

DENALI AREA AIRPORT P L A N N I N G S T U D Y

An FAA-funded DOT&PF study

DRAFT

Pathways to Addressing Denali Area Challenges

Interactive Presentation



Planning for the future, together

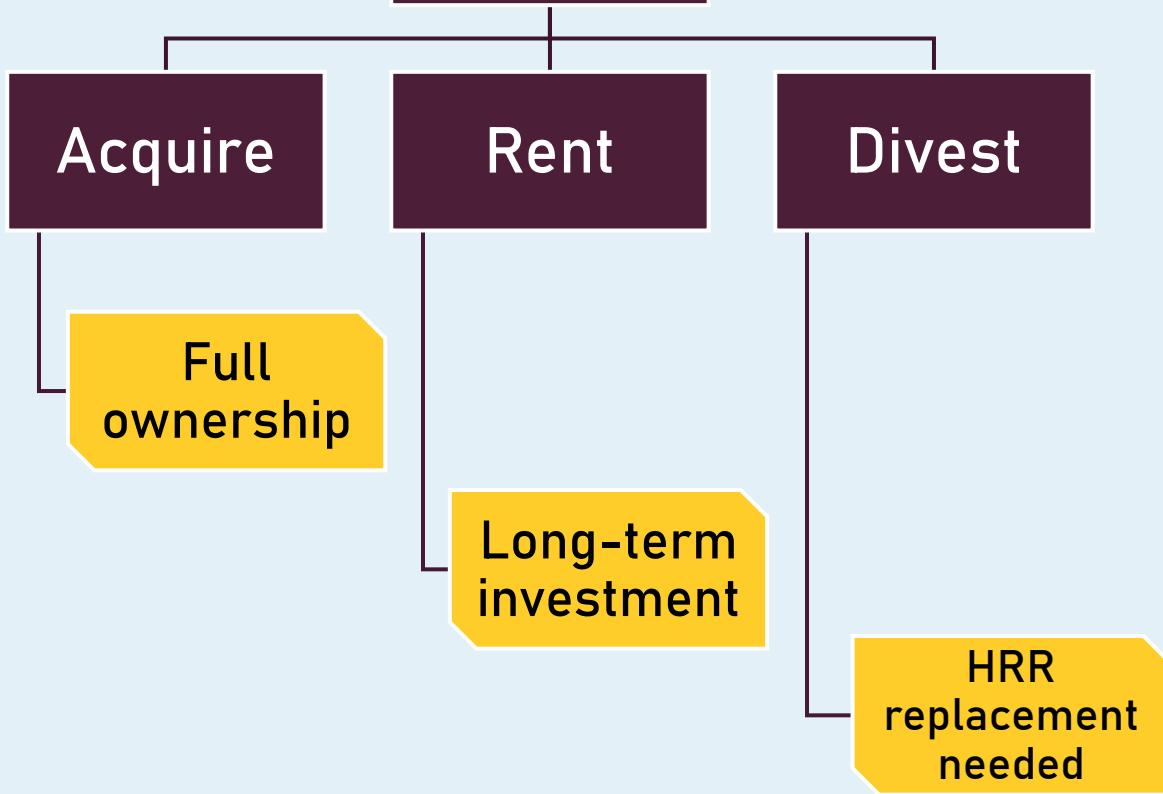


Notes & Instructions

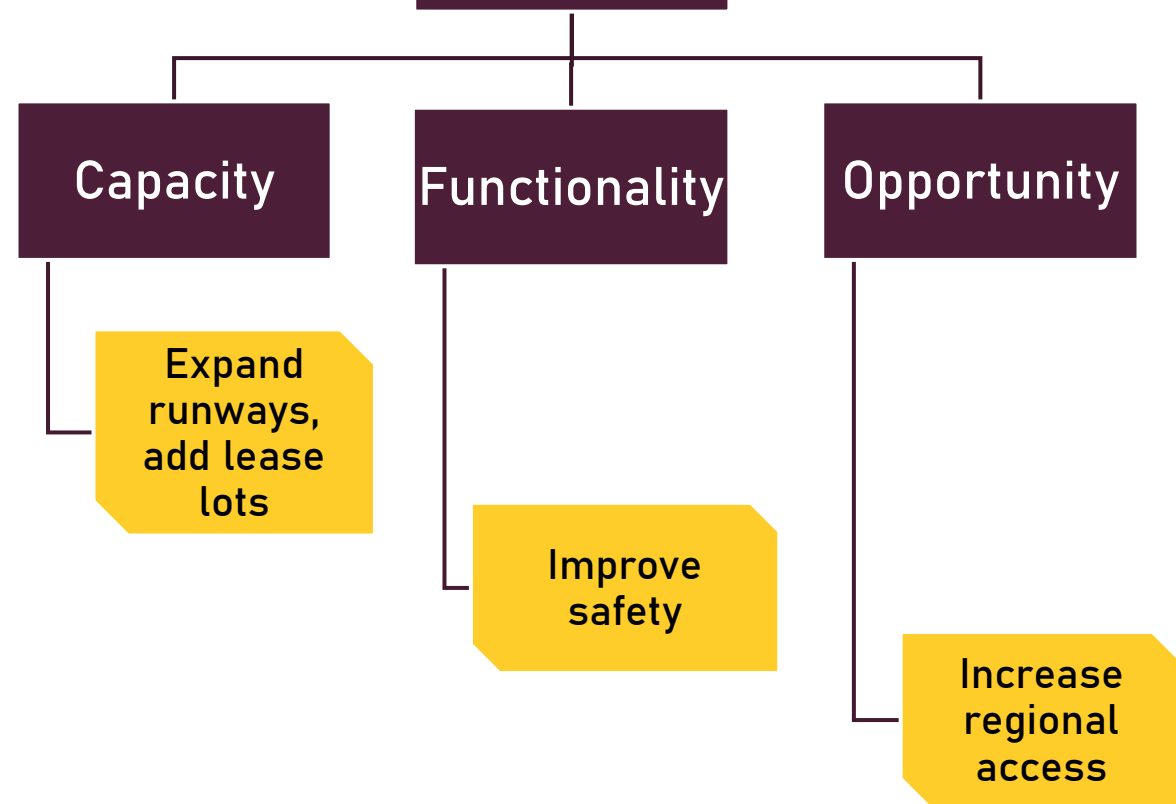
This interactive workbook shows potential pathways to addressing issues identified through the DAAPS. Study recommendations are included in the final report document.

- ▶ Click the links on each slide to move through the decision pathways
- ▶ The [Overview slide](#) shows the main challenges explored in this PowerPoint
- ▶ Click [Return to Start](#) (bottom right) on every slide to go back to the initial choices

HRR Land Ownership



Other Issues



Start

- ▶ [Address Healy River \(HRR\) land ownership challenges](#)
- ▶ [Address Clear \(Z84\) airspace challenges](#)
- ▶ [Address a different regional challenge](#)

Address HRR Ownership Challenges

- ▶ Acquire land from ARRC (land swap or purchase)

DOT&PF negotiates with ARRC

- ▶ Renew lease with ARRC

DOT&PF negotiates a new lease with ARRC; requires FAA concurrence

- ▶ Divest from HRR

DOT&PF stops maintaining HRR

Note:

✈ *ARRC is not interested in operating an airport*

Acquire Land from ARRC

► Land swap

ARRC is tentatively open to a land swap with DOT&PF. Requires high-level approvals.

► Purchase

Notes:

- ✈ DOT&PF should conduct a “mini master plan” determine the appropriate extent of the acquired land*
- ✈ The expected useful life of land purchased with AIP funds is “unlimited”*
- ✈ Outright ownership of the land removes a layer of challenge with FAA grant assurances*

Land Swap with ARRC

1. Negotiate with ARRC to identify suitable, acceptable DOT&PF land to exchange
2. Receive approval from appropriate individuals/offices
3. Notify FAA of updated land ownership status

Desired Outcome: DOT&PF owns the land under HRR

Alternative Outcome: No agreement is reached



Purchase Land from ARRC

1. Determine extent of land to be exchanged
2. Determine fair market value for land
3. Determine funding source(s), such as AIP grant or state funds

Desired Outcome: DOT&PF owns the land under HRR

Alternative Outcome: No agreement is reached



Renew Lease with ARRC

1. Confirm with FAA a long-term lease will be acceptable for grant assurances
2. Negotiate terms with ARRC
3. Pay (or otherwise resolve) overdue rent to ARRC

Desired Outcome: DOT&PF can continue operating HRR and meet federal grant assurances

Alternative Outcome: No agreement is reached



Divest from HRR

1. Pay (or otherwise resolve) overdue rent to ARRC
2. Reach agreement with ARRC about leaving or deconstructing infrastructure
3. Notify FAA HRR has been decommissioned and nominate replacement airport for NPIAS

Desired Outcome: HRR is decommissioned and replaced on the NPIAS (e.g., by UMM or a new airport)



Address Clear (Z84) Airspace Challenges

- ▶ Space Force/Missile Defense Agency redress

DOT&PF and USSF/MDA reach agreement

- ▶ Improve a nearby airport

To serve as an HRR alternate & provide medevac access

- ▶ Build a new airport

To serve as a Z84 alternate & provide medevac access

Note:

✈ *Public comments described Z84 as regionally important for its long runway, year-round accessibility, proximity to the community of Clear for medevac, and use as a backup for HRR*

Space Force/Missile Defense Agency Redress

1. Demonstrate impact to operations at Z84 (e.g., operational counts, letters from GA pilots/organizations, statement from Division of Forestry)
2. Present evidence of impact to U.S. Space Force and Missile Defense Agency and discuss options for redress (e.g., USSF/MDA financial assistance to improve/build alternative airport)

Desired Outcome: DOT&PF receives federal assistance to improve or build suitable replacement airport

[Go to: Improve a nearby airport](#)

[Go to: Build a new airport](#)

Alternative Outcome: No agreement is reached



Improve a Nearby Airport

1. Identify suitable airport
2. Identify funding source(s)
3. Acquire airport and land, if necessary
4. Extend runway, if necessary, and maintain year-round

Desired Outcome: DOT&PF improves an airport to have a suitable runway and year-round accessibility

Alternative Outcome: Improvements not possible (e.g., no funding, environmental concerns, other obstacles)



Other Regional Challenges

▶ Capacity

Increase operational capacity in the region (e.g., runway expansion, additional lease lots)

▶ Functionality

Improve safety and accessibility

▶ Opportunity

Create greater spread of regional access for multiple aviation purposes

Capacity

▶ Expand Healy River (HRR)

increase runway length, add lease lots to support GA, economic activity

▶ Increase regional weather reporting

improve safety, create opportunity for updated approaches

▶ Increase investment in Summit (UMM)

improve runway, add weather reporting to increase appeal for GA, economic activity

▶ Develop new airport

create opportunities at a new location

▶ Acquire Denali Park Airport (AK06)

create opportunities at a new location

Functionality

▶ Increase regional weather reporting

improve safety, create opportunity for updated approaches

▶ Increase investment in UMM

improve runway, add weather reporting to increase appeal for GA, economic activity

Opportunity

▶ [Expand Healy River \(HRR\)](#)

add lease lots to support economic activity

▶ [Increase investment in Summit \(UMM\)](#)

improve runway, add weather reporting to increase appeal for GA, economic activity

▶ [Develop new airport](#)

create opportunities at a new location

▶ [Acquire Denali Park Airport \(AK06\)](#)

create opportunities at a new location

Expand HRR

1. Update ALP to include more lease lots
2. Identify funding source(s)
3. Extend runway and/or make new lease lots available

Desired Outcome: HRR can accommodate regional economic and aircraft needs

Alternative Outcome: HRR cannot be expanded (e.g., no funding, environmental restrictions, other obstacles)

Alternative Outcome: HRR is expanded, but regional needs remain



Increase Investment in Summit (UMM)

1. Identify funding source(s)
 - a) E.g., nominate UMM for inclusion in the NPIAS
2. Add weather reporting, improve runway surface if needed

Desired Outcome: UMM can safely support year-round needs for GA and medevac operations

Alternative Outcome: UMM cannot be improved (e.g., no funding, environmental concerns, other obstacles)



Build a New Airport

1. Identify suitable location (e.g., “Potential Site North”)
2. Identify funding source(s)
3. Acquire land
4. Construct airport

Desired Outcome: New airport is built in a convenient location with a suitable runway and year-round accessibility

Alternative Outcome: Cannot build new airport (e.g., no funding, environmental concerns, other obstacles)



Acquire Denali Park Airport (AK06)

1. Meet with owners of AK06 to discuss acquiring airport
2. Identify funding source(s)
3. Buy AK06
4. Make improvements, as needed (e.g., runway surface, weather reporting)

Desired Outcome: AK06 is a public-use airport, accessible year-round

Alternative Outcome: AK06 owners do not sell, but airport becomes public-use

Alternative Outcome: AK06 does not become public-use



Weather Reporting

1. Prioritize locations for weather reporting equipment (HRR, UMM, or other identified locations)
2. Identify funding source(s)
3. Deploy equipment

Desired Outcome: Location-specific weather reporting improves regional aviation safety

Alternative Outcome: Improvements not possible (e.g., no funding, environmental concerns, other obstacles)



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Project Website

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