DENALI AREA AIRPORT
PLANNING STUDY

Planning for the future, together

DAAPS Aviation Forecast

May 2025

Prepared for:
State of Alaska Department of Transportation and Public Facilities, Northern Region
2301 Peger Road
Fairbanks, AK 99709

Prepared by:
RESPEC
1028 Aurora Drive
Fairbanks, AK 99701

In association with:
DOWL
Information Insights
Uqaqti Consulting

Graphic art by:
Marshall Arts Design

For more information:
Email DenaliAirportStudy@respec.com

The preparation of this document was supported in part with financial assistance through the Airport Improvement Program from the Federal Aviation Administration AIP Grant Number 3-02-0000-032-2023 as provided under Title 49 USC § 47104. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Table of Contents

Attachments

Introduction and Background

Forecasting future levels of aviation activity across a region of airports helps inform critical decisions in regional airport planning. Planning documents outline the necessary steps to accommodate increased demand across the entire region. Forecasting plays a significant role in shaping planning recommendations; therefore, gathering relevant data, applying sound judgment, and using Federal Aviation Administration's (FAA)-approved methodologies to accurately project future activity levels and the types of aircraft expected at each airport is important. The goal of these aviation activity forecasts is to quantify future regional demand, so that realistic development objectives are effectively planned and phased across the network of airports.

This aviation forecast for the Denali Airstrip area shown in Figure 1, which is also referred to herein as the Denali area or study area, restates and builds on the current published aviation forecast for the Interior Alaska Transportation Plan (IATP), covering a 20-year planning period beginning with a base year of 2022. The forecast also provides updates for based aircraft, enplaned passengers, and aircraft operations for the study area. Additionally, this forecast summarizes key takeaways from the local pilots and air carriers who participated in user interviews and presents Unmanned Aircraft Systems (UAS)/Unmanned Aerial Vehicle (UAV) technologies in the area. Lastly, this forecast provides a concise runway analysis for current and future aircraft forecasted for use in the Denali area for the next 10 years.

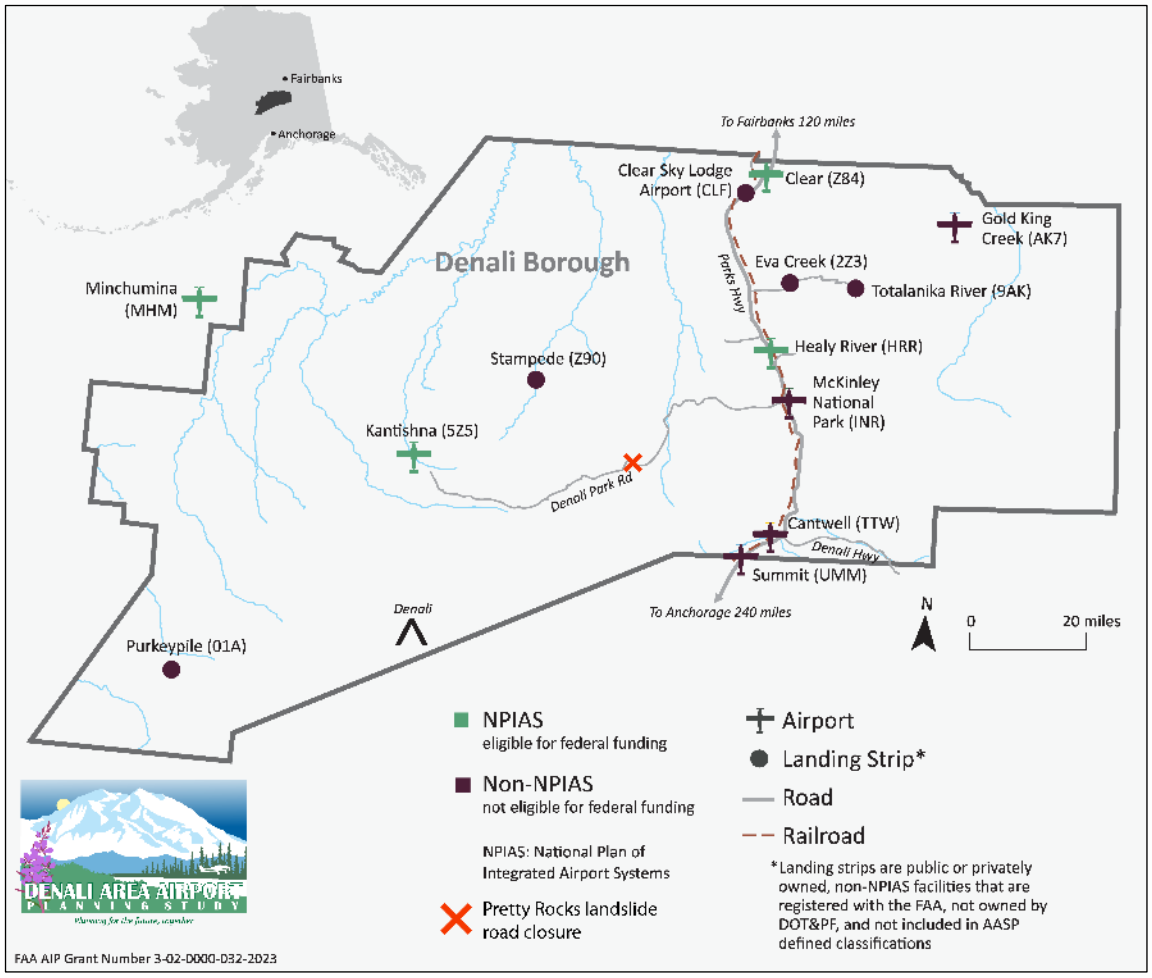


Figure 1. Public-Use Airports and Landing Strips Serving the Denali Borough.

Regional Setting

The study area for this aviation forecast is largely within the Denali Borough, located in the Interior region of Alaska, and stretches over 12,000 square miles. The borough is home to some of the state's most iconic landscapes, including Denali National Park and Preserve, as well as several key communities, such as Healy, McKinley Village, Cantwell, and Anderson. This area relies heavily on seasonal tourism because of its proximity to the National Park, which experiences a large influx of visitors in the peak months of June, July, and August. Recently, activity in the shoulder season (spring and fall) has started to increase.

While many of the airports in the region are on the road system, the vast, remote surrounding area depends on its network of airports, and aviation serves as a key mode of transportation for access to communities and especially the surrounding wilderness. Airports in the region are important for supporting tourism, emergency services, government operations, and local travel because much of the borough is inaccessible by road. The borough is served by several airports that provide essential transportation links for residents, visitors, and resource management operations, such as mining and power generation. These airports are key to facilitating access to Denali National Park and Preserve, one of the state's most visited destinations, and other remote areas within the region.

As mentioned, aviation plays a significant role in connecting the Denali Borough with other parts of Alaska. The airports examined in the study area and a brief description of their uses are as follows:

- Cantwell Airport (TTW) is located on the road system in the community of Cantwell, Alaska, and is approximately 6 miles from Summit Airport. The airport is used mainly for general aviation (GA) activity and occasionally for air taxi and charter activity.
- Clear Airport (Z84) is a public-use airport on the road system primarily used as a backup destination when weather, most often wind, makes Healy River Airport inaccessible. The uses include various aviation activities, including GA, and emergency response operations.
- Denali Airstrip (AK06) is a privately owned commercial-use airstrip on the road system approximately 7 miles south of the McKinley National Park Airport. Permission is required to land at this airstrip, which is primarily used by Denali Air for its commercial air taxi business.
- Healy River Airport (HRR), with its proximity to the town of Healy, facilitates local travel, medevac operations, and park access. It is located on the road system and is the most widely used of all the airports in this study.

- McKinley National Park Airport (INR), also referred to as Denali National Park Airport, is privately owned and located inside the Denali National Park and Preserve boundary. It is connected to the road system.
- Minchumina Airport (MHM) sits outside the Denali Borough apart from the road system and is locally regarded as the base for wildland firefighting for Interior Alaska.
- Summit Airport (UMM), though not formally located in the Denali Borough, sits on the boundary line separating the Denali and Matanuska-Susitna Boroughs and is included in the study area. This airport is primarily used for GA, is connected to the road system, and is open to the public. Local operators considered this airport to be underused and felt that its location and land availability provide potential for expansion and commercial development.
- Eva Creek Airport (2Z3), Gold King Creek Airport (AK7), Kantishna Airport (5Z5), Stampede Airport (Z90), and Totatlanika River Airport (9AK) are all public-use airports/landing strips located in the Denali Borough. They experience less activity than the other airports in the study and are primarily used for GA and occasional charter operations. All of these airports/landing strips are disconnected from the road system, except for Kantishna Airport, which has limited road access via Denali Park Road when it is accessible.[1]

The airports included in the study area are further examined in the Existing Conditions section. Additional airport details are provided in Attachment A.

[1] Access to Kantishna Airport via the Denali Park Road is currently restricted due to the Pretty Rocks landslide.

Airport Profiles

Cantwell Airport

TTW is a privately owned airport with a 2,080- by 30-foot runway accessed from the Parks Highway and Cantwell Station Road. TTW is open for public use and has 100LL aviation gas (AVGAS) available for emergency use only. TTW is located in the community of Cantwell and is approximately 6 miles from Summit Airport (UMM), 29 miles from Healy River Airport (HRR) and 90 miles from Fairbanks International Airport (FAI). TTW's Airport Master Record (AMR) indicates that the left side of runway 22 slopes downhill and that pilots should use caution when landing on the uneven surface. The airport's geographical location is subject to turbulent winds, and high terrain to the northeast of the airport makes the southwest approach favored.

Because TTW is located within the community of Cantwell and parallels a community subdivision road to the north and railroad tracks to the south, pilots are requested to taxi on the runway. In interviews, local airport users mentioned that residents of Cantwell are sensitive to excessive aircraft noise and anything more than recreational use of TTW would not be supported by community members. Also, because TTW is privately owned and not included in the National Plan of Integrated Airport Systems (NPIAS) it is not eligible for any state or federal grant funding.

Clear Airport

Z84 is owned and maintained by the State of Alaska (SOA) Department of Transportation and Public Facilities (DOT&PF) and is located approximately 3 miles from the community of Clear, Alaska. Z84 is open to the public and has a 4,000- by 100-foot asphalt-paved runway. It is accessed by road from the Parks Highway, Clear Road, and Anderson Road. The runway is fitted with medium-intensity runway edge lights and threshold markings, among some additional navigation aids (NAVAIDs), such as a lighted wind indicator, segmented circle, and beacon. The Alaska Aviation System Plan (AASP) notes services like 12 usable tie-downs and broadband internet. Pilots should be aware of Clear's proximity to a Department of Defense Long-Range Discrimination Radar and the restricted airspace area 1 nautical mile (NM) to the west. Temporary airspace restrictions can cause usage interruptions at this airport.

Z84 serves as the commonly used backup airport when high winds make HRR inaccessible or unsafe for use. For this reason, Z84 is described by local air operators as a critical airport especially as it pertains to medevac operations. With its 4,000-foot paved runway, Z84 best accommodates air ambulances and other medium-sized aircraft, especially in winter months. Also, Z84's location receives much less snow accumulation than its neighboring airports, requiring less maintenance to keep it open year-round.

Denali Airstrip

AK06 is a privately owned airport that is closed to the public; prior permission is required to land at this airport. It is the hub airport for Denali Air, one of two of the large well-known air taxi companies serving the Denali area. AK06 has a 4,000- by 50-foot gravel runway. The airport is located 14 miles from HRR, and 75 miles from FAI. It is approximately 8 road miles south of the Parks Highway and Denali Park Road intersection. Similarly to TTW, AK06 does not qualify for federal or state grant funding, and all maintenance and improvements are the responsibility of the owner.

Eva Creek Airport

2Z3 is a public-use airport privately owned by the SOA Department of Natural Resources. The airport is located 7 miles east of Eva Creek, Alaska, and approximately 14 miles southwest of Healy, Alaska and does not have public road access. 2Z3 has a 950- by 40-foot gravel runway noted to be in poor conditions with loose rocks, brush, and trees growing on the runway surface. Because of the airport's generally unmaintained condition, 2Z3's AMR notes that this airport should be used for emergency use only, and severe turbulence is experienced at all times. Additionally, pilots should be aware of 2Z3's proximity to the Eva Creek Wind Farm, which is only 1.5 miles northwest of the airport.

Gold King Creek Airport

AK7 is owned and maintained by DOT&PF but is not included in the NPIAS and, thus, is not eligible for FAA grant funding. AK7 is located off the road system 39 miles from FAI and has a 2,558- by 17-foot gravel runway that is noted to be in fair condition with large rocks on the RWY surface. A state subdivision surrounds the airstrip.

Healy River Airport

HRR is managed and maintained by DOT&PF on land owned by the Alaska Railroad Corporation (ARRC). The DOT&PF leases the land from ARRC. It is located within the community of Healy, Alaska and accessed by road via the Parks Highway, Healy Spur Road and Healy Access Road. HRR is open to the public and has a 2,912- by 60-foot asphalt-paved runway noted to be in good condition. The runway is fitted with medium-intensity runway edge lights and non-standard threshold markings and touchdown points. Additional NAVAIDs include a lighted wind indicator, segmented circle, and beacon. The AASP notes available services such as four usable tie-downs, 100LL AVGAS, and broadband internet.

HRR serves as the most used airport in the Denali area by commercial air taxi operators, GA pilots, and medevac outfits. HRR often experiences high winds from the Alaska Range, making use of this airport challenging for landing aircraft, especially small aircraft, such as Super Cubs and Cessna 150s; however, experienced pilots favor this airport for its convenient location to Denali National Park and Preserve.

Interviewees cited that geographically speaking, the entire Denali area experiences high winds. HRR's location makes it one of the better airports for landing in the area, and it is preferred for its proximity to the National Park. Also, because of its long, paved runway, HRR is the preferred airport for medevac outfits whose larger aircraft can better handle turbulent winds. The seasonality of the Denali area results in heavy summer use and little winter use of HRR. Heavy snow accumulation makes this airport expensive to maintain in the winter.

HRR's location was originally selected to be convenient to and serve the Usibelli Coal Mine and, therefore, is widely known to have its limitations. Local operators expressed in interviews that this airport does not have any space to expand because of limited land availability and wind hazards. Due to the fact that the nearest weather station is at McKinley National Park Airport (INR), a more reliable weather data source is needed. Local interviewees note that the weather reports from the park are not in close enough proximity to HRR to meet the needs of the operational specifications of the commercial air taxi operators in the area. More importantly, the weather can be completely different at the weather station than at HRR and frequently unreliable.

Kantishna Airport

5Z5 is owned by DOT&PF and jointly managed and maintained by the NPS and DOT&PF. It is located approximately 2 miles from Kantishna, Alaska. 5Z5 is open to the public and has a 1,887- by 45-foot gravel runway noted to be in good condition. 5Z5's AMR notes that the runway's location, situated in a canyon, is subject to strong wind shears. Private helicopter use is prohibited at 5Z5, except in emergencies.

Though 5Z5 lacks amenities, it is a common destination for commercial air taxi operators providing sightseeing tours of Denali, such as Denali Air. In interviews, Denali Air staff noted that the Pretty Rocks landslide and resultant Park Road closure in combination with impacts to tourism from the COVID-19 pandemic have resulted in the permanent closure of a local air taxi business, Kantishna Air Taxi, and that these conditions also continue to impact Denali Air.

McKinley National Park Airport

INR is a public airport owned by the National Park Service (NPS). The airport is located about 1.5 road miles from the national park entrance along the Park Road within the boundary of the Denali National Park and Preserve and approximately 8 miles from HRR. INR has a 3,000- by 68-foot gravel runway noted to be in good condition aside from grass encroachment on either side of the runway. INR is publicly accessible to non-commercial or business operators. Commercial or business use of this airport is allowed only under a concessionaire permit with the NPS. According to interviews with local air carriers, NPS has maintained a single concessionaire that is not currently in business, and air carriers would like this permit to be re-opened to competition or more permits to be offered by the NPS to other businesses.

Reliable weather reporting is available from INR along with FAA weather cameras, which seem to be frequently operational and provide real-time views to the north, south, southeast, and west sides of the airport.

Minchumina Airport

MHM is owned and maintained by DOT&PF and is located just east of the community of Lake Minchumina, Alaska, in the Yukon-Koyukuk Census Area. MHM has a 4,184- by 100-foot gravel runway noted to be in good condition. The airport is also equipped with medium-intensity runway edge lights, a four-light Precision Approach Path Indicator (PAPI) visual slope indicator, and touchdown markers. MHM sees heavy summer use by the Bureau of Land Management for firefighting efforts and is designated as an Essential Air Service (EAS) airport, receiving federal subsidy to operate scheduled air service to and from FAI twice a week. Because the community and MHM are located off the road system, EAS is a lifeline to area residents by transporting mail, cargo, and occasionally passengers, making it possible for the residents to continue to live in the community.

Though MHM is critical to Interior Alaska for its wildland firefighting and EAS subsidy, the airport is not recognized by local users for serving the Denali area. MHM is the furthest airport from the National Park at just over 62 NMs.

Stampede Airport

Z90 is a public airport owned by the NPS located off the road system 25 miles from the community of Kantishna, Alaska. Similarly to INR, Z90 is accessible only to non-commercial or business operators, and commercial or business use of this airport requires a permit from the NPS. Z90 has a 1,960- by 40-foot turf runway and is noted in the airport's AMR to be in good condition, though the runway is not actively maintained or monitored.

Summit Airport

UMM is owned and maintained by DOT&PF and is located on the Parks Highway approximately 9 road miles south of Cantwell in Summit, Alaska. UMM is open to the public and has a 3,814- by 80-foot gravel runway noted to be in good condition although several airport users mentioned maintenance needs. Interviewees spoke about UMM's importance to the community as a widely used GA airport and an additional backup airport that provides a safe place to land when strong winds from the Alaska Range impact operations at HRR and Z84. UMM currently lacks services and amenities; however, interviewees felt that UMM's location has potential for expansion, especially for commercial operations.

Users noted that UMM could benefit from regular summer maintenance, including brush control and removal of several willow trees growing in the middle of the airstrip.

Additional airport improvements, such as tie-downs, cones, and new markings, were noted to be inexpensive and would be of high value to the local users.

Totatlanika River Airport

9AK is a public-use airport located off the road system with no ownership. The AMR lists it as public domain and located approximately 2 miles from the Totatlanika River and approximately 10 miles from Eva Creek Airport (2Z3). The AMR identifies this airport as active, though its single 780- by 30-foot gravel runway is noted to be in poor condition with a rough rock surface and severe turbulence in all directions and should be used for emergency use only.

Interior Alaska Transportation Plan

Overview

The IATP highlights the crucial role airports play in supporting various activities across Interior Alaska, a region characterized by its geographical remoteness and lack of road infrastructure in many areas. The 62 public-use airports in the plan's scope provide vital services such as community access, wildland firefighting, tourism, medical transport, and government operations. These airports serve as vital connections not only within Alaska but also to the broader national and global transportation network. The airports are diverse in size, ownership, and function, with 39 managed by DOT&PF and the rest operated by various public and private entities. This Denali-area study focuses on 12 of the 62 airports in the Interior region.

The 2024 IATP Aviation Forecast highlights the existing conditions and needs from the last IATP update in 2010. Several significant changes have been made, including the decommissioning of some airports and a reclassification of many facilities based on the FAA and DOT&PF's updated systems. The number of airports with weather reporting stations has decreased despite the increase in the number of weather cameras at airports. Additionally, several major airport projects have been completed, but many recommended improvements from the 2010 IATP were not made. A notable development in the region is the surge in UAS use, with the SOA leading the way in UAS research and commercial applications. As UAS technology continues to evolve, its impact on airport operations and aviation planning is increasingly significant, requiring attention in future planning efforts.

Aviation Forecasts

The 2024 IATP Aviation Forecast includes projections on operations, enplanements, cargo, based aircraft, and critical aircraft. The base year data for each category was derived from published sources, including FAA's Form 5010, the Airport Data and Information Portal, and the Terminal Area Forecast (TAF). Some data were obtained from the U.S. Department of Transportation Bureau of Transportation Statistics (BTS) T-100 Domestic Market.

The aviation forecasts are presented by borough or census area rather than by AASP classification because local demographics and economic developments, such as tourism or industry, can often influence aviation activity. For instance, a major tourist attraction or mine development in a region can significantly affect airports in the surrounding areas. This technical memorandum focuses solely on the IATP's aviation forecasts of the airports within the boundary of the Denali Borough.

Base Year 2022 Activity, Denali Borough

The region of the Denali Borough is remote, sparsely populated, and characterized by challenging terrain and harsh weather conditions, which make it difficult for airports to maintain consistent operations and infrastructure. For this reason, operational data are limited for many of these non-towered airports located within the study area. As detailed in the "Airport Profiles" section, many of the airports are small, private, or used primarily for seasonal or emergency purposes, limiting the frequency of flights and regular reporting. The Denali area's mountainous environment and the short, often unpaved runways also create safety concerns and increased wear on aircraft, leading to less frequent use.

The operational data available for the IATP's Base Year activity are detailed in Table 1.

Table 1. IATP Base Year (2022) Activity in the Denali Borough

Name	ID	Total Operations	Enplaned Passengers	Deplaned Freight (lbs)	Deplaned Mail (lbs)	Based Aircraft
Cantwell	TTW	2,350	No data	No data	No data	3
Clear	Z84	100	No data	No data	No data	1
Eva Creek	2Z3	—	No data	No data	No data	0
Gold King Creek	AK7	50	No data	No data	No data	1
Healy River	HRR	1,300	1,431	16,781	2,537	10
Kantishna	5Z5	1,200	0	0	0	0
McKinley National Park	INR	3,200	No data	No data	No data	7
Stampede	Z90	30	No data	No data	No data	0
Totatlanika River	9AK	—	No data	No data	No data	0
Totals		8,230	1,431	16,781	2,537	22

* Denali (AK06), Minchumina (MHM), and Summit (UMM) airports included in this study were not examined in the IATP study.

Terminal Area Forecast Average Annual Growth Rate, Denali Borough

The FAA annually publishes the TAF, the official FAA forecast of aviation activity for U.S. airports. These forecasts are prepared for the purpose of meeting the budget and planning needs of the FAA and to provide information for use by state and local authorities, aviation industry users, and the general public. The 2024 IATP Aviation Forecast measured a 0 percent change in year-over-year average annual growth from 2022 to 2040, as published by the TAF.

One limitation of the TAF for airport forecasting is that it only accounts for airports actively included in the NPIAS. Only 3 of the 12 airports examined in the study area are included in the NPIAS. Additionally, TAF counts are typically only inclusive of scheduled commercial air carrier reports and often miss activity by air taxi and other charter operators; thus, the FAA's forecasted growth rate of 0 percent from 2022 to 2040 is not an accurate estimate of future growth for the airports in the Denali Borough.

Interior Alaska Transportation Plan Aviation Activity Forecasts

The 2024 IATP Aviation Forecast published forecasted aviation activity levels and growth rates for the entire Interior region. These growth rates are detailed in Table 2.

The forecast chosen for the IATP models a high growth scenario, given measured increases in tourism and mining activity, UAS testing, and promising potential in airport investments. Using forecasted growth rates for passenger enplanement, operations, cargo/mail, and based aircraft, we can extrapolate forecasted growth relative to the Denali Borough. These counts are detailed in Table 3.

Table 2. 2024 IATP Airport Forecast Levels and Growth Rates in the Denali Borough, Base Year 2022

Metrics	Forecast						Average Annual Compound Growth Rates (%)				
	Base Year Level	Base Year +1 Year	Base Year +5 Years	Base Year +10 Years	Base Year +15 Years	Base Year +18 Years	Base Year to +1 Year	Base Year to +5 Years	Base Year to +10 Years	Base Year to +15 Years	Base Year to +18 Years
Passenger Enplanements	21,968	22,894	23,947	24,596	25,065	25,476	4.2	4.6	2.7	1.9	1.6
Operations											
Commercial Operations	14,337	15,003	15,123	15,189	15,218	15,241	4.6	0.8	0.4	0.2	0.2
General Aviation	29,075	30,270	31,583	32,388	32,969	33,476	4.1	4.3	2.5	1.8	1.5
Military	27,809	28,329	28,450	28,512	28,555	28,591	1.9	0.4	0.2	0.1	0.1
Total Operations	71,221	73,602	75,156	76,089	76,742	77,308	3.9	3.1	1.9	1.3	1.1
Cargo/Mail (Deplaned Tons)	600,503	634,277	791,920	834,466	850,584	860,254	5.6	5.7	3.3	2.3	2.0
Based Aircraft	121	125	156	164	167	169	3.0	5.2	3.1	2.2	1.9

Table 3. 2024 IATP Airport Forecast Levels and Growth Rates in the Denali Borough

Metrics	Forecast						Average Annual Compound Growth Rates (%)				
	Base Year Level	Base Year +1 Year	Base Year +5 Years	Base Year +10 Years	Base Year +15 Years	Base Year +18 Years	Base Year to +1 Years	Base Year to +5 Years	Base Year to +10 Years	Base Year to +15 Years	Base Year to +18 Years
Passenger Enplanements	1,431	1,491	1,792	1,868	1,898	1,904	4.20	4.60	2.70	1.90	1.60
Operations	8,230	8,551	9,587	9,934	9,989	10,021	3.90	3.10	1.90	1.30	1.10
Cargo/Mail (Deplaned Tons)	19,318	20,400	25,488	26,728	27,170	27,591	5.60	5.70	3.30	2.30	2.00
Based Aircraft	22	23	28	30	30	31	3.00	5.20	3.10	2.20	1.90

Air Carrier Activity – 2024

Bureau of Transportation Statistics T-100 Air Carrier Statistics

The BTS Air Carrier Statics database, also known as the T-100 data bank, contains domestic and international airline market and segment data. Certificated U.S. air carriers are required to report air carrier traffic monthly. These published data provide air carrier statistics for enplanements/deplanements, enplaned/deplaned cargo, enplaned/deplaned mail, operations, and aircraft type. Most air carrier activity in the Denali area is a mix of GA and FAA Part 135 activity, the FAA regulations that govern non-scheduled commercial operations, such as private air charters, air taxi flights, and other commercial helicopter operations. Additionally, Part 135 certificate holders operate aircraft with 30 or fewer seats or a maximum payload capacity of 7,500 pounds. For this reason, BTS T-100 data show only a small percentage of actual operations because GA and Part 135 operations are not reported. BTS T-100 data for 2024 were available for the following airports: HRR, INR, and MHM.

The Part 121 commercial scheduled air carriers that served the Denali area and their respective statistics are summarized in Table 4. More detailed data tables are available in Attachment B.

Table 4. 2024 BTS T-100 Air Carrier Activity in the Denali Study Area

Air Carrier and Communities Served	Departures	Passengers	Freight	Mail
40-Mile Air	138	119	15,518	910
Healy, AK	138	119	15,518	910
Lynden Air Cargo Airlines	4	—	78,278	—
Minchumina, AK	4	—	78,278	—
Ryan Air f/k/a Arctic Transportation	1	3	—	—
Minchumina, AK	1	3	—	—
Tatonduk Outfitters Limited d/b/a Everts Air Alaska and Everts Air Cargo	5	7	2,670	—
Minchumina, AK	5	7	2,670	—
Warbelow's Air Ventures	322	1,528	—	—
Healy, AK	321	1,528	—	—
Minchumina, AK	1	—	—	—
Wright Air Service	195	512	104,436	19,767
Healy, AK	26	29	2,138	352
Kantishna, AK	2	—	—	—
Lake Minchumina, AK	165	483	102,298	19,415
McKinley Park, AK	2	—	—	—
Grand Total	665	2,169	200,902	20,677

Though these T-100 data are limited, they help illustrate how the airports in the Denali area are used. These data show that HRR accounted for 73 percent of the Part 121 commercial scheduled activity in the Denali area for 2024, and that the other similarly sized airports, such as Z84 and UMM, had none.

National Park Service Statistics

The NPS Visitor Use Statistics publishes various reports, from recreational park visits to overnight stays, all searchable by National Park. These statistics also provide a count of how many visitors arrive via aircraft. Figure 2 shows a 10-year history of Denali National Park and Preserve visitors arriving by aircraft. Discounting the 2020 outlier year caused by the COVID-19 pandemic, visitors by air traffic have remained quite static over the 10-year period. Park visitors by aircraft accounted for 5 percent of the total number of recreation visitors in 2024.

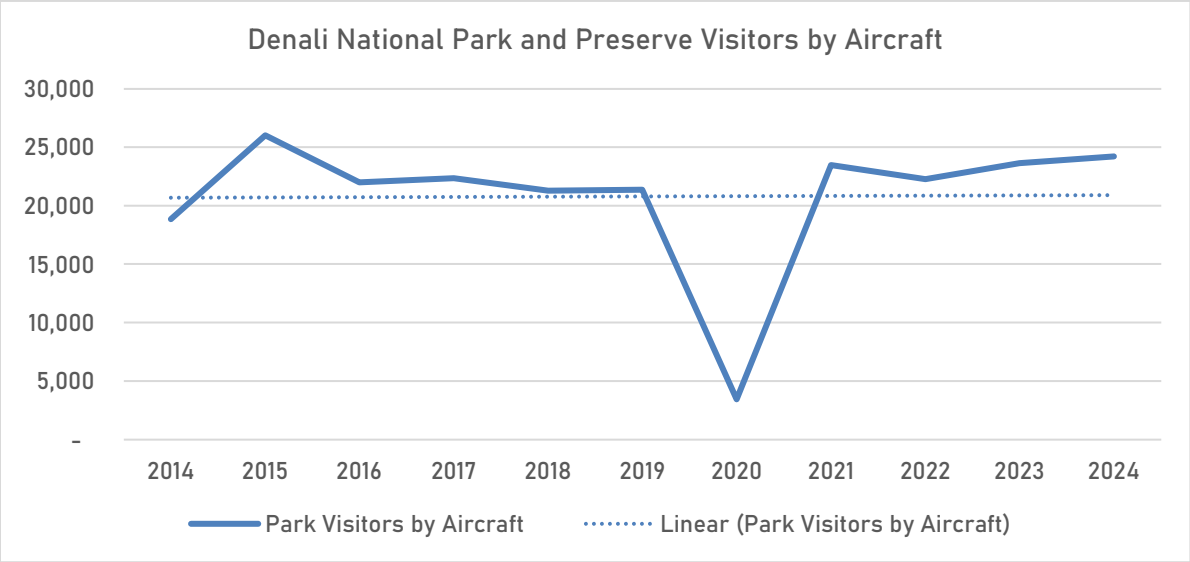


Figure 2. Denali National Park and Preserve Visitors by Aircraft, 2014-2024 [NPS, 2025].

Part 135 Non-Scheduled Commercial Activity

With the absence of air traffic control towers in this area, no formal published datasets are available to give an accurate measure of aviation activity in the Denali area. Additionally, Part 135 non-scheduled commercial operators are not required to report their commercial activity as Part 121 operators do. Estimated annual air taxi operations to the Denali Borough's most frequently used airports were derived from air carrier interviews. The NPS lists only three Denali area–based flightseeing concessionaires permitted to land or operate within the Denali National Park and Preserve.

Denali Air

Denali Air is the owner of the AK06 airstrip, also known as Denali Private. Most Denali Air operations begin and end at AK06 because they are not currently permitted to land

at INR or anywhere inside the park. Denali Air is the exclusive air taxi for the Camp Denali Lodge. Denali Air operates in the Denali area only during the summer months (i.e., May through September). In this 100-day season, Denali Air offers approximately nine daily flights, subject to weather conditions. Estimated 2024 operations for Denali Air are listed in Table 5.

Table 5. Estimated 2024 Operations for Denali Air

Airport	Operations	Passengers
Denali Private (AK06)	1,926	3,852
Healy River (HRR)	20	80
Kantishna (5Z5)	600	1,200
Summit (UMM)	4	0
Total	2,550	5,132

Counts estimated by a combination of Denali Air interviews and other available statistics.

Denali Air operates a fleet of twin-engine Piper Navajos and a Piper Navajo Chieftain for their Denali flightseeing tours and Cessna 206s for their 5Z5 flights. Aircraft approach category (AAC) and airplane design group (ADG) classifications and operational counts for those aircraft are shown in Table 6.

Table 6. AAC and ADG Classifications for Denali Air

Aircraft	AAC-ADG	Operations
Piper Navajo/Chieftain	B-I	1,950
Cessna 206	A-I	600

Fly Denali

Fly Denali operates from its base at HRR airport and is a permitted concessionaire of the NPS to land within the park. Fly Denali also operates only seasonally from mid-May to mid-September. Fly Denali offers four flights daily, subject to weather conditions. Estimated 2024 operations for Fly Denali are listed in Table 7.

Table 7. Estimated 2024 Operations for Fly Denali

Airport	Operations	Passengers
Healy River (HRR)	856	2,568
Total	856	2,568

Counts estimated by a combination of Fly Denali interviews and other available statistics.

Fly Denali operates a fleet of single-engine De Havilland Turbine Beavers and Cessna 185 Skywagons. AAC and ADG classifications and operational counts for those aircraft are as shown in Table 8.

Table 8. AAC and ADG Classifications for Fly Denali

Aircraft	AAC-ADG	Operations
DHC Turbine Beaver/Cessna 185 Skywagon	A-I	856

Warbelow's Air Ventures

In partnership with Northern Alaska Tour Company, Warbelow's Air Ventures offers three flights daily from HRR during the summer season of mid-May through mid-September, known as the Denali Summit Flight. Because Warbelow's Air Ventures is a Part 121 commercial carrier, these flights are recorded and published on the BTS T-100 Air Carrier Statistics. Estimated 2024 operations for Warbelow's Air Ventures are listed in Table 9.

Table 9. Estimated 2024 Operations for Warbelow's Air Ventures

Airport	Operations	Passengers
Healy River (HRR)	642	1,528
Total	642	1,528

BTS [2025]

For this Denali Summit Flight experience, Warbelow's Air Ventures operates a fleet of twin-engine Piper PA-31 Navajo aircraft. AAC and ADG classifications and operational counts for those aircraft are shown in Table 10.

Table 10. AAC and ADG Classifications for Warbelow's Air Ventures

Aircraft	AAC-ADG	Operations
Piper PA-31 Navajo	B-I	642

Summary

In summary, an estimated additional 4,000 aircraft operations from Denali-area airports were not accounted for in 2024 for Part 135 non-scheduled commercial activity for recreational tours and tourism transport. As shown in Table 11, approximately half

of those operations were performed by B-I type aircraft, primarily the Piper Navajo, and half by A-I type aircraft.

Table 11. Estimated 2024 Operations and AAC and ADG Classifications for Denali-Area Airports

Air Carrier	AAC-ADG	Operations	Passengers
Denali Air	A-I	600	1,200
	B-I	1,950	3,932
Fly Denali	A-I	856	2,568
Warbelow's Air Ventures	B-I	642	1,528
Total		4,048	9,228

Interviews – Key Takeaways

A strong consensus among the air carriers and local pilots interviewed was that they did not favor or support the need for a new airport in the Denali area. Operators and pilots agreed that the current infrastructure can maintain a growth in air traffic, and continued maintenance of existing infrastructure is necessary. Many interview respondents felt that closing HRR would devastate Alaska tourism and their individual businesses. A common theme from respondents was a suggestion for DOT&PF to buy the HRR land from the Alaska Railroad so that permanent structures could be built at the airport. Eric Rovey of Fly Denali expressed keen interest in building a hangar at HRR and felt that, if the land was owned by DOT&PF instead of leased from ARRC, and permanent buildings were allowed, "HRR could grow to be Talkeetna, to the North." He also added that state ownership of the site would allow for a runway extension, and with a 5,000-foot runway and some private hangars, a medevac aircraft could be permanently parked at HRR, less than 5 minutes from the Interior Community Health Center.

Emergency evacuation was identified as an important need for the Denali area; however, respondents felt that medical evacuation by helicopter would be the best approach to meet this need. Helicopters require significantly less infrastructure in terms of landing requirements, especially in the winter months, and their smaller size and ability to operate in confined airspace make them ideal for patient transport in the Denali area.

Most respondents spoke to a lack of consistent and available weather reporting at all airports in the Denali area. Denali-area airports—especially HRR, which is colloquially referred to as an airport "most pilots are scared of"—require additional precaution for takeoffs and landings because of strong wind patterns coming off the Alaska Range. Almost all pilots mentioned a desperate need for weather reporting and, more specifically, weather cameras at airports throughout the Denali area. Weather cameras are a relatively inexpensive investment and would greatly increase flight safety in the area. Simon Hamm, owner of Camp Denali and a private pilot, spoke to the impact weather cameras can make, stating, "webcams save lives."

Airport maintenance is noted to be substantially lacking. Users report that airports owned and maintained by DOT&PF in the Denali area are not being properly cared for and conditions deteriorate with each passing season. Local pilots and air carriers stated that the current air travel system works well; however, the deterioration of the existing infrastructure is the primary concern. The cost associated with building and maintaining a new airport is also a concern of respondents, who stated that such an investment would be a significant waste of resources without routine maintenance. Additionally, respondents felt that building an airport to accommodate 737 aircraft is

not needed, and alternatively, building one for small jet aircraft, though a novel idea, would not be a justifiable use throughout the year.

In terms of perceived growth, Denali National Park and Preserve saw approximately a 5 percent year-over-year visitor increase before the COVID-19 pandemic. Though visitor counts have not quite rebounded to pre-pandemic levels, they are on the rise. Local pilots and air carriers estimated about a 10 percent increase each year, noting, however, that the temporary Park Road closure from the Pretty Rocks Landslide may continue to impact growth before its reopening, which is expected in 2027. Operations are expected to increase; however, the NPS constrains visitor volume by limiting the number of people allowed into the National Park and the number of available rooms for lodging for tourists and employees.

Forecasts

This forecast builds upon the IATP's published forecast using the same projected growth rates and adjusting the base year of 2022 to 2024. The base year counts were derived from each airport's FAA TAF (when available), published BTS T-100 Air Carrier Statistics counts, and estimated operational counts from Part 135 operators.

User interviews did not identify any major infrastructure developments that would have notable impacts on aviation trends in the Denali area. Additionally, National Park visitor capacities and the uncertain nature of the current political administration's impacts on the NPS's funding were noted to be potential constraints to growth in tourism and aviation activity in the Denali area. As a result of those factors, no other aviation forecast scenarios were developed for this study.

Table 12. Denali Area Forecast, FY24-FY42

Forecast	Year	Total Aircraft Operations	Passenger Enplanements	Based Aircraft
Base Year	FY24	9,486	11,115	33
Base Year to +1	FY25	9,856	11,582	34
CAAGR		*3.9%*	*4.2%*	*3.0%*
Base Year to +5	FY29	11,050	13,918	42
CAAGR		*3.1%*	*4.6%*	*5.2%*
Base Year to +10	FY34	11,451	14,508	44
CAAGR		*1.9%*	*2.7%*	*3.1%*
Base Year to +15	FY39	11,514	14,741	45
CAAGR		*1.3%*	*1.9%*	*2.2%*
Base Year to +18	FY42	11,551	14,791	46
CAAGR		*1.1%*	*1.6%*	*1.9%*

CAAGR = compound annual growth rate

Unmanned Aircraft Systems

The IATP highlights the growing significance of UAS in enhancing transportation and research within the region. Interior Alaska has been at the forefront of UAS development, with applications ranging from environmental monitoring to emergency response. DOT&PF recently launched the Alaska Rural Remote Operations Work Plan program, incorporating drones to bolster emergency responses across the state. Specific data on UAS operations within the Denali Borough are limited; however, the region's remote communities are likely beneficiaries of such statewide initiatives. Additionally, UAS technology is employed for environmental monitoring and infrastructure inspections in various Alaskan regions. Given the Denali Borough's vast wilderness and critical infrastructure, similar applications are plausible, though specific programs in the area are not documented.

To accommodate the growing UAS operations, the following infrastructure developments are recommended:

- Dedicated UAS Facilities: Establish designated takeoff and landing zones within existing airports to ensure safe integration with manned aircraft.
- Enhanced Communication Systems: Upgrade communication networks to support real-time data transmission essential for UAS operations.
- Navigational Aids: Implement advanced navigational aids to facilitate precise UAS guidance, especially in remote areas with limited visual references.
- Regulatory Compliance Measures: Ensure infrastructure aligns with FAA standards, as overseen by the Denali Certificate Management Office, which provides oversight for air carriers based in Alaska.

Two primary requirements, which are high priorities in both the Interior region and the Denali Borough, are required to achieve UAS integration at an airport—communications (or broadband connectivity) and real-time weather reporting. With these two elements in place, Denali-area airports are well positioned to take advantage of UAS and Advanced Air Mobility.

Efforts are ongoing to establish guidelines and facilities that facilitate UAS operations at airports and other critical locations. Ongoing collaboration among state agencies, research institutions, and regulatory bodies is essential to address operational challenges and fully realize the potential of UAS technology in the region.

Runway Needs Assessment for Denali Borough

Generally speaking, aircraft that would operate in the Denali Borough region over the next 10 to 20 years will primarily require runways between 2,000 and 4,500 feet in length depending on aircraft type. Given the remote and mountainous terrain, accounting for rough and unimproved runway surfaces is important because this can become a limitation for aircraft types used in the region.

Current and Forecast Aircraft for Denali Area

Using information from interviews with airport stakeholders and local aircraft operators, the following aircraft were determined to be the most commonly used aircraft in the Denali area and are forecasted to see continued use for the foreseeable future.

Cessna 172 & Other Small General Aviation Aircraft	
Role	General aviation
Runway Length	Approximately 2,000 – 2,500 feet
Runway Width	Approximately 40 – 50 feet
Reasoning	Small aircraft like the Cessna 172 are commonly used for short recreational flights by private pilots to explore remote or less populated areas. They have relatively short takeoff and landing distances.

Photograph courtesy of Tomas Del Coro

Cessna 206	
Role	Regional transport, light freight/cargo, medevac, survey/aerial observation
Runway Length	Approximately 1,500 – 2,000 feet
Runway Width	Approximately 50 – 75 feet
Reasoning	The Cessna 206 is already widely used in the area for sightseeing tours and some regional transport. It has a relatively short takeoff and landing distance, making it an ideal choice for operating in the Denali area. The Cessna 206 is also a relatively inexpensive aircraft and can easily handle cold temperatures and occasional turbulence. Its robust construction makes it able to withstand the rough terrain and runway surfaces found in the study area.

Photograph courtesy of Joao Carlos Medau

Piper PA-31 Navajo	
Role	Regional transport, charter, freight/cargo, medevac
Runway Length	1,800 – 2,200 feet
Runway Width	60 – 75 feet
Reasoning	The PA-31 is a twin-engine light aircraft capable of carrying 8–9 passengers, making it useful for transporting people between remote communities and larger hubs. The PA-31 is a versatile aircraft that can serve various roles such as passenger transport, charter operations, cargo delivery, and medevac services. Its runway requirements are well-suited for small, rural airstrips in the region, especially when considering the Denali area's high elevation and rugged terrain.

Photograph courtesy of YSSYguy

Cessna 208 Caravan	
Role	Regional transport, cargo, passenger flights, medevac
Runway Length	2,500 – 3,000 feet (typically under 3,500 feet for short takeoff and landing operations)
Runway Width	60–75 feet
Reasoning	The Cessna Caravan is a popular aircraft for regional flights and often serves as a medevac aircraft because of its versatility. Its short takeoff and landing capabilities allow it to operate in more remote and rugged regions.

Photograph courtesy of Markus Eigenheer

Beechcraft King Air	
Role	Small commuter aircraft, medevac, regional flights
Runway Length	3,000 – 3,500 feet
Runway Width	75–100 feet
Reasoning	The King Air 200 is commonly used for regional passenger transport and medical evacuation. It requires a longer runway than smaller aircraft but can still operate in relatively short lengths, especially in emergency situations. King Air aircraft are currently used by the medevac operators that serve the Denali area.

Photograph courtesy of Maxime

Pilatus PC-12	
Role	Passenger transport, cargo, medevac
Runway Length	3,000 – 3,500 feet
Runway Width	75 – 100 feet
Reasoning	The PC-12 is a versatile turboprop aircraft used for both commercial and medevac services. It can handle short runways while offering high payload capacity.

Photograph courtesy of Alexandro Dias

Airbus AS350 Helicopter	
Role	Search and rescue, medevac, aerial monitoring, cargo, passenger transport
Helipad Requirements	30 to 50-foot diameter, 100 feet obstruction clearance
Reasoning	The Airbus AS350 (also known as the AStar) is a single-engine, lightweight helicopter widely used for a range of applications because of its versatility, maneuverability, and performance in challenging environments. Helicopters generally can access more remote and rugged areas than airplanes, and often more rapidly too. Additionally, smaller helicopters like the AS350 have modest helipad requirements and can withstand outside parking.

Photograph courtesy of Fletcher6

Runway Requirements

Denali Borough is a high-altitude region, which could impact the aircraft's performance, requiring slightly longer runway lengths, especially during colder months or when operating in mountainous terrain. For year-round operations, the harsh weather conditions (snow, ice, and limited visibility) will necessitate runway surfaces that are properly maintained year-round, including snow removal measures. Additionally, because of the region's weather patterns, wind patterns and their impact on runway alignment must be considered. Crosswind capabilities will be a key factor for planning runway orientation.

Asphalt pavement would be ideal for runways serving these aircraft types. Gravel or dirt runways may be used for small aircraft like Cessnas or Caravans, but larger aircraft and medevac services will require stronger, more durable surfaces. To accommodate the most common aircraft likely to serve the Denali Borough region over the next 10 years, the following runway dimensions are recommended:

Length	
Minimum	3,000 feet (suitable for aircraft such as the Cessna Caravan, Pilatus PC-12, and King Air 200)
Optimal	4,000 – 4,500 feet (accommodating these aircraft with full payloads and potentially adverse weather conditions)
Width	
Minimum	75 feet (sufficient for most turboprops)
Optimal	100 feet (ideal helicopters and aircraft operating in adverse weather conditions)

The Denali Borough is likely to experience a mix of small to medium-sized aircraft, with a particular focus on medevac operations. Runways should be designed to accommodate a range of aircraft, from small GA planes to larger regional aircraft and helicopters. A runway length of at least 4,000 feet, with a width of 75–100 feet, is optimal for this region to ensure safety and versatility for both regular and emergency operations.

References

AirNav.com, 2025. accessed 2025, from *airnav.com*

Alaska Business, 2023. "The ARROW Program: Drones Add New Tool to State Emergency Response Quiver," published online June 28, 2023, at *https://www.akbizmag.com/industry/transportation/the-arrow-program-drones-add-new-tool-to-state-emergency-response-quiver/?utm_source=chatgpt.com*

Alaska Department of Transportation and Public Facilities, 2025. "Alaska Aviation Database," February 24, 2025, from *https://internal.alaskaasp.com/Facilities/*

Bureau of Transportation Statistics, 2025. BTS T-100 Air Carrier Statistics

Denali Borough, 2015. *Comprehensive Plan, Revision 3*, prepared by the Denali Borough, Healy, AK; available online at *https://www.denaliborough.org/vertical/sites/%7B63112C6F-13FC-4147-831D-8F3F0E33EC53%7D/uploads/Comp_Plan_Rev_3_FINAL_09-09-15(1)(1).pdf*

Federal Aviation Administration, 2025. "Airport Data and Information Portal," accessed February 24, 2025, from *https://adip.faa.gov/agis/public/#/public*

Fuiten, R., 2025. Virtual interview of R. Fuiten, Denali Air, Denali National Park, AK, by S. Guedea, DOWL, Anchorage, AK, January 20.

Hamm, S., 2025. Virtual interview of S. Hamm, Camp Denali, Denali National Park, AK, by S. Guedea, DOWL, Anchorage, AK, March 6.

Miller, C., 2025. Virtual interview of C. Miller, Alaska Tailwheel, Anchorage, AK, by S. Guedea, DOWL, Anchorage, AK, January 29.

National Park Service, 2025. "Visitor Use Statistics," accessed March 6, 2025, from *https://www.nps.gov/subjects/socialscience/visitor-use-statistics-dashboard.htm*

Obed, S., 2025. Virtual interview of S. Obed, Doyon, Anchorage, AK, by S. Guedea, DOWL, Anchorage, AK, March 3.

Schoder, M., 2025. Virtual interview of M. Schoder, ACE C-4 Hangar, Anchorage, AK, by S. Guedea, DOWL, Anchorage, AK, January 31.

Wattum, J. and E. Rovey, 2025. Virtual interview of J. Wattum and E. Rovey, Fly Denali, Healy, AK, by S. Guedea, DOWL, Anchorage, AK, March 10.

Williams, L., 2025. Virtual interview of L. Williams, Wing & A Prayer Aviation LLC, Cantwell, AK, by S. Guedea, DOWL, Anchorage, AK, March 3.

Attachment A

Cantwell Airport

Airport Details

Location ID	Owner	Airport Use	Facility Type	Status	NPIAS Level of Service
TTW	Private	Public	Airport	Active	N/A*
AASP Classification	Part 139	EAS Facility	Staffed Airport	Road Access	Maintenance Provider
N/A*	N/A*	N/A*	N/A*	Yes	N/A*
Crosswind Runway		Certified Weather Station		ARC	USPS Bypass Mail Hub
N/A*		N/A*		N/A*	N/A*
FAA Weather Camera		Hours of Operation		Based Aircraft	Critical Aircraft
No		Unattended		3	N/A*

Source: Alaska Aviation System Plan online database, February 2025

** AASP information is limited for airports that are not owned by the State of Alaska DOT&PF.*

Airfield Details

Runway						
Identifier	*Size (length x width)*	*Surface Type & Condition*	*PCI*	*Age (years)*	*Runway Edge Lights*	*Last Inspection Date*
04/22	2,080 x 30 feet	Turf/Dirt – Fair	N/A	N/A*	N/A*	October 2024

Source: Alaska Aviation System Plan online database, February 2025

** AASP information is limited for airports that are not owned by the State of Alaska DOT&PF.*

DOT Annual Revenue & Expenses

The AASP does not track revenues and expenses for non-DOT owned airports.

Grant Funding

Airports not included in the NPIAS are not eligible to receive FAA AIP grant funding.

Clear Airport

Airport Details

Location ID	Owner	Airport Use	Facility Type	Status	NPIAS Level of Service
Z84	DOT&PF	Public	Airport	Active	General Aviation - Unclassified
AASP Classification	Part 139	EAS Facility	Staffed Airport	Road Access	Maintenance Provider
Local Low Activity	No	No	No	Yes	DOT M&O
Crosswind Runway		Certified Weather Station		ARC	USPS Bypass Mail Hub
No		No		B-II	No
FAA Weather Camera		Hours of Operation		Based Aircraft	Critical Aircraft
No		Unattended		1	Cessna 20B Grand Caravan EX

Source: Alaska Aviation System Plan online database, February 2025

Airfield Details

Runway						
Identifier	*Size (length x width)*	*Surface Type & Condition*	*PCI*	*Age (years)*	*Runway Edge Lights*	*Last Inspection Date*
01/19	3,997 x 100 feet	Asphalt – Good	53	27	Medium	June 2023
Taxiway						
Identifier	*Size (length x width)*	*Area (sqft)*	*PCI*	*Age (years)*	*Use*	*Last Inspection Date*
Taxiway A	350 x 35 feet	13,616	46	27	Taxiway	June 2023
Taxiway B	350 x 35 feet	16,631	56	27	Taxiway	June 2023
Taxiway C	450 x 35 feet	17,766	74	26	Taxiway	June 2023
Apron						
Identifier	*Size (length x width)*	*Area (sqft)*	*PCI*	*Age (years)*	*Use*	*Last Inspection Date*
South Apron	650 x 200 feet	130,000	43	27	Parking	June 2023
North Apron	300 x 200 feet	60,000	68	26	Parking	June 2023

Source: Alaska Aviation System Plan online database, February 2025

DOT Annual Revenue & Expenses

Year	Revenue	Expenses
2010	$1,223.00	$52,631.00
2011	$1,189.00	$33,285.00
2012	$1,210.00	$61,526.00
2013	$1,446.00	$56,773.00
2014	$1,260.00	$62,194.00
2015	$1,890.00	$65,909.00
2016	$1,995.00	$56,250.00
2017	$1,949.00	$1,694.00
2018	$2,140.00	$16,019.00
2019	$1,672.00	$5,579.00
2020	$1,404.00	$8,942.00
2021	$1,540.00	$10,403.00
2022	$1,540.00	$7,857.00
2023	$1,440.00	$5,141.00
2024	$1,580.00	$28,429.00

Source: Alaska Aviation System Plan online database, February 2025

Grant Funding

Federal Fiscal Year	Grant Information	Total Amount
2007	Conduct aeronautical survey for WAAS approach	$147,000.00
2007	[Various Grant] Rehabilitate Runway 01/19 (Maintenance)	$63,840.00
2005	[Various Grant] Rehabilitate Runway 01/19 (Maintenance)	$10,000.00
1993	Acquire Land for Development; Construct Apron; Construct Taxiway; Extend Runway RW01/19; Improve Access Road; Install Runway Lighting	$1,946,116.00

Source: Alaska Aviation System Plan online database, February 2025

Denali Airstrip

Airport Details

Location ID	Owner	Airport Use	Facility Type	Status	NPIAS Level of Service
AK06	Private	Private	Airport	Active	N/A*
AASP Classification	Part 139	EAS Facility	Staffed Airport	Road Access	Maintenance Provider
N/A*	N/A*	N/A*	N/A*	Yes	N/A*
Crosswind Runway		Certified Weather Station		ARC	USPS Bypass Mail Hub
N/A*		N/A*		N/A*	N/A*
FAA Weather Camera		Hours of Operation		Based Aircraft	Critical Aircraft
N/A*		Unattended		13	N/A*

Source: Alaska Aviation System Plan online database, February 2025

* AASP information is limited for airports that are not owned by the State of Alaska DOT&PF.

Airfield Details

Runway						
Identifier	*Size (length x width)*	*Surface Type & Condition*	*PCI*	*Age (years)*	*Runway Edge Lights*	*Last Inspection Date*
12/30	4,000 x 50 feet	Gravel	N/A	N/A*	N/A*	June 1977

Source: Alaska Aviation System Plan online database, February 2025

* AASP information is limited for airports that are not owned by the State of Alaska DOT&PF.

DOT Annual Revenue & Expenses

The AASP does not track revenues and expenses for non-DOT owned airports.

Grant Funding

Airports not included in the NPIAS are not eligible to receive FAA AIP grant funding.

Eva Creek Airport

Airport Details

Location ID	Owner	Airport Use	Facility Type	Status	NPIAS Level of Service
2Z3	SOA DNR	Public	Airport	Active	N/A*
AASP Classification	Part 139	EAS Facility	Staffed Airport	Road Access	Maintenance Provider
N/A*	N/A*	N/A*	N/A*	No	N/A*
Crosswind Runway		Certified Weather Station		ARC	USPS Bypass Mail Hub
N/A*		N/A*		N/A*	N/A*
FAA Weather Camera		Hours of Operation		Based Aircraft	Critical Aircraft
N/A*		Unattended		0	N/A*

Source: Alaska Aviation System Plan online database, February 2025

* AASP information is limited for airports that are not owned by the State of Alaska DOT&PF.

Airfield Details

Runway						
Identifier	*Size (length x width)*	*Surface Type & Condition*	*PCI*	*Age (years)*	*Runway Edge Lights*	*Last Inspection Date*
08/26	950 x 40 feet	Gravel - Poor	N/A	N/A*	N/A*	October 2024

Source: Alaska Aviation System Plan online database, February 2025

* AASP information is limited for airports that are not owned by the State of Alaska DOT&PF.

DOT Annual Revenue & Expenses

The AASP does not track revenues and expenses for non-DOT owned airports.

Grant Funding

Airports not included in the NPIAS are not eligible to receive FAA AIP grant funding.

Gold King Creek Airport

Airport Details

Location ID	Owner	Airport Use	Facility Type	Status	NPIAS Level of Service
AK7	DOT&PF	Public	Airport	Active	Non-NPIAS
AASP Classification	Part 139	EAS Facility	Staffed Airport	Road Access	Maintenance Provider
Local Non-NPIAS	No	No	No	No	DOT M&O
Crosswind Runway		Certified Weather Station		ARC	USPS Bypass Mail Hub
No		No		N/A	No
FAA Weather Camera		Hours of Operation		Based Aircraft	Critical Aircraft
No		Unattended		1	N/A

Source: Alaska Aviation System Plan online database, February 2025

Airfield Details

Runway						
Identifier	*Size (length x width)*	*Surface Type & Condition*	*PCI*	*Age (years)*	*Runway Edge Lights*	*Last Inspection Date*
09/27	2,558 x 17 feet	Gravel/Dirt – Fair	N/A	N/A	N/A	October 2024

Source: Alaska Aviation System Plan online database, February 2025

DOT Annual Revenue & Expenses

Year	Revenue	Expenses
2010	$0.00	$1,831.00
2011	$0.00	$0.00
2012	$0.00	$0.00
2013	$0.00	$0.00
2014	$100.00	$0.00
2015	$0.00	$0.00
2016	$0.00	$0.00
2017	$0.00	$0.00
2018	$0.00	$101.00
2019	$0.00	$0.00
2020	$0.00	$0.00
2021	$0.00	$0.00
2022	$0.00	$0.00
2023	$0.00	$0.00
2024	$0.00	$0.00

Source: Alaska Aviation System Plan online database, February 2025

Grant Funding

Airports not included in the NPIAS are not eligible to receive FAA AIP grant funding.

Healy River Airport

Airport Details

Location ID	Owner	Airport Use	Facility Type	Status	NPIAS Level of Service
HRR	DOT&PF	Public	Airport	Active	General Aviation - Basic
AASP Classification	Part 139	EAS Facility	Staffed Airport	Road Access	Maintenance Provider
Community On-Road	No	No	No	Yes	DOT M&O
Crosswind Runway		Certified Weather Station		ARC	USPS Bypass Mail Hub
No		No		A-I	No
FAA Weather Camera		Hours of Operation		Based Aircraft	Critical Aircraft
No		Unattended		9	Cessna 20B Grand Caravan EX

Source: Alaska Aviation System Plan online database, February 2025

Airfield Details

Runway						
Identifier	*Size (length x width)*	*Surface Type & Condition*	*PCI*	*Age (years)*	*Runway Edge Lights*	*Last Inspection Date*
15/33	2,910 x 60 feet	Asphalt – Good	39	27	Medium	June 2023
Taxiway						
Identifier	*Size (length x width)*	*Area (sqft)*	*PCI*	*Age (years)*	*Use*	*Last Inspection Date*
Taxiway A	120 x 35 feet	5,394	30	27	Taxiway	June 2023
Taxiway B	120 x 35 feet	6,189	35	27	Taxiway	June 2023
Taxiway C	320 x 47.5 feet	17,897	41	27	Taxiway	June 2023
Apron						
Identifier	*Size (length x width)*	*Area (sqft)*	*PCI*	*Age (years)*	*Use*	*Last Inspection Date*
Apron Taxilane	2,500 x 50 feet	125,000	47	27	Taxiway	June 2023

South Apron	1,170 x 50 feet	58,500	42	27	Parking	June 2023
Apron #2	150 x 120 feet	18,696	47	27	Parking	June 2023
Taxiway B Apron	150 x 120 feet	19,722	38	27	Parking	June 2023
North Apron	547 x 110 feet	63,784	39	27	Parking	June 2023

Source: Alaska Aviation System Plan online database, February 2025

DOT Annual Revenue & Expenses

Year	Revenue	Expenses
2010	$4,034.00	$10,759.00
2011	$6,004.00	$7,781.00
2012	$6,294.00	$23,522.00
2013	$8,106.00	$7,147.00
2014	$13,860.00	$4,723.00
2015	$20,837.00	$6,236.00
2016	$17,672.00	$0.00
2017	$9,920.00	$11,167.00
2018	$27,027.00	$2,759.00
2019	$18,346.00	$3,872.00
2020	$24,283.00	$4,593.00
2021	$26,029.00	$11,500.00
2022	$23,886.00	$13,497.00
2023	$30,899.00	$0.00
2024	$41,793.00	$3,177.00

Source: Alaska Aviation System Plan online database, February 2025

Grant Funding

Federal Fiscal Year	Grant Information	Total Amount
2012	Conduct aeronautical survey for WAAS approach	$236,000.00
2011	[Various Grant] Rehabilitate Runway 15/33 Various Surface Preservation	$104,785.00
2005	[Various Grant] Rehabilitate Runway 15/33 (Maintenance)	$63,840.00
1995	Expand Apron; Extend Runway 15/3; Extend Taxiway	$1,113,693.00
1987	Install Runway Lighting; Acquire Land for Development; Construct Apron; Construct Runway 18/32	$709,199.00

Source: Alaska Aviation System Plan online database, February 2025

KANTISHNA AIRPORT

Airport Details

Location ID	Owner	Airport Use	Facility Type	Status	NPIAS Level of Service
5Z5	DOT&PF	Public	Airport	Active	General Aviation - Basic
AASP Classification	Part 139	EAS Facility	Staffed Airport	Road Access	Maintenance Provider
Local Low Activity	No	No	No	Yes - Seasonal	DOT M&O
Crosswind Runway		Certified Weather Station		ARC	USPS Bypass Mail Hub
No		No		A-I	No
FAA Weather Camera		Hours of Operation		Based Aircraft	Critical Aircraft
Yes		Unattended		0	N/A

Source: Alaska Aviation System Plan online database, February 2025

Airfield Details

Runway						
Identifier	*Size (length x width)*	*Surface Type & Condition*	*PCI*	*Age (years)*	*Runway Edge Lights*	*Last Inspection Date*
10/28	1,887 x 45 feet	Gravel/Dirt – Good	N/A	N/A	N/A	August 2021

Source: Alaska Aviation System Plan online database, February 2025

DOT Annual Revenue & Expenses

Year	Revenue	Expenses
2010	$0.00	$1,731.00
2011	$0.00	$0.00
2012	$0.00	$0.00
2013	$0.00	$0.00
2014	$0.00	$21,472.00
2015	$0.00	$3,741.00
2016	$0.00	$0.00
2017	$0.00	$0.00
2018	$0.00	$0.00
2019	$0.00	$0.00
2020	$0.00	$0.00
2021	$0.00	$0.00
2022	$0.00	$0.00
2023	$0.00	$0.00
2024	$0.00	$6,751.00

Source: Alaska Aviation System Plan online database, February 2025

Grant Funding

Federal Fiscal Year	Grant Information	Total Amount
2010	[Various Grant] Rehabilitate Runway 10/28 Kantishna - Various Surface Maintenance	$79,800.00
1998	Conduct Airport Master Plan Study	$12,563.00
1993	Conduct Airport Master Plan Study	$329,759.00

Source: Alaska Aviation System Plan online database, February 2025


Kantishna Airport
Google Earth
N

Minchumina Airport

Airport Details

Location ID	Owner	Airport Use	Facility Type	Status	NPIAS Level of Service
MHM	DOT&PF	Public	Airport	Active	General Aviation - Basic
AASP Classification	Part 139	EAS Facility	Staffed Airport	Road Access	Maintenance Provider
Local Low Activity	No	Yes	No	No	Contract
Crosswind Runway		Certified Weather Station		ARC	USPS Bypass Mail Hub
No		Yes, AWOS		B-II	No
FAA Weather Camera		Hours of Operation		Based Aircraft	Critical Aircraft
Yes		Unattended		2	N/A

Source: Alaska Aviation System Plan online database, February 2025

Airfield Details

Runway						
Identifier	*Size (length x width)*	*Surface Type & Condition*	*PCI*	*Age (years)*	*Runway Edge Lights*	*Last Inspection Date*
03/21	4,184 x 100 feet	Gravel – Good	N/A	N/A	Medium	August 2021

Source: Alaska Aviation System Plan online database, February 2025

DOT Annual Revenue & Expenses

Year	Revenue	Expenses
2010	$1,309.00	$105,300.00
2011	$1,371.00	$87,695.00
2012	$1,497.00	$80,976.00
2013	$1,432.00	$84,339.00
2014	$1,732.00	$115,436.00
2015	$1,489.00	$101,123.00
2016	$1,504.00	$57,175.00
2017	$1,696.00	$89,889.00
2018	$2,042.00	$102,399.00
2019	$2,099.00	$95,520.00
2020	$1,980.00	$73,547.00
2021	$3,099.00	$81,603.00
2022	$2,869.00	$70,702.00
2023	$1,989.00	$97,273.00
2024	$2,371.00	$100,437.00

Source: Alaska Aviation System Plan online database, February 2025

GRANT FUNDING

Federal Fiscal Year	Grant Information	Total Amount
2023	Acquire Snow Removal Equipment	$617,224.00
2016	[Various Grant] Acquire Snow Removal Equipment Various EDA/EAS Locations (Acquire SRE, Minchumina, Grader with Front and Wing Plow) [This grant will fund the acquisition of a Grader with Front and Wing Plow at the Minchumina Airport for the purposes of Snow Removal.]	$408,468.00
2014	[Various Grant] Remove Obstructions - various EDA/EAS Locations: Minchumina - Obstruction Removal; Remove Brush/Trees along Runway and Apron and Approach Paths	$70,125.00
2005	[Various Grant] Rehabilitate Runway (Maintenance) Road; Install Runway Lighting	$145,000.00
1998	Acquire Land for Development; Construct Apron; Construct Runway; Improve Access Road; Install Runway Lighting	$2,591,999.00

1991	Improve Snow Removal Equipment Building; Acquire Snow Removal Equipment	$349,733.00

Source: Alaska Aviation System Plan online database, February 2025

McKinley National Park Airport

Airport Details

Location ID	Owner	Airport Use	Facility Type	Status	NPIAS Level of Service
INR	NPS	Public	Airport	Active	N/A*
AASP Classification	Part 139	EAS Facility	Staffed Airport	Road Access	Maintenance Provider
N/A*	N/A*	N/A*	N/A*	Yes	N/A*
Crosswind Runway		Certified Weather Station		ARC	USPS Bypass Mail Hub
N/A*		N/A*		N/A*	N/A*
FAA Weather Camera		Hours of Operation		Based Aircraft	Critical Aircraft
N/A*		Unattended		7	N/A*

Source: Alaska Aviation System Plan online database, February 2025

* AASP information is limited for airports that are not owned by the State of Alaska DOT&PF.

Airfield Details

Runway						
Identifier	*Size (length x width)*	*Surface Type & Condition*	*PCI*	*Age (years)*	*Runway Edge Lights*	*Last Inspection Date*
16/34	3,000 x 68 feet	Gravel – Good	N/A	N/A*	N/A*	October 2024

Source: Alaska Aviation System Plan online database, February 2025

* AASP information is limited for airports that are not owned by the State of Alaska DOT&PF.

DOT Annual Revenue & Expenses

The AASP does not track revenues and expenses for non-DOT owned airports.

Grant Funding

Airports not included in the NPIAS are not eligible to receive FAA AIP grant funding.

Stampede Airport

Airport Details

Location ID	Owner	Airport Use	Facility Type	Status	NPIAS Level of Service
Z90	US Park Service	Public	Airport	Active	N/A*
AASP Classification	Part 139	EAS Facility	Staffed Airport	Road Access	Maintenance Provider
N/A*	N/A*	N/A*	N/A*	No	N/A*
Crosswind Runway		Certified Weather Station		ARC	USPS Bypass Mail Hub
N/A*		N/A*		N/A*	N/A*
FAA Weather Camera		Hours of Operation		Based Aircraft	Critical Aircraft
N/A*		Unattended		0	N/A*

Source: Alaska Aviation System Plan online database, February 2025

* AASP information is limited for airports that are not owned by the State of Alaska DOT&PF.

Airfield Details

Runway						
Identifier	*Size (length x width)*	*Surface Type & Condition*	*PCI*	*Age (years)*	*Runway Edge Lights*	*Last Inspection Date*
16/34	3,000 x 68 feet	Gravel – Good	N/A	N/A*	N/A*	October 2024

Source: Alaska Aviation System Plan online database, February 2025

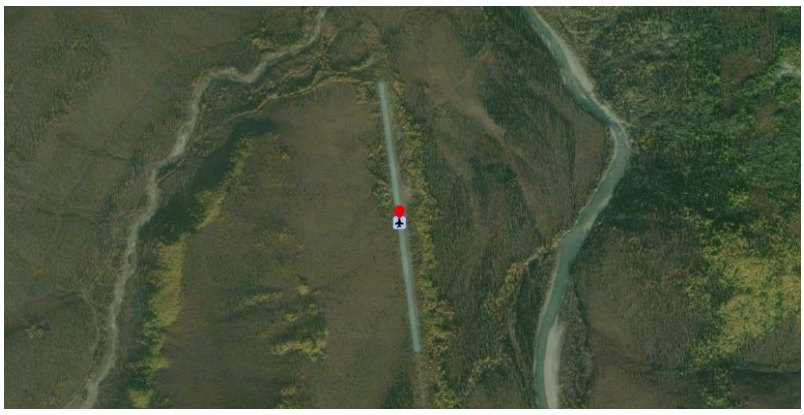
* AASP information is limited for airports that are not owned by the State of Alaska DOT&PF.

DOT Annual Revenue & Expenses

The AASP does not track revenues and expenses for non-DOT owned airports.

Grant Funding

Airports not included in the NPIAS are not eligible to receive FAA AIP grant funding.



Summit Airport

Airport Details

Location ID	Owner	Airport Use	Facility Type	Status	NPIAS Level of Service
UMM	DOT&PF	Public	Airport	Active	Non-NPIAS
AASP Classification	Part 139	EAS Facility	Staffed Airport	Road Access	Maintenance Provider
Local Non-NPIAS	No	No	No	N/A	DOT M&O
Crosswind Runway		Certified Weather Station		ARC	USPS Bypass Mail Hub
No		No		N/A	No
FAA Weather Camera		Hours of Operation		Based Aircraft	Critical Aircraft
No		Unattended		0	N/A

Source: Alaska Aviation System Plan online database, February 2025

Airfield Details

Runway						
Identifier	*Size (length x width)*	*Surface Type & Condition*	*PCI*	*Age (years)*	*Runway Edge Lights*	*Last Inspection Date*
3/21	3,814 x 80 feet	Gravel – Good	N/A	N/A	N/A	October 2024

Source: Alaska Aviation System Plan online database, February 2025

DOT Annual Revenue & Expenses

Year	Revenue	Expenses
2010	$0.00	$78,308.00
2011	$0.00	$0.00
2012	$0.00	$24,325.00
2013	$0.00	$0.00
2014	$0.00	$0.00
2015	$0.00	$0.00
2016	$0.00	$0.00
2017	$0.00	$0.00

2018	$0.00	$0.00
2019	$0.00	$1,570.00
2020	$0.00	$1,634.00
2021	$0.00	$0.00
2022	$500.00	$0.00
2023	$0.00	$0.00
2024	$0.00	$2,785.00

Source: Alaska Aviation System Plan online database, February 2025

Grant Funding

Airports not included in the NPIAS are not eligible to receive FAA AIP grant funding.

Totatlanika River Airport

Airport Details

Location ID	Owner	Airport Use	Facility Type	Status	NPIAS Level of Service
9AK	Public Domain	Public	Airport	Active	N/A*
AASP Classification	Part 139	EAS Facility	Staffed Airport	Road Access	Maintenance Provider
N/A*	N/A*	N/A*	N/A*	No	N/A*
Crosswind Runway		Certified Weather Station		ARC	USPS Bypass Mail Hub
N/A*		N/A*		N/A*	N/A*
FAA Weather Camera		Hours of Operation		Based Aircraft	Critical Aircraft
N/A*		Unattended		0	N/A*

Source: Alaska Aviation System Plan online database, February 2025

* AASP information is limited for airports that are not owned by the State of Alaska DOT&PF.

Airfield Details

Runway						
Identifier	*Size (length x width)*	*Surface Type & Condition*	*PCI*	*Age (years)*	*Runway Edge Lights*	*Last Inspection Date*
07/25	780 x 30 feet	Gravel – Poor	N/A	N/A*	N/A*	October 2024

Source: Alaska Aviation System Plan online database, February 2025

* AASP information is limited for airports that are not owned by the State of Alaska DOT&PF.

DOT Annual Revenue & Expenses

The AASP does not track revenues and expenses for non-DOT owned airports.

Grant Funding

Airports not included in the NPIAS are not eligible to receive FAA AIP grant funding.

Attachment B

40-Mile Air

Row Labels	Sum of Departures Performed	Sum of Passengers	Sum of Freight	Sum of Mail
Cessna C206/207	275	235	29,362	1,100
Fairbanks, AK	67	67	3,483	190
Healy, AK	138	119	15,518	910
Tok, AK	70	49	10,361	0
Grand Total	275	235	29,362	1,100

Lynden Air Cargo

Row Labels	Sum of Departures Performed	Sum of Passengers	Sum of Freight	Sum of Mail
Lockheed L-382E	8	0	141,269	0
Anchorage, AK	4	0	62,991	0
Minchumina, AK	4	0	78,278	0
Grand Total	8	0	141,269	0

Ryan Air formerly known as Arctic Transportation

Row Labels	Sum of Departures Performed	Sum of Passengers	Sum of Freight	Sum of Mail
Pilatus PC-12	2	6	0	0
Anchorage, AK	1	3	0	0
Minchumina, AK	1	3	0	0
Grand Total	2	6	0	0

Tatonduk Outfitters Limited dba Everts Air Alaska and Everts Air Cargo

Row Labels	Sum of Departures Performed	Sum of Passengers	Sum of Freight	Sum of Mail
Cessna 208 Caravan	10	18	3,880	0
Fairbanks, AK	4	7	1,210	0
Minchumina, AK	5	7	2,670	0
Tanana, AK	1	4	0	0
Grand Total	10	18	3,880	0

Warbelow's Air Ventures

Row Labels	Sum of Departures Performed	Sum of Passengers	Sum of Freight	Sum of Mail
Piper PA-31 (Navajo)	445	2,179	0	0
Coldfoot, AK	115	625	0	0
Fairbanks, AK	7	20	0	0
Fort Yukon, AK	1	6	0	0
Healy, AK	321	1,528	0	0
Minchumina, AK	1	0	0	0
Grand Total	445	2,179	0	0

Wright Air Service

Row Labels	Sum of Departures Performed	Sum of Passengers	Sum of Freight	Sum of Mail
Cessna 208 Caravan	318	929	132,447	20,629
Fairbanks, AK	105	308	5,610	1,155
Galena, AK	2	0	945	0
Healy, AK	11	21	1,161	125
Huslia, AK	1	9	0	0
Kantishna, AK	2	0	0	0
Lake Minchumina, AK	146	466	98,251	16,196
McGrath, AK	22	77	16,151	20
McKinley Park, AK	2	0	0	0
Nikolai, AK	15	33	7,172	51
Ruby, AK	3	9	1,543	180
Stevens Village, AK	1	0	0	0
Tanana, AK	3	4	1,332	2,902
Tok, AK	5	2	282	0
Cessna C206	61	43	5,257	3,556
Fairbanks, AK	27	22	317	174
Healy, AK	12	3	525	197
Lake Minchumina, AK	18	16	3,743	3,164
Tanana, AK	1	0	546	21
Tok, AK	3	2	126	0
Helio H-250 Courier	8	9	863	101
Fairbanks, AK	2	3	0	16
Healy, AK	3	5	452	30
Lake Minchumina, AK	1	1	304	55
Tok, AK	2	0	107	0
Grand Total	387	981	138,567	24,286