Planning for the future, together

Existing Conditions and Data Gap Analysis

April 2025

Table of Contents

Appendices

Abbreviations

AASP	Alaska Aviation System Plan
AIP	Airport Improvement Program
ALP	Airport Layout Plan
AWOS	Automated Weather Observing System
BLM	Bureau of Land Management
CIMP	Capital Improvement and Maintenance Program
DOT&PF	Department of Transportation and Public Facilities
EDD	Economic Development District
EOP	Emergency Operations Plan
FAA	Federal Aviation Administration
GIS	Geographic Information System
LRTP	Long-Range Transportation Plan
NEPA	National Environmental Protection Act
NPIAS	National Plan of Integrated Airport Systems
NPS	National Park Service
NWI	National Wetland Inventory
PAPI	precision approach path indicator
PCI	Pavement Condition Index
PEL	Planning and Environmental Linkages
UAS	unmanned aerial system

Introduction

The Denali Area Airport Planning Study (DAAPS) is the result of recommendations from assorted planning and economic development studies conducted by public agencies and private companies in recent years. These studies, combined with changes to airspace, documented infrastructure investment needs at the existing facilities, and increased aviation activity in the Denali area, prompted the State of Alaska Department of Transportation and Public Facilities (DOT&PF) to apply to the Federal Aviation Administration (FAA) for an aviation system planning grant. The grant would help DOT&PF assess the airports in the area, determine if the airports are meeting the needs of the region, and make recommendations for future infrastructure investment.

The system planning process applies to the Denali area because the process is designed to study multiple airports and how they fit together as part of the National Airspace System, which provides everyone with access to national and international air transportation. The process will consider how the airports serve and are impacted by the aviation user requirements, economy, population, and surface transportation specific to this geographic area. In concert with extensive public outreach, the planning process investigates the constraints and conditions at airports serving the Denali area to determine whether the airports meet the region's current and future needs.

The assessment of current conditions includes:

- ► Reviewing recent planning documents
- ► Inventorying all airports and airstrips in the area
- ► Providing an in-depth review of National Plan of Integrated Airport Systems (NPIAS) airport conditions and constraints
- ► Assessing gaps in the data and recommendations for further study

The FAA recommends an inventory of all airports, but a system planning study focuses on those listed in the NPIAS. Aside from everyday maintenance, nearly all airport planning and improvement projects in Alaska depend on capital funding from the FAA through the Airport Improvement Program (AIP) grant process. Only those airports listed in the NPIAS are eligible to receive AIP funding. Additional information on the AIP Project Development Process, Project Prioritization Process, and NPIAS is available on the Alaska Aviation System Plan (AASP) website.

Plan Review

Planning documents relevant to the Denali area aviation system have been reviewed and are summarized in the following sections. The summaries are split into two categories: Transportation Plans and Community and Economic Development Plans.

Other agencies and organizations throughout the state have also created plans that may impact or inform the Denali area aviation system. This section contains summaries of these plans in chronological order below in the categories of Transportation Plans and Community and Economic Development Plans.

Transportation Plans

Regional organizations and state and federal agencies have developed plans that guide, inform, or evaluate the development of transportation systems or facilities within the Denali area or that have a mutual impact on the Denali area. These plans provide insight into transportation priorities, current and planned infrastructure, and possible drivers of changes to transportation systems and facilities. A consistent theme in these plans is the importance of aviation infrastructure to the Denali area economy.

Denali Park Road Final Vehicle Management Plan and Environmental Impact Statement (NPS, 2012)

The National Park Service's (NPS's) *Denali Park Road Final Vehicle Management Plan and Environmental Impact Statement* reviews alternative strategies for assessing the surface transportation system within Denali National Park and Preserve (the Park). The 1986 general management plan set a limit of 10,512 vehicles on the Denali Park Road per season, but it was later determined that the number of vehicles alone was not sufficient to assess the impact of vehicular traffic within the Park. The 2012 plan aims to balance the protection of the Park's natural resources with the public's access and enjoyment.

The NPS Preferred Alternative (Alternative D) lays out a plan to create a predictable and efficient transportation system within the Park. Under this alternative, seats on the tour and transit buses would be primarily for passengers with prebooked tickets rather than "walk-on" visitors, which would make visitor demand more predictable for managers. NPS would also implement a limit of 160 vehicles per 24-hour period on the restricted section of the Denali Park Road and create a management subzone between the Eielson Visitor Center and Wonder Lake that would allow for minimal traffic.

FAI Master Plan Project (DOT&PF, 2014)

The 2014 update to the *Fairbanks International Airport Master Plan Project* evaluates existing conditions and facilities, current aviation demand, forecasted aviation demand, and potential environmental and socioeconomic impacts to guide airport development. The plan notes that the airport experiences an increase in flights in the summer associated with the tourism industry, which provides a boost to the local economy.

The plan also notes that most passengers at the airport travel between Fairbanks and Anchorage or the Lower 48. The plan does not mention passengers arriving in Fairbanks to travel to the Park, but Fairbanks International is the closest airport to the Park with scheduled passenger service (Denali Park Adventures, 2025).

Denali National Park and Preserve Long-Range Transportation Plan (NPS, 2018)

The NPS *Long-Range Transportation Plan* (LRTP) identifies six overarching goals for the Park transportation system, focused on resource protection, climate change, user experience, access, system optimization, and partnership. The LRTP summarizes baseline conditions, presents the gaps between available funding sources and current funding needs, describes the process for prioritizing and selecting transportation projects, defines performance measure baselines that will be used to track success, and finally prioritizes the implementation actions of the LRTP.

The plan states that safety is the top priority for aviation in the Park. The plan also notes that glacial landings have become less reliable because of climate change, and all backcountry landing areas are difficult to monitor and maintain; however, the NPS has been working to identify best management practices for backcountry aviation. Other aviation topics included in the plan are the impacts of aircraft on the soundscape of the Park, the potential for float planes to spread invasive species, and the need for aviation infrastructure improvements to support air tours. Several risks from climate change are listed as impacting airstrips, including surging glaciers and glacial outbursts, thawing permafrost, and the increasing number and severity of avalanches and landslides.

Kantishna and Wonder Lake Area Plan Range of Proposals for Public Feedback (NPS, 2019a)

The NPS published the *Kantishna and Wonder Lake Area Plan Range of Proposals for Public Feedback* to gather public feedback on possible facility developments and actions related to management, visitor experience, and guided services in the Kantishna and Wonder Lake areas of the Park. These proposals and the request for input were prompted by an increase in visitors to the Park between 2013 and 2018 so that NPS can most effectively manage Park resources and visitor experiences. The presented options included concepts for recreation and transportation infrastructure.

The document suggests that the Kantishna Airstrip (5Z5) designation could be changed to better manage levels of use. It also notes that an average of 219 annual roundtrips by commercial operators occurred from 2013 to 2018. It also identifies the possibility of creating a campground near the airstrip and the challenge of keeping visitors from walking onto the airstrip.

The proposals are focused on the summer season and refer to the *Winter and Shoulder Season Plan* released later in 2019. As of February 2024, a preferred alternative based on public feedback has not been released.

Winter and Shoulder Season Plan (NPS, 2019b)

The NPS *Winter and Shoulder Season Plan* describes the management plan for the Park in the winter, spring, and fall seasons. Most visits to the Park occur in the summer; thus, winter and shoulder seasons provide a quieter and less crowded experience and unique recreation opportunities. The plan is intended to help the NPS manage opportunities and facilities for non-summer visitors while protecting Park resources and prioritizing safety, and ensure the visitor services and opportunities provided in the Park are well suited to the Park and not duplicated elsewhere in the region or state.

The document describes desired conditions for different Park management areas and provides a range of considered proposals for management actions, including plowing sections of Denali Park Road. The plan notes that non-commercial fixed-wing aircraft are permitted to access designated wilderness areas in the Park.

Cantwell to Healy – Parks Highway MP 203–259 PEL Study Appendix A: Needs and Opportunities Assessment Report (Federal Highway Administration, 2020)

The *Needs and Opportunities Assessment Report* provides information about the Parks Highway from Broad Pass (milepost [MP] 203) to Ferry (MP 259) as part of a Planning and Environmental Linkages (PEL) study. The report identifies visitors and travelers associated with the Park as the primary user group that influences the Parks Highway corridor. Cargo trucks were also identified as an important user group because they make up nearly 20 percent of year-round traffic within the study corridor. The report notes that summer traffic in Glitter Gulch nearly doubles in the summer because of Park visitation, creating safety, mobility, and congestion issues, and that traffic during the winter and shoulder seasons have been increasing in recent years.

Aircraft operations at McKinley National Airport (INR) and Healy River Airport (HRR) are identified as mostly consisting of general aviation and air taxis.

Denali Airport Overview Booklet (Doyon, Limited, 2022)

The *Denali Airport Overview Booklet* provides an overview of the investigation by Doyon, Limited (Doyon) into the possible placement and layout of a regional airport in the Denali area. The project overview describes the ongoing collaboration between Doyon and Huna Totem Corporation to develop a Cultural Corridor in Alaska that would strengthen cultural tourism, create jobs, and provide economic stability. Constructing a new commercial service airport capable of accommodating Boeing 737 or similar passenger aircraft is identified as a key factor in developing the Cultural Corridor.

The booklet notes that no domestic air carrier provides direct service to Denali and an airport within a 60-minute drive from the Park's entrance would increase ease of access for visitors, create additional opportunities for tour companies, and support air cargo capacity and medical flight services. Placement considerations reviewed in the Doyon study include geographic and terrain constraints, land use, land ownership, and easements, among others. The study does not address FAA procedures to justify federal funding eligibility for a new airport, but it does consider FAA airport design and layout requirements. Two locations are identified as possible options, and Site A located 6.6 miles southeast of Clear is noted as the preferred alternative. More in-depth studies are necessary to examine approach development and weather suitability.

Figure 1. Map of Sites Considered in the Doyon, Limited Denali Airport Concept Study (Doyon, Limited, 2022).

The booklet provides descriptions and concept sketches for the terminal site layout and design, including features like trail loops, natural construction materials, and gathering spaces.

Assessment of Actions Having an Effect on Historic Properties (NPS, 2024a)

The *Assessment of Actions Having an Effect on Historic Properties* provides information about planned routine maintenance, repairs, and minor upgrades for 5Z5. The airstrip is at the west end of Denali Park Road, which is listed as a historic structure, district, and cultural landscape. The document establishes that the planned maintenance and upgrades will not adversely impact the historic resources. The associated Categorical Exclusion Documentation Form establishes that no extraordinary circumstances are present that would prevent streamline review and approval of the planned activities (NPS, 2024b).

Interior Alaska Transportation Plan (2025)

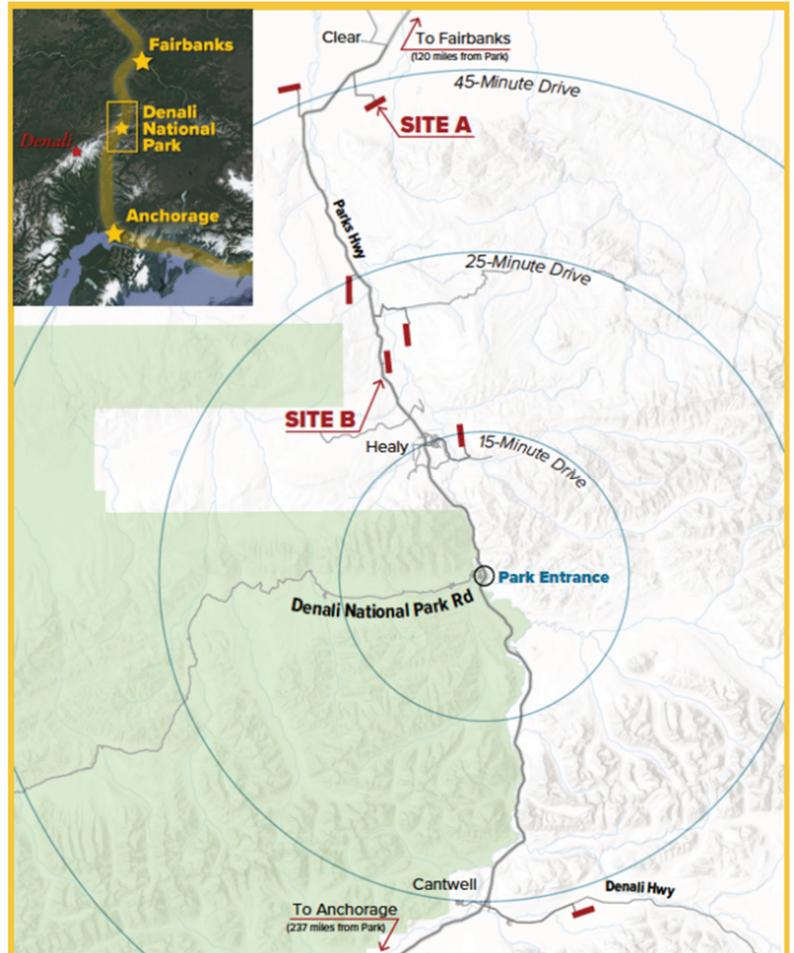## Community and Economic Development Plans

Denali Borough and other municipalities and organizations in the Denali area have developed numerous planning documents in recent years to guide community planning, emergency operations, and hazard mitigation. These plans provide insight into the goals, values, economy, and current and planned infrastructure in the region.

Many of these plans describe the importance of aviation infrastructure to the communities in the Denali area because of the need for medevac and other emergency flights. Tourism plays a strong role in Denali's economy, and improved aviation facilities could support increased tourism. Denali Borough residents generally want to strike a balance between planning enough to support growth and not planning too much as to restrict freedoms.

Comprehensive Plan (Denali Borough, 2015)

The Denali Borough's *Comprehensive Plan* provides direction for future growth and management of the borough's resources to ensure the borough maintains its unique quality of life. The plan contains chapters covering the economy, land use, transportation, public facilities and services, and education.

Chapter 5, Transportation, identifies the George Parks Highway as the most important transportation corridor for the borough. Most movement to and within the borough occurs via highways and roads, though the mainline of the Alaska Railroad also runs through the borough, providing both passenger and freight services. RS 2477 corridors, all-terrain vehicles, and navigable rivers are also used for transportation in the region. Some private taxi and van owners provide on-call services, and First Student, a transportation provider, serves students and railroad maintenance workers. These services are primarily based in the tourism industry and limited public transportation options are available.

Chapter 5 also provides a list of goals for Denali Borough Transportation. Goal 4 states that a regional airport with the capacity to handle medevac and commuter aircraft is needed, and indicates that an area north of Healy would be the preferred location.

The Comprehensive Plan describes the borough's economic base as diverse, with jobs and revenue coming primarily from tourism, resource extraction, energy generation, and the Clear Air Force Station (now Space Force Station). The shortage of housing, facilities, and services is identified as a threat to the future economy.

Notably, most of the land in the borough is federally owned, including the Park, which comprises 70 percent of the Denali Borough. State-owned lands are managed by the University of Alaska, Alaska Mental Health Trust, the Alaska Railroad, the Department of Natural Resources (DNR), and the DOT&PF. Native corporations are the largest private landowners in the borough.

Denali Borough Land Use and Economic Development Plan (Denali Borough, 2018)

The *Denali Borough Land Use and Economic Development Plan* was developed to assess the status of the local economy and document community opinions regarding the need for planning in the borough. The plan prioritizes "bottom up" planning, building consensus, inclusivity, and transparency.

The vision and values identified in the plan emphasize a sense of community and a desire to preserve and enjoy the natural environment and promote entrepreneurship and locally beneficial growth. The values of freedom and personal responsibility are described as motivators to not create too many regulations or be too dependent on outside funding sources for services and amenities within the borough.

The borough's economy is described as diverse and stable, though highly seasonal. Key employers include Denali National Park and Preserve, Denali Borough School District, Usibelli, Golden Valley Electric Association, Clear Air Force Station (now Space Force Station), and year-round commercial service providers such as Three Bears. In 2016, approximately two-thirds of borough revenue was generated through the bed tax on overnight accommodations. The plan notes that the NPS is expected to change its management of vehicles entering the Park and shift future access demand to off-peak season, which will have implications for residents and businesses in the borough.

Finally, the plan reiterates the need for a regional airport to support year-round medevac operations, charter flights, and scheduled commercial flights. It also includes a map showing the location for a future regional airport identified by the Planning Commission for further exploration, as shown in Figure 2.
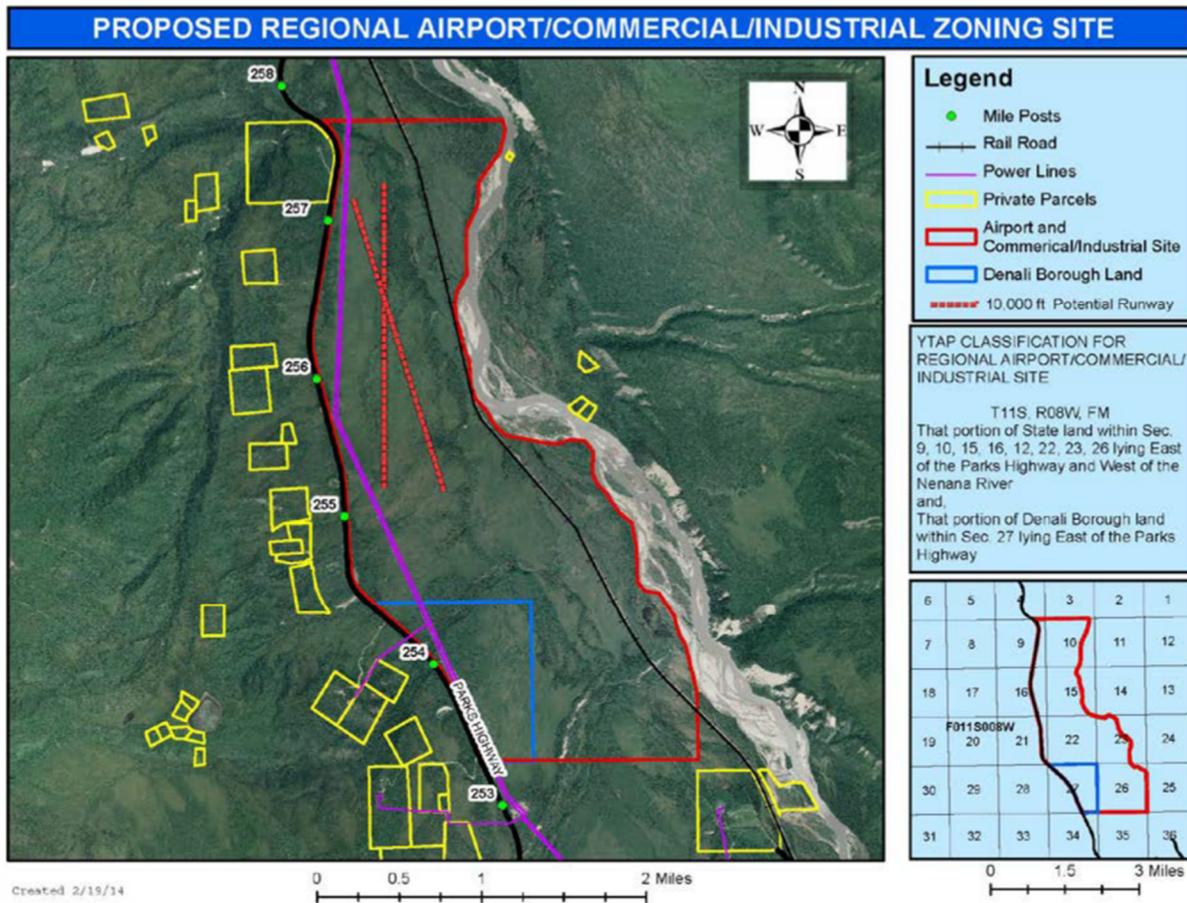
Figure 2. Proposed Regional Airport Location, Denali Borough Land Use and Economic Development Plan (Denali Borough, 2018).

Final Denali Borough Emergency Operations Plan (Denali Borough, 2020)

The *Emergency Operations Plan* (EOP) was developed to guide the mitigation, preparation, response, and recovery efforts for both natural and manmade disasters and emergencies, with a primary focus on the latter three actions. The EOP outlines the actions and roles for local government, quasi-government organizations, and private agencies, provides an overview of the conditions and characteristics of the Denali Borough, and describes a comprehensive range of possible disaster scenarios and how they should be handled.

The EOP describes the many transportation facilities that provide access to and movement within the borough. These include the George Parks Highway (year-round access) and Denali Highway (only open in the summer), the Alaska Railroad, an asphalt runway in Healy that is used for helicopter and air tours of the Park, an NPS gravel airstrip, an asphalt runway south of Anderson, a runway at Clear Air Force Station (now Space Force Station), and various airstrips throughout the borough.

The need for usable airports and airstrips is emphasized in *Annex P Earthquake*, which notes that medevac and other flights depend on cleared and usable landing areas. If an earthquake damages the George Parks Highway or Alaska Railroad, both of which cross the Nenana River at multiple points, evacuation by plane or helicopter may be necessary. McKinley Village is especially vulnerable because access to the area is by bridge to both the north and south.

Denali Borough and City of Anderson Multi-Jurisdictional Hazard Mitigation Plan Update (Denali Borough and City of Anderson, 2020)

Where the EOP provides strategies for preparing for, responding to, and recovering from disasters, the *Hazard Mitigation Plan* (HMP) focuses on mitigating the possibility of disasters and emergencies. The HMP identifies seven airstrips in the borough.

The vulnerability analysis identifies HRR and the Clear Airport (Z84) as critical facilities for transportation. HRR is highly vulnerable to earthquakes and severe weather, moderately vulnerable to flood/erosion and fires, and not very vulnerable to changes in the cryosphere (areas where water is in its solid state) or ground failure. Z84 is highly vulnerable to fires, moderately vulnerable to severe weather, and not very vulnerable to changes in the cryosphere, earthquakes, or flood/erosion. Ground failure is listed as not applicable to the Z84.

The HMP also notes community concerns about creating a "no fly zone" near the Clear Air Force Station (now Space Force Station), which would impact Z84 and the surrounding communities' ability to access medical flights and firefighting aircraft.

Denali Chamber Economic Development Proposal (Denali Chamber of Commerce, 2023)

This proposal outlines three options for addressing economic challenges within the Denali Borough. The options are presented for comment from community and industry stakeholders and include the creation of an Economic Development District (EDD), a 501(c)(3) economic development foundation, or a combination of the two. The Chamber of Commerce recommends first creating a 501(c)(3) foundation, which would be owned and operated by the Chamber, and then an EDD, which would be done in partnership with the Denali Borough. The proposal acknowledges the need for partnerships with community members, local industry, non-profits, and multiple levels of government in creating a path forward.

The deadline for feedback on the proposal was December 31, 2023, and a timeline for next steps was not identified.

Available GIS Data

The following Geographic Information System (GIS) data were available for public download and use at the time of this DAAPS. These datasets provide information that may be relevant to identifying an airport for expansion or a site for construction.
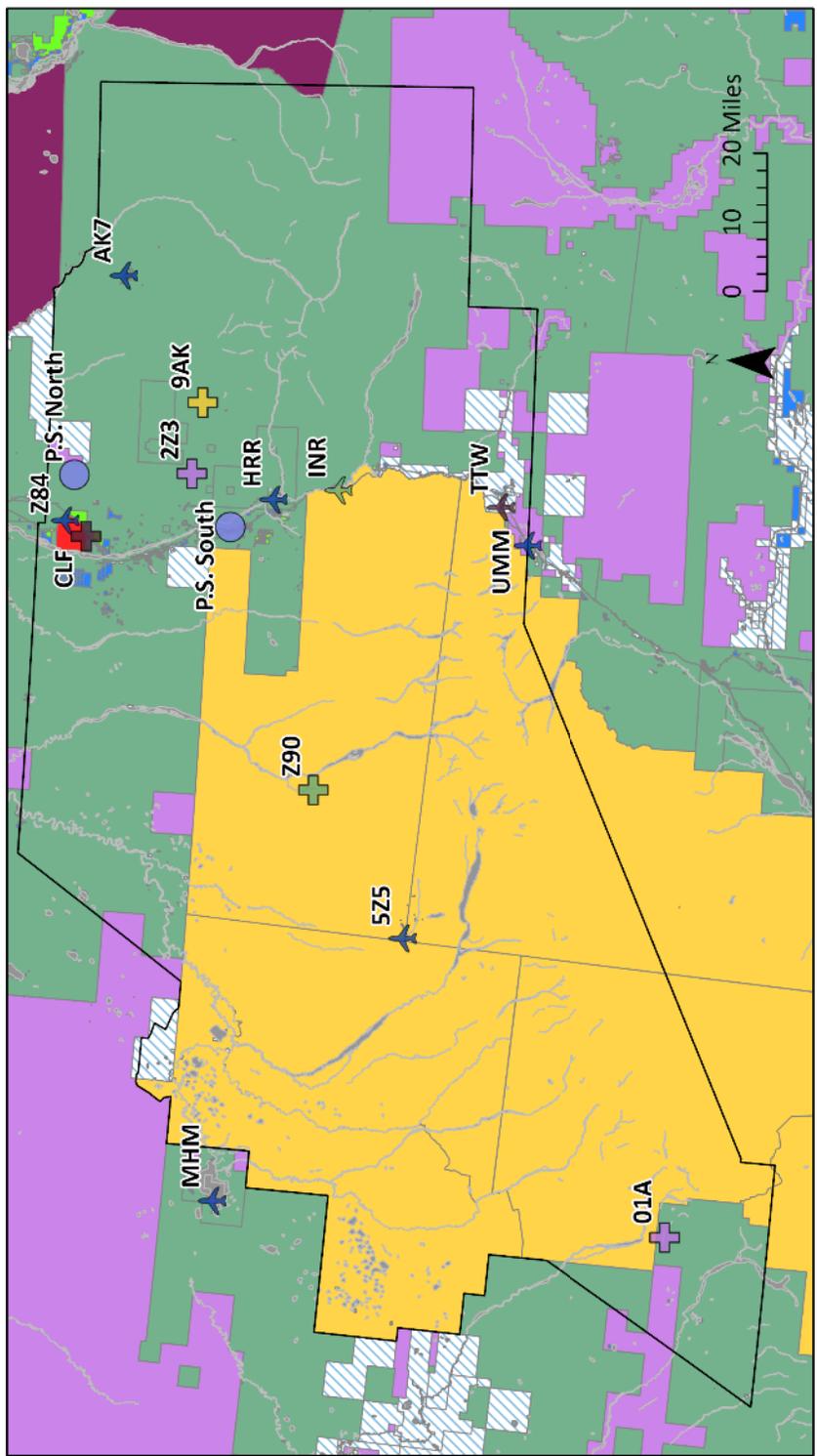
Wetlands

The United States Fish and Wildlife Service National Wetland Inventory (NWI) covers wetland mapping for the entire Denali Borough. NWI wetland mapping is useful in identifying wetlands and waterbodies within potential project areas.

Land Ownership and Management

Publicly available data regarding land ownership comes from the Denali Borough, which has a GIS dataset for tax parcels. Information about surface management agencies can be found in the Bureau of Land Management (BLM) dataset "Administered Lands," which identifies state and federal surface management agencies throughout the state. The BLM dataset also identifies private land and Alaska Native lands but does not indicate land ownership.

Figure 3. Land Ownership in the Denali Area.

Denali Airport Inventory: Classifications and Conditions

Alaskan airports are classified nationally in the NPIAS, which is mandated by 49 USC § 47103 and identifies airports important to the National Airspace System. This DAAPS lists all airports and landing strips in the Denali area; however, the primary research focuses on the NPIAS airports per the FAA system planning guidance. Only those airports classified in the NPIAS are eligible for federal funding through the FAA AIP. The Denali area has three NPIAS airports: Z84, HRR, and 5Z5. Figure 4 shows all public-use airports and landing strips within the study area and identifies the three NPIAS airports. Figure 5 shows the private landing strips that the project stakeholders identified within the study area.
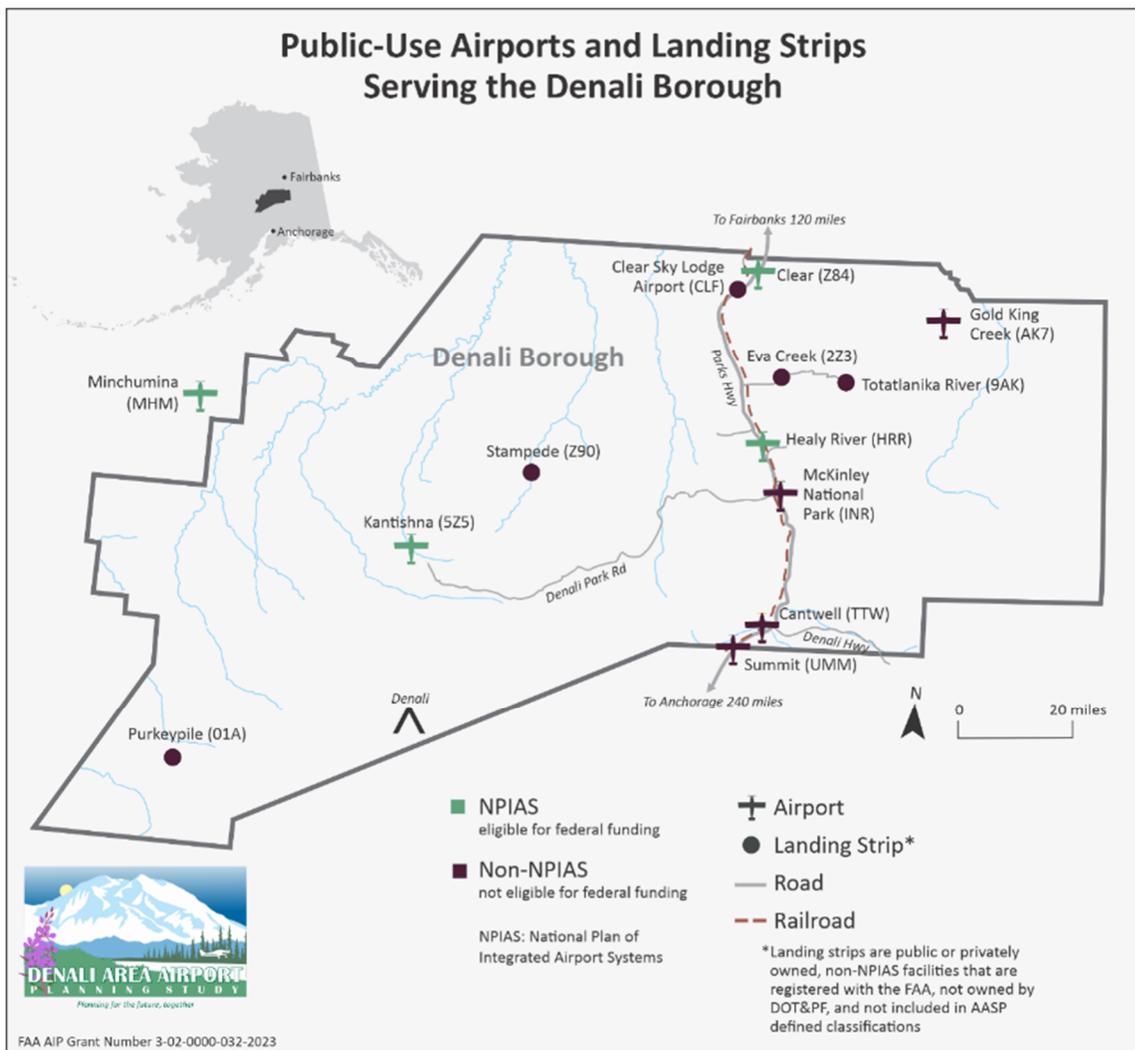

Figure 4. Map of Public-Use Airports and Landing Strips Serving the Denali Borough.
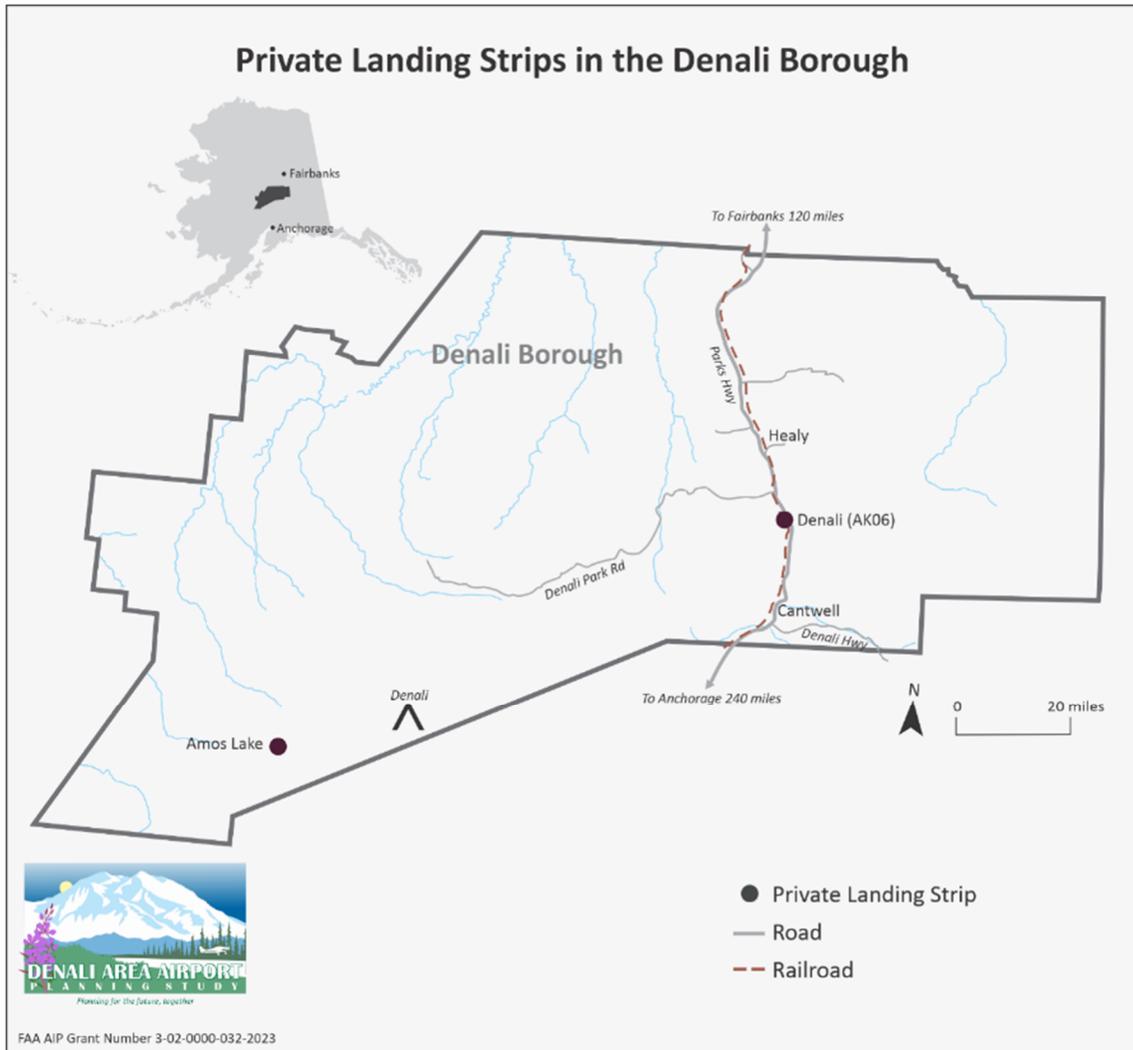
Figure 5. Map of Private Landing Strips in the Denali Borough.

The NPIAS classifies airports according to activity and roles in the national airport system. The NPIAS lists the count of all airports registered with the FAA, but only those deemed necessary to provide a safe, efficient, and integrated system of public-use airports are classified.

The FAA lists more than 20,000 facilities (airports, heliports, and seaplane bases) in the 2024 NPIAS report. Of those, 14,852 are private use. Of the remaining 5,179, only 3,287 are included in the NPIAS and eligible for federal funding. Figure 6 shows how NPIAS airports are categorized under the umbrellas of Commercial Service and General Aviation. HRR and 5Z5 are classified as General Aviation – Basic, and Z84 is classified as General Aviation – Unclassified.

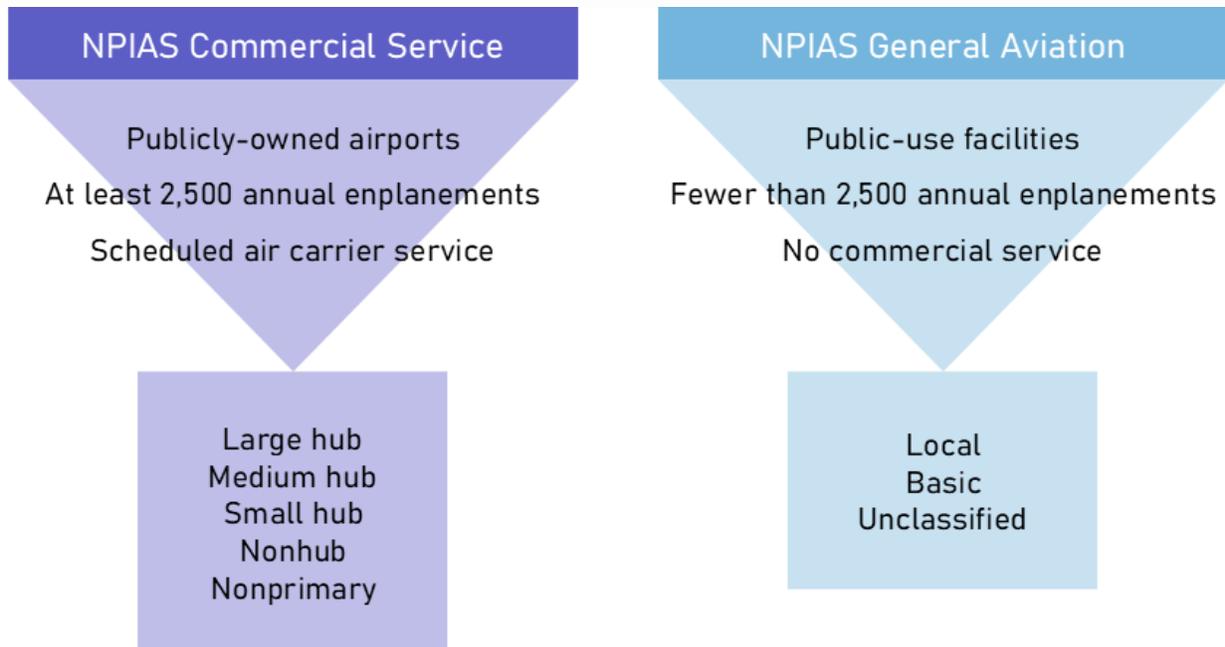| NPIAS Commercial Service	NPIAS General Aviation
Publicly-owned airports	Public-use facilities
At least 2,500 annual enplanements	Fewer than 2,500 annual enplanements
Scheduled air carrier service	No commercial service
Large hub Medium hub Small hub Nonhub Nonprimary	Local Basic Unclassified

Figure 6. NPIAS Airport Categories, Adapted From Chapter 3, Classifications & Performance Measures, of AASP Phase III.

The AASP classifies airports within the Alaska airport system. It considers metrics unique to the Alaska system, where fewer than 20 percent of the communities are connected to the National Highway System (NHS). The FAA recognizes that state system plans developing classifications different from the NPIAS is important.[1] These state classifications recognize how airports fit into the state system. For example, in Alaska, with its vast stretches of unpopulated land, challenging terrain, and limited weather reporting, the AASP classifies many non–NPIAS airports and landing strips because of their importance to safety and access to remote areas.

Public or Public Use?

Public-use airports are used for public purposes but may be publicly or privately owned.

A public airport is used for public purposes, under the control of a public agency, and the landing/takeoff and surface maneuvering areas are publicly owned.

Table 1 provides a summary of the current AASP airport classifications. The AASP classifications do not influence federal funding eligibility but help provide a better understanding of these airports' role in establishing a safe and reliable aviation system.

---

[1] "In the airport system planning process, some states or metropolitan planning organizations may use different definitions of airports from those found in the NPIAS in an effort to classify current and forecast local aviation needs" (FAA, 2004).

Table 1. AASP Airport Classifications Table, Adapted From Chapter 3, Classifications & Performance Measures, of AASP Phase III.

AASP Summarized Definitions

Medium and Small Hubs: A medium hub airport has between 0.25 and 1 percent of the total annual passenger boardings in the U.S., and a small hub airport has between 0.05 and 0.25 percent of total passenger boardings in the U.S.
 	
Regional Hubs: Regional hubs meet three of the following criteria: (1) are designated primary airports, as defined by the FAA, with at least 10,000 annual passenger boardings; (2) are air carrier hubs, as defined by the FAA; (3) are Federal Aviation Regulation Part 139 certificated; (4) are U.S. Postal Services hubs; (5) are DNR-designated fire tanker bases; or (6) serve communities with U.S. Coast Guard facilities.
 	
Community Class: Community class airports are a community's primary airport that serves basic needs (e.g., passenger travel to regional hubs, mail service, local aviation-related business, and emergency needs). This classification includes communities that have a year-round population of at least 25 people and a public school, and are located more than 1 hour by road from an international, regional hub, or other community class airport.
   ► Off-Road: not connected to the NHS
   ► On-Road: connected to the NHS
	Local Class – NPIAS High Activity: These airports accommodate mostly general aviation activity. They either supplement hub and community airports by providing additional general aviation capacity in the more densely populated portions of the state or serve low-population areas where a community airport is not warranted. High-activity airports must have at least 20 based aircraft.
	
	Local Class – NPIAS Low Activity: These airports accommodate mostly general aviation activity. They either supplement international, regional hub, and community airports by providing additional general aviation capacity in the more densely populated portions of the state or serve low-population areas where a community airport is not warranted. Low-activity airports must have fewer than 20 based aircraft.
	
	Local Class – Non-NPIAS: These public-use airports, heliports, or seaplane bases are documented in the FAA Alaska Chart Supplement but are not included in the NPIAS and are not eligible for federal grant funding.
	
	Landing Strips: Landing strips are the remaining publicly and privately owned, non-NPIAS facilities that are registered with the FAA, not owned by DOT&PF, and not included in previously defined classifications.

This DAAPS documents both public and private airstrips in the study area to assist in understanding the range of airport facilities in the Denali area. Table 2 summarizes the ownership and classification of each airport documented in this study.

Table 2. Study Airport Ownership and Classification.

Airport Name (FAA LocID)	Ownership	NPIAS Classification	AASP Classification
Amos Lake	Alaska DNR	Non- NPIAS	Private – Not Classified
Cantwell (TTW)	Private	Non-NPIAS	Private – Not Classified
Clear (Z84)	DOT&PF	GA - Unclassified	Local Low Activity
Clear Sky Lodge (CLF)	Private	Non-NPIAS	Private – Not Classified
Denali (AK06)	Private	Non-NPIAS	Closed to the Public
Eva Creek (2Z3)	Alaska DNR	Non-NPIAS	Not Classified
Gold King Creek (AK7)	DOT&PF	Non-NPIAS	Local Non-NPIAS
Healy River (HRR)	DOT&PF	GA– Basic	Community On–Road
Kantishna (5Z5)	DOT&PF/NPS	GA - Basic	Local Low Activity
McKinley National Park (INR)	NPS-Denali	Non-NPIAS	Not Classified
*Minchumina (MHM)	DOT&PF	GA-Basic	Local Low Activity
Purkeypile (01A)	Alaska DNR	Non-NPIAS	Not Classified
Stampede (Z90)	NPS - Denali	Non-NPIAS	Not Classified
Summit (UMM)	DOT&PF	Non-NPIAS	Local Non–NPIAS
Totatlanika River (9AK)	Public Domain	Non-NPIAS	Not Classified

*MHM is a public–use airport owned by DOT&PF and located outside the Denali Borough; it is listed as a possible diversion airport because of its proximity—it is not considered part of the study area.

Data Sources

This section describes available airport inspection reports, planning documents, and data reviewed to develop airport profiles. Information is often repeated between multiple sources and not all of these data sources exist for each airport.

5010 Inspections

The 5010 Inspection Program is used to gather data and document the physical infrastructure and services available at airports. Inspections serve as a standardized process to ensure that public-use airport data are current and provide airport users

with accurate information for flight planning and safe operations. In Alaska, public-use airports are inspected on a 3-year rotation.

Airport Data and Information Portal

The Airport Data and Information Portal is an FAA-managed collection of airport and aeronautical data.

Airport Layout Plans

Airport Layout Plans (ALPs) provide information about the existing infrastructure at an airport, including runway length, lighting, and wind data, as available.

Airport Master Plans

Master Plans provide guidelines for future airport development. These plans can provide historical context, current development needs, and environmental considerations relevant to airport development.

Airport Pavement Inspection Reports

Airport Pavement Inspection Reports are compiled from on-site inspections of pavement conditions for runways, aprons, and taxiways. A pavement condition index (PCI) value is assigned based on the pavement conditions, and associated recommended actions such as maintenance, rehabilitation, or reconstruction are provided.

Capital Improvement and Maintenance Program Inspections

Capital Improvement and Maintenance Program (CIMP) inspections are conducted periodically to identify and prioritize capital improvement needs at DOT&PF airports. Inspections are conducted on site and cover all airport infrastructure.

Chart Supplement Alaska

Chart Supplement Alaska is a publication issued by the FAA that contains airport sketches, listings of navigational facilities, special notices and procedures, and other airport information.

National Environmental Protection Act Documents

Airports may have documentation from airport development projects that underwent the National Environmental Protection Act (NEPA) process. These documents include an environmental impact analysis and provide context about historic airport projects and environmental data about the airport and its surroundings.

Performance Measures

DOT&PF tracks 26 performance measures for all DOT&PF-owned airports in Alaska. Measures are divided into five categories: Airport Design, Airport Safety, Airport Planning, Community Quality of Life, and Community Economic Development.

Pilot Reports

Pilot reports contain unofficial comments from pilots on conditions at a specific location.

Amos Lake

Amos Lake is an uncharted airstrip located at Amos Lakes on Alaska DNR Division of Mining, Land, and Water–managed land.

Cantwell

Cantwell Airport (TTW) (PATW) is a privately owned, public-use turf dirt airstrip near the junction of the Parks and Denali Highways. The runway is not attended to, and conditions are not regularly monitored.

Basic Information
Owner: Private

NPIAS Level of Service: Non–NPIAS

AASP Classification: N/A

Runway Information
Length: 2,800' by 30'

Surface: Turf dirt

Condition: Fair

Elevation: 2,190'

Additional Runway Notes:

► Runway 04 uses reflective orange cones as threshold and edge markers
► Requires a dogleg approach because of the mountains
► Runway 22 slopes downhill on the left side approximately 2% and has an uneven surface
► Runway 04 slopes uphill on the right side

Figure 7. Cantwell Layout, Chart Supplement Alaska (FAA, 2024).

Airport and Area Conditions
Lighting: None

NAVAIDS: None

Vegetation: Brush and trees up to 40' high

Wildlife: Moose, bears, migratory waterfowl

Wind Data: No data; subject to turbulent wind

Needs and Safety Issues
► Airport is not secure (wildlife, pedestrians, vehicles on airport)
► Runway may be very soft in spring and during periods of heavy precipitation

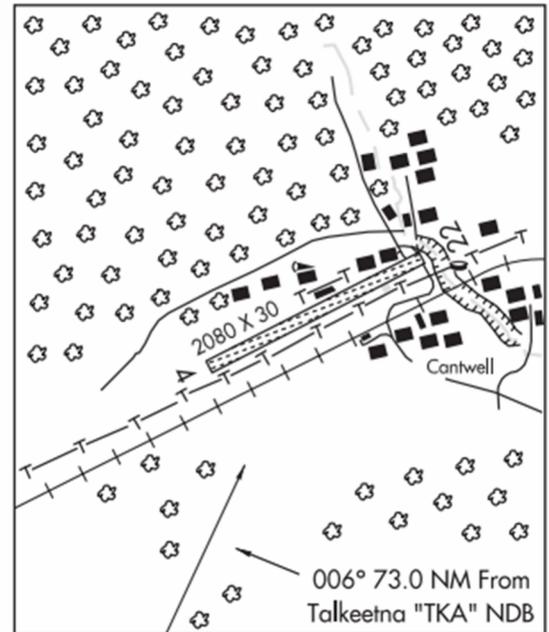### AASP Performance Measures Not Applicable

Figure 8. Aerial Image of Cantwell (DOT&PF, 2020).

Other Notes

- ► Fuel is available for emergency use only
- ► Windsock is located 100+ yards northwest of airport on a private hangar
- ► High terrain exists to northeast; a southwest approach is favored; runway is subject to turbulent winds.
- ► Aircraft are required to taxi on runway and avoid use of subdivision road parallel to runway
- ► Runway conditions are monitored irregularly; visual inspection is recommended before landing
- ► Windsock is located off airport 100+ yards atop a private hangar

Clear

Z84 (PACL) is a public-use airport owned by DOT&PF in the unincorporated community of Clear. The runway surface is asphalt; the runway is not attended to, and conditions are not regularly monitored.

Z84 is rendered virtually unusable because of surrounding airspace restrictions. The airport is listed in the NPIAS as General Aviation – Unclassified, which means its eligibility for federal grant funding is severely restricted.

Figure 9. Clear Airport Layout, Chart Supplement Alaska (FAA, 2024).

Basic Information
Owner: DOT&PF

NPIAS Level of Service: General Aviation – Unclassified

AASP Classification: Local Low Activity

Current ARC: B-II

Ultimate ARC: B-II

Runway Information
Length: 3,997' by 100'

Surface: Asphalt

Condition: Good

Elevation: 559'

Pavement Inspection Report: The report recommends corrective maintenance for the runway, the south apron, and Taxiway B; preventative maintenance for the north apron and Taxiway C; and rehabilitation for Taxiway A (DOT&PF, 2018).

Additional Runway Notes:

- ▶ Runways 01 and 19 have threshold markers
- ▶ A 300' safety area is overrun at each end of runway

Airport and Area Conditions
Lighting: Rotating beacon and medium-intensity runway lights
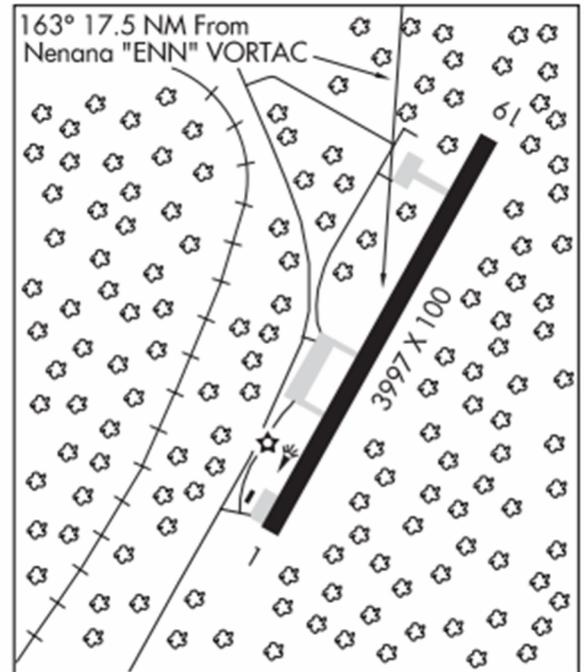
NAVAIDS: Two windsocks, one with a segmented circle

Vegetation: Grass, brush, and trees up to 75' high

Wildlife: Moose, bears, migratory waterfowl

Wind Data: >95% coverage

Needs and Safety Issues
- ► Airport is not secure (wildlife, pedestrians, vehicles on airport)
- ► Numerous runway lights are damaged or missing
- ► One windsock is damaged
- ► Stop sign at road access is faded and hard to read

AASP Performance Measures Not Met
Airport Design
- ► RPZ control/compliance
- ► Current design aircraft met
- ► Nonstandard condition

Airport Safety
- ► Primary runway condition
- ► Certified weather reporting
- ► Weather camera

Airport Planning
- ► Current CIMP inspection

Community Quality of Life
- ► All measures not applicable

Community Economic Development
- ► All measures met or not applicable

Figure 10. Aerial Image of Clear (DOT&PF, 2019).

Other Notes
- ► Avoid restricted area 1 nautical mile west and private airport 3 nautical miles southwest
- ► Taxiway C is closed in the winter
- ► Heavy glider activity in summer

Pilot Reports (Unverified reports from surveys, interviews, and emails)
- ► Needs light repairs

Clear Sky Lodge Airport

Clear Sky Lodge Airport (CLF) is a private airstrip near the unincorporated community of Clear. The airport may be closed.

Denali

Denali Aiport (AK06) is closed to the public. AK06 is a privately owned airport serving private charter and flightseeing operations. The runway surface is gravel; the runway is not attended to, and conditions are not regularly monitored.

Basic Information

Owner: Private

Private wind equipment is on site, with no recorded data, for use in real-time monitoring or communication.

NPIAS Level of Service: Non-NPIAS

AASP Classification: Private Use – Not Classified

Current ARC: N/A

Ultimate ARC: N/A

Runway Information

Length: 4,000' by 150'

Surface: Gravel

Condition: Good

Elevation: 2,050'

Additional Runway Notes:

- ▶ Runway 12 has trees
- ▶ All traffic patterns to west; high volume of traffic May 15 to September 15

Airport and Area Conditions

Lighting: none

NAVAIDS: Windsock

Vegetation: Trees up to 75' high

Wildlife: Moose, bears, migratory waterfowl
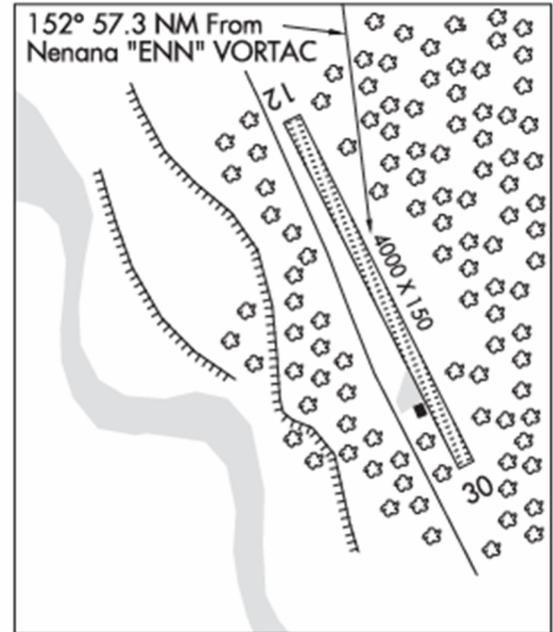
Wind Data: >95% coverage

Figure 11. Denali Airport Layout, Chart Supplement Alaska (FAA, 2024).

Needs and Safety Issues
- ► Airport is not secure (wildlife, pedestrians, vehicles on airport)

AASP Performance Measures Not Applicable

Other Notes
- ► Avoid restricted area 1 nautical mile west and private airport 3 nautical miles southwest

Pilot Reports (Unverified reports from surveys, interviews, and emails)
- ► Nine based pilots, four Navajos, and one 206 based at AK06 during the summer of 2024. Six sightseeing flights daily. Fleet winters at Birchwood Airport
- ► 4,500' strip (published as 4,000'), private, not for public use. Not looking to expand or provide lease lots, etc. Some private hangars, tie-downs, and residential properties with access. Busy Part 135 operation in the summer.
- ► Airfield made available to fire response teams during the recent Riley Fire.
- ► Airfield occasionally made available for medevac operations.

Eva Creek

Eva Creek Airport (2Z3) is a public-use airport owned by the Alaska DNR located 8 miles east of Ferry. The runway surface is gravel, and the airport is unattended.

Basic Information
Owner: Alaska DNR

NPIAS Level of Service: Non-NPIAS

AASP Classification: N/A

Runway Information
Length: 950' by 40'

Surface: Gravel

Condition: Poor

Elevation: 2,817'

Additional Runway Notes:

- ► Large loose rocks on runway
- ► Up to 4 inches of turf and brush growing on runway surface up to 30 inches tall
- ► 15-degree dogleg to south on west end
- ► Terrain drops off sharply on east side of runway

Figure 12. Eva Creek Airport Layout, Chart Supplement Alaska (FAA, 2024).

Airport and Area Conditions
Lighting: None

NAVAIDS: None

Vegetation: Brush and trees up to 25' high

Wildlife: Moose, bears, migratory waterfowl

Wind data: No data.

Needs and Safety Issues
- ► Runway is unusable

AASP Performance Measures Not Applicable

Other Notes
- ► Emergency field for light planes only
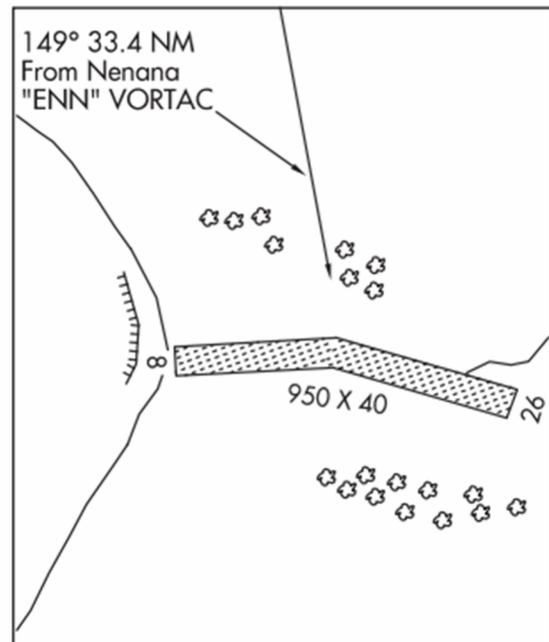- ► Knowledge of strip recommended before use

Figure 13. Aerial Image of Eva Creek (DOT&PF, 2020).

► Severe turbulence at all times

Pilot Reports (Unverified reports from surveys, interviews, and emails)
► Recently installed wind tower creates obstruction to safe use of this airport

Gold King Creek

Gold King Creek Airport (AK7) (PAAN) is a public-use airport owned by DOT&PF in the northeast portion of the Denali Borough. The runway surface is gravel and dirt in fair condition; the runway is not attended, and conditions are not regularly monitored.

Basic Information
Owner: DOT&PF

NPIAS Level of Service: Non-NPIAS

AASP Classification: Local Non-NPIAS

Current ARC: Unknown

Ultimate ARC: Unknown

Runway Information
Length: 2,558' by 17'

Surface: Gravel and dirt

Condition: Fair

Elevation: Not listed

Additional Runway Notes:

▶ Runway surface is uneven with heaves and large loose rocks
▶ 20' trees both sides of runway, within 60-70' of centerline

Figure 14. Aerial Image of Gold King Creek (DOT&PF, 2020).

Airport and Area Conditions
Lighting: None

NAVAIDS: One windsock

Vegetation: Grass on the airport property, trees up to 60' high

Wildlife: Moose, wolves, migratory waterfowl

Wind data: No data.

Needs and Safety Issues
▶ Airport is not secure (wildlife, pedestrians, vehicles on airport)

AASP Performance Measures Not Met
Airport Design
▶ All measures not applicable

Airport Safety
▶ Primary runway condition

29

Airport Planning
- ► All measures not applicable

Community Quality of Life
- ► All measures not applicable

Community Economic Development
- ► All measures not applicable

Other Notes
- ► No services available

Pilot Reports (Unverified reports from surveys, interviews, and emails)
- ► Needs surface maintenance, vegetation clearing, weather reporting, and weather cameras

Healy River (PAHV)

HRR is a public-use airport owned by DOT&PF, located along the Parks Highway. The runway surface is asphalt in fair condition; the runway is not attended, and conditions are not regularly monitored.

HRR does not meet FAA AIP Grant funding requirements for land ownership and has reported severe, swirling wind conditions on approach.

Basic Information

Owner: DOT&PF

NPIAS Level of Service: General Aviation – Basic

AASP Classification: Community On-Road

Current ARC: A-I

Ultimate ARC: A-I

Figure 15. Healy River Airport Layout, Chart Supplement Alaska (FAA, 2024).

Runway Information

Length: 2,910' by 60'

Surface: Asphalt

Condition: Fair

Elevation: 1,256'

Pavement Inspection Report: The report recommends rehabilitating the North Apron and Taxiway C and reconstructing all other runways, taxiways, and aprons (DOT&PF, 2020).

Additional Runway Notes:

▶ Runway and taxiway markings are faded
▶ Runway markings are nonstandard: threshold is marked with panels, cones, and lights
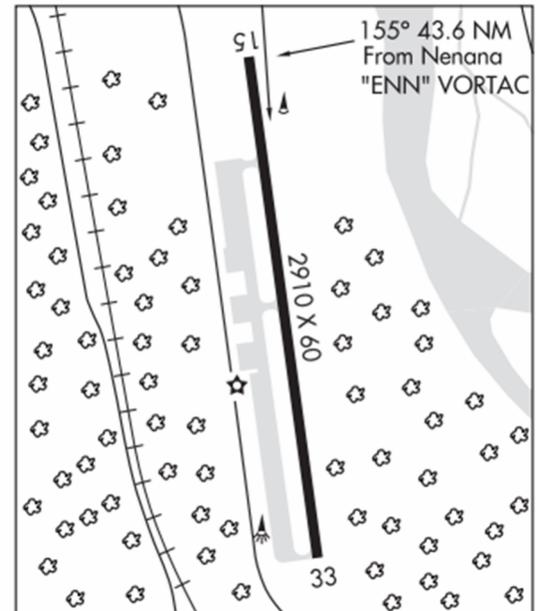▶ Runway and taxiway surfaces are cracked; weeds and grass growing through surface

Airport and Area Conditions

Lighting: Rotating beacon, medium-intensity runway and taxiway lights

NAVAIDS: Two windsocks, one segmented circle

Vegetation: Brush and trees up to 45' high

Wildlife: Moose, bears, migratory waterfowl

Wind data: No data; turbulent winds in vicinity of airport

Figure 16. Aerial Image of Healy River (DOT&PF, 2020).

Needs and Safety Issues

► Airport is not secure (wildlife, pedestrians, vehicles on airport)

AASP Performance Measures Not Met

Airport Design

► Current design aircraft met

Airport Safety

► Primary runway length
► Primary runway condition
► Primary runway ALS or REIL
► Certified weather reporting
► Weather camera

Airport Planning

► Current CIMP inspection

Community Quality of Life

► Public restrooms

Community Economic Development

► Unmanned aerial system (UAS) integration

Other Notes

► Airport is on land owned by the Alaska Railroad and leased by DOT&PF; lack of ownership or long-term leasing makes it difficult to use AIP funding at HRR
► Full service Av Gas and Jet A fuel available during normal business hours May–September or by callout year-round and after hours
► Recommend visual inspection before landing
► The railroad tracks are 700' from the threshold, 20' above runway elevation
► Altitude correction required at or below -11°C

Pilot Reports (Unverified reports from surveys, interviews, and emails)

- ► Frequent high winds and erratic wind changes
- ► Fuel availability is sporadic
- ► Snow removal, general lack of maintenance
- ► Lacks FAA certified weather
- ► Need for hangar space
- ► No ground transportation or attractions for visitors

Kantishna

5Z5 is an unattended public-use airport located within Denali National Park and Preserve. The runway surface is gravel and dirt, and it was in good condition during its 5010 Inspection in 2021. The runway condition is not regularly monitored.

5Z5 is currently unreachable because of the Pretty Rocks landslide. When the road is repaired, usage is restricted to NPS permits, rendering it inaccessible to most of the population.

Basic Information

Owner: NPIAS identifies DOT&PF as the owner

NPIAS Level of Service: General Aviation - Basic

AASP Classification: Local Low Activity

Current ARC: A-I

Ultimate ARC: A-I

Runway Information

Length: 1,887' by 45'

Surface: Gravel and dirt

Condition: Good

Elevation: 1,578'

Additional Runway Notes:

- ► Subject to strong wind shears
- ► Brush is encroaching on runway edges
- ► Runway is potentially very soft in spring and during periods of heavy precipitation
- ► Some runway markers are damaged or missing

Airport and Area Conditions

Lighting: None

NAVAIDS: Three windsocks

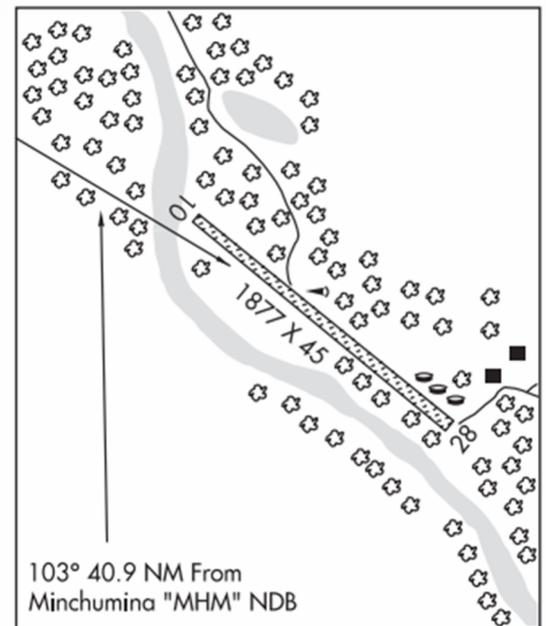Vegetation: Brush and trees up to 55' high

Figure 17. Kantishna Airport Layout, Chart Supplement Alaska (FAA, 2024).

Figure 18. Aerial Image of Kantishna (DOT&PF, 2015).

Wildlife: Moose, caribou, bears, migratory waterfowl

Wind data: No data; runway is subject to strong wind shears because of its location within a canyon

Needs and Safety Issues

► Airport is not secure (wildlife, pedestrians, vehicles on airport)
► Brush encroaching on runway edges and windsocks
► Runway is potentially very soft in spring and during periods of heavy precipitation
► Some runway markers are damaged or missing
► FAA weather camera location is 5Z5, but name is McKinley North, possibly because all four cameras are in roughly same direction
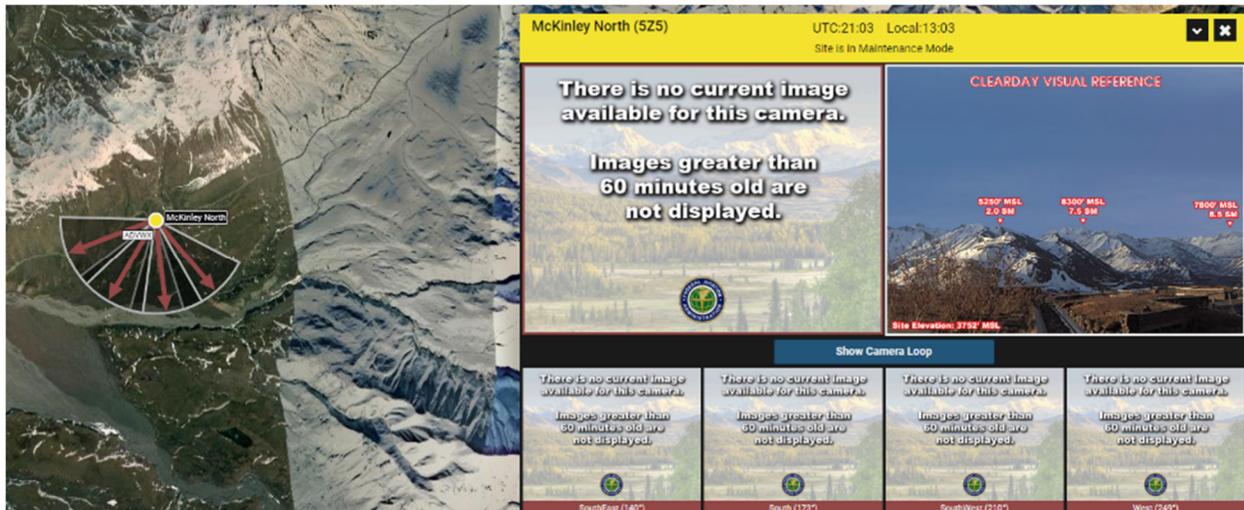

Figure 19. FAA Weather Camera for 5Z5. (Note: Cameras for 5Z5 are seasonal and were unavailable when this report was developed. The message indicating there is no image available is repeated in the four boxes on the bottom right.)

AASP Performance Measures Not Met
Airport Design

► RPZ control/compliance
► Current design aircraft met
► Nonstandard condition

Airport Safety

► Certified weather reporting

Airport Planning

► Current CIMP inspection

Community Quality of Life

► All measures not applicable

35

Community Economic Development
- ► All measures met or not applicable

Other Notes
- ► Private rotor wing use is prohibited (permitted for emergencies only)
- ► Road to east side of runway
- ► Limited parking space is available for transient aircraft

Pilot Reports (Unverified reports from surveys, interviews, and emails)
- ► Runway is too short, especially when windy
- ► Runway surface needs maintenance
- ► 5Z5 has not been maintained by DOT&PF or NPS since the Pretty Rocks Landslide closed the Denali Park Road in August 2021

McKinley National Park

INR (PAIN) is an unattended airport located within Denali National Park and Preserve. The runway surface is gravel, and it was in good condition during its 5010 Inspection in 2020.

Basic Information

Owner: NPS – Denali National Park and Preserve

NPIAS Level of Service: Non–NPIAS

AASP Classification: N/A

Runway Information

Length: 3,000' by 68'

Surface: Gravel

Condition: Good

Elevation: 1,720'

Additional Runway Notes:

Figure 20. McKinley National Park Airport Layout, Chart Supplement Alaska (FAA, 2024).

- ► Runway is potentially very soft in spring and during periods of heavy precipitation
- ► No overrun at either end of runway
- ► Runway marked with damaged and faded cones
- ► Aircraft parking along runway has reduced usable runway width to 68'
- ► Grass encroachment on both sides of the runway
- ► All traffic patterns to east because of terrain clearance

Airport and Area Conditions

Lighting: None

NAVAIDS: Two windsocks

Vegetation: Brush and trees up to 55' high

Figure 21. Aerial Image of McKinley National Park (DOT&PF, 2020).

Wildlife: Moose, bears, migratory waterfowl

Wind data: No data; canyon south and west of airport is subject to strong downdrafts

Needs and Safety Issues

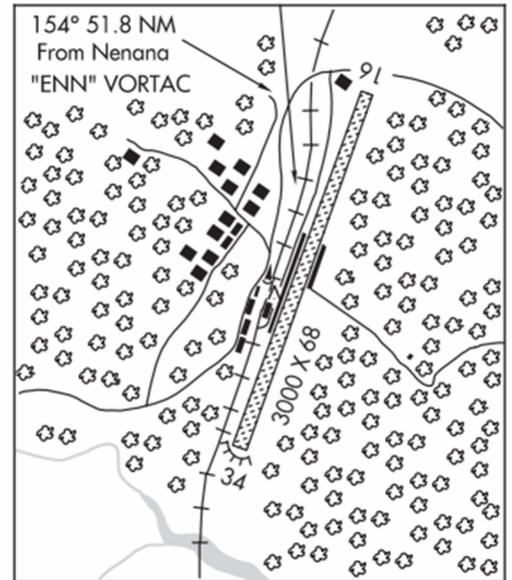- ► Airport is not secure (wildlife, pedestrians, vehicles on airport)

► Runway is potentially very soft in spring and during periods of heavy precipitation

AASP Performance Measures Not Applicable

Other Notes
► Has an Automated Weather Observing System (AWOS-C)
► Has FAA weather cameras
► Airport is maintained in winter
► Commercial and business use is prohibited unless under permit with NPS
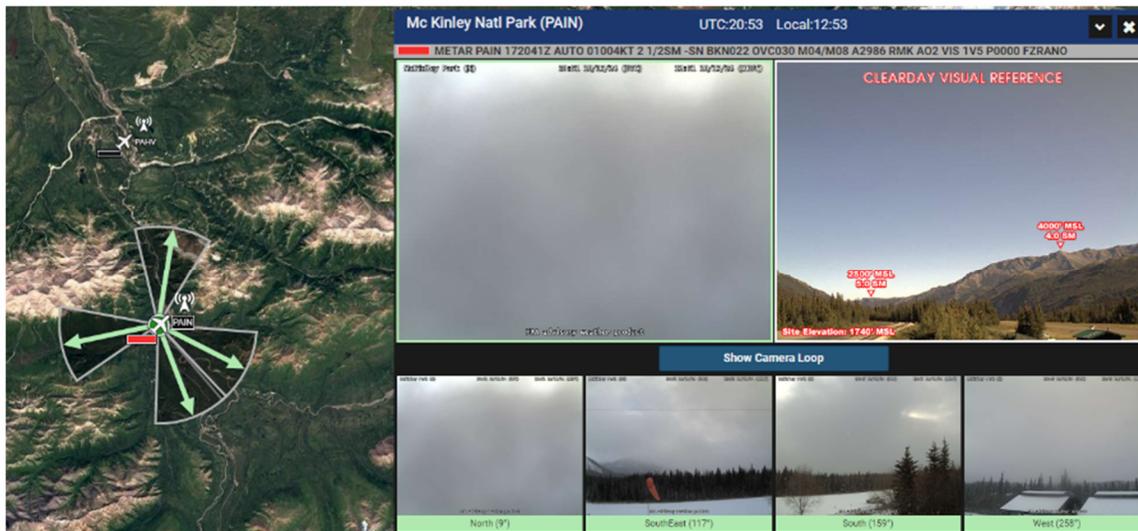► Private rotor wing use is prohibited (permitted for emergencies only)

Figure 22. FAA Weather Camera for INR.

Pilot Reports (Unverified reports from surveys, interviews, and emails)
► Pilots report brush and trees as a hazard to takeoffs/landings in need of attention by airport sponsor
► Longer and wider runway would help with pilot training
► Needs proper markings, improved parking area

Minchumina

Minchumina (MHM) (PAMH) is a public-use airport owned by DOT&PF located outside the Denali Borough and the study area. It is listed here because it is in close proximity and could be used for weather diversions. The runway surface is gravel; it is in good condition, but it is unattended and not regularly monitored.

Basic Information
Owner: DOT&PF

NPIAS Level of Service: General Aviation – Basic

AASP Classification: Local Low Activity

Current ARC: B-II

Ultimate ARC: B-II

Runway Information
Length: 4,184' by 100'

Surface: Gravel

Condition: Good

Elevation: 682'

Additional Runway Notes:

- ► Runway is potentially very soft in spring and during periods of heavy precipitation
- ► Some runway and taxiway markers are damaged or out of service

Figure 23. Minchumina Airport Layout, Chart Supplement Alaska (FAA, 2024).

Airport and Area Conditions
Lighting: Pilot-controlled precision approach path indicator (PAPI), rotating beacon, medium-intensity runway and taxiway lights

NAVAIDS: Three windsocks, segmented circle

Vegetation: Brush and trees up to 55' high

Wildlife: Moose, caribou, bears, migratory waterfowl

Wind data: >95% coverage

Needs and Safety Issues
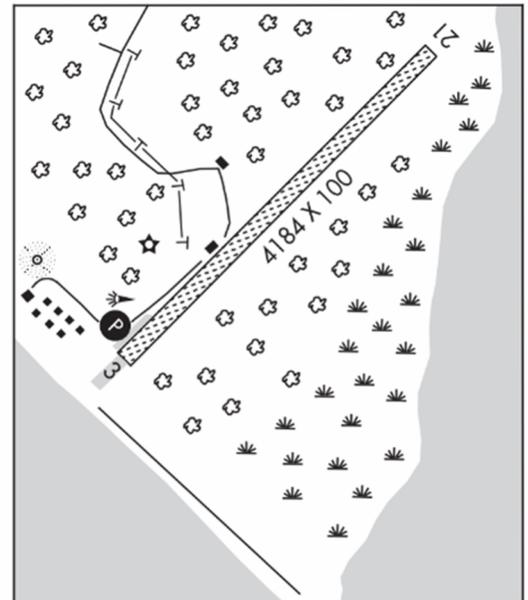- ► Airport is not secure (wildlife, pedestrians, vehicles on airport)

- ► Brush and trees encroaching on windsocks and segmented circle
- ► Windsock on beacon tower is damaged and unreliable
- ► Runway is potentially very soft in spring and during periods of heavy precipitation
- ► Some runway and taxiway markers are damaged or out of service

AASP Performance Measures Not Met

Airport Design
- ► Current design aircraft met

Airport Safety
- ► All measures met or not applicable

Airport Planning
- ► Current CIMP inspection

Community Quality of Life
- ► All measures not applicable

Community Economic Development
- ► All measures met or not applicable

Figure 24. Aerial Image of Minchumina (DOT&PF, 2019).

Other Notes

- ► Recommend visual inspection before landing
- ► Altitude correction required at or below –37°C
- ► Wind indicator is inaccurate (surrounded by trees)
- ► Closed crosswind runway with faded markings west of Runway 03
- ► Snow removal operations—Common Traffic Advisory Frequency
- ► BLM firefighting equipment and aircraft operate here during summer months
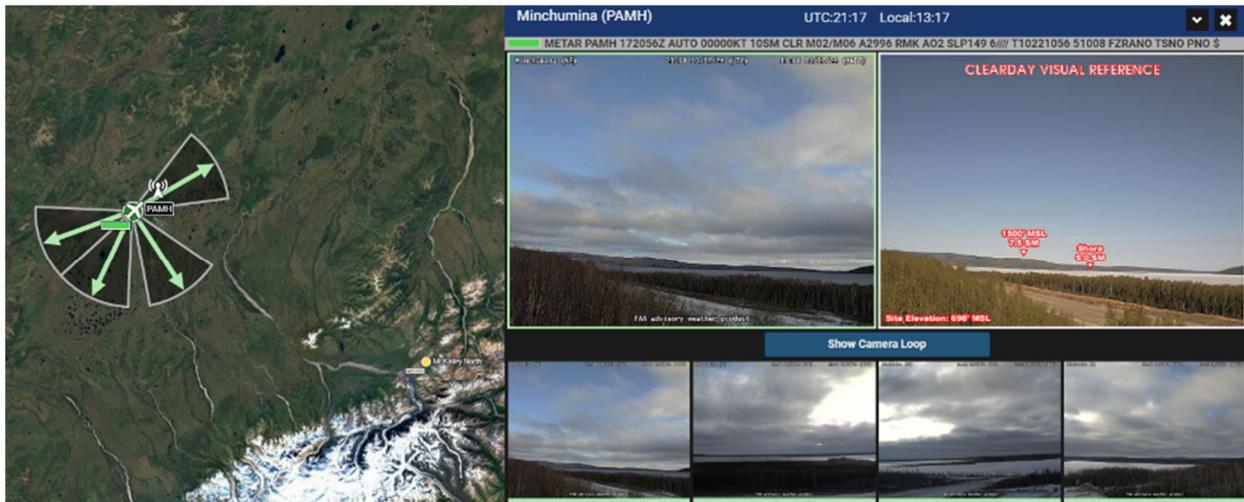- ► FAA Weather Camera

Figure 25. FAA Weather Camera for MHM.

Pilot Reports (Unverified reports from surveys, interviews, and emails)

► Runway is soft when wet

Purkeypile

Purkeypile Airport (01A) is a public–use airport owned by the Alaska DNR. The runway surface is gravel; it is not maintained and is in poor condition. The airport is attended May through September during daylight hours.

Basic Information
Owner: Alaska DNR

NPIAS Level of Service: Non–NPIAS

AASP Classification: N/A

Runway Information
Length: 1,176' by 50'

Surface: Gravel

Condition: Poor

Elevation: 2,041'

Figure 26. Aerial Image of Purkeypile (DOT&PF, 2021).

Additional Runway Notes:

- ▶ Most runway and taxiway markers are damaged or missing
- ▶ Brush, grass, and trees are encroaching on all runway surfaces
- ▶ Runway 23 approach has 42' trees on each side with cut out for wing width
- ▶ Soft sand and large river rocks on runway surface

Airport and Area Conditions
Lighting: None

NAVAIDS: One windsock

Vegetation: Brush and trees up to 50' high

Wildlife: Moose, bears, caribou, migratory waterfowl

Wind data: No data.

Needs and Safety Issues
- ▶ Airport is not secure (wildlife, pedestrians, vehicles on airport)
- ▶ Brush encroaching on the windsock

AASP Performance Measures Not Applicable

Other Notes
- ▶ River changes course and may flood or damage airport

Stampede

Stampede Airport (Z90) is a public-use airport owned by the NPS and located within the Denali National Park and Preserve. The runway surface is turf; it is in good condition, but it is not attended, maintained, or regularly monitored.

Basic Information

Owner: Alaska DNR

NPIAS Level of Service: Non-NPIAS

AASP Classification: N/A

Runway Information

Length: 1,960' by 40'

Surface: Turf

Condition: Good

Elevation: 1,852'

Additional Runway Notes:

► Runway is potentially very soft in the spring and during periods of heavy precipitation

Airport and Area Conditions

Lighting: None

NAVAIDS: None (windsock is missing)

Vegetation: Brush and trees up to 35' high

Wildlife: Moose, bears, migratory waterfowl

Wind data: No data. Runway subject to strong wind shears because of location in canyon

Needs and Safety Issues

► Airport is not secure (wildlife, pedestrians, vehicles on airport)
► Runway is potentially very soft in spring and during periods of heavy precipitation
► Windsock is missing

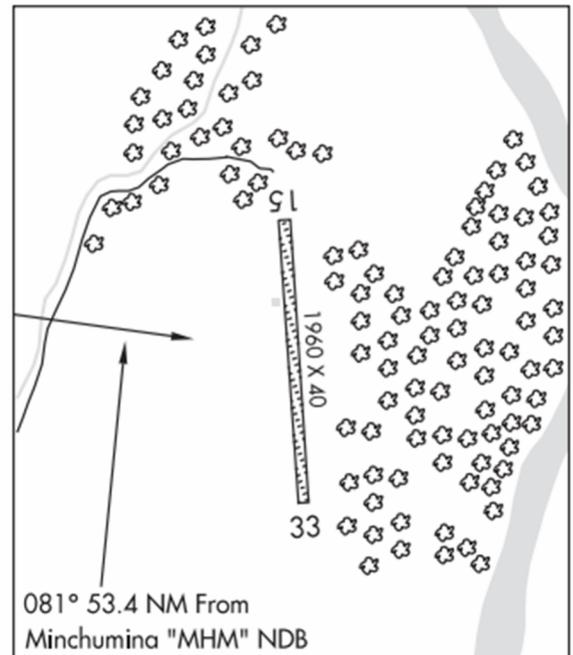*Figure 27. Stampede Airport Layout, Chart Supplement Alaska (FAA, 2024).*

Other Notes

► Private rotor wing use is prohibited (permitted for emergencies only)
► Road is to east side of runway
► Limited parking space is available for transient aircraft

Summit

Summit Airport (UMM) (PAST) is a public-use airport owned by DOT&PF and located along the Parks Highway. The runway is gravel in good condition; the airport is not attended and is not maintained in the winter.

Basic Information

Owner: DOT&PF

NPIAS Level of Service: Non-NPIAS

AASP Classification: Local Non-NPIAS

Current ARC: Unknown

Ultimate ARC: Unknown

Runway Information

Length: 3,814' by 80'

Surface: Gravel

Condition: Good

Elevation: 2,409'

Additional Runway Notes:

► Runway is potentially very soft in the spring and during periods of heavy precipitation

Airport and Area Conditions

Lighting: None

NAVAIDS: One windsock with a segmented circle

Vegetation: Brush and trees up to 35' high

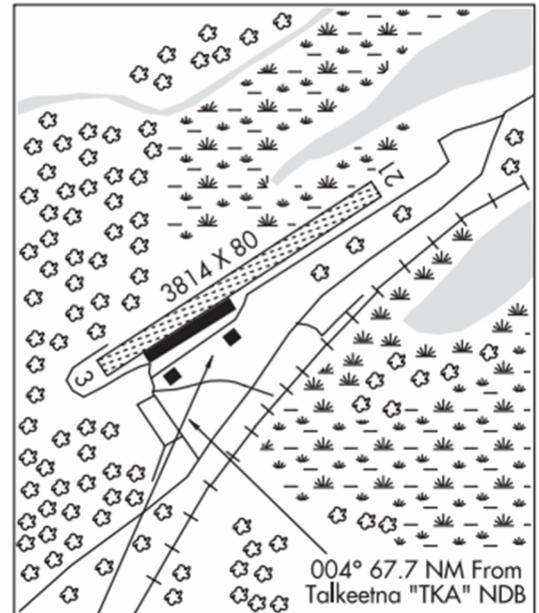Wildlife: Moose, bears, migratory waterfowl

Figure 28. Summit Airport Layout, Chart Supplement Alaska (FAA, 2024).

Wind data: No data. Runway subject to crosswinds.

Needs and Safety Issues
▶ Airport is not secure (wildlife, pedestrians, vehicles on airport)
▶ Runway is potentially very soft in spring and during periods of heavy precipitation

AASP Performance Measures Not Met
Airport Design
▶ All measures not applicable

Airport Safety
▶ All measures met or not applicable

Airport Planning
▶ All measures not applicable

Community Quality of Life
▶ All measures not applicable

Community Economic Development
▶ All measures not applicable

Other Notes
▶ Recommend visual inspection before landing
▶ No winter maintenance
▶ FAA Weather Cameras

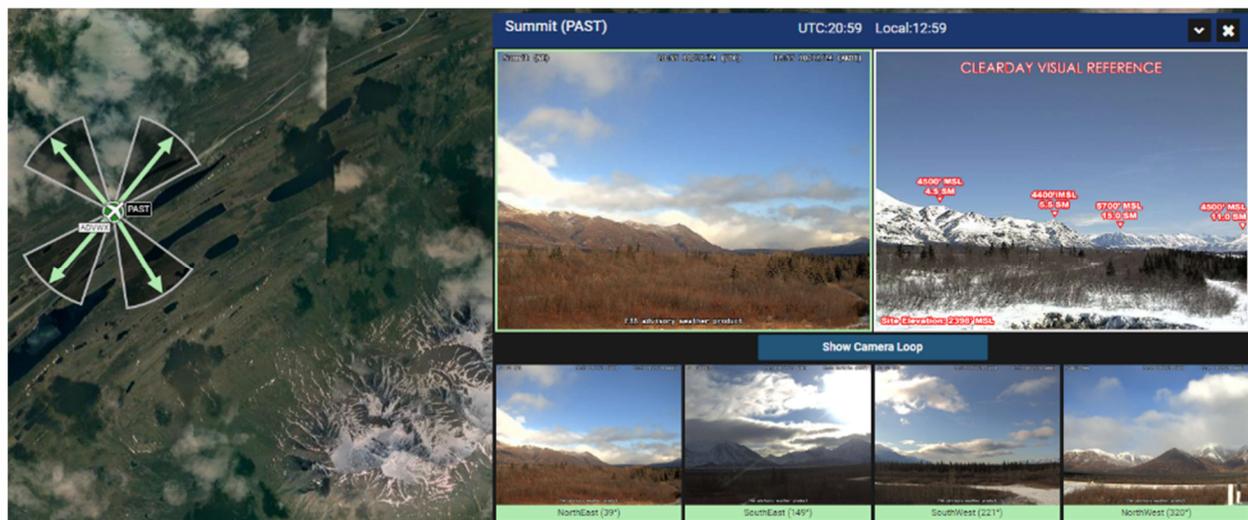Figure 29. Aerial Image of Summit (DOT&PF, 2020).

Figure 30. FAA Weather Camera for UMM.

Pilot Reports (Unverified reports from surveys, interviews, and emails)

- ▶ UMM is a good alternative to HRR during high winds
- ▶ Infrequent vegetation clearing
- ▶ Needs new markings and cones
- ▶ Needs tie-downs

Totatlanika River

Totatlanika River Airport (9AK) is a public domain airport located east of 2Z3. The runway surface is gravel in poor condition; the airport is unattended and should be used only in emergencies.

Basic Information
Owner: Public Domain

NPIAS Level of Service: Non–NPIAS

AASP Classification: N/A

Runway Information
Length: 780' by 30'

Surface: Gravel

Condition: Poor

Elevation: 2,717'

Figure 31. Totatlanika River Airport Layout, Chart Supplement Alaska (FAA, 2024).

Additional Runway Notes:

- ▶ Runway rises and falls as much as 50'
- ▶ Runway slopes downhill from west to east
- ▶ Runway is very rough with large loose rocks on entire runway

Airport and Area Conditions
Lighting: None

NAVAIDS: None

Vegetation: Brush and trees up to 25' high

Wildlife: Moose, bears, migratory waterfowl

Wind data: No data; area experiences severe turbulence in all winds

Needs and Safety Issues
- ▶ Airport is not secure (wildlife, pedestrians, vehicles on airport)
- ▶ Runway is very rough with large loose rocks on entire runway

AASP Performance Measures Not Applicable
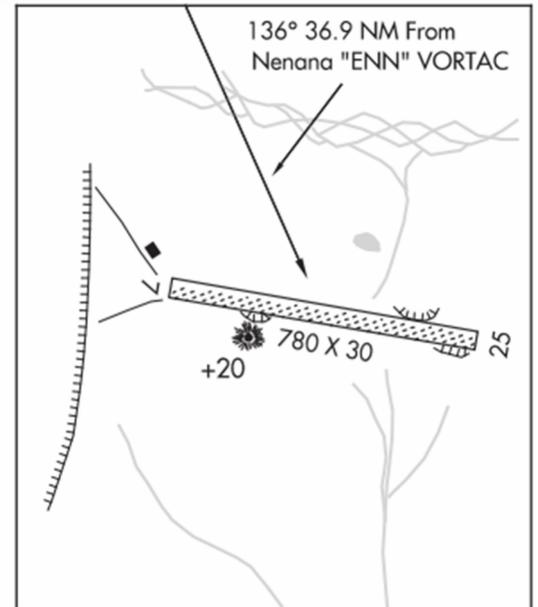
Other Notes
- ▶ Runway is located on top of a hill

Gaps and Next Steps

Very little information is available for two of the private airports (CLF and Amos Lake [uncharted]) in the Denali area. Many of the other airports being considered in the study have limited or incomplete data; for example, AK7 does not have an airport layout map in the Chart Supplement. Additionally, none of the airports in the Denali area have regularly scheduled commercial service that could be used to develop aviation forecasts.

The next steps of this study will help fill in the most critical gaps in information. Interviews with pilots and business owners will inform economic and aviation forecasts, and formal wind studies will provide more data for analysis of key sites. The interviews and wind studies will create a more complete picture of the Denali area aviation system.

Appendix A: References

Alaska Department of Transportation and Public Facilities, 1997. *Healy River Airport Layout Plan*.

Alaska Department of Transportation and Public Facilities, 2003. *Minchumina Airport Layout Plan*.

Alaska Department of Transportation and Public Facilities, 2009. *Kantishna Airport Layout Plan*.

Alaska Department of Transportation and Public Facilities, 2012. *Clear Airport Layout Plan*.

Alaska Department of Transportation and Public Facilities, 2014. *FAI Master Plan Project*. Prepared by PDC Inc. Engineers and associates.

Alaska Department of Transportation and Public Facilities, 2020. *Healy River Airport Pavement Inspection Report*.

Alaska Department of Transportation and Public Facilities, 2018. *Clear Airport Pavement Inspection Report*.

Alaska Department of Transportation and Public Facilities, 2024. *AASP Performance Measures Report Card – Clear.*

Alaska Department of Transportation and Public Facilities, 2024. *AASP Performance Measures Report Card – Gold King Creek.*

Alaska Department of Transportation and Public Facilities, 2024. *AASP Performance Measures Report Card – Healy River.*

Alaska Department of Transportation and Public Facilities, 2024. *AASP Performance Measures Report Card – Kantishna.*

Alaska Department of Transportation and Public Facilities, 2024. *AASP Performance Measures Report Card – Minchumina.*

Alaska Department of Transportation and Public Facilities, 2024. *AASP Performance Measures Report Card – Summit.*

Aviation Risk Solutions, Inc., 2019. *Clear Z84 Airport Inspection Report.*

Aviation Risk Solutions, Inc., 2020. *Cantwell TTW Airport Inspection Report*.

Aviation Risk Solutions, Inc., 2020. *Eva Creek 2Z3 Airport Inspection Report*.

Aviation Risk Solutions, Inc., 2020. *Gold King Creek AK7 Airport Inspection Report*.

Aviation Risk Solutions, Inc., 2020. *Healy River HRR Airport Inspection Report*.

Aviation Risk Solutions, Inc., 2020. *McKinley Natl Park INR Airport Inspection Report*.

Aviation Risk Solutions, Inc., 2020. *Summit UMM Airport Inspection Report*.

Aviation Risk Solutions, Inc., 2020. *Totatlanika River 9AK Airport Inspection Report*.

Aviation Risk Solutions, Inc., 2021. *Kantishna 5Z5 Airport Inspection Report*.

Aviation Risk Solutions, Inc., 2021. *Minchumina MHM Airport Inspection Report*.

Aviation Risk Solutions, Inc., 2021. *Purkeypile 01A Airport Inspection Report*.

Aviation Risk Solutions, Inc., 2021. *Stampede Z90 Airport Inspection Report*.

Denali Borough, 2015. *Comprehensive Plan*. Adopted January 24, 2009, amended September 9, 2015.

Denali Borough, 2018. *Denali Borough Land Use and Economic Development Plan*. Approved January 10, 2018.

Denali Borough, 2020. *Final Denali Borough Emergency Operations Plan*. Prepared by the Denali Borough. Released December 2020.

Denali Borough and City of Anderson, 2020. *Denali Borough and City of Anderson Multi-Jurisdictional Hazard Mitigation Plan Update*. Prepared by Denali Borough and City of Anderson Mitigation Planning Team in collaboration with LeMay Engineering & Consulting, Inc. Released September 2020.

Denali Chamber of Commerce, 2023. *Denali Chamber Economic Development Proposal*. Prepared by the Denali Chamber of Commerce. Released October 2023.

Denali Park Adventures, 2025. "The best way to travel to Denali National Park," published January 10, at *https://www.experiencedenali.com/blog/best-way-to-travel-to-denali-national-park/#:~:text=The%20nearest%20airport%20to%20Denali,386%20km)%20south%20of%20Denali*

Doyon, Limited, 2022. *Denali Airport Overview Booklet*.

Federal Aviation Administration, 2004. Advisory Circular 150/5070-7 – The Airport System Planning Process, Change 1, §209b.

Federal Aviation Administration, 2024. *Chart Supplement Alaska*.

Federal Highway Administration Western Federal Lands Highway Division, 2020. *Cantwell to Healy – Parks Highway MP 203–259 PEL Study Appendix A: Needs and Opportunities Assessment Report*. Prepared by Jacobs Engineering Group, Inc. in association with Shannon & Wilson, Inc. Released October 2020.

National Park Service, 2012. *Denali Park Road Final Vehicle Management Plan and Environmental Impact Statement*.

National Park Service, 2018. *Denali National Park and Preserve Long-Range Transportation Plan*. Prepared by Denali National Park and Preserve. Accepted May 2018.

National Park Service, 2019a. *Kantishna and Wonder Lake Area Plan Range of Proposals for Public Feedback*. Prepared by Denali National Park and Preserve. Released July 2019.

National Park Service, 2019b. *Winter and Shoulder Season Plan*. Prepared by Denali National Park and Preserve. Released October 2019.

National Park Service, 2024a. *Assessment of Actions Having an Effect on Historic Properties.* Prepared for the project titled "Kantishna Airstrip Routine Maintenance and Minor Upgrades, Programmatic 2024–2028." Released May 2024.

National Park Service, 2024b. *Categorical Exclusion Documentation Form (CE Form).* Prepared for the project titled "Kantishna Airstrip Routine Maintenance and Minor Upgrades, Programmatic 2024–2028." Released May 2024.