

## Appendix U - Alaskan Region Seaplane Facilities

City_Name	Worksite_Name	NPIAS_No	Site_No
Akutan	Akutan SPB	02-0346	50022.*C
Anchorage	Lake Hood Seaplane Base	02-0013	50037.*C
Angoon	Angoon Seaplane	02-0018	50037.6*C
Baranof Warm Springs	Baranof Warm Springs SPB	02-0451	50053.*C
Coffman Cove	Coffman Cove SPB	02-0064	50112.6*C
Craig	Craig SPB	02-0071	50130.*C
Elfin Cove	Elfin Cove SPB	02-0089	50196.3*C
Excursion Inlet	Excursion Inlet SPB	02-0095	50208.*C
Funter Bay	Funter Bay SPB	02-0101	50250.*C
Haines	Haines SPB	02-0457	50296.1*C
Hawk Inlet	Hawk Inlet SPB	02-0115	50303.*C
Hollis	Hollis SPB	02-0452	50317.3*C
Hoonah	Hoonah SPB	02-0453	50321.*C
Hydaburg	Hydaburg SPB	02-0129	50335.*C
Hyder	Hyder SPB	02-0382	50336.*C
Ivanof Bay	Ivanof Bay SPB	02-0378	50353.*C
Juneau	Juneau Harbor	02-0403	50385.05*C
Kake	Kake SPB	02-0458	50393.*C
Kasaan	Kasaan SPB	02-0139	50400.*C
Ketchikan	Murphys Pullout SPB	02-0408	50412.1*C
Kitoy Bay	Kitoy Bay SPB	02-0151	50416.6*C
Klawock	Klawock SPB	02-0153	50420.*C
Kodiak	Inner Harbor SPB	02-0395	50424.1*C
Kodiak	Trident Basin	02-0450	50425.1*C
Metlakatla	Metlakatla SPB	02-0369	50489.*C
Meyers Chuck	Meyers Chuck SPB	02-0454	50490.*C
Naukati	Naukati SPB	02-0447	-----
North Whale Pass	North Whale SPB	02-0415	50544.4*C
Pauloff Harbor	Pauloff Harbor SPB	02-0368	50586.7*C
Pelican	Pelican SPB	02-0216	50588.1*C
Petersburg	Lloyd R. Roundtree Seaplane Facility	02-0340	50590.*C
Point Baker	Point Baker SPB	02-0423	50599.*C
Port Alexander	Port Alexander SPB	02-0228	50610.*C
Port Protection	Port Protection Seaplane	02-0448	50616.*C
Sitka	Sitka SPB	02-0267	50703.2*C
Sitka	Sitka SPB	02-0456	50703.2*C
Skagway	Skagway SPB	02-0455	50704.1*C
Tenakee Springs	Tenakee SPB	02-0295	50757.8*C
Thorne Bay	Thorne Bay	02-0297	50759.36*C
Wrangell	Wrangell SPB	02-0324	50905.*C
Yakutat	Yakutat SPB	02-0445	50920.12*C

## Appendix V - Alaska Aviation Coordination Council Strategic Plan

### ALASKA AVIATION COORDINATION COUNCIL

#### STRATEGIC PLAN

FY 2000 through 2004

#### **INTENT:**

To articulate Alaska Aviation infrastructure deficiencies and needs, and to outline a resolution methodology.

#### **BACKGROUND:**

Alaska is unique in lacking highway infrastructure. In a State that literally comprises 16% of the total U.S. land mass, only about 10% of the State geographically is accessible by road. This forces those non-road accessed communities, comprising 30% of the population, to heavily rely on aviation for daily sustenance, transportation (schools, work, etc.), and livelihood.

#### **VISION:**

That Alaska will enjoy an air transportation system that has safe, efficient, and reliable access to population centers and other areas of general and commercial interest. This same transportation system would enhance the health and welfare of residents and visitors alike, while serving as a vehicle for commerce throughout the State.

#### **DISCUSSION:**

Federal Programs involving disbursement of dollars for transportation normally balance highway and aviation needs. However, in Alaska, environmental, logistical, and financial limitations, preclude highway construction in many areas, forcing transportation requirements to be highly dependent on aviation. As a general rule, highway funding is not available to be used for aviation infrastructure. The resulting imbalance is a transportation infrastructure that is inadequate and unable to provide the safety and efficiency commonly expected of transportation systems in the rest of the United States. No where else in this country is there a complete dependency on aviation for basic transportation and commerce as in Alaska.

A safer airport and aviation infrastructure in Alaska will bring Alaska up to par with other states' basic transportation systems.

#### **KEY ELEMENTS OF A SAFE AND EFFICIENT ALASKAN AIR TRANSPORTATION INFRASTRUCTURE INCLUDE:**

- Publicly owned and used airports should be a minimum of 3300' in length,<sup>1</sup> with runway lights, and have at least a minimal shelter for passengers from inclement weather.

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<sup>1</sup> Nominal 3300' Runway length, with lights, will accommodate FAA recommended minimum 3200' length for

- Airports with scheduled air service have an "all weather" approach and landing capability.
- Availability of weather information systems (collection and dissemination).
- Communications, navigation and surveillance (CNS) capability should be available state-wide to support efficient routing, traffic and terrain avoidance, real time flight locating, and enhanced search and rescue. CNS will include both Automated Dependent Surveillance Broadcast (ADS-B) data link and strategically placed radar in the Bethel area.
- Availability of Flight Information data that addresses site specific operational needs, such as Video Cameras and other Non-traditional systems (i.e., relay of mountain pass visibility information, VASI in lieu of PAPI light systems, etc.).
- A change of U.S. Postal Service policies to remove pressure on carriers to deliver US Mail within strict time periods without consideration of weather.
- Stable (local) aviation work force, including an emphasis on aviation education.
- A Standing Aviation Advisory Council to ensure continuous safety and user need assessment and input to ensure effective planning and development.

#### **COMPARISON OF ALASKAN AIR TRANSPORTATION INFRASTRUCTURE TO WHAT IS NEEDED:**

- *Public airports minimum 3300' length, runway lights, and minimal shelter.*  
150 Alaska airports are less than 3300' (35 runways less than 2000').  
71 airports unlighted.  
More than half of rural airports without minimal passenger shelter.
- *Airports with scheduled air service have an "all weather" approach and landing capability.*  
176 public use Alaska airports do not have basic instrument approach capability.  
Weather information, communications capability, and approach procedures are required to support commercial, passenger, and US Mail operations.
- *Communications, navigation and surveillance (CNS) capability should be available state-wide to support efficient routing, traffic and terrain avoidance, real time flight locating, and enhanced search and rescue.* 194 locations in Alaska need CNS capability. Data-link ground stations to provide CNS capability are projected in the Safe

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instrument flight operations, plus 100' to accommodate terrain and temperature induced density altitude differences at various sites throughout Alaska.

Flight 21 budget line items for FY '02.

- *Stable (local) aviation work force.* Alaska currently has a high turnover in the aviation work force. This appears to be due to a combination of factors.

At the entry level, non-local pilots, dispatchers, mechanics and other skilled workers often serve in bush locations while building experience enroute to promotion elsewhere. In turn, their successors are also of non-local origin, because local bush based personnel do not have the entry-level training and skills required for employment in the aviation industry, which training is not readily available in the bush environment. The resulting systemic turnover has historically precluded a stable, experienced workforce, which likely contributed to the higher accident rate associated with rural operations. Local training and aviation-focus educational opportunities can remedy this.

Conversely, at the senior level, imposition of FAR Part 121 rules on historically Part 135 operations, specifically the mandatory retirement at age 60 rule, is forcing experienced and locally knowledgeable airmen into comparatively early retirement. Waiver of the age 60 rule for Alaskan operations would beneficially resolve this.

As a direct result of these two issues, Alaska aviation experience levels are eroded, and aviation safety is significantly and adversely impacted.

- *Flight Information data needed to address site specific operational needs.* Site specific operational needs can be addressed through non-traditional application of technology, such as Video Cameras in mountain passes to supplement weather (visibility, etc.) information and associated technology to relay such information, improved runway alignment information from older VASI equipment in lieu of newer PAPI approach light systems, etc.
- *U.S. Postal Service policies pressure carriers to deliver US Mail regardless of weather.* Present system penalizes carriers, by loss of Postal revenue, who do not deliver mail within specific allocated timeframes. US Mail distribution system should be revamped to allow re-dispatch of mail without penalization of carriers who decline to fly in unsafe conditions.
- *Bethel Radar.* The Capstone program does not currently include radar for the Bethel area, or elsewhere in Alaska. Radar is recommended, initially in Bethel, ultimately elsewhere as needed, as it is necessary to view both the ADS-B equipped and non-equipped aircraft. Capstone will not be able to supply ADS-B equipment for all of the 'resident' aircraft flying in the Bethel area, plus other non-ADS-B-equipped aircraft periodically fly in or through the Bethel area. Radar will provide the locations of these non-equipped aircraft to air traffic control, allowing a comparison of the effectiveness of ADS-B to eventually replace radar. The MICRO-EARTS equipment currently used at the Anchorage Air Traffic Control Center has software in the final stages of testing and approval to allow both radar and ADS-B aircraft position reports to be displayed.

- *Continuous safety and user need assessment to ensure effective planning and development.* Currently, no formal communication mechanism exists between the FAA and the aviation community at large to ensure effective feedback and/or advice in planning programs or resolving issues. Informal processes (i.e., Alaskan Aviation Coordination Council, Capstone Industry Council, Weather Enhancement Group, etc.) lack the structure and authority necessary to ensure follow-up and accountability.

Existing legislation empowers the FAA Administrator with authority to waive or modify regulations as necessary to address specific Alaska aviation issues. However, current processes do not provide a widely accepted forum that effectively works towards resolution of such issues. As a result, Alaska specific aviation issues are often worked congressionally prior to sufficient constructive dialogue between FAA and the aviation community. Often this results in a 'situation' mentality, wherein issues are not formally addressed or effectively resolved until a crisis level is reached. Multiple examples exist of issues that could have been better addressed through improved communications.

A formal "Alaskan Federal Aviation Advisory Council" to the Alaskan Region FAA, that includes multiple representative elements of the Alaskan aviation community, is recommended to address this communication deficiency.

## FIVE YEAR PLAN<sup>2</sup>

### Year 1 - FY 2000:

- Establish a formal Alaskan Aviation Advisory Council comprised of the Alaskan aviation industry to assist the Alaskan Region FAA planning efforts.
- Coordination and assessment of Alaska aviation infrastructure needs.
- Phase in (over initial three years) funding of the State Five-Year Airport Capitol Improvement Program.
- Establish Alaska site-specific supplemental weather, NAV-aid, and lighting systems operational needs.
- Develop locally available aviation skills training programs.

### Year 2 - FY 2001:

- Begin airport infrastructure enhancements.
- Develop / Publish GPS approaches.
- Standardize ADS/FIS system design.
- Begin installation of Alaska site-specific supplemental weather, NAV-aids and lighting systems equipment (including Bethel radar).

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<sup>2</sup> The grand total cost of this five year plan is estimated at \$265,130,000. The most efficient way to complete this five-year program is to receive one fifth of the funding in each of the next five years, or approximately \$53 million each year. This will allow the project development work and actual construction work to be completed within the target 5 year period.

Year 3 - FY 2002:

- Continue airport infrastructure enhancements.
- Flight check & publish approaches.
- Begin ADS-B/FIS equipment installations.
- Continue installation of Alaska site-specific supplemental weather, NAV-aids and lighting systems equipment.

Year 4 - FY 2003:

- Continue airport infrastructure enhancements.
- Continue ADS-B/FIS equipment installations
- Continue weather & lighting systems
- Expand CNS network to ARTCC and FSSs

Year 5 - FY 2004:

- Complete Five-Year airport infrastructure enhancements.
- Complete ADS-B/FIS equipment installations.
- Complete weather & lighting systems.

List of specific infrastructure improvement needs and estimated improvement costs at runways less than 3300' lengths provides detail re above is attached.

Community	Existing Surface	Existing Length	Existing Inst Appr	Total Estimated Cost	Notes
AKIACHAK	Gravel	1,600		4,000,000	
ALAKANUK	Gravel	2,200		7,000,000	
ALEKNAGIK	Gravel	2,100		3,000,000	
ANVIK	Gravel	2,900	NDB, GPS	7,500,000	
ATMAUTLUAK	Gravel	2,000		2,400,000	
CHEFORNAK	Gravel	2,600		7,000,000	
CHEVAK	Gravel	2,600		6,500,000	
CHICKEN	Gravel	2,500		4,500,000	Road accessible in summer only. Creek relocation required for extension.
CHIGNIK	Gravel	2,600	Terrain Limited	4,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.
CHIGNIK FLATS	Gravel	1,600	Terrain Limited	4,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.
CHIGNIK LAKE	Gravel	2,800	Terrain Limited	3,000,000	
CHUATHBALUK	Gravel	1,500		6,500,000	
CLARKS POINT	Gravel	2,600		8,200,000	
CORDOVA	Gravel	1,800	Terrain Limited	4,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.
CROOKED CREEK	Gravel	2,000	Terrain Limited	4,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.
DEERING	Gravel	2,600		3,000,000	
EEK	Gravel	1,400		2,800,000	
EKWOK	Gravel	2,700		2,500,000	
ENGLISH BAY	Gravel	1,800	Terrain Limited	5,000,000	Airport expansion not practical, road to Nanwalak best transportation solution
FALSE PASS	Gravel	2,100	Terrain Limited	4,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.
GOODNEWS	Gravel	2,800		2,500,000	
GRAYLING	Gravel	2,300		1,500,000	
KARLUK	Gravel	2,000		2,500,000	
KIPNUK	Gravel	2,100		5,500,000	
KOBUK	Gravel	2,300		3,500,000	
KOKHONAK	Gravel	2,800		2,500,000	

Community	Existing Surface	Existing Length	Existing Inst Appr	Total Estimated Cost	Notes
KONGIGANAK	Gravel	1,900		3,780,000	
KWETHLUK	Gravel	1,700		4,500,000	
KWIGILLINGOK	Gravel	2,500		3,000,000	
LARSEN BAY	Gravel	2,700	Terrain Limited	4,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.
LEVELOCK	Gravel	1,900		3,000,000	
LIME VILLAGE	Gravel	1,400		500,000	
LITTLE DIOMEDE ISLAND/IGNALUK	Gravel	100	Terrain Limited	1,000,000	Runway construction not practical. Expand heliport, erosion stabilization.
MANLEY HOT SPRINGS	Gravel	2,900		4,500,000	Cannot be extended, project would relocate runway.
MANOKOTAK	Gravel	2,700		4,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.
MOUNTAIN VILLAGE	Gravel	2,500		2,500,000	
NEW STUYAHOK	Gravel	1,800		8,500,000	
NIGHTMUTE	Gravel	1,600		4,500,000	
NIKOLAI	Gravel	2,300		3,200,000	
NONDALTON	Gravel	2,800		2,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.
NUNAPITCHUK	Gravel	2,000		1,200,000	Terrain Limited, may not be able to construct full 3,300 foot length.
OLD HARBOR	Gravel	2,700	Terrain Limited	4,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.
OUZINKIE	Gravel	2,100		8,500,000	
PERRYVILLE	Gravel	2,500		2,500,000	
PILOT STATION	Gravel	2,500		7,000,000	Master plan underway to identify relocation site.
PORT GRAHAM	Gravel	2,000		4,500,000	Relocation required.
PORT LIONS	Gravel	2,200		7,000,000	Terrain Limited, may not be able to construct full 3,300 foot length.
QUINHAGAK	Gravel	2,600		5,300,000	Relocation required
RUSSIAN MISSION	Gravel	2,700		4,500,000	
SELDOVIA	Gravel	1,800	Terrain Limited	4,500,000	Terrain Limited, may not be able to construct full 3,300 foot length.
SHAGELUK	Gravel	2,300		5,200,000	
STEVENS VILLAGE	Gravel	2,100		8,300,000	
STONY RIVER	Gravel	2,500		7,000,000	Relocation required for a 3,300' RWY



Community	Existing Surface	Existing Length	Existing Inst Appr	Total Estimated Cost	Notes
TAKOTNA	Gravel	1,700		5,500,000	Relocation required for a 3,300' RWY
TOKSOOK BAY	Gravel	1,800		4,500,000	
TULUKSAK	Gravel	2,500		3,500,000	
TUNTUTULIAK	Gravel	1,800		2,750,000	
TUNUNAK	Gravel	2,000		5,000,000	
<b>Total for Runways</b>				<b>255,130,000</b>	
Bethel Area Terminal Radar				10,000,000	
<b>Grand Total</b>				<b>265,130,000</b>	

## Notes:

(1) The average runway reconstruction cost is approximately \$4,500,000. This number was used through this estimate where detailed costing is not available. Airports requiring site relocation may require additional funds to complete.

(2) Capital installation costs of automatic Weather Reporting machines, such as AWOS-3, are approximately \$150,000 each per installation. This does not include annual operational costs. The machines could be installed with the airport improvement project as a portion of the project and turned over to the FAA for operation and maintenance.

## Appendix W - Commercial Airports in Proximity to National Park Service Land or National Wildlife Refuge

<u>NP / NWR</u>	<u>Airport</u>	<u>Distance</u>
Alaska Maritime NWR	Akutan	within
Alaska Maritime NWR	Unalaska	within
Bering Land Bridge NP	Shishmaref	20 miles
Cape Krusenstern NM	Kivalina	10 miles
Cape Krusenstern NM	Kotzebue	15 miles
Innoko NWR	Galena	10 miles
Innoko NWR	Nulato	10 miles
Kanuti NWR	Huslia	5 miles
Kanuti NWR	Bettles	0-5 miles
Kenai NWR	Kenai	15-20 miles
Kenai NWR	Ted Stevens International	15-20 miles
Kenai NWR	Lake Hood	15-20 miles
Kenai NWR	Homer	15-20 miles
Kobuk Valley NP	Noatak	5 miles
Selawik NWR	Kiana	5 miles
Selawik NWR	Selawik	5 miles
Selawik NWR	Noorvik	10 miles
Selawik NWR	Ambler	5 miles
Y-K NWR	Aniak	within
Y-K NWR	Bethel	within
Y-K NWR	Cheval	within
Y-K NWR	Hooper Bay	within
Y-K NWR	Kalskag	within
Y-K NWR	Kipnuk	within
Y-K NWR	Kongiganak	within
Y-K NWR	Scammon Bay	within
Y-K NWR	Toksook Bay	within
Yukon Delta NWR	Alakanuk	10 miles
Yukon Delta NWR	Emmonak	5 miles
Yukon Delta NWR	Kotlik	10 miles
Yukon Delta NWR	Mountain Village	5 miles
Yukon Delta NWR	Pilot Station	5 miles
Yukon Delta NWR	St. Mary's	10 miles
Yukon Delta NWR	Stebbins	10 miles
Yukon Flats NWR	Venetie	0-5 miles
Yukon Flats NWR	Fort Yukon	10 miles
Izembek	Cold Bay	adjacent
Togiak NWR	Dillingham	1-5 miles
Togiak NWR	Togiak Village Airport	within
Lake Clark NP	Iliamna	5-10 miles
Alaska Peninsula NWR	King Cove	within
Alaska Peninsula NWR	King Salmon	within
Alaska Peninsula NWR	Sand Point	within
Kodiak NWR	Kodiak	20 miles
Kodiak NWR	Larson Bay	within
Glacier Bay	Gustavus	2 miles
Klondike Goldrush NHP	Skagway	2 miles
Sitka NHP	Sitka	1 mile

## Appendix X - Commercial Service Airport Status Changes

### Airports that moved into Commercial Service Airport Status

#### 1997 ⇒ 1998

Angoon  
Bettles  
Larson Bay  
Nuiqsut  
St. Mary's  
Stebbins  
Thorne Bay SPB  
Venetie

#### 1998 ⇒ 1999

Hollis  
Kiana  
Tuntuliak  
Chefornak  
Kwigillingok  
Manokotak  
Tuluksak  
Chignik  
Atquasuk  
Beaver  
Marshall  
Nunapitchuk

### Airports that moved from Commercial Service Airport Status

#### 1997 ⇒ 1998

Akiachak  
Atmautluak  
Chefornak  
Clark's Point  
Dahl Creek  
Delta  
Eek  
Egegik  
Ft. Yukon  
Gulkana  
Hydaburg  
Kaktovik  
Kasigluk  
Klawock  
Koyuk  
Kwethluk  
Kwigillingok  
New Stuyahok  
Old Harbor  
Port Lions  
Prospect Creek  
Quinahagak  
Russian Mission  
Seldovia  
Tok  
Tuluksak  
Tuntutuliak

#### 1998 ⇒ 1999

Ambler  
Stebbins  
Akutan  
Venetie  
Nuiqsut

#### Primary Airports

1998 ⇒ 1999

#### Enplanement Changes

#### Dropped from Primary

Hoonah  
Cold Bay

#### Rose to Primary

Iliamna  
Talkeetna  
Galena

## Appendix Y - 2001 Program Initiatives

### ALASKAN REGION AIRPORTS DIVISION REGIONAL AIRPORT PLAN INITIATIVES

#### Project Listing for 2001

City / Airport (LocId)	Year	Project Descriptions	APEB	Nat.	Total Project Cost
<b><u>Safety Areas</u></b>					
Adak (ADK )	2001	EXTEND RUNWAY SAFETY AREA (DESIGN) PHASE I	0	45	\$266,667
Anchorage / Lake Hood Seaplane Base (LHD )	2001	IMPROVE RUNWAY SAFETY AREA	53	94	\$640,000
Emmonak (ENM )	2001	IMPROVE RUNWAY SAFETY AREA		47	\$2,666,667
Juneau / Juneau International (JNU )	2001	EXTEND RUNWAY SAFETY AREA (DESIGN PHASE 1)	999	94	\$1,066,667
Sand Point / Sand Point Municipal (SDP )	2001	EXTEND RUNWAY SAFETY AREA	130	45	\$2,666,667
Unalaska (DUT )	2001	EXTEND RUNWAY SAFETY AREA (ARMOR STONE) PHASE 1	29	94	\$3,936,000
Total for Safety Areas:					\$11,242,668
<b><u>Wildlife Hazard Reduction</u></b>					
State of Alaska System Plans ( )	2001	UPDATE STATE SYSTEM PLAN-PRIMARY	777	62	\$320,000
Total for Wildlife Hazard Reduction:					\$320,000
<b><u>Lighting/Signage</u></b>					
Adak (ADK )	2001	INSTALL RUNWAY DISTANCE-TO-GO SIGNS		80	\$266,667
Anchorage / Ted Stevens Anchorage International (ANC )	2001	REHABILITATE RUNWAY LIGHTING/ELECTRICAL VAULT	888	72	\$306,919
Hoonah (HNH )	2001	INSTALL MIRL RUNWAY	71	45	\$800,000
Juneau / Juneau International (JNU )	2001	REHABILITATE TERMINAL BUILDING (EXTERIOR)	999	35	\$1,386,667
Total for Lighting/Signage:					\$2,760,253
<b><u>Airport Data</u></b>					
State of Alaska System Plans ( )	2001	UPDATE STATE SYSTEM PLAN-NON-PRI	777	62	\$320,000
Total for Airport Data:					\$320,000
<b><u>Mix of Operations</u></b>					
Anchorage / Merrill Field (MRI )	2001	CONSTRUCT RUNWAY GRAVEL/SKI	51	53	\$1,280,000
Barrow / Wiley Post Will Rogers Memorial (BRW )	2001	EXPAND APRON	82	41	\$2,986,667
Birchwood (BCV )	2001	CONDUCT AIRPORT MASTER PLAN, PHASE 1	777	68	\$266,667
Girdwood (AQY )	2001	CONDUCT MASTER PLAN STUDY	777	64	\$480,000
Total for Mix of Operations:					\$5,013,334
<b><u>Snow Removal</u></b>					
Atkasuk (ATK )	2001	ACQUIRE SNOW REMOVAL EQUIPMENT/ GRADER	0	48	\$213,333
Ekwok (KEK )	2001	ACQUIRE SNOW REMOVAL EQUIPMENT/GRADER	35	44	\$211,200
Holy Cross (4Z4 )	2001	CONSTRUCT SNOW REMOVAL EQUIPMENT STORAGE	27	36	\$693,333
Klawock (AKW )	2001	CONSTRUCT SAND & CHEMICAL STORAGE BUILDING	54	36	\$426,667
Kwethluk / Kwethluk (Proposed GA) (TM03)	2001	CONSTRUCT SNOW REMOVAL EQUIPMENT BUILDING	150	36	\$320,000
New Stuyahok / Stuyahok (Proposed GA) (TM04)	2001	CONSTRUCT SNOW REMOVAL EQUIPMENT STORAGE	147	36	\$320,000
Nikolai (5NI )	2001	CONSTRUCT SNOW REMOVAL EQUIPMENT STORAGE	108	36	\$266,667
Rampart (RMP )	2001	MODIFY SNOW REMOVAL EQUIPMENT STORAGE BUILDING		36	\$53,333
Sand Point / Sand Point Municipal (SDP )	2001	CONSTRUCT SAND STORAGE BUILDING	62	36	\$2,133,333
Yakutat (YAK )	2001	CONSTRUCT SAND & CHEMICAL STORAGE BUILDING	69	39	\$1,813,333
	2001	CONSTRUCT SNOW REMOVAL EQUIPMENT STORAGE	56	39	\$2,773,333
Total for Snow Removal:					\$9,224,532

**ALASKAN REGION AIRPORTS DIVISION  
REGIONAL AIRPORT PLAN INITIATIVES  
Project Listing for 2001**

<b>City / Airport (LocId)</b>	<b>Year</b>	<b>Project Descriptions</b>	<b>APEB</b>	<b>Nat.</b>	<b>Total Project Cost</b>
<b><u>Remote Access</u></b>					
Atka (AKA )	2001	CONDUCT/UPDATE AIRPORT MASTER PLAN STUDY (ALP,		62	\$533,333
Bettles (BTT )	2001	REHABILITATE SEAPLANE POND	0	72	\$1,600,000
Kongiganak (DUY )	2001	CONDUCT AIRPORT MASTER PLAN STUDY		62	\$320,000
Kwethluk / Kwethluk (Proposed GA) (TM03)	2001	CONSTRUCT NEW AIRPORT	150	40	\$4,480,000
New Stuyahok / Stuyahok (Proposed GA) (TM04)	2001	CONSTRUCT NEW AIRPORT	147	40	\$4,266,667
Noorvik / Robert(Bob) Curtis Memorial (ORV )	2001	CONSTRUCT NEW AIRPORT, PHASE 3		40	\$1,386,667
Quinhagak / Kwinhagak (AQH )	2001	CONSTRUCT NEW AIRPORT (CONSTRUCT STAGE 2) PHASE137		40	\$3,520,000
Stevens Village / Stevens Village (Proposed GA) (TM12)	2001	CONSTRUCT NEW AIRPORT - PHASE 1	118	40	\$6,400,000
Toksook Bay / Toksook Bay (Proposed CM) (TM09)	2001	CONSTRUCT NEW AIRPORT	143	40	\$5,013,333
Yakutat / Yakutat SPB (2Y3 )	2001	CONSTRUCT SEAPLANE FLOATS		49	\$746,667
Total for Remote Access:					\$28,266,667
<b><u>Intermodal</u></b>					
Anchorage / Lake Hood Seaplane Base (LHD )	2001	CONSTRUCT TAXIWAY: RELOCATION, PHASE 1	63	49	\$960,000
Total for Intermodal:					\$960,000
<b><u>Capacity</u></b>					
Anchorage / Ted Stevens Anchorage International (ANC )	2001	CONSTRUCT TAXIWAY, N-S	888	61	\$16,186,667
	2001	REHABILITATE APRON (LOI)	888	62	\$5,353,333
Emmonak (ENM )	2001	EXPAND APRON		39	\$1,066,667
Juneau / Juneau International (JNU )	2001	CONSTRUCT TAXIWAY (RELOCATE RTR) PHASE 1	999	49	\$533,333
Rampart (RMP )	2001	EXPAND APRON		38	\$160,000
Sitka (SIT )	2001	CONSTRUCT TAXIWAY (CONSTRUCTION) PHASE 2	97	49	\$1,173,333
Total for Capacity:					\$24,473,333
<b><u>Runway Length</u></b>					
Deering (DEE )	2001	EXTEND RUNWAY		45	\$2,133,333
Egegik (EII )	2001	EXTEND & WIDEN RUNWAY (CONSTRUCT) PHASE 2	999	45	\$4,266,667
Fairbanks / Fairbanks International (FAI )	2001	EXTEND RUNWAY 1R-19L & DESIGN	888	48	\$3,413,333
	2001	EXTEND FLOAT POND	888	52	\$2,240,000
Nikolai (5NI )	2001	EXTEND/WIDEN RUNWAY	108	45	\$2,133,333
Rampart (RMP )	2001	REHABILITATE RUNWAY	93	66	\$3,466,667
Total for Runway Length:					\$17,653,333

**ALASKAN REGION AIRPORTS DIVISION  
REGIONAL AIRPORT PLAN INITIATIVES  
Project Listing for 2001**

City / Airport (LocId)	Year	Project Descriptions	APEB	Nat.	Total Project Cost
<b><u>Runway Surfaces</u></b>					
Anchorage / Lake Hood Seaplane Base (LHD )	2001	REHABILITATE RUNWAY: WATERLANES (DREDGING)	53	70	\$106,667
Deering (DEE )	2001	REHABILITATE RUNWAY	89	66	\$3,200,000
Emmonak (ENM )	2001	REHABILITATE RUNWAY		68	\$2,666,667
Nikolai (5NI )	2001	REHABILITATE RUNWAY	108	66	\$2,400,000
Nome (OME )	2001	REHABILITATE RUNWAY 9/27	0	70	\$3,200,000
Sand Point / Sand Point Municipal (SDP )	2001	REHABILITATE RUNWAY	130	66	\$2,666,667
Total for Runway Surfaces:					\$14,240,001
<b><u>Runway Approaches</u></b>					
Nome (OME )	2001	REMOVE OBSTRUCTIONS, RW 9/27		93	\$6,400,000
Sitka (SIT )	2001	REMOVE OBSTRUCTIONS- TREES ON BATTERY IS	102	93	\$53,333
	2001	REMOVE OBSTRUCTIONS (TRANSITIONAL SURFACE)	112	47	\$10,346,667
Wasilla (IYS )	2001	CONDUCT MASTER PLAN STUDY	777	64	\$320,000
Total for Runway Approaches:					\$17,120,000
<b><u>Environmental</u></b>					
Anchorage / Ted Stevens Anchorage International (ANC )	2001	NOISE MITIGATION MEASURES (SOUND INSULATION)	888	58	\$2,773,333
Fairbanks / Fairbanks International (FAI )	2001	IMPROVE AIRPORT DRAINAGE PHASE 2	888	44	\$640,000
Juneau / Juneau International (JNU )	2001	ACQUIRE LAND FOR NOISE COMPATIBILITY WITHIN 65 - 69	999	54	\$426,667
Total for Environmental:					\$3,840,000
<b><u>System Outreach</u></b>					
Crooked Creek (CJX )	2001	CONDUCT AIRPORT MASTER PLAN		62	\$400,000
Dillingham (DLG )	2001	UPDATE AIRPORT MASTER PLAN	777	66	\$533,333
Homer (HOM )	2001	UPDATE AIRPORT MASTER PLAN STUDY	777	66	\$480,000
Hoonah (HNN )	2001	CONDUCT MASTER PLAN STUDY	777	62	\$320,000
Ivanof Bay / Ivanof Bay SPB (KIB )	2001	CONDUCT MASTER PLAN	777	62	\$373,333
North Pole, City of (Planning effort) ()	2001	CONDUCT AIRPORT MASTER PLAN STUDY	777	62	\$373,333
Seldovia (SOV )	2001	MASTER PLAN PHASE I	777	66	\$90,667
Soldotna (SXQ )	2001	UPDATE AIRPORT MASTER PLAN		68	\$320,000
Whittier (IEM )	2001	CONDUCT AIRPORT MASTER PLAN PHASE I	777	62	\$90,667
Yakutat (YAK )	2001	UPDATE AIRPORT MASTER PLAN	777	66	\$320,000
Total for System Outreach:					\$3,301,333
<b><u>System Safety ARFF/RIAT</u></b>					
Adak (ADK )	2001	ACQUIRE AIRCRAFT RESCUE & FIRE FIGHTING VEHICLE		90	\$426,667
Kenai / Kenai Municipal (ENA )	2001	CONSTRUCT ARFF & SRE BUILDING (PART 139) - PHASE 1	999	71	\$3,494,400
Kodiak / Kodiak Airport (ADQ )	2001	ACQUIRE AIRCRAFT RESCUE & FIRE FIGHTING VEHICLE	72	95	\$480,000
Port Heiden (PTH )	2001	ACQUIRE AIRCRAFT RESCUE & FIRE FIGHTING VEHICLE	55	90	\$304,000
Total for System Safety ARFF/RIAT:					\$4,705,067

**ALASKAN REGION AIRPORTS DIVISION  
REGIONAL AIRPORT PLAN INITIATIVES  
Project Listing for 2001**

City / Airport (LocId)	Year	Project Descriptions	APEB	Nat.	Total Project Cost
<b><u>Rehab Other Than RWY Surfaces</u></b>					
Anchorage / Merrill Field (MRI )	2001	REHABILITATE ACCESS ROAD (MERRILL FIELD DRIVE)	57	23	\$640,000
Anchorage / Ted Stevens Anchorage International (ANC )	2001	REHABILITATE TAXIWAY PHASE 2	888	68	\$1,159,901
	2001	REHABILITATE APRON -- NT	888	62	\$1,493,333
	2001	REHABILITATE TAXIWAY, PHASE 3 ( E/F, J, N, P, S)	888	68	\$10,720,000
Hyder / Hyder SPB (4Z7 )	2001	RECONSTRUCT SEAPLANE FLOAT	107	66	\$426,667
Kotzebue / Ralph Wien Memorial (OTZ )	2001	REHABILITATE (TERMINAL) APRON	81	41	\$3,093,333
Nuiqsut (AQT )	2001	EXPAND APRON		38	\$1,066,667
Total for Rehab Other Than RWY Surfaces:					\$18,599,901

## Appendix Z - Federal Aviation Regulations

### Sec. 139.319 Aircraft rescue and fire fighting: Operational requirements.

- (a) Except as provided in paragraph (c) of this section, each certificate holder shall provide on the airport, during air carrier operations at the airport, at least the rescue and firefighting capability specified for the Index required by Sec. 139.317.
- (b) Increase in Index. Except as provided in paragraph (c) of this section, if an increase in the average daily departures or the length of air carrier aircraft results in an increase in the Index required by paragraph (a) of this section, the certificate holder shall comply with the increased requirements.
- (c) Reduction in rescue and firefighting. During air carrier operations with only aircraft shorter than the Index aircraft group required by paragraph (a) of this section, the certificate holder may reduce the rescue and firefighting to a lower level corresponding to the Index group of the longest air carrier aircraft being operated.
- (d) Any reduction in the rescue and firefighting capability from the Index required by paragraph (a) of this section in accordance with paragraph (c) of this section shall be subject to the following conditions:
  - (1) Procedures for, and the persons having the authority to implement, the reductions must be included in the airport certification manual.
  - (2) A system and procedures for recall of the full aircraft rescue and firefighting capability must be included in the airport certification manual.
  - (3) The reductions may not be implemented unless notification to air carriers is provided in the Airport/Facility Directory or Notices to Airmen (NOTAM), as appropriate, and by direct notification of local air carriers.
- (e) Vehicle communications. Each vehicle required under Sec. 139.317 shall be equipped with two-way voice radio communications which provides for contact with at least—
  - (1) Each other required emergency vehicle;
  - (2) The air traffic control tower, if it is located on the airport; and
  - (3) Other stations, as specified in the airport emergency plan.
- (f) Vehicle marking and lighting. Each vehicle required under Sec. 139.317 shall—
  - (1) Have a flashing or rotating beacon; and
  - (2) Be painted or marked in colors to enhance contrast with the background environment and optimize daytime and nighttime visibility and identification.
- (g) FAA Advisory Circulars in the 150 series contain standards for painting, marking and lighting vehicles used on airports which are acceptable to the Administrator.
- (h) Vehicle readiness. Each vehicle required under Sec. 139.317 shall be maintained as follows:
  - (1) The vehicle and its systems shall be maintained so as to be operationally capable of performing the functions required by this subpart during all air carrier operations.
  - (2) If the airport is located in a geographical area subject to prolonged temperatures below 33 degrees Fahrenheit, the vehicles shall be provided with cover or other means to ensure equipment operation and discharge under freezing conditions.
  - (3) Any required vehicle which becomes inoperative to the extent that it cannot perform as required by Sec. 139.319(h)(1) shall be replaced immediately with equipment having at least equal capabilities. If replacement equipment is not available



immediately, the certificate holder shall so notify the Regional Airports Division Manager and each air carrier using the airport in accordance with Sec. 139.339. If the required Index level of capability is not restored within 48 hours, the airport operator, unless otherwise authorized by the Administrator, shall limit air carrier operations on the airport to those compatible with the Index corresponding to the remaining operative rescue and firefighting equipment.

(i) Response requirements.

(1) Each certificate holder, with the airport rescue and firefighting equipment required under this part and the number of trained personnel which will assure an effective operation, shall—

- (i) Respond to each emergency during periods of air carrier operations; and
- (ii) When requested by the Administrator, demonstrate compliance with the response requirements specified in this section.

(2) The response required by paragraph (i)(1)(ii) of this section shall achieve the following performance:

- (i) Within 3 minutes from the time of the alarm, at least one required airport rescue and firefighting vehicle shall reach the midpoint of the farthest runway serving air carrier aircraft from its assigned post, or reach any other specified point of comparable distance on the movement area which is available to air carriers, and begin application of foam, dry chemical, or halon 1211.
- (ii) Within 4 minutes from the time of alarm, all other required vehicles shall reach the point specified in paragraph (i)(2)(i) of this section from their assigned post and begin application of foam, dry chemical, or halon 1211.

(j.) Personnel. Each certificate holder shall ensure the following:

- (1) All rescue and firefighting personnel are equipped in a manner acceptable to the Administrator with protective clothing and equipment needed to perform their duties.
- (2) All rescue and firefighting personnel are properly trained to perform their duties in a manner acceptable to the Administrator. The training curriculum shall include initial and recurrent instruction in at least the following areas:
  - (i) Airport familiarization.
  - (ii) Aircraft familiarization.
  - (iii) Rescue and firefighting personnel safety.
  - (iv) Emergency communications systems on the airport, including fire alarms.
  - (v) Use of the fire hoses, nozzles, turrets, and other appliances required for compliance with this part.
  - (vi) Application of the types of extinguishing agents required for compliance with this part.
  - (vii) Emergency aircraft evacuation assistance.
  - (viii) Firefighting operations.
  - (ix) Adapting and using structural rescue and firefighting equipment for aircraft rescue and firefighting.
  - (x) Aircraft cargo hazards.
  - (xi) Familiarization with firefighters' duties under the airport emergency plan.
- (3) All rescue and firefighting personnel participate in at least one live- fire drill every 12 months.

- (4) After January 1, 1989, at least one of the required personnel on duty during air carrier operations has been trained and is current in basic emergency medical care. This training shall include 40 hours covering at least the following areas:
  - (i) Bleeding.
  - (ii) diopulmonary resuscitation.
  - (iii) Shock.
  - (iv) Primary patient survey.
  - (v) Injuries to the skull, spine, chest, and extremities.
  - (vi) Internal injuries.
  - (vii) Moving patients.
  - (viii) Burns.
  - (ix) Triage.
- (5) Sufficient rescue and firefighting personnel are available during all air carrier operations to operate the vehicles, meet the response times, and meet the minimum agent discharge rates required by this part;
- (6) Procedures and equipment are established and maintained for alerting rescue and firefighting personnel by siren, alarm, or other means acceptable to the Administrator, to any existing or impending emergency requiring their assistance.
- (k.) Emergency access roads. Each certificate holder shall ensure that roads which are designated for use as emergency access roads for aircraft rescue and firefighting vehicles are maintained in a condition that will support those vehicles during all-weather conditions.

(Amdt. 139-15, Eff. 10/18/88); (Amdt. 139-16, Eff. 10/25/89)

## **Federal Aviation Regulations**

### **Sec. 139.331 Obstructions.**

Each certificate holder shall ensure that each object in each area within its authority which exceeds any of the heights or penetrates the imaginary surfaces described in Part 77 of this chapter is either removed, marked, or lighted. However, removal, marking, and lighting is not required if it is determined to be unnecessary by an FAA aeronautical study.

## Federal Aviation Regulations

### Sec. 139.337 Wildlife hazard management.

- (a) Each certificate holder shall provide for the conduct of an ecological study, acceptable to the Administrator, when any of the following events occurs on or near the airport:
  - (1) An air carrier aircraft experiences a multiple bird strike or engine ingestion.
  - (2) An air carrier aircraft experiences a damaging collision with wildlife other than birds.
  - (3) Wildlife of a size or in numbers capable of causing an event described in paragraph (a) (1) or (2) of this section is observed to have access to any airport flight pattern or movement area.
- (b) The study required in paragraph (a) of this section shall contain at least the following:
  - (1) Analysis of the event which prompted the study.
  - (2) Identification of the species, numbers, locations, local movements, and daily and seasonal occurrences of wildlife observed.
  - (3) Identification and location of features on and near the airport that attract wildlife.
  - (4) Description of the wildlife hazard to air carrier operations.
- (c) The study required by paragraph (a) of this section shall be submitted to the Administrator, who determines whether or not there is a need for a wildlife hazard management plan. In reaching this determination, the Administrator considers—
  - (1) The ecological study;
  - (2) The aeronautical activity at the airport;
  - (3) The views of the certificate holder;
  - (4) The views of the airport users; and
  - (5) Any other factors bearing on the matter of which the Administrator is aware.
- (d) When the Administrator determines that a wildlife hazard management plan is needed, the certificate holder shall formulate and implement a plan using the ecological study as a basis. The plan shall—
  - (1) Be submitted to, and approved by, the Administrator prior to implementation; and
  - (2) Provide measures to alleviate or eliminate wildlife hazards to air carrier operations.
- (e) The plan shall include at least the following:
  - (1) The persons who have authority and responsibility for implementing the plan.
  - (2) Priorities for needed habitat modification and changes in land use identified in the ecological study, with target dates for completion.
  - (3) Requirements for and, where applicable, copies of local, state, and Federal wildlife control permits.
  - (4) Identification of resources to be provided by the certificate holder for implementation of the plan.
  - (5) Procedures to be followed during air carrier operations, including at least—
    - (i) Assignment of personnel responsibilities for implementing the procedures;
    - (ii) Conduct of physical inspections of the movement area and other areas critical to wildlife hazard management sufficiently in advance of air carrier operations to allow time for wildlife controls to be effective;
    - (iii) Wildlife control measures; and
    - (iv) Communication between the wildlife control personnel and any air traffic control tower in operation at the airport.

- (6) Periodic evaluation and review of the wildlife hazard management plan for—
  - (i) Effectiveness in dealing with the wildlife hazard; and
  - (ii) Indications that the existence of the wildlife hazard, as previously described in the ecological study, should be reevaluated.
- (7) A training program to provide airport personnel with the knowledge and skills needed to carry out the wildlife hazard management plan required by paragraph (d) of this section.
- (f) Notwithstanding the other requirements of this section, each certificate holder shall take immediate measures to alleviate wildlife hazards whenever they are detected.
- (g) FAA Advisory Circulars in the 150 series contain standards and procedures for wildlife hazard management at airports which are acceptable to the Administrator.

## Appendix AA - PCI Weighted Average by Surface Area

NetworkID	PCI (Weighted Avg by Surface Area)	Type
ANC	56	Apron/Taxi
ANC	84	Runway
Aniak	82	Apron/Taxi
Aniak	87	Runway
Atka	26	Apron/Taxi
Atka	21	Runway
Barrow	40	Apron/Taxi
Barrow	53	Runway
Bethel	58	Apron/Taxi
Bethel	63	Runway
BIRCHWD	77	Apron/Taxi
BIRCHWD	69	Runway
Clear	93	Apron/Taxi
Clear	91	Runway
ColdBay	53	Apron/Taxi
ColdBay	82	Runway
Cordova	60	Apron/Taxi
Cordova	87	Runway
Deadhorse	66	Apron/Taxi
Deadhorse	82	Runway
Dillingham	53	Apron/Taxi
Dillingham	60	Runway
Galena	54	Apron/Taxi
Galena	65	Runway
Gambell	58	Apron/Taxi
Gambell	52	Runway
Gulkana	33	Apron/Taxi
Gulkana	57	Runway
Gustavus	80	Apron/Taxi
Gustavus	94	Runway
Haines	80	Apron/Taxi
Haines	93	Runway
Healy Riv	91	Apron/Taxi
Healy Riv	92	Runway
Homer	55	Apron/Taxi
Homer	91	Runway

<b>NetworkID</b>	<b>PCI (Weighted Avg by Surface Area)</b>	<b>Type</b>
Hoonah	69	Apron/Taxi
Hoonah	82	Runway
Hooper bay	61	Apron/Taxi
Hooper bay	58	Runway
Juneau	88	Apron/Taxi
Juneau	100	Runway
Kake	95	Apron/Taxi
Kake	88	Runway
KENAI	59	Apron/Taxi
KENAI	55	Runway
Ketch	69	Apron/Taxi
Ketch	60	Runway
King Salmn	51	Apron/Taxi
King Salmn	90	Runway
Klawock	94	Apron/Taxi
Klawock	84	Runway
Kodiak	81	Apron/Taxi
Kodiak	74	Runway
Kotzebue	48	Apron/Taxi
Kotzebue	68	Runway
MCGRA	29	Apron/Taxi
MCGRA	34	Runway
Merrill	63	Apron/Taxi
Merrill	63	Runway
Nenana	36	Apron/Taxi
Nenana	30	Runway
Nome	50	Apron/Taxi
Nome	57	Runway
Northway	75	Apron/Taxi
Northway	60	Runway
Palmer	82	Apron/Taxi
Palmer	77	Runway
Petersbg	92	Apron/Taxi
Petersbg	91	Runway
Pt Hope	79	Apron/Taxi
Pt Hope	89	Runway
SandPt	85	Apron/Taxi
SandPt	73	Runway

<b>NetworkID</b>	<b>PCI (Weighted Avg by Surface Area)</b>	<b>Type</b>
Seward	75	Apron/Taxi
Seward	66	Runway
Shishmaref	68	Apron/Taxi
Shishmaref	63	Runway
Sitka	70	Apron/Taxi
Sitka	79	Runway
Skagway	100	Runway
Soldotna	62	Apron/Taxi
Soldotna	81	Runway
Talkeetna	80	Apron/Taxi
Talkeetna	77	Runway
Tok	86	Apron/Taxi
Tok	78	Runway
Unalaska	79	Apron/Taxi
Unalaska	94	Runway
Valdez	84	Apron/Taxi
Valdez	66	Runway
Wrangell	84	Apron/Taxi
Wrangell	81	Runway
Yakutat	100	Apron/Taxi
Yakutat	100	Runway
All Airports	66	Apron/Taxi
All Airports	75	Runway



## Appendix BB - Runways with Length less than 3300'

Runway Length	Runway ID	City	Airport	1999 Enplanements
1040	10/28	Porcupine Creek	Porcupine Creek	0
1090	09/27	Togiak	Togiak Village	3845
1400	17/35	Eek	Eek	1408
1470	01/19	Portage Creek	Portage Creek	45
1475	09/27	Lime Village	Lime Village	96
1480	03/21	Whittier	Whittier	0
1500	01R/19L	Birchwood	Birchwood	107
1500	11/29	Ophir	Ophir	0
1500	07U/25U	Soldotna	Soldotna	2508
1560	14/32	Chuathbaluk	Chuathbaluk	236
1600	03/21	Chignik Flats	Chignik Lagoon	2697
1600	03C/21C	Nenana	Nenana Municipal	117
1600	02/20	Nightmute	Nightmute	1537
1625	11/29	Akiachak	Akiachak	2250
1700	14/32	Tetlin	Tetlin	787
1717	06/24	Takotna	Takotna	129
1720	07/25	McGrath	McGrath	4954
1750	15/33	Haycock	Haycock	0
1750	06/24	Kwethluk	Kwethluk	2293
1800	03/21	Levelock	Levelock	1157
1800	15/33	New Stuyahok	Stuyahok	2217
1800	15/33	Toksook Bay	Toksook Bay	3938
1800	02/20	Tuntutuliak	Tuntutuliak	3342
1840	06/24	Cordova	Cordova Muni	0
1845	16/34	Seldovia	Seldovia	5534
1850	11/29	Bethel	Bethel	125885
1850	01/19	English Bay	English Bay	1153
1850	10/28	Kantishna	Kantishna	1556
1850	14/32	Naknek	Naknek	10
1875	16/34	Cordova	Merle K (Mudhole) Smith	20648
1880	18/36	Kongiganak	Kongiganak	3349
1900	11/29	Levelock	Levelock	1157
1900	06/24	St. Mary's	St. Mary's	8281
1900	02/20	Telida	Telida	7
1920	09/27	Portage Creek	Portage Creek	45
1924	09/27	Platinum	Platinum	510
1925	14/32	Palmer	Palmer Municipal	683
1940	11/29	Marshall	Marshall	2662
1950	08/26	Naknek	Naknek	10
1975	12/30	Port Graham	Port Graham	1481
2000	15/33	Atmautluak	Atmautluak	2065
2000	13/31	Crooked Creek	Crooked Creek	720
2000	16/34	Hope	Hope	0

Runway Length	Runway ID	City	Airport	1999 Enplanements
2000	10/28	Karluk	Karluk	910
2000	01R/19L	Kenai	Kenai Municipal	106530
2000	02/20	Medfra	Medfra	1
2000	01/19	Minto	Minto (New)	393
2000	08/26	Unalakleet	Unalakleet	8467
2000	02/20	Wiseman	Wiseman	0
2010	08/26	Tununak	Tununak	1826
2040	18/36	Nunapitchuk	Nunapitchuk	2502
2070	15/33	Aleknagik	Aleknagik	103
2080	11/29	Deering	Deering	1473
2085	11/29	Ouzinkie	Ouzinkie	661
2088	01/19	Girdwood	Girdwood	2420
2100	13/31	False Pass	False Pass	498
2110	04/22	Brevig Mission	Brevig Mission	1463
2120	15/33	Kipnuk	Kipnuk	4677
2120	07/25	Stevens Village	Stevens Village	2212
2150	16/34	Napakiak	Napakiak	1236
2180	15/33	Newtok	Newtok	0
2200	18/36	Alakanuk	Alakanuk	3735
2200	02/20	Noorvik	Robert(Bob) Curtis Memorial	5266
2200	06/24	Port Lions	Port Lions	1499
2220	15/33	Shaktoolik	Shaktoolik	1756
2260	04/22	South Naknek	South Naknek 2	1176
2279	15/33	Seward	Seward	1213
2300	16/34	Shageluk	Shageluk	788
2315	15/33	Grayling	Grayling	1095
2350	04/22	Nikolai	Nikolai	356
2360	09/27	Kobuk	Kobuk	992
2400	09/27	Ambler	Ambler	2423
2435	06/24	Big Lake	Big Lake Strip Nr 2	22
2467	02/20	Perryville	Perryville	1111
2500	05/23	Boundary	Boundary	3
2500	16/34	Chefornak	Chefornak	3049
2500	13/31	Chicken	Chicken	32
2500	15/33	Kwigillingok	Kwigillingok	3047
2500	02/20	Tuluksak	Tuluksak	2775
2510	07/25	Tok	Tok Junction	50
2520	02/20	Mountain Village	Mountain Village	5523
2520	07/25	Pilot Station	Pilot Station	4703
2529	01/19	Chandalar Camp	Chandalar Shelf	0
2555	18/36	Stony River	Stony River 2	347
2600	02/20	Chignik	Chignik (Anchorage Bay)	1819
2600	08/26	Clarks Point	Clarks Point	2029
2600	02/20	Deering	Deering	1473

Runway Length	Runway ID	City	Airport	1999 Enplanements
2600	04/22	Quinhagak	Kwinhagak	1666
2610	14/32	Chevak	Chevak	4404
2640	15/33	Anchorage	Merrill Field	2240
2670	09/27	Selawik	Selawik	5176
2700	07/25	Central	Central	60
2700	03/21	Larsen Bay	Larsen Bay	2855
2700	13/31	May Creek	May Creek	6
2700	17/35	Russian Mission	Russian Mission	2470
2720	02/20	Ekwok	Ekwok	973
2740	01/19	Manokotak	Manokotak	2855
2750	02/20	Old Harbor	Old Harbor (New)	1082
2786	06/24	Galena	Edward G. Pitka Sr.	10027
2800	08/26	Chignik Lake	Chignik Lake	635
2800	02/20	Nondalton	Nondalton	1845
2850	13/31	Chitina	Chitina	451
2850	05/23	Goodnews	Goodnews	1596
2875	02/20	Manley Hot Springs	Manley Hot Springs	155
2900	10/28	Kokhanok	Kokhanok	2283
2910	17/35	Anvik	Anvik	649
2920	15/33	Healy	Healy River	482
2997	05/23	Hoonah	Hoonah	9126
3000	18/36	Ambler	Ambler	2423
3000	11/29	Brevig Mission	Brevig Mission	1463
3000	03/21	Chandalar Lake	Chandalar Lake	68
3000	15/33	Chenega	Chenega Bay	0
3000	12/30	Chisana	Chisana	104
3000	15/33	Circle	Circle City	465
3000	10/28	Council	Council	4
3000	11/29	Egegik	Egegik	1879
3000	01/19	Elim	Elim	2827
3000	07/25	Goose Bay	Goose Bay	0
3000	01/19	Gustavus	Gustavus	11570
3000	03/21	Huslia	Huslia	3443
3000	05/23	Igiugig	Igiugig	1330
3000	17/35	Kasigluk	Kasigluk	2439
3000	12/30	Kivalina	Kivalina	3313
3000	09/27	Koliganek	Koliganek	1855
3000	18/36	Koyuk	Koyuk	2346
3000	06/24	Koyukuk	Koyukuk	994
3000	01/19	Napaskiak	Napaskiak	748
3000	09/27	Pedro Bay	Pedro Bay	676
3000	05/23	Port Alsworth	Port Alsworth	282
3000	10/28	Scammon Bay	Scammon Bay	2864
3000	03/21	Selawik	Selawik	5176

<b>Runway Length</b>	<b>Runway ID</b>	<b>City</b>	<b>Airport</b>	<b>1999 Enplanements</b>
3000	05/23	Stebbins	Stebbins	2407
3000	07/25	Teller	Teller	983
3000	01/19	Twin Hills	Twin Hills	524
3000	06/24	Ugashik	Ugashik	0
3000	15/33	White Mountain	White Mountain	1790
3015	01/19	Sheldon Point	Sheldon Point	1376
3070	05/23	Mekoryuk	Mekoryuk	1954
3100	14/32	Sleetmute	Sleetmute	671
3120	02/20	Arctic Village	Arctic Village	2296
3172	06/24	Kalskag	Kalskag	4549
3190	01R/19L	Fairbanks	Fairbanks International	393381
3200	03/21	Akiak	Akiak	1373
3200	10/28	Buckland	Buckland	3153
3280	07/25	Pilot Point	Pilot Point	1037
3287	15/33	Atka	Atka	397

## Appendix CC - GPS Survey Information

### Completed GPS Surveys

Akhiok	Kalskag	Pilot Point
Allakaket	Kaltag	Platinum
Arctic Village	Kiana	Point Lay
Atka	King Cove	Red Devil
Barter Island	Kipnuk	Ruby
Beaver	Kivalina	Russian Mission
Chalkyitsik	Kokhanok	Scammon Bay
Chefornak	Koliganek	Shaktolik
Chevak	Koyukuk	Shungnak
Chignik Bay	Kwigillingok	Sleetmute
Coldfoot	Manokotak	St. Michael
Deering	Marshall	Stebbins
Egegik	Mt. Village	Teller
Golovan	Nelson Lagoon	Toksook Bay
Holy Cross	New Stuyahok	Tununak
Hoonah	Nikolai	Wales
Hughes	Nondalton	Wasilla (New)
Huslia	Nulato	White Mountain
Igiugig	Palmer	Willow
Junction	Perryville	

### Unfunded GPS Survey Candidates

Akiak	Ekwok	Newtok
Alakanuk	Emmonak	Noorvik
Aleknagik	Eyreka	North Pole
Atmautluak	False Pass	Old Harbor
Birch Creek	Flat	Ouzinkie
Birchwood	Goodnews	Pedro Bay
Black Rapids	Grayling	Pilot Station
Boundary	Haines	Port Lions
Brevig Mission	Hooper Bay	Quartz Creek
Cantwell	Iliamna	Rampart
Central	Karluk	Shageluk
Chicken	Kasigluk	Skwentna
Chignik	Kobuk	South Naknek #2
Chistochina	Kotlik (New)	Stevens Village
Chitna	Koyuk	Stony River
Circle	Larsen Bay	Tanacross
Circle Hot Springs	Lawig	Tatitlek
Clarks Point	Manley Hot Springs	Togiak
Clear	May Creek	Tuluksak
Cooper Landing	Medfra	Twin Hills
Council	Napaskiak	Ugashik
Eagle	Nenana	Willow

