



INTERIOR ALASKA TRANSPORTATION PLAN

In fall 2006, the Alaska Department of Transportation and Public Facilities (DOT&PF) began to develop a Transportation Plan for Interior Alaska. The Interior Alaska Transportation Plan (IATP) will join five other statewide regional multi-modal transportation plans designed to address movement between communities in the region and from the region to points beyond. It will not address individual community projects. The aviation system component of the IATP will include an analysis of the needs of airports open to public use (map on reverse side) and other needs of the aviation system.

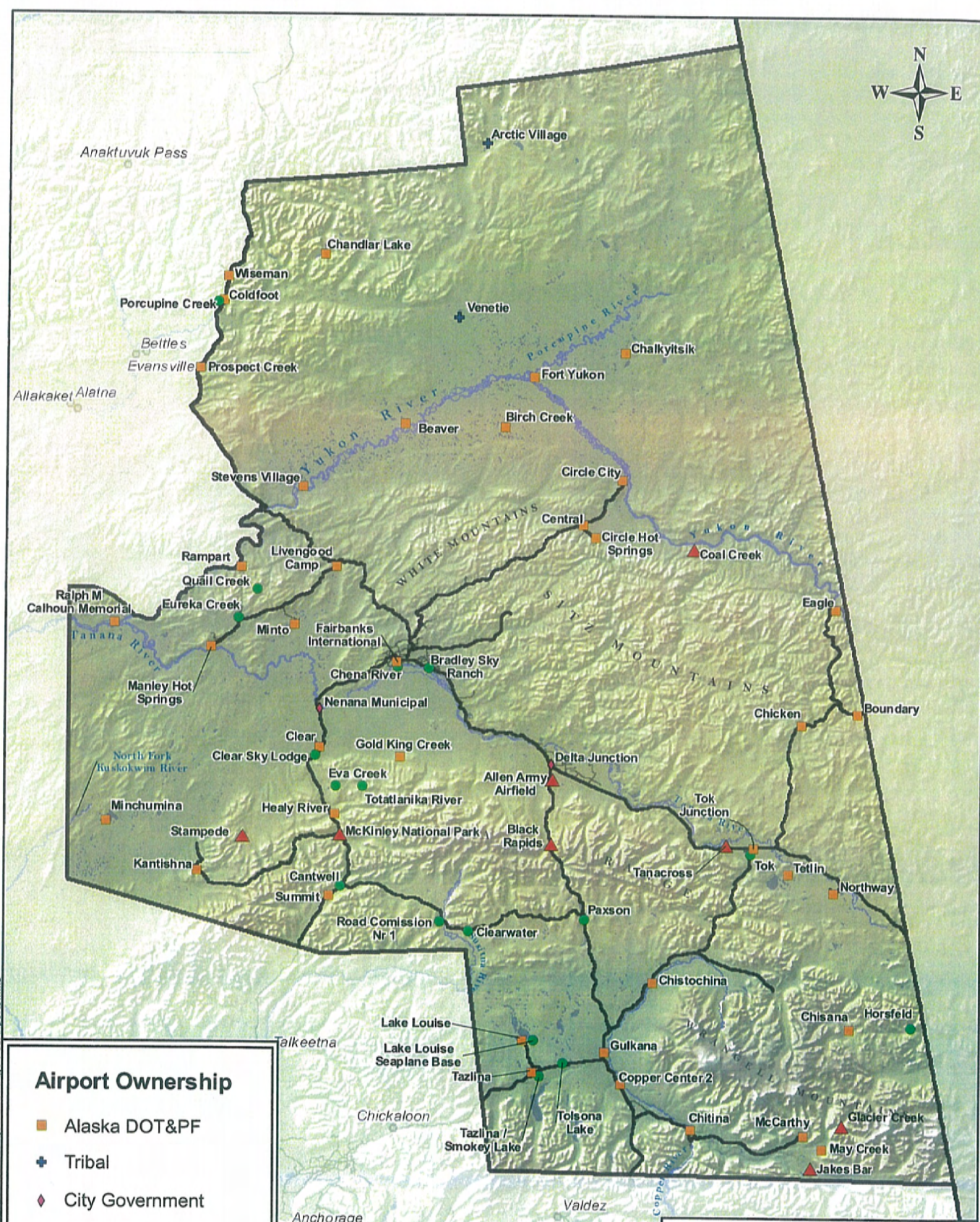
Planning issues for the IATP include gas pipeline and resource development, pavement management, military impact, tourism, Capstone implementation, intermodal linkages, financing, and rural community access. Economic, health and safety, funding, preservation, and efficiency goal for the IATP include the following aviation system objectives:

- Upgrade airport facilities for the design aircraft, appropriate level of instrument approach, and forecast demand.
- Support the continued existence of backcountry airstrips, which serve an important role in the area economy as well as provide emergency landing areas.
- Identify solutions to safety problems in aviation such as improved weather information, en route navigational aids, instrument approaches, and a system of public use airports appropriately spaced for emergency landings in visual and instrument weather.
- Address potential conflicts between civilian and military aviation, with regard to military exercises, temporary flight restrictions, air traffic control, radar, navigational aids, weather reporting, and airfields.
- Support airport improvements that bring facilities into compliance with FAA design standards
- Identify airport needs associated with emergency use, such as wildland firefighting, medical evacuation, and disaster assistance in case roads are not available.
- Recommend appropriate inclusions and exclusions of airport in the National Plan of Integrated Airport Systems (NPIAS).
- Promote land use compatibility and airspace control around airports to maintain safe operating conditions and allow for future growth.
- Balance the system of public use airports by examining gaps and overlaps in service area coverage; identifying minimum facility and service improvements needed for airports, based on their roles within the system.

Programmed Interior Airport Improvements:

Project	FFY'09	After FFY'09
Beaver Airport Improvements		\$ 5,000,000
Birch Creek SRE Building		\$ 500,000
Chalkyitsik Airport Improvements (C)	\$ 6,000,000	
Chistochina Airport Relocation Study -- Stg 2	\$ 300,000	
Chitina Airport Paving		\$ 900,000
Chitina SRE Building Upgrade		\$ 150,000
Circle TWY & Apron Rehabilitation		\$ 1,500,000
Coldfoot Erosion Control		\$ 1,750,000
Eagle Airport Improvements		\$ 1,900,000
Fort Yukon Apt Improvements*	\$11,000,000	
Gulkana Apron & Taxiway Repaving		\$ 1,900,000
Lake Louise Runway Rehabilitation – Stg 2	\$ 2,300,000	
Lake Minchumina airport Improvements		\$ 5,000,000
Manley Airport Relocation*	\$12,000,000	
Prospect Creek Airport Improvements		\$ 5,600,000
Tok RWY Expand & CW – RWY Construction		\$ 3,500,000

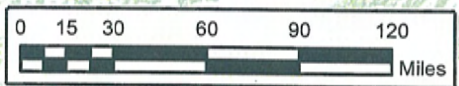
*Contingency if funding available



Airport Ownership

- Alaska DOT&PF
- ✚ Tribal
- ◆ City Government
- ▲ Federal
- Private/Public Domain

Source: FAA Airport Master Records



Public Use Airports

Interior Alaska Transportation Plan
November 2007

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**INTERIOR ALASKA TRANSPORTATION PLAN
SURVEY**

The purpose of this survey is to help assess the aviation transportation needs in Interior Alaska. Refer to the included handout for information about the Interior Plan. Providing personal information is optional, it is not necessary for the purpose of this survey. Upon completion, please fold and seal, and return survey to the address on the back. Surveys may also be faxed to (907) 339-5328.

Name: _____

Address: _____

Telephone: _____

E-Mail: _____

What are the most important aviation issues in the Interior? Do you have suggestions for resolving these issues? Please explain:

What facility and/or service improvements are needed at Interior public use airports? Please explain:

Are there any private use airports or other landing areas that should be open to the public? Why or why not?

What en route improvements are needed in the Interior (air traffic, navigational aids, weather, etc.)? Please explain:

You may also fax your comments to Nicole McCullough at (907) 339-5328.

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