickoff Survey	Healy Airstrip. Lots of weeds and cracking
Kickoff Survey	Healy River needs weather reporting, ILS, and repair to lights
Kickoff Survey	Healy River has a detreating runway that has growing flora which is posing dangers, along with an RCO that has not worked properly in years and various other challenges...
Kickoff Survey	HRR tarmac is being overrun by vegetation. Needs proper FAA wx support
Kickoff Survey	HRR needs a resurfaced and updated runway as well
Kickoff Survey	Addition of a flight planning room/facility at McKinley and Healy River
Kickoff Survey	Healy airport relocation or redesign for all-weather medivac use
Kickoff Survey	The Healy airport needs repairs to the surface and lighting and especially weather reporting equipment. I would like to see a parallel gravel or grass strip included in any development or new airport design.
Kickoff Survey	Constructing a new airport in the Healy/Clear area. Present airport in Healy is not in ideal location
Kickoff Survey	Airspace restrictions at Clear airport and poor wind conditions/ownership issues at Healy airport results in no reliable airport in the area
Kickoff Survey	Expanding Healy River will decrease the safety risk associated with the airplanes that operate out of this landing strip
Interview	Prevailing winds of the South rock the North side of Denali. When the wind is blowing hard Summit is a smoother land than Healy. This happens maybe 5-8% of the time.





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Interview	Summit would be an ideal location for a developed commuter airport - much better than Healy which has strong winds and bad weather, plus it's also close to the train tracks. Looking at Land Use maps there's ample room for public and private development and it's also on the Anchorage side of the mountains.
Interview	Overgrowth on the threshold - Park Service has been responsive to notices of brush obstructions. Dust palliative initiatives in Alaska have been fantastic for reducing dust and gravel ingestion for aircraft. Would like to see the threshold at Kantishna opened up, tree overgrowth are higher than the 2% glideslope we'd like to see.
Interview	Healy is good for landing, but doesn't offer anything. There's no way to get away from the airport.
Interview	Wind - more specifically the downdrafts associated with the wind coming off the mountain on approach to the runway - is squirrely and turbulent and doesn't make for a great customer experience. Healy is nice, but you can't go anywhere from Healy - just meant for landing and then taking off. No ground transportation or any attractions to do at Healy.
Interview	There should be weather reporting at Healy since there's an instrument approach there.
Interview	Having an official (certified) weather reporting system at Healy. The existing instrument approach at Healy says you can use the weather at McKinley Park - you can't, it's vastly different and most operators' OPSPECS won't allow this. Need certified weather reporting at the airport you're landing at.
Interview	Feels that there are plenty available lease lots at Healy and Summit and no shortage of air taxis.
Interview	Wind can sometimes be bad for landing at Healy, uses Clear as an alternative.
Interview	The weather coming from the Alaska Range can blow significant North and South winds. When the North winds are bad, Healy is typically not available and when the South winds are bad Summit is not available. Clear is typically a good alternate for both
Interview	Healy River is sitting on an expired lease with the Railroad, the Railroad is not interested in extending the lease
Email to project manager	Earlier this week I was at the Healy airport working with Temsco Helicopters to sling-load multiple cargo loads to our lodge in Kantishna. During the roughly four hours I was there, a spray plane was fertilizing a reclamation site at the nearby mine. This involved a boom truck, a couple 40' trailers full of fertilizer, and a spray plane making a departure approximately every 10 minutes. It was an extremely well organized and efficient operation, I might add. Meanwhile, I was driving a service truck and pulling a trailer, alternately dropping and reconnecting my trailer to facilitate cargo handling. I also had an employee that was driving a box truck for cargo. All of us were operating from the grass as well as the taxiway on the southwest corner of the airport, and all of us were needing to drive onto the taxiway at times to turn around or reposition. Additionally, a fuel truck from further up the ramp was



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fueling the helicopter as needed. Meanwhile, a Piper Navajo departed (not sure if it was visiting or based there), a local resident walked by on the airport grounds with a dog on a leash, and another local resident stopped with a child (at a safe distance) to observe. The local air taxi appeared to be getting ready for the tourist season, and several private planes were parked on the ramp at the north end. Both my crew and the fertilizer crew left and returned a couple of times by car for lunch, supplies, (and in the case of the spray pilots, a shower).

All this is to say that the economic activity of the greater Healy area, and the lifestyle of its residents, are far better served by the type of airport where you can drive your rig up to your plane without any hassle, or take a midday stroll in the sun and the fresh air, than the type of airport with razor wire fencing and security keypads for motorized gates. I fear that when federal dollars are flowing, you often get swept up in the latter whether you want it or not. I can't frankly see that being a good fit in the Denali borough. My recent time at the Healy airport was a great reminder of how versatile and accessible an Alaskan airport needs to be to meet the needs and expectations of users and the surrounding community.

## Kantishna (5Z5)

### Key issues:

- ▶ Needs weather reporting
- ▶ Needs NAVAIDs
- ▶ Maintenance is insufficient
- ▶ Runway is too short for landing when winds are bad

Format Received	Comment
Kickoff Survey	Kantishna weather reporting
Kickoff Survey	Kantishna-NAVAIDs
Kickoff Survey	Kantishna improvements
Kickoff Survey	All airports need weather stations and webcams
Kickoff Survey	5Z5 requires routine mx but is constrained by current park road closure
Kickoff Survey	Kantishna needs lengthening for operators
Interview	Kantishna, when the winds are funky, the runway is too short to land.





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## McKinley National Park (INR)

### Key issues:

- ▶ Needs weather reporting
- ▶ No ground transportation
- ▶ Runway needs vegetation clearing
- ▶ Runway needs markings
- ▶ Runway is not long or wide enough
- ▶ Only one commercial concessionaire allowed
- ▶ Approach constrained by mountains

Format Received	Comment
Kickoff Survey	Transportation amenities at INR to access Denali village
Kickoff Survey	McKinley Park, needs brushed and properly marked.
Kickoff Survey	McKinley needs improved parking area.
Kickoff Survey	All airports need weather stations and webcams
Kickoff Survey	Addition of a flight planning room/facility at McKinley and Healy River
Interview	The McKinley runway could be longer and wider, though there are limitations, uses this runway for pilot training.
Interview	Another constraint would be that the McKinley Park strip only allows one commercial concessionaire, this limits operations at the airstrip and that concessionaire has not been active.
Interview	McKinley Park and Denali are constrained by the mountains.

## Minchumina (MHM)

### Key issues:

- ▶ Needs weather reporting
- ▶ Runway gets soft when wet

Format Received	Comment
Kickoff Survey	Minchumina is soft when wet.
Kickoff Survey	All airports need weather stations and webcams

## Otto Lake (Uncharted)

### Key issues:

- ▶ Needs parking

Format Received	Comment
Kickoff Survey	float plane at Otto lake
Interview	Otto Lake float pond - doesn't currently have any well-defined places to park.





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## Purkeypile (01A)

Key issues:

- ▶ Needs weather reporting

Format Received	Comment
Kickoff Survey	All airports need weather stations and webcams

## Stampede (Z90)

Key issues:

- ▶ Needs weather reporting

Format Received	Comment
Kickoff Survey	All airports need weather stations and webcams

## Summit (UMM)

Key issues:

- ▶ Needs weather reporting
- ▶ Needs vegetation clearing
- ▶ South winds make approach difficult or impossible

Format Received	Comment
Kickoff Survey	UMM, TTW, HRR all need weather reporting
Kickoff Survey	UMM needs graded to remove the small bushes and trees growing up too high on the surface of the strip.
Kickoff Survey	Summit or Cantwell ASOS/AWOS
Kickoff Survey	All airports need weather stations and webcams
Interview	Summit would be an ideal location for a developed commuter airport - much better than Healy which has strong winds and bad weather, plus it's also close to the train tracks. Looking at Land Use maps there's ample room for public and private development and it's also on the ANC side of the mountains.
Interview	Feels that there are plenty available lease lots at Healy and Summit and no shortage of air taxis.
Interview	The weather coming from the Alaska Range can blow significant North and South winds, when the North winds are bad, Healy is typically not available and when the South winds are bad Summit is not available. Clear is typically a good alternate for both
Interview	Summit has much more open terrain all around, however, there's not much out there. It's right next to the highway but it's a 45 min drive to the park which isn't very convenient and doesn't think the current road infrastructure could handle a large shift in motorcoach use.





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Interview	Summit has the most to offer for unobstructed approaches.
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## Totatlanika River (9AK)

Key issues:

- ▶ Needs weather reporting

Format Received	Comment
Kickoff Survey	All airports need weather stations and webcams

## Unspecified

Key issues:

- ▶ All airports need weather reporting, maintenance, and general repairs
- ▶ Wind reporting would improve safety

Format Received	Comment
Kickoff Survey	Strips could be maintained better
Kickoff Survey	All airports need weather stations and webcams
Kickoff Survey	general repairs, better parking, brush clearing, more windsocks
Kickoff Survey	General surface maintenance at all area strips
Kickoff Survey	I respect the ambition, but we can't and don't support the rural infrastructure we already have. Add in the noise pollution and potential impacts on the environment of an area adjacent to both Denali State and National Park, and this proposal primarily only serves the poorly planned whale chasing dreams of a few organizations.
Kickoff Survey	Perhaps [there is a need for development] for the increase rotor wing traffic, seems like current strips have current use covered
Kickoff Survey	Would love to see some airstrips moved
Kickoff Survey	Backcountry strips would allow further access to the park, especially with limited road access
Kickoff Survey	I think the borough's airports are currently meeting the needs of the borough just fine. The could benefit from continued funding to maintain them in good condition is all.
Kickoff Survey	I could see this [airport development] being very helpful for medical reasons, but I am afraid of "if you build it, they will come"
Kickoff Survey	We have poor aviation infrastructure
Kickoff Survey	Direct service from ANC or SEA would allow visitor growth and facilitate other business in the Denali Borough
Kickoff Survey	I think it would ruin the ruggedness of the region. People would fly in and out of the region and it would change the nature of the area for jets to come in.





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Kickoff Survey	There are sufficient airports in the area, and I do not believe we need anything more. I do not believe there is a big enough population to support any regularly scheduled air services. Also, I do not think there is a need for a larger regional airport to fly tourist in and out of the Denali area.
Kickoff Survey	Please build a new airport that can accept larger passenger jets.
Kickoff Survey	I'm interested in the option for a small airport that could be used to access Outside quicker, as long as it was long impact on the community.
Kickoff Survey	There would be a lot of benefits of even a slightly larger airstrip that could accommodate bigger planes/aircrafts
Kickoff Survey	We need an area that has more reliable flying weather such as the possible location at MP 258 Parks Highway for the purpose of safer air operations and medevac.
Kickoff Survey	I am all for a small airport to bring more tourism to Denali. I think a small airport could be a great business opportunity for the locals.
Interview	Would like to see more wind reporting (wind at tops of peak would make it easier to judge if the canyon is flyable). Would like to have some access to pilot reporting or just to see how many flights have been accomplished through the canyon.
Public Meeting	Prepare for advancements such as unleaded aviation gas

