AIR CARRIER ISSUES

STATE OF ALASKA
THE LEGISLATURE

POUCH Y · STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

LEGISLATIVE AFFAIRS AGENCY

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Mary Van Nimwegen

Senate Trans. 1/25/90

TRANSPORTATION COMMITTEE MEETING AGENDA

1) CALL MEETING TO ORDER

2) NOTE MONTH/DAY/YEAR THURSDAY, JANUARY 25TH, 1990

3) NOTE TIME:

4) NOTE MEMBERS PRESENT AND EXCUSED

(For the record, note any late arrivals to the meeting)

5) REMIND PARTICIPANTS TO SIGN WITNESS REGISTER

6) ORDER OF BUSINESS:

Teleconference - the committee will listen to recommendations, suggestions and concerns from the air taxi industry.

7) INTRODUCE WITNESSES

*** For the record, ask witnesses to state their name, title, mailing address and the name of the firm or agency they represent.

8) THE NEXT COMMITTEE MEETING IS SCHEDULED:

Tomorrow, Friday, Juanuary 26th. This meeting will be teleconference to Anchorage. Mr. Frank Cunningham from the F.A.A. will be on line as well as the Department of Transportation and the Department of Commerce to answer questions expressed by the air taxi industry.

9) ANNOUNCE TIME OF ADJOURNMENT

Ask members to sign the letters to the Soviet Ambassadors re: flights to Providenija.

TELECONFERENCE PARTICIPATION

SPONSOR ______________________

DATE/TIME ______________________

SUBJECT ______________________

LIO'S (moderator) ______________________

	TESTIFY	OBSERVE		TESTIFY	OBSERVE
ANCHORAGE ( )	John Hjadnivich (3 things) two com sess - comdlim 25784 Doc LTR - 95 com to DOJ		PETERSBURG * ( )		one
BARROW * ( )			SITKA ( )	TETWAM AIR SVC	one
BETHEL ( )			SOLDOTNA ( )		
DELTA JUNCTION * ( )			VALDEZ * ( )		
DILLINGHAM * ( )			LTC'S		
FAIRBANKS ( )			HOMER		
			WRANGELL		
GLENNALLEN * ( )			OFFNETS		
JUNEAU ( )			OFF1		
KETCHIKAN ( )			OFF2		
KODIAK ( )			OFF3		
			OFF4		
KOTZEBUE ( )			OFF5		
MAT-SU ( )			OFF6		
NOME ( )		one			

VTS' CRA

LTC' WRG

VTS'S ON BACK

* SESSION ONLY

* DELIVER TO: LIOCJOA
*
*
* ORIGINAL
* SENT: 25/01/90 TIME: 08:27
* FROM: LIOCINE
* SUBJECT: 90-01-148;PL;AIRTAXI;1-25
* PRINT DATE: 25/01/90 TIME: 08:27
*

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T\C NO: 90-01-148

DATE: JANUARY 25, 1990
SPONSOR: HOUSE TRANSPORTATION
SUBJECT: AIR TAXI SERVICE
MODERATOR: INEZ WEBB
SITE: ANCHORAGE

PARTICIPANT LIST

****
TO TESTIFY:

1. JOHN HAJDUKOVICH
2.

****
TO OBSERVE:

1. JENNIFER OLENDORFF, DOTPF
2. HELVI SANDVIK, DOTPF
3. ADELHEID HERRMANN, REP. WALLIS
4. KIM DANIELS, AK AIR CARRIERS ASSOC.
5.
6.

BACKUP NUMBER - 561-1199
EMAIL ADDRESS - LIOCINE

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*
* DELIVER TO: LIOCJOA
*
*
* ORIGINAL
* SENT:          25/01/90   TIME: 08:23
* FROM:          LTCCNOM
* SUBJECT:       90-01-048;PL#1;AIR TAXI;1-25
* PRINT DATE:    25/01/90   TIME: 00:23
*
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T/C NO: 90-01-048

DATE: JANUARY 25, 1990
SPONSOR: HOUSE TRANSPORTATION COMMITTEE
SUBJECT: LPH:AIR TAXI SERVICE
MODERATOR: ROXANNE BARRON
SITE: NOME

PARTICIPANT LIST

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TESTIFIED

NAME/REPRESENTING	ADDRESS
1.	
2.	
3.	
4.	
5.	

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OBSERVED

NAME/REPRESENTING	ADDRESS
1. LARRY LABOLLE/REP.	FOSTER OFFICE
2.	
3.	
4.	
5.	

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TESTIFIED:
UNABLE:
OBSERVED:
TOTAL:

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*
* DELIVER TO: LIOCJOA
*
*
* ORIGINAL
* SENT:            25/01/90   TIME: 08:20
* FROM:            LTCCKTN
* SUBJECT:         H TRAN; PL#1; AIR TAXI; 1-25
* PRINT DATE:      25/01/90   TIME: 08:20
*
*****************************************************************
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T/C NO: 90-01-148

DATE: JANUARY 25, 1990
SPONSOR: HOUSE TRANSPORTATION COMMITTEE
SUBJECT: AIR TAXI SERVICE
MODERATOR: RAE RHODES
SITE: KETCHIKAN

PARTICIPANT LIST

****

TESTIFIED

NAME/REPRESENTING ADDRESS

1.
2.
3.
4.
5.

wx Rpt'g to use FAA for us not A/C 500/1 => 300/3

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OBSERVED

NAME/REPRESENTING ADDRESS

1. ED PLEUS/TAQUAN AIR
2. BRIAN MACMANUS/TAQUAN AIR
3.
4.
5.

****

TESTIFIED:
UNABLE:
OBSERVED:
TOTAL:

DELIVER TO: LIOCJOA

ORIGINAL
SENT: 26/01/90 TIME: 08:18
FROM: LIOCINE
SUBJECT: 90-01-159;PL,AIRPORTS;1-26
PRINT DATE: 26/01/90 TIME: 08:27

T\C NO: 90-01-159

DATE: JANUARY 26, 1990
SPONSOR: HOUSE TRANSPORTATION
SUBJECT: DOT WORK SESSION ON AIRPORTS
MODERATOR: INEZ WEBB
SITE: ANCHORAGE

PARTICIPANT LIST

TO TESTIFY:

1. DONALD MORFIELD, DOT\PF
2. HELVI SANDVIK, DOT\PF 3. KIM DANIELS, AK AIR CARRIERS ASSOC.

BACKUP NUMBER - 561-1199
EMAIL ADDRESS - LIOCINE

DELIVER TO: LIOCJOA

ORIGINAL
SENT: 26/01/90 TIME: 08:15
FROM: LTCCFBX
SUBJECT: HTRANS;PL#1;WORK SESSION;1-26
PRINT DATE: 26/01/90 TIME: 08:26

T/C NO: 90-01-159

DATE: JANUARY 26, 1990
SPONSOR: HOUSE TRANSPORTATION
SUBJECT: DOT WORK SESSION ON AIRPORTS
MODERATOR: FRAN
SITE: FAIRBANKS

PARTICIPANT LIST
FINAL STATS

TESTIFIED

	NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1.	JOHN HAJDUKOVICH			
2.				
3.				

OBSERVED

	NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1.				
2.				

1. Federal Aviation Administration → Frank Cunningham

2. State Dept of Transportation → Deputy Commiss Randy Simmons
airports - upgrading
Helvi Sandvik
Don Morefield

3. Dept. of Commerce
Division of Weights + Measures — Director Ed Moses
↑ Certificate of Insurance

4. Dept of Commerce
Transporter certificate
~~Dick Monkman~~
Randall Burns
OCCUP LIC

5. Dept of Natural Resource

6 National Weather Service — Leif Lee
No 7822 RAN

ALASKA AREA FORECAST (FA) SECTORS

NOTE: FA AREAS EXTEND TO 100 MILES OFFSHORE

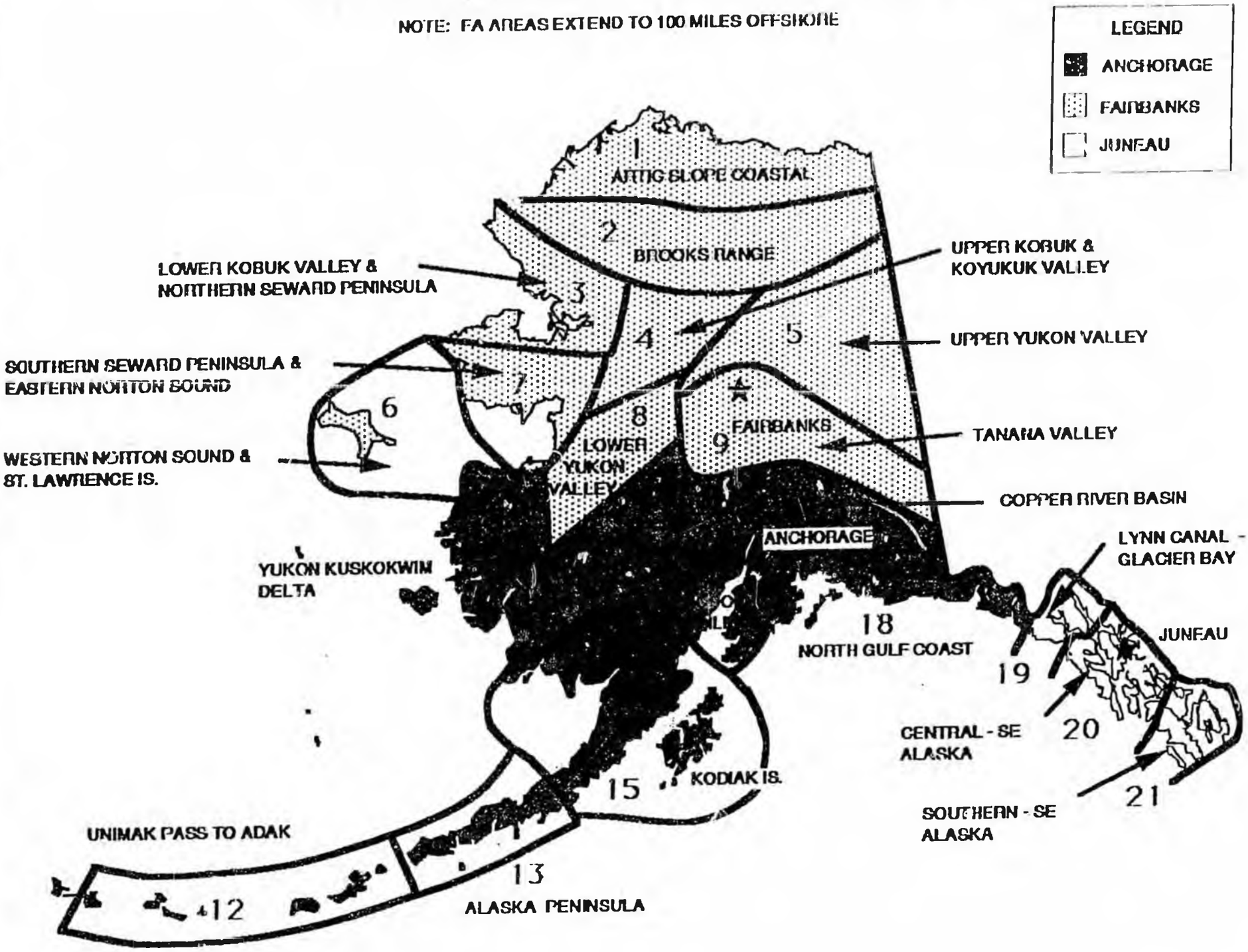

FIGURE 2

FAR PART 139 AIRPORT CERTIFICATION

Airports are required to comply with FAR Part 139 when they are served by scheduled or unscheduled aircraft with more than 30 seats. The State of Alaska maintains twenty five (25) fully certificated airports, and three (3) limited certificate airports.(See Attachment) In addition the Sitka and Ketchikan airports which are state owned but leased to the cities are fully certificated, and the Kenai and Juneau airports which are owned, maintained and operated by the cities and are fully certificated.

Generally Part 139 requirements relate to airport safety. The major components of Part 139 require:

- Aircraft rescue and fire fighting (ARFF), including first aid is a significant part of the operational expense. The FAR outlines specific response times and equipment which we must meet.
- Specific procedures and standards for maintaining paved areas, unpaved areas, and safety areas. Any new construction must conform to the current design standards.
- Procedures for conducting self inspections and for airport condition reporting. This takes a trained maintenance person and carries significant liability for the State.
- Exemptions if deviating from any requirements and conformance to any limitations imposed by the FAA may be added to the manual
- System of runway and taxiway identification including marking, lighting, and signing
- Procedures for safety in storing and handling hazardous substances
- Protection of the public from inadvertent entry onto a movement area. This usually is accomplished by fencing and had resulted in significant expenses and disruption to traditional airport access. We are also required to protect the public from aircraft blast. Blast fence and distance are used to accomplish this
- Provide for wildlife hazard management. These are the bird, deer, moose, and caribou control plans at the airports
- The location of each obstruction is required to be highlighted or marked

PART 139 AIRPORTS

FULLY CERTIFICATED STATE AIRPORTS

Anchorage International
Aniak
Barrow
Bethel
Cold Bay
Cordova
Deadhorse
Dillingham
Fairbanks International
Galena
Gustavus
Homer
Iliamna
King Salmon
Kodiak
Kotzebue
Nome
Petersburg
Sand Point
St. Mary's
Unalakleet
Unalaska
Valdez
Wrangell
Yakutat

LIMITED CERTIFICATE STATE AIRPORTS

Port Heiden
St. Paul
Gulkana

FULLY CERTIFICATED STATE AIRPORTS MAINTAINED AND OPERATED BY THE MUNICIPALITIES

Sitka
Ketchikan

FULLY CERTIFICATED—AIRPORTS OWNED, MAINTAINED, AND OPERATED BY THE MUNICIPALITIES

Juneau
Kenai

FAR PART 107--AIRPORT SECURITY

Part 107 governs the operations of airports when the airport is served by certificated air carriers offering scheduled passenger service using aircraft with seating configurations of:

1. greater than 60 passenger seats
2. greater than 30 seats but less than 61 seats

The operator is responsible for developing and maintaining an airport security program which guarantees a sterile "Air Operations Area" (AOA) (i.e. runways, taxiways, apron). This includes prohibiting access by unauthorized individuals into the AOA.

The security program must provide for the protection of persons and property travelling from acts of criminal violence and aircraft piracy.

Security programs for both GREATER THAN 60 SEATS AND 31 TO 60 SEATS must:

- define the AOA
- describe areas adjacent to the AOA which may effect security
- describe "exclusive areas" (i.e. leased areas which have access to the AOA)
- specify the procedures, facilities and equipment used to:
  - -- prevent unauthorized entry of persons or vehicles
  - -- control movements of persons or vehicles within the AOA
  - -- detect and control unauthorized penetration or attempted penetration of the AOA
  - -- requires display of identification
- describe the responsibilities of the carriers with "exclusive use" areas to assure security
- define alternate security procedures that must apply in an emergency
- define law enforcement support necessary to meet the security programs
  - -- LEO must have arrest authority
  - -- LEO must have a badge and uniform
  - -- LEO must be armed with a firearm and be authorized to use it
  - -- LEO must meet required training
- define a training program for law enforcement requirements
- define a record keeping mechanism to document necessary law enforcement action and details

Security programs for only GREATER THAN 60 SEATS must:

- describe a method or procedure for controlling access to the AOA which is either:
  - -- computerized access control system
  - -- non-computerized alternate control

(7)

FAR PART 107 (continued)

The key difference in 107 requirements for airports that receive service with aircraft with greater than 60 seats and those that are served by aircraft with 31 to 60 seats is in the response criterea of the law enforcement support and access control.

For GREATER THAN 60 SEATS, where there are less than 500,000 enplanements, the security program must provide for a dedicated law enforcement officer to respond to the airport upon request by a carrier. The FAA's internal policy has defined the response time frame to be 15 minutes or less. State airports where this currently applies include:

Aniak
Barrow
Bethel
Cold Bay
Cordova
Deadhorse
Dillingham
Dutch Harbor
Fairbanks
Galena
Gustavus
King Salmon
Kodiak
Kotzebue
Nome
Petersburg
St. Mary's
Unalaska
Wrangell
Yakutat

For 31 TO 60 SEATS, where there are less than 500,000 enplanements, the security program must provide that a law enforcement officer is "available and commited" to respond to the airport upon demand by an air carrier. To date the FAA has been unwilling to define precisely what time frame would meet their "available and commited" requirements. State airports where this currently applies include:

Homer
Iliamna
Port Heiden
St. Paul
Sand Point
Valdez

Anchorage International has greater than 60 seats, and greater than 500,000 enplanements. Their response time is 10 minutes or less.

(8)

AVIATION ISSUES
POSSIBLE DISCUSSION ITEMS

Airport Improvement Program (AIP) Reauthorization Bill (1992)

The current Airport Improvement Program (AIP) Bill is scheduled to expire in 1992. Lobbying reports are now underway for reauthorizing the AIP. The State is kept abreast of pertinent issues through the National Association of State Aviation Officials (NASAO), American Association of Airport Executives (AAAE), and Airport Operators Council International (AOCI). We will want to provide i put prior to the drafting of the legislation to ensure that the State maintains, at the very least, the special funding intended for Alaska and the flexibility in programming the funding.

Increased emphasis on capacity-constrained airports and more stringent security needs may be obstacles to maintaining special treatment for Alaska.

Alaska Native Claims Settlement Act (ANCSA)

In December, 1988, the Federal Aviation Administration (FAA) ruled that lands that were conveyed, or could have been conveyed, under 14(c)(3) of Alaska Native Claims Settlement Act (ANCSA) are ineligible for AIP participation. The State has appealed this ruling and a resolution to the eligibility issue is expected soon. The AIP ineligibility of these airport lands could affect our ability to complete our 6-Year AIP Plan. Until resolved in the State's favor, General Fund dollars must be programmed to proceed with land purchases. AIP grants can be subsequently programmed to obtain retroactive reimbursement for these land costs.

Bypass Mail

There seems to be a perception that air service to the Bush has suffered since the Bypass Mail amendment passed in 1987. Statewide Aviation received only one (1) complaint several months ago on reduced quality of service since the change in the law. No other

comments have been received by Statewide Aviation from communities affected by Bypass Mail.

Essential Air Service (EAS)

Since the reauthorization of the Essential Air Service (EAS) Program in 1987, funding for the program has been debated.

In FY90, significant cutbacks in the EAS program were required to stay within funding levels. Although exempt from cuts in the past, the State of Alaska may be affected in future years. The State Department of Transportation and Public Facilities' (DOT&PF) role in the program is to comment on the level and adequacy of service being provided and to ensure that the community's air service needs are being met.

FAA Straight Line Reorganization

Since FAA's reorganization in 1988, the State has been negatively impacted by the inability to appeal unreasonable policy decisions made by FAA Branch Managers within the state. Commissioner Hickey met with FAA Administrator Busey in November, 1989, and Administrator Busey was favorable to the state using Frank Cunningham, Alaska Regional Administrator, as a mediator if conflicts arose with Alaska Regional Branch Managers. Since that time, however, Frank Cunningham has announced his plans to retire. We are unsure, at this point, where the State stands regarding our ability to appeal unreasonable decisions within Alaska.

Federal Aviation Regulation (FAR) Part 107

In 1989, FAR Part 107.14 was revised to require that airports affected by the regulation install computerized access control card systems or an alternative system which provides sufficient security to prevent inadvertent entry into critical, secure areas of the airports. Increased investment of General Fund money will be

required to maintain a system required by 107.14. Additionally, an enhanced national concern for airport security has resulted from an incident involving a FSA employee bombing an aircraft. In response to these and other highly publicized security incidents, the FAA is demanding that more stringent security measures be taken at our airports i.e. increased fencing, increased law enforcement officer (LEO) presence.

Airport Badging System

Twenty-eight (28) state operated airports are subject to badging requirements under FAR 107.13 which governs identification of people on the airport. Currently, DOT&PF is preparing security program revisions for each airport which call for airport specific badging identification systems. The air carriers are concerned that they will be required to obtain a badge at each airport which they fly to. FAA has inferred that their audit requirements may make a statewide badging system impractical.

Federal Aviation Regulation (FAR) Part 139

In 1987, Federal Aviation Regulation (FAR) Part 139 was revised to require, among other things, expanded safety areas, enhanced safety training requirements, and increased Aircraft Rescue and Fire Fighting (ARFF) responsibilities. This has resulted in increased General Fund investments at certificated airports to cover increased maintenance and training costs.

The FAA is contemplating requiring the certification of airports receiving service from aircraft with greater than 10 seats. If this occurs, an additional 49 airports in Alaska would need to be certificated and the airports would, in turn, be subject to Part 139 requirements. It may be logistically impossible for some of these airports to comply with Part 139, in view of the remoteness of villages and the lack of necessary facilities available to respond to an incident i.e. airplane crash. To staff and equip

these facilities we have roughly estimated an additional $350,000 would be needed for equipment plus an annual cost for labor and training of $162,000. In addition, existing certificated facilities face increased manpower and training costs estimated at $82,000/year. This will affect 28 airports.

FY90 AIP Spending Plan

In FY90, the State of Alaska expects to receive $34.8 million in federal Airport Improvement Program (AIP) grant funds. The State has also requested an additional $4.9 million in AIP discretionary funding in excess of our FY90 AIP allocation for the McGrath and St. Paul airports. (The FAA is not optimistic that the State will receive FY90 discretionary funding because of limited availability.) 32% of the total FY90 AIP allocation available to the state is dedicated to primary airports. Our Regional Center Airports compete for these funds. 27% of the total funding is for use on non-commercial service airports and 32% of the total funding is for use on General Aviation airports. The remaining 9% of the total funding is for use at the Fairbanks and Anchorage International airports.

Flight Service Station (FSS) Closures

The State has received some reports of complaints from the public regarding the FAA's plans to close some manned Flight Service Stations (FSS') in rural Alaska. We have been supportive of communities' formal objections to FSS closures. The closure and subsequent abandonment of FSS' will likely lead to land ownership conflicts on DOT&PF airports.

Public Aircraft

A December, 1987 amendment to the definition of public aircraft now requires a 90 day exclusive lease. Previously these aircraft could operate on an as needed basis. Aircraft operated as "Public

aircraft" are exempt from many of the normal regulations that commercial carriers must comply with. As a result the Alaska Air Carriers Association supports the new definition.

Many aircraft have been used in Alaska as public aircraft historically. These are older, military aircraft and have a limited airworthiness certificate. This prohibits their use for compensation or hire as a civil commercial aircraft. Statewide Aviation is working with the FAA to identify an exemption process which would allow the use of these aircraft if no other commercial aircraft is willing or able to haul the load. The exemption process would require compliance with other areas of the regulations such as pilot training, licensing, and maintenance programs.

Weather Issues

Statewide Aviation sits on an Aviation Weather Users Group chaired by the FAA. The Group assists in the identification and selection of future Automated Weather Observation System (AWOS) sites. Statewide Aviation is also involved in the joint National Weather Service (NWS)/FAA ongoing effort to identify future sites for Automated Surface Operating Systems (ASOS).

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

TO: Katy McHugh
Legislative Liaison
DOT&PF

DATE: January 22, 1990

FILE NO:

TELEPHONE NO:

FROM: Helvi K. Sandvik
Manager
Statewide Aviation

SUBJECT: FY89 AIP Funding Allocation

As we discussed, following is a summary of the FY89 Airport Improvement Program (AIP) funds that were available for grants at both state and non-state airports. We have not yet received the airport specific figures for FY90.

In FY89, Alaska received $40,759,928 in AIP funding. The funding is "earned" as follows:

Primary Entitlements	
27 State Airports	$11,957,309
Juneau Int'l Airport	1,087,505
Kenai Municipal	576,654
Total Primary	$13,621,468
Cargo Entitlements	
Anchorage Int'l Airport	$ 3,360,000
Alaska Supplemental	
150 State Airports	$ 9,954,958
Venetie Tribal Gov't (Arctic Village & Venetie)	287,154
North Slope Borough (Anaktuvuk Pass)	47,859
Kodiak Inner Harbor	47,859
Total Alaska Supplemental	$10,337,830
State Area/Population	
Total Available	$13,440,630

The total number of area/population airports are undefined. At present, 52 have been identified as being eligible for area/population funds. Of these, non-state airports include Palmer, Anchorage Merrill Field, Nenana, Nuiqsut, Atqasuk, and Kaktovik.

The new Wasilla airport is currently being developed as a DOT&PF airport. It will ultimately be transferred to the City. In the future it will then be considered a non-state airport which is eligible for area-population funds.

To conclude there are 235 airports in Alaska, eligible for federal funds. Of these 223 are state-owned, and 12 are non-state owned.

/dle

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG	OWNER	CLASS	SURFACE	LENGTH
ALASKA AVIATION SYSTEM PLAN INVENTORY					
AIRPORT	REG	OWNER	CLASS	SURFACE	LENGTH
CENTRAL					
AFOGNAK	C	DOT&PF	COMM	GRV	1,750
AKHIOK	C	DOT&PF	COMM	GRV	2,170
AKIACHAK	C	DOT&PF	COMM	DRT	1,900
AKIAK	C	DOT&PF	COMM	GRV	2,000
ALAKANUK	C	DOT&PF	COMM	GRV	2,500
ALEKNAGIK	C	DOT&PF	COMM	GRV	2,000
ALITAK - LAZY BAY SPB	C	DOT&PF	LCL	WAT	10,000
AMAUTLUAK	C	DOT&PF	COMM	GRV	2,250
ANCHORAGE INTERNATIONAL	C	DOT&PF	INTL	ASP	10,900
ANIAK	C	DOT&PF	DIST	GRV	6,000
ANVIK	C	DOT&PF	COMM	GRV	3,100
ATKA	C	DOT&PF	COMM	ASP	3,300
BETHEL	C	DOT&PF	R.C.	ASP	6,400
BIG LAKE -BIG LAKE NO. 2	C	DOT&PF	LCL	GRV	2,800
BIRCHWOOD	C	DOT&PF	LCL	ASP	4,010
CHEFORNAK	C	DOT&PF	COMM	GRV	3,000
CHEVAK	C	DOT&PF	COMM	GRV	3,000
CHEVAK SPB	C	DOT&PF	LCL	WAT	2,000
CHIGNIK - ANCHORAGE BAY	C	DOT&PF	COMM	GRV	3,000
CHIGNIK LAGOON	C	DOT&PF	COMM	GRV	1,800
CHIGNIK LAKE	C	DOT&PF	COMM	GRV	2,600
CHUATHBALUK	C	DOT&PF	COMM	GRV	2,000
CLARKS POINT	C	DOT&PF	COMM	GRV	2,730
COLD BAY	C	DOT&PF	R.C.	ASP	10,415
COLD BAY HELI	C	DOT&PF	LCL	CON	20
COLORADO CREEK	C	DOT&PF	LCL	GRV	3,200
CORDOVA/MILE 13	C	DOT&PF	DIST	ASP	7,500
CROOKED CREEK	C	DOT&PF	COMM	GRV	2,000
CURRY	C	DOT&PF	LCL	TRF	1,100
DILLINGHAM	C	DOT&PF	R.C.	ASP	6,500
EEK	C	DOT&PF	COMM	GRV	1,700
EEK SPB	C	DOT&PF	LCL	WAT	5,000
EGEGIK-EGEGIK NEW	C	DOT&PF	COMM	GRV	3,000
EKWOK	C	DOT&PF	COMM	GRF	2,700
ENGLISH BAY	C	DOT&PF	COMM	GRV	2,000
ENNIBAJ	C	DOT&PF	LCL	GRV	2,200
EUREKA	C	DOT&PF	LCL	GRV	2,100
EYAK LAKE (CORDOVA)	C	DOT&PF	LCL	GRV	1,950
EYAK LAKE SPB (CORDOVA)	C	DOT&PF	LCL	WAT	10,000
FALSE PASS	C	DOT&PF	COMM	GRV	2,500
FLAT	C	DOT&PF	TRAN	GRV	4,100
GIRDWOOD	C	DOT&PF	LCL	GRV	2,500

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG.	OWNER	CLASS	SURFACE	LENGTH
GOODNEWS BAY	C	DOT&PF	COMM	GRV	2,900
GOOSE BAY	C	DOT&PF	LCL	GRV	3,120
GRAYLING	C	DOT&PF	COMM	GRV	2,500
HOKIKACHUK	C	DOT&PF	LCL	DRT	2,200
HOLY CROSS	C	DOT&PF	COMM	GRV	4,600
HOMER	C	DOT&PF	DIST	ASP	7,400
HOMER - BELUGA LAKE SPB	C	DOT&PF	LCL	WAT	3,000
HOOPER BAY	C	DOT&PF	COMM	ASP	3,600
HOPE	C	DOT&PF	LCL	GRV	2,00[illegible]
IGIUGIG	C	DOT&PF	COMM	GRV	2,700
ILLIAMNA	C	DOT&PF	TRAN	GRV	4,800
IVANOF BAY	C	DOT&PF	LCL	DRT	1,200
KALSKAG	C	DOT&PF	COMM	GRV	3,200
KARLUK	C	DOT&PF	COMM	GRV	2,400
KASIGLUK	C	DOT&PF	COMM	GRV	2,500
KASILOF NO. 2	C	DOT&PF	LCL	GRV	2,600
KING COVE	C	DOT&PF	COMM	GRV	4,000
KING SALMON	C	DOT&PF	DIST	ASP	8,515
KIPNUK	C	DOT&PF	COMM	GRV	2,250
KODIAK	C	DOT&PF	R.C.	ASP	7,539
KOKHANOK	C	DOT&PF	COMM	GRV	3,000
KOKHANOK SPB	C	DOT&PF	LCL	WAT	4,300
KONGIGANAK	C	DOT&PF	COMM	GRV	2,200
KOTLIK	C	DOT&PF	COMM	GRV	2,250
KWEETHLUK	C	DOT&PF	COMM	GRV	1,800
KWIGILLINGOK	C	DOT&PF	COMM	GRV	2,950
LAKE HOOD SPB	C	DOT&PF	LCL	WAT	0
LAKE HOOD STRIP	C	DOT&PF	LCL	GRV	2,200
LAKE LOUISE	C	DOT&PF	LCL	UNK	0
LARSON BAY	C	DOT&PF	COMM	GRV	2,450
LAWING	C	DOT&PF	LCL	GRV	2,300
LEVELOCK	C	DOT&PF	COMM	GRV	2,000
LIME VILLAGE	C	DOT&PF	COMM	WAT	2,000
MANOKOTAK	C	DOT&PF	COMM	GRV	2,600
MARSHAL	C	DOT&PF	COMM	GRV	2,000
MCGRATH	C	DOT&PF	DIST	ASP	5,619
MEDFRA	C	DOT&PF	LCL	TRF	2,200
MEKORYUK	C	DOT&PF	COMM	GRV	3,400
MOUNTAIN VILLAGE	C	DOT&PF	COMM	GRV	2,100
NAKNEK (NORTH)	C	DOT&PF	LCL	GRV	2,470
NAPAKIAK	C	DOT&PF	COMM	GRV	2,500
NAPASKIAK	C	DOT&FF	COMM	WAT	2,500
NELSON LAGOON	C	DOT&PF	COMM	GRV	2,200
NEW KOLIGANEK	C	DOT&PF	COMM	GRV	2,200
NEW STUYAHOK	C	DOT&PF	COMM	GRV	2,200
NEWTOK	C	DOT&PF	COMM	GRV	2,500
NIGHTMUTE	C	DOT&PF	COMM	GRV	2,000

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG	OWNER	CLASS	SURFACE	LENGTH
NIKOLAI	C	DOT&PF	COMM	GRV	2,200
NIMILCHIK	C	DOT&PF	LCL	GRV	2,500
NONDALTON	C	DOT&PF	COMM	GRV	2,900
NUNAPITCHUK	C	DOT&PF	COMM	GRV	2,500
OLD HARBOR	C	DOT&PF	COMM	GRV	2,000
OPHIR	C	DOT&PF	LCL	GRV	2,000
OUZINKIE	C	DOT&PF	COMM	GRV	2,500
OUZINKIE SPB	C	DOT&PF	LCL	WAT	10,000
PEDRO BAY	C	DOT&PF	COMM	DRT	1,600
PERRYVILLE	C	DOT&PF	COMM	GRV	2,500
PILOT POINT	C	DOT&PF	COMM	GRV	3,590
PILOT STATION	C	DOT&PF	COMM	GRV	3,000
PLATINUM	C	DOT&PF	TRAN	GRV	3,800
PORT GRAHAM	C	DOT&PF	COMM	GRV	1,800
PORT HEIDEN	C	DOT&PF	COMM	GRV	6,200
PORT LIONS	C	DOT&PF	COMM	GRV	2,600
PORTAGE CREEK	C	DOT&PF	COMM	GRV	2,400
QUARTZ CREEK	C	DOT&PF	LCL	GRV	3,800
QUINHAGAK	C	DOT&PF	COMM	GRV	2,800
RED DEVIL	C	DOT&PF	COMM	GRV	5,000
RUSSION MISSION (YUKON)	C	DOT&PF	COMM	GRV	3,100
SAINT MARY'S	C	DOT&PF	DIST	GRV	6,000
SAND POINT	C	DOT&PF	TRAN	GRV	3,750
SCAMMON BAY	C	DOT&PF	COMM	GRV	2,800
SELDOVIA	C	DOT&PF	COMM	GRV	2,600
SELDOVIA SPB	C	DOT&PF	LCL	WAT	2,000
SEWARD	C	DOT&PF	LCL	ASP	4,600
SHAGELUK	C	DOT&PF	COMM	GRV	2,500
SHEEP MOUNTAIN	C	DOT&PF	LCL	GRV	2,200
SHELDONS POINT	C	DOT&PF	LCL	GRV	2,275
SKWENTNA	C	DOT&PF	COMM	GRV	3,100
SLEETMUTE	C	DOT&PF	COMM	GRV	3,500
SOUTH NAKNEK NO. 2	C	DOT&PF	LCL	GRV	2,600
STONY RIVER NR2	C	DOT&PF	COMM	GRV	3,000
TAKOTNA	C	DOT&PF	COMM	GRV	1,600
TALKEETNA	C	DOT&PF	LCL	GRV	3,500
TATITLEK	C	DOT&PF	COMM	GRV	2,500
TATITNA (RHON RIVER)	C	DOT&PF	LCL	TRF	1,500
TOGIAK	C	DOT&PF	COMM	GRV	5,000
TOKSOOK BAY	C	DOT&PF	COMM	GRV	2,200
TULUKSAK	C	DOT&PF	COMM	GRV	2,500
TUNTUTULIAK	C	DOT&PF	COMM	DRT	2,200
TUNUNAK	C	DOT&PF	COMM	GRV	2,200
TWIN HILLS	C	DOT&PF	COMM	GRV	2,000
UGASHIK (NEW)	C	DOT&PF	COMM	GRV	3,500
UMNAK (FT. GLENN)	C	DOT&PF	LCL	GRV	8,500
UMNAK - NORTH SHORE	C	DOT&PF	LCL	GRV	8,100

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG	OWNER	CLASS	SURFACE	LENGTH
UNALASKA/DUTCH HARBOR	C	DOT&PF	DIST	GRV	3,900
WASILLA	C	DOT&PF	LCL	GRV	2,185
WHITTIER	C	DOT&PF	LCL	GRV	1,680
WIDE BAY	C	DOT&PF	LCL	GRV	3,000
WILLOW	C	DOT&PF	LCL	GRV	4,600
BEDROCK CREEK	C	FED	LCL	GRV	1,450
CAMPBELL (ANCHORAGE)	C	FED	LCL	GRV	5,000
EKLUTNA LAKE	C	FED	LCL	TRF	970
FAREWELL	C	FED	LCL	GRV	5,000
FIRE ISLAND	C	FED	LCL	GRV	1,800
KANAKANAK-ANS HOSPITAL	C	FED	LCL	DRT	100
MIDDLETON ISLAND	C	FED	LCL	GRV	5,070
MILLER AIR STRIP	C	FED	LCL	ASP	2,400
POINT NOWELL SPB	C	FED	LCL	WAT	10,000
PORTAGE	C	FED	LCL	GRV	3,000
PT. POSSESSION HELI	C	FED	LCL	CON	100
SAINT GEORGE	C	FED	COMM	GRV	4,100
SAINT PAUL ISLAND	C	FED	COMM	GRV	5,175
SANDY RIVER-SANDY RIV FED	C	FED	LCL	GRV	4,000
SAPSUK RIVER	C	FED	LCL	GRV	560
SKILAK BLM HELI	C	FED	LCL	STL	30
UGASHIK	C	FED	LCL	DRT	1,300
ADAK NAS	C	MIL	LCL	ASP	7,800
AMCHITKA	C	MIL	LCL	ASP	9,100
ATTU - CASCO COVE CGS	C	MIL	LCL	ASP	6,300
BIG MOUNTAIN	C	MIL	LCL	GRV	4,200
BRYANT ARMY HELI	C	MIL	LCL	ASP	1,800
CAPE NEWENHAM AFS	C	MIL	LCL	GRV	3,900
CAPE ROMANZOF AFS	C	MIL	LCL	GRV	4,000
CAPE SARICHEF AFS	C	MIL	LCL	GRV	3,500
DRIFTWOOD BAY AFS	C	MIL	LCL	GRV	3,500
ELEMENDORF HOSP HELI	C	MIL	LCL	CON	50
ELMENDORF AFB ANCHORAGE	C	MIL	LCL	ASP	10,000
NIKOLSKI AFS	C	MIL	LCL	GRV	3,500
PORT MOLLER AFS	C	MIL	LCL	GRV	3,500
SHEMYA ISL	C	MIL	LCL	ASP	10,000
SITKINAK CGS	C	MIL	LCL	ASP	4,500
SIX MILE LK SPB (EAFB)	C	MIL	LCL	UNK	1,600
SPARREVOHN AFS	C	MIL	LCL	GRV	4,700
TATALINA-TATALINA AFS	C	MIL	LCL	GRV	3,800
KENAI MUNI	C	MUNI	DIST	ASP	7,600
KENI MUNI HELI	C	MUNI	DIST	GRV	100
KODIAK MUNI	C	MUNI	LCL	GRV	2,500
KODIAK SPB-INNERHARBOR	C	MUNI	LCL	WAT	5,000
LILLY LAKE SPB	C	MUNI	LCL	WAT	2,300
MERRILL FIELD (ANCHORAGE)	C	MUNI	TRAN	ASP	4,000
PALMER MUNI.	C	MUNI	LCL	ASP	6,000

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG.	OWNER	CLASS	SURFACE	LENGTH
PALMER MUNI. HELI.	C	MUNI	LCL	GRV	50
SCAMMON BAY	C	MUNI	LCL	WAT	10,000
SOLDOTNA MUNICIPAL	C	MUNI	LCL	ASP	6,000
TYONEK	C	MUNI	COMM	GRV	3,350
HERENDEEN BAY	C	OSTAT	LCL	GRV	3,000
JENSENS	C	OSTAT	LCL	GRV	4,700
KITOI BAY SPB	C	OSTAT	LCL	WAT	4,000
KOGGIUNG	C	OSTAT	LCL	DRT	1,000
OLD HARBOR SPB	C	OSTAT	LCL	WAT	4,000
TRAIL RIDGE	C	OSTAT	LCL	GRV	5,000
WEST FORELAND	C	OSTAT	LCL	DRT	1,975
WILDWOOD STATION	C	OSTAT	LCL	TRF	400
ANVIK SPB	C	P.D.	LCL	WAT	2,000
ARTHUR DAHL (BETHEL)	C	P.D.	LCL	WAT	1,000
BELKOFSKI SPB	C	P.D.	LCL	WAT	5,000
BETHEL HELI	C	P.D.	LCL	DRT	700
BIG INDIAN CREEK	C	P.D.	LCL	GRV	1,200
BLINN LAKE SPB (COLD BAY)	C	P.D.	LCL	WAT	2,500
BROAD BAY	C	P.D.	LCL	GRV	1,965
CACHE CREEK	C	P.D.	LCL	GRV	1,100
CHEFORNAK SPB	C	P.D.	LCL	WAT	4,000
CHIGNIK BAY SPB	C	P.D.	LCL	WAT	10,000
COPPER LANDING SPB	C	P.D.	LCL	WAT	15,000
CRAFTON ISLAND SPB	C	P.D.	LCL	WAT	10,000
FAIRMONT SPB	C	P.D.	LCL	WAT	10,000
FALSE PASS SPB	C	P.D.	LCL	WAT	10,000
FAREWELL LAKE SPB	C	P.D.	LCL	WAT	5,000
HANGAR LAKE (BETHEL)	C	P.D.	LCL	WAT	2,600
INISKIN BAY	C	P.D.	LCL	GRV	2,000
IVANOF BAY SPB	C	P.D.	LCL	WAT	10,000
JAKOLOF BAY	C	P.D.	LCL	GRV	1,230
KAHILTNA GLACIER	C	P.D.	LCL	GRV	1,800
KARLUK LAKE SPB	C	P.D.	LCL	WAT	10,000
KARLUK SPB	C	P.D.	LCL	WAT	3,000
KASITSNA	C	P.D.	LCL	GRV	800
KATALLA	C	P.D.	LCL	GRV	800
KING COVE SPB	C	P.D.	LCL	WAT	10,000
KING SALMON SPB	C	P.D.	LCL	WAT	4,000
KIPNUK SPB	C	P.D.	LCL	WAT	3,000
KUSKO RIVER SPB (BETHEL)	C	P.D.	LCL	WAT	3,000
KWETHLUK SPB	C	P.D.	LCL	WAT	5,000
KWIGILLINGOK SPB	C	P.D.	LCL	WAT	2,000
LAKE NERKA SPB	C	P.D.	LCL	WAT	5,000
LOWER SALAMATOF LAKE SP.	C	P.D.	LCL	WAT	2,500
MACKEY LAKE SPB (KASILOF)	C	P.D.	LCL	WAT	3,000
MASCOT CREEK	C	P.D.	LCL	UNK	0
MOUNTAIN VILLAGE SPB	C	P.D.	LCL	WAT	5,000

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG	OWNER	CLASS	SURFACE	LENGTH
NAKNEK-NAKNEK SPB	C	P.D.	LCL	WAT	3,000
NAPAKIAK SPB	C	P.D.	LCL	WAT	10,000
NAPASKIAK SPB	C	P.D.	LCL	WAT	15,000
NASH HARBOR SPB	C	P.D.	LCL	UNK	0
NEWTOK SPB	C	P.D.	LCL	WAT	5,000
NIGHTMUTE SPB	C	P.D.	LCL	WAT	4,000
NUGGET BEACH	C	P.D.	LCL	GRV	1,400
NUNAPITCHUK SPB	C	P.D.	LCL	WAT	3,000
PAIMIUT	C	P.D.	LCL	WAT	5,000
PASS CREEK -PASS CREEK 1	C	P.D.	LCL	DRT	1,400
PAULOFF HARBOR SPB	C	P.D.	LCL	WAT	3,000
PEEK ISLAND SPB	C	P.D.	LCL	WAT	6,000
PERRYVILLE SPB	C	P.D.	LCL	WAT	10,000
PORT LIONS SPB	C	P.D.	LCL	WAT	5,000
PORT WAKEFIELD SPB	C	P.D.	LCL	WAT	0
PORTAGE CREEK SPB	C	P.D.	LCL	WAT	3,000
RUSSIAN MISSION SPB	C	P.D.	LCL	WAT	3,000
SHAGELUK SPB	C	P.D.	LCL	WAT	5,000
SHANNONS POND SPB	C	P.D.	LCL	WAT	1,200
SHELDONS POINT SPB	C	P.D.	LCL	WAT	15,000
SHEMYA SPB	C	P.D.	LCL	WAT	5,000
SQUAW HARBOR SPB	C	P.D.	LCL	WAT	5,000
TATITLEK SPB	C	P.D.	LCL	WAT	8,000
TAYLOR CREEK	C	P.D.	LCL	GRV	1,500
TELIDA	C	P.D.	LCL	TRF	900
TIKCHIK SPB	C	P.D.	LCL	WAT	2,000
TOLSONA LAKE SPB	C	P.D.	LCL	WAT	4,000
TUNTUTULIAK SPB	C	P.D.	LCL	WAT	2,000
UGASHIK BAY	C	P.D.	LCL	GRV	5,500
UNALASKA/DUTCH HARBOR S	C	P.D.	LCL	WAT	5,000
WHITTIER SPB	C	P.D.	LCL	WAT	10,000
ATKA SPB	C	P.D.	LCL	WAT	10,000
AKUTAN SPB	C	PD	COMM	WAT	10,000
AKHIOK SPB	C	PRI	LCL	WAT	5,000
ALEKNAGIK -TRIPOD	C	PRI	LCL	GRV	2,300
ALEKNAGIK MISSION SCHOOL	C	PRI	LCL	GRV	1,200
ALEKNAGIK SPB	C	PRI	LCL	WAT	10,000
ALEKNAGIK-SMITH'S	C	PRI	LCL	GRV	1,800
ALEXANDER CREEK	C	PRI	LCL	UNK	0
ALEXANDER LAKE	C	PRI	LCL	TRF	1,600
AMOOK BAY SPB	C	PRI	LCL	WAT	8,000
B & B BOYS RANCH	C	PRI	LCL	GRV	1,070
BEAR CREEK-BEAR CREEK 3	C	PRI	LCL	GRV	1,400
BEAR CREEK-BEAR CREEK 4	C	PRI	LCL	GRV	1,200
BELL FLATS SPB-KODIAK AIR	C	PRI	LCL	WAT	10,000
BELUGA	C	PRI	LCL	GRV	5,000
BELUGA RIVER	C	PRI	LCL	UNK	0

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG.	OWNER	CLASS	SURFACE	LENGTH
CAMPBELL LAKE SPB	C	PRI	LCL	WAT	3,500
CANDLE	C	PRI	LCL	GRV	5,200
CANYON CREEK	C	PRI	LCL	GRV	1,200
CARIBOU ISLAND	C	PRI	LCL	UNK	0
CAVANAUGH FOX RIVER	C	PRI	LCL	TRF	1,200
CHELATNA LAKE LODGE	C	PRI	LCL	GRV	1,650
CHERNOFSKI HARBOR SPB	C	PRI	LCL	WAT	5,000
CHET DEE/EAGLE RIVER	C	PRI	LCL	GRV	850
CHICKALOON-JONESVILLE	C	PRI	LCL	GRV	1,450
CHIGNIK FISHERIES	C	PRI	LCL	GRV	1,280
COLLINSVILLE	C	PRI	LCL	UNK	0
CONSTANTINE HARBOR SPB	C	PRI	LCL	WAT	0
CRAB BAY SPB	C	PRI	LCL	WAT	10,000
DIAMOND - KVICHAK	C	PRI	LCL	DRT	800
DON JOHNSON	C	PRI	LCL	GRV	1,860
DRIFT RIVER	C	PRI	LCL	GRV	4,300
DRIFT RIVER HELI	C	PRI	LCL	GRV	40
EKLUTNA - DR MCKINLEY	C	PRI	LCL	TRF	2,550
EKLUTNA-HILLTOP	C	PRI	LCL	TRF	1,300
EKUK	C	PRI	LCL	GRV	1,200
ESPERANTO	C	PRI	LCL	UNK	0
FAREWELL LAKE	C	PRI	LCL	GRV	2,000
FAREWELL LANDING	C	PRI	LCL	UNK	0
FARRAR'S	C	PRI	LCL	UNK	0
FINGER LAKE SPB	C	PRI	LCL	WAT	5,500
FLYING CROWN ANCHORAGE	C	PRI	LCL	TRF	1,200
FOLGER	C	PRI	COMM	GRV	1,800
GAEDE (KASILOF)	C	PRI	LCL	TRF	2,712
GANES CREEK	C	PRI	LCL	GRV	1,600
GLACIER PARK	C	PRI	LCL	GRV	2,100
GOLDEN HORN LODGE SPB	C	PRI	LCL	WAT	5,000
GRANITE CREEK	C	PRI	LCL	UNK	0
GRANITE POINT	C	PRI	LCL	GRV	2,100
GUNSIGHT MOUNTAIN	C	PRI	LCL	DRT	1,280
HALIBUT COVE	C	PRI	LCL	GRV	800
HARDEE FIELD (EKLUTNA)	C	PRI	LCL	DRT	1,350
HESS CREEK	C	PRI	LCL	UNK	0
HILLTOP (ANCHORAGE)	C	PRI	LCL	TRF	1,300
HUMANA HOSPITAL HELI	C	PRI	LCL	ASP	0
ICY BAY	C	PRI	LCL	GRV	3,980
ICY BAY	C	PRI	LCL	UNK	0
ILLIAMNA ROAD HOUSE	C	PRI	LCL	GRV	1,620
ISAAC HOMESETEAD (KASILO	C	PRI	LCL	GRV	936
JOHNSONS LANDING	C	PRI	LCL	UNK	1,300
KAKO MINE	C	PRI	LCL	GRV	1,200
KENAI LAKE SPB	C	PRI	LCL	WAT	5,000
KODIAK AIRWAYS SPB	C	PRI	LCL	WAT	10,000

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG	OWNER	CLASS	SURFACE	LENGTH
KODIAK CATTLE RANCH	C	PRI	LCL	TRF	2,700
KULIK LAKE	C	PRI	LCL	GRV	4,600
KULIK LAKE SPB	C	PRI	LCL	WAT	5,000
LAKE BROOKS SPB	C	PRI	LCL	WAT	5,000
LARSON BAY SPB	C	PRI	LCL	WAT	10,000
LITTLE SUSITNA	C	PRI	LCL	DRT	2,600
LONGMARE LAKE SPB	C	PRI	LCL	WAT	5,000
MACKENZIE	C	PRI	LCL	UNK	0
MARVEL CREEK	C	PRI	LCL	GRV	1,900
MILLER HOMESTEAD	C	PRI	LCL	DRT	2,590
MIRROR LAKE SPB	C	PRI	LCL	WAT	0
MOORE CREEK	C	PRI	LCL	GRV	900
MOOSE RIVER SPB	C	PRI	LCL	WAT	5,280
MORGAN HOME (STERLING)	C	PRI	LCL	GRV	2,300
MOSER BAY SPB (AKHIOK)	C	PRI	LCL	WAT	10,000
NAKEEN	C	PRI	LCL	GRV	1,275
NANCY LAKE SPB	C	PRI	LCL	WATN	6,000
NAPAIMIUT	C	PRI	LCL	UNK	0
NAPTOWNE-STERLING	C	PRI	LCL	TPF	2,100
NIKISHKA (BEACH)	C	PRI	LCL	WAT	1,440
NIKOLAI CREEK	C	PRI	LCL	DRT	950
NORTH GASLINE	C	PRI	LCL		1,800
NYAC	C	PRI	LCL	GRV	3,656
OLGA BAY SPB	C	PRI	LCL	WAT	10,000
OMICRONE HILL	C	PRI	LCL	UNK	0
PAF CANNERY (S. NAKNEK)	C	PRI	LCL	DRT	750
PAINTER CREEK	C	PRI	LCL	GRV	5,000
PEDERSON POINT (S. NAKNEK)	C	PRI	LCL	DRT	985
PERRY ISLAND SPB	C	PRI	LCL	WAT	10,000
PETERSVILLE	C	PRI	LCL	DRT	1,450
PLATINUM MINE	C	PRI	LCL	GRV	2,000
PORT ASHTON SPB	C	PRI	LCL	WAT	10,000
PORT BAILEY	C	PRI	LCL	WAT	10,000
PORT NELLIE JUAN SPB	C	PRI	LCL	WAT	10,000
PORT SAN JUAN SPB	C	PRI	LCL	WAT	10,000
PORT WILLIAMS SPB	C	PRI	LCL	WAT	10,000
PROVIDENCE HOSPITAL	C	PRI	LCL	ASP	115
PURKEYPILE MINE	C	PRI	LCL	GRV	2,850
QUEENS	C	PRI	LCL	DRT	1,380
RABBIT CREEK	C	PRI	LCL	GRV	1,370
RAINY PASS LODGE	C	PRI	LCL	GRV	1,340
RAINY PASS LODGE SPB	C	PRI	LCL	WAT	6,000
RALPH GAETANI'S	C	PRI	LCL	DRT	2,100
RIGTENDERS HELI (KENAI)	C	PRI	LCL	GRV	240
SAGINAW BAY SPB	C	PRI	LCL	WAT	10,000
SALAMATOF-ARNESS LAKE	C	PRI	LCL	GRV	1,700
SALAMATOF-ARNESS LK SPB	C	PRI	LCL	WAT	2,500

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG.	OWNER	CLASS	SURFACE	LENGTH
SAN JUAN KC SPB	C	PRI	LCL	WAT	10,000
SAND LAKE SPB	C	PRI	LCL	WAT	0
SAXTON-SUMMIT LAKE SPB	C	PRI	LCL	WAT	5,000
SCOUT LAKE (STERLING)	C	PRI	LCL	GRV	1,300
SCOUT LAKE SPB (STERLING)	C	PRI	LCL	WAT	1,000
SHELL HELI (NIKISHKA)	C	PRI	LCL	GRV	140
SKY HARBOR	C	PRI	LCL	GRV	1,600
SLEEPERS STRIP	C	PRI	LCL	DRT	1,585
SNOESHOE LAKE SPB	C	PRI	LCL	WAT	5,000
SOLDOTNA HOSP HELI	C	PRI	LCL	ASP	80
SONA MINE	C	PRI	LCL	GRV	2,000
SOUTH GASLINE	C	PRI	LCL	GRV	2,500
SOUTH NAKNEK	C	PRI	LCL	DRT	1,400
SPORT LAKE SPB	C	PRI	LCL	WAT	2,000
STUYAHOK	C	PRI	LCL	UNK	0
SUMMIT LAKE (ILIAMNA)	C	PRI	LCL	UNK	0
SUSITNA STATION	C	PRI	LCL	DRT	2,000
SWANSON RIVER	C	PRI	LCL	GRV	2,640
TALKEETNA VILLAGE	C	PRI	LCL	GRV	1,200
TANALIAN POINT	C	PRI	LCL	GRV	2,900
TERROR BAY SPB	C	PRI	LCL	WAT	10,000
TEXACO-POINT POSSESSION	C	PRI	LCL	GRV	3,750
TIEBETTS FIELD (NAKNEK)	C	PRI	LCL	GRV	1,700
TOLSONA LAKE	C	PRI	LCL	GRV	1,850
TRADING BAY PROD.	C	PRI	LCL	GRV	4,500
UPPER TRAIL LAKE SPB	C	PRI	LCL	WAT	5,000
VICTORY BIBLE CAMP (MATS	C	PRI	LCL	GRV	1,700
VASILLA KILLARNEY	C	PRI	LCL	GRV	1,500
VASILLA LAKE	C	PRI	LCL	WAT	4,000
VATTAMUSE	C	PRI	LCL	GRV	2,500
VEST POINT VILLAGE SPB	C	PRI	LCL	WAT	10,000
WHITE FISH HILLS	C	PRI	LCL	UNK	0
WHITE MOUNTAIN MINE	C	PRI	LCL	GRV	2,400
WILLOW CREEK	C	PRI	LCL	UNK	0
YANKEE CREEK	C	PRI	LCL	GRV	4,900
ZACHAR BAY SPB	C	PRI	LCL	WAT	10,000
ADDISON CREEK	C	UNK	LCL	UNK	0
AKUMSUK SPB	C	UNK	LCL	WAT	10,000
ALBER CREEK	C	UNK	LCL	UNK	0
ALEXIA BEACH	C	UNK	LCL	UNK	0
AMAK ISLAND	C	UNK	LCL	UNK	0
ANCHOR POINT	C	UNK	LCL	TRF	1,500
ARMSTRONG	C	UNK	LCL	UNK	0
BACHATNA CREEK	C	UNK	LCL	UNK	0
BALDWIN	C	UNK	LCL	UNK	0
BELUGA RIVER	C	UNK	LCL	UNK	0
BETHEL (ABANDONED)	C	UNK	LCL	GRV	5,000

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG.	OWNER	CLASS	SURFACE	LENGTH
BIRD CREEK	C	UNK	LCL	UNK	0
CINNNABAR CREEK	C	UNK	LCL	UNK	0
COLLINSVILLE	C	UNK	LCL	UNK	0
CRIPPLE CREEK	C	UNK	LCL	UNK	2,000
DONLIN CREEK	C	UNK	LCL	UNK	0
EAGLE RIVER	C	UNK	LCL	UNK	0
FAIRVIEW	C	UNK	LCL	UNK	0
FIRE ISLAND WEST	C	UNK	LCL	UNK	0
FISHOOK STRIP	C	UNK	LCL	UNK	0
FORTYSEVEN MILE CREEK	C	UNK	LCL	UNK	0
GENUK RIVER	C	UNK	LCL	UNK	0
HESS	C	UNK	LCL	GRV	1,300
HIDDEN CREEK	C	UNK	LCL	UNK	0
JUNINGGUIRA MT	C	UNK	LCL	UNK	0
KANTISHNA	C	UNK	LCL	TRF	900
KISKA ISLAND	C	UNK	LCL	UNK	0
KNIK GLACIER	C	UNK	LCL	UNK	0
KOKECHIK BAY	C	UNK	LCL	UNK	0
KONGIGANAK (OLD)	C	UNK	LCL	UNK	0
KOWKOW CREEK	C	UNK	LCL	UNK	0
KUSTATAN RIVER	C	UNK	LCL	UNK	0
LAKE LUCILLE	C	UNK	LCL	UNK	0
MILLS CREEK	C	UNK	LCL	UNK	0
MITCHELL-MITCHELL FIELD	C	UNK	LCL	UNK	0
MOOSE POINT	C	UNK	LCL	UNK	0
MT. KLLISKON	C	UNK	LCL	UNK	0
MT. SUSITNA	C	UNK	LCL	UNK	0
MULE CREEK	C	UNK	LCL	UNK	0
MYSTERY CREEK	C	UNK	LCL	UNK	0
NURSE LAGOON	C	UNK	LCL	UNK	0
OGLIUGA ISLAND	C	UNK	LCL	UNK	0
OSUIAK RIVER	C	UNK	LCL	UNK	0
PALMER -PALMER WEST	C	UNK	LCL	UNK	0
PALMER CREEK (EKLUTNA)	C	UNK	LCL	UNK	0
PITTMAN	C	UNK	LCL	UNK	0
PORT CHATHAM SPB	C	UNK	LCL	WAT	10,000
SHEMYA	C	UNK	LCL	UNK	0
SMITH LANDING	C	UNK	LCL	UNK	0
SNOW GULCH	C	UNK	LCL	UNK	0
SNUG HARBOR	C	UNK	LCL	UNK	0
SOUTH BIGHT	C	UNK	LCL	UNK	0
SOUTH GOOSE BAY	C	UNK	LCL	UNK	0
SOUTH NANCY	C	UNK	LCL	UNK	0
STERLING	C	UNK	LCL	UNK	0
STUMP LAKE	C	UNK	LCL	UNK	0
TANAGA ISLAND	C	UNK	LCL	UNK	0
THEODORE RIVER	C	UNK	LCL	UNK	0

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG	OWNER	CLASS	SURFACE	LENGTH
TREASURE CREEK	C	UNK	LCL	UNK	0
TULIK VOLCANO	C	UNK	LCL	UNK	0
TWIN CREEK	C	UNK	LCL	UNK	0
TYONEK-CHEDAINA LAKES	C	UNK	LCL	UNK	0
YAHTSE	C	UNK	LCL	UNK	0
YAKATAGA	C	UNK	LCL	GRV	1,915

NORTHERN REGION

TANACROSS	N	BLM	LCL	ASP	5,000
ALLAKAKET	N	DOT&PF	COMM	GRV	2,900
AMBLER	N	DOT&PF	COMM	GRV	2,600
AMERICAN CREEK	N	DOT&PF	LCL	DRT	1,300
BARROW-WILEY POST	N	DOT&PF	R.C.	ASP	6,500
BASIN CREEK (NOME)	N	DOT&PF	LCL	GRV	1,900
BEAVER	N	DOT&PF	COMM	GRV	3,600
BETTLES	N	DOT&PF	TRAN	GRV	5,200
BIG DELTA (DELTA JUNCTION	N	DOT&PF	LCL	UNK	0
BIRCH CREEK	N	DOT&PF	COMM	GRV	2,500
BLACK RAPIDS	N	DOT&PF	LCL	GRV	2,250
BOB BAKER MEMORIAL	N	DOT&PF	COMM	GRV	3,800
BOUNDARY	N	DOT&PF	COMM	GRV	2,100
BREVIG MISSION	N	DOT&PF	COMM	GRV	2,400
BUCKLAND	N	DOT&PF	COMM	GRV	2,200
CENTRAL	N	DOT&PF	COMM	GRV	2,700
CHALKYITSIK	N	DOT&PF	COMM	GRV	2,600
CHANDALAR LAKE	N	DOT&PF	LCL	GRV	4,500
CHANDALAR SHELF	N	DOT&PF	LCL	GRV	3,000
CHICKEN	N	DOT&PF	COMM	GRV	2,000
CHISTOCHINA	N	DOT&PF	LCL	GRV	2,050
CHITINA	N	DOT&PF	COMM	GRV	3,000
CHITINA SPB	N	DOT&PF	LCL	WAT	2,500
CIRCLE CITY	N	DOT&PF	COMM	TRF	2,200
CIRCLE HOT SPRINGS	N	DOT&PF	COMM	GRV	3,600
CLEAR (ANDERSON)	N	DOT&PF	LCL	GRV	4,000
COLD FOOT (CAMP)	N	DOT&PF	LCL	GRV	3,500
COPPER CENTER 2	N	DOT&PF	LCL	GRV	2,600
COUNCIL (NELSING CREEK)	N	DOT&PF	COMM	GRV	2,000
DAHL CREEK	N	DOT&PF	TRAN	GRV	3,940
DEADHORSE	N	DOT&PF	DIST	ASP	6,500
DEADHORSE HELI	N	DOT&PF	LCL	GRV	100
DEERING NEW	N	DOT&PF	COMM	GRV	2,200
DENALI FIELD 2	N	DOT&PF	LCL	GRV	900
DIETRICH (CLOSED)	N	DOT&PF	LCL	GRV	5,200

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG.	OWNER	CLASS	SURFACE	LENGTH
EAGLE	N	DOT&PF	COMM	GRV	3,500
EAGLE - FT. EGEBERT	N	DOT&PF	LCL	TRF	1,800
ELIM	N	DOT&PF	COMM	TRF	1,975
FAIRBANKS INTER HELI	N	DOT&PF	LCL	GRV	100
FAIRBANKS INTER SPB	N	DOT&PF	LCL	WAT	4,500
FAIRBANKS INTERNATIONAL	N	DOT&PF	INTL	ASP	10,300
FORT YUKON	N	DOT&PF	DIST	GRV	5,800
GALBRAITH	N	DOT&PF	LCL	GRV	5,200
GALENA	N	DOT&PF	R.C.	ASP	7,200
GAMBELL	N	DOT&PF	COMM	ASP	4,500
GOLOVIN	N	DOT&PF	COMM	GRV	2,200
GULKANA	N	DOT&PF	DIST	ASP	4,200
GULKANA HELI	N	DOT&PF	LCL	ASP	100
HAMILTON	N	DOT&PF	LCL	TRF	1,800
HEALY RIVER	N	DOT&PF	LCL	GRV	2,600
HOSPITAL LAKE SPB (FT YUK)	N	DOT&PF	LCL	WAT	4,000
HUGHES	N	DOT&PF	COMM	GRV	3,900
HUSLIA	N	DOT&PF	COMM	GRV	2,800
JACK WADE	N	DOT&PF	LCL	GRV	2,200
KALTAG	N	DOT&PF	COMM	GRV	2,900
KIVALINA	N	DOT&PF	COMM	GRV	3,000
KOBUK	N	DOT&PF	COMM	GRV	2,500
KOTZEBUE	N	DOT&PF	LCL	WAT	1,500
KOTZEBUE (RALPH WIEN)	N	DOT&PF	R.C.	ASP	5,900
KOYAK	N	DOT&PF	COMM	GRV	2,050
KOYUKUK	N	DOT&PF	COMM	TRF	2,600
LAKE LOUISE	N	DOT&PF	LCL	GRV	2,000
LITTLE DIOMEDE ISLAND	N	DOT&PF	COMM	UNK	0
LOST RIVER 1	N	DOT&PF	LCL	GRV	3,650
MANLEY HOT SPRINGS	N	DOT&PF	COMM	GRV	2,500
MAY CREEK	N	DOT&PF	LCL	GRV	4,300
MCCARTHY NO. 1	N	DOT&PF	LCL	GRV	2,000
MCCARTHY NO. 2	N	DOT&PF	COMM	GRV	4,180
MINCHUMINA	N	DOT&PF	LCL	GRV	4,200
MINTO, NEW	N	DOT&PF	COMM	GRV	2,000
MINTO, OLD (CLOSED)	N	DOT&PF	LCL	GRV	1,800
NOATAK	N	DOT&PF	COMM	GRV	2,400
NOME (MARKS AFB)	N	DOT&PF	R.C.	ASP	6,000
NOME CITY FIELD	N	DOT&PF	LCL	GRV	2,000
NOORVIK	N	DOT&PF	COMM	GRV	2,800
NORTHWAY	N	DOT&PF	LCL	ASP	5,100
NULATO	N	DOT&PF	COMM	GRV	2,500
PINGO	N	DOT&PF	LCL	GRV	6,000
PINGO HELI	N	DOT&PF	LCL	GRV	50
POINT BARROW HELI	N	DOT&PF	LCL	ASP	50
POINT HOPE	N	DOT&PF	COMM	ASP	4,000
PORCUPINE CREEK	N	DOT&PF	LCL	GRV	1,500

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG	OWNER	CLASS	SURFACE	LENGTH
PROSPECT	N	DOT&PF	LCL	GRV	5,000
PRUDHOE BAY HELI	N	DOT&PF	LCL	GRV	100
QUARTZ CREEK (KOUGAROK)	N	DOT&PF	LCL	GRV	3,300
RAMPART	N	DOT&PF	COMM	GRV	2,800
ROBE LAKE SPB	N	DOT&PF	LCL	WAT	0
RUBY	N	DOT&PF	COMM	GRV	3,000
SAINT MICHAEL	N	DOT&PF	COMM	GRV	2,300
SALMON LAKE	N	DOT&PF	LCL	GRV	2,000
SAVOONGA	N	DOT&PF	COMM	GRV	4,900
SELAWIK	N	DOT&PF	COMM	GRV	2,320
SHAKTOOLIK	N	DOT&PF	COMM	GRV	2,600
SHISHMAREF	N	DOT&PF	COMM	ASP	2,000
SHUNGNAK	N	DOT&PF	COMM	GRV	3,300
SOLOMON	N	DOT&PF	LCL	GRV	1,600
STEBBINS	N	DOT&PF	COMM	GRV	3,200
STEVENS VILLAGE	N	DOT&PF	COMM	DRT	2,000
SUMMIT	N	DOT&PF	LCL	GRV	4,000
TANANA (RALPH C. CALHOUN	N	DOT&PF	COMM	GRV	4,400
TAZLINA	N	DOT&PF	LCL	GRV	1,400
TELLER NO. 2	N	DOT&PF	COMM	GRV	2,300
TELLER NO. 3	N	DOT&PF	LCL	STL	1,700
THOMPSON PASS	N	DOT&PF	LCL	TRF	2,500
TOK-JUNCTION	N	DOT&PF	TRAN	ASP	2,500
TONSINA	N	DOT&PF	LCL	TRF	1,600
TRAMWAY BAR	N	DOT&PF	LCL	DRT	1,200
UMIAT	N	DOT&PF	LCL	GRV	5,400
UMIAT HELI	N	DOT&PF	LCL	GRV	50
UNALAKLEET	N	DOT&PF	DIST	GRV	6,000
UNGALIK - UNGALIK (OLD)	N	DOT&PF	LCL	UNK	0
VALDEZ	N	DOT&PF	TRAN	ASP	6,500
VALDEZ CREEK	N	DOT&PF	LCL	GRV	UNK
VAN CURLERS BAR	N	DOT&PF	LCL	TRF	1,200
WALES	N	DOT&PF	COMM	GRV	4,000
WHITE MOUNTAIN	N	DOT&PF	COMM	GRV	2,600
WISEMAN	N	DOT&PF	COMM	GRV	3,000
BARTER ISLAND	N	FED	LCL	GRV	5,000
BLM HELIPORT (FAIRBANKS)	N	FED	LCL	CON	120
CHISANA	N	FED	COMM	GRV	4,200
DEMARCATION BAY	N	FED	LCL	GRV	1,800
JAKES BAR	N	FED	LCL	GRV	1,645
KNIFE BLADE RIDGE	N	FED	LCL	GRV	3,600
KOGRU RIVER	N	FED	LCL	GRV	1,800
NORTHEAST CAPE	N	FED	LCL	GRV	5,000
TRAPPERS DEN	N	FED	LCL	GRV	835
BLAIR LAKE	N	MIL	LCL	TRF	1,500
BOSWELL BAY	N	MIL	LCL	GRV	2,600
BROWN LOW PT. (CAMDEN B)	N	MIL	LCL	GRV	2,000

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG	OWNER	CLASS	SURFACE	LENGTH
CAPE LISBURNE	N	MIL	LCL	GRV	5,000
CAPE SABINE	N	MIL	LCL	GRV	3,000
CAPE SIMPSON	N	MIL	LCL	GRV	2,500
CAPE THOMPSON	N	MIL	LCL	GRV	2,260
EIELSON AFB (FAIRBANKS)	N	MIL	LCL	ASP	14,500
FLAXMAN ISLAND	N	MIL	LCL	GRV	3,445
FORT GREELY-ALLEN AAF	N	MIL	LCL	ASP	7,500
FORT WAINWRIGHT	N	MIL	LCL	ASP	8,700
GOLD KING CREEK	N	MIL	LCL	GRV	2,300
GRANITE MTN. AF	N	MIL	LCL	GRV	3,900
ICY CAPE AFS	N	MIL	LCL	GRV	3,200
INDIAN MT. AFS(UTOPIA CK)	N	MIL	LCL	GRV	4,100
KALAKAKET CREEK	N	MIL	LCL	GRV	4,000
LONELY DEW STAT.	N	MIL	LCL	DRT	5,000
OGOYOTUK CREEK	N	MIL	LCL	GRV	1,180
OLITOK DEW STAT.	N	MIL	LCL	GRV	4,000
PEARD BAY	N	MIL	LCL	GRV	1,292
POINT BARROW NA	N	MIL	LCL	STL	5,000
POINT LAY	N	MIL	COMM	ASP	3,850
POINT MCINTYRE	N	MIL	LCL	GRV	1,500
PORT CLARENCE C.G.	N	MIL	LCL	ASP	4,500
PORT CLARENCE C.G. HELI	N	MIL	LCL	WOD	65
TIN CITY AFS	N	MIL	LCL	GRV	4,700
WAINWRIGHT DEW STAT.	N	MIL	LCL	GRV	3,500
ANAKTUVAK PASS	N	MUNI	COMM	GRV	5,500
ARCTIC VILLAGE	N	MUNI	LCL	TRF	1,400
ARCTIC VILLAGE	N	MUNI	COMM	GRV	4,400
ATQASUK-MEADE RIVER	N	MUNI	COMM	TRF	1,200
DELTA JUNCTION (OLD BLM)	N	MUNI	LCL	TRF	1,700
NENANA	N	MUNI	LCL	ASP	5,000
NUIQSUT	N	MUNI	COMM	GRV	5,000
TETLIN	N	MUNI	COMM	GRV	1,700
VENETIE	N	MUNI	COMM	DRT	4,000
WAINWRIGHT	N	MUNI	COMM	GRV	5,000
DENALI PK - MCKINLEY PARK	N	NPS	LCL	GRV	5,000
LIVENGOOD	N	OSTAT	COMM	TRF	1,400
SERPENTINE HOT SPRINGS	N	OSTAT	LCL	GRV	1,500
AGGIE CREEK SPB	N	P.D.	LCL	WAT	0
BETTLES SPB	N	P.D.	LCL	WAT	2,000
BIG HURRAH MINE (SOLOMON)	N	P.D.	LCL	GRV	1,650
BIG LAKE SPB (CHANDALAR)	N	P.D.	LCL	WAT	10,000
BLACK DOME	N	P.D.	LCL	GRV	1,375
BUCK CREEK	N	P.D.	LCL	GRV	1,220
CHAIK HILLS	N	P.D.	LCL	GRV	4,200
CHANDALAR LAKE SPB	N	P.D.	LCL	WAT	4,000
CHENA RIVER SPB	N	P.D.	LCL	WAT	3,000
CHIEF COVE SPB	N	P.D.	LCL	WAT	3,000

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG	OWNER	CLASS	SURFACE	LENGTH
EAR MOUNTAIN	N	P.D.	LCL	GRV	1,000
ELLAMAR SPB	N	P.D.	LCL	WAT	8,000
EVA CREEK	N	P.D.	LCL	GRV	1,200
FEATHER RIVER	N	P.D.	LCL	GRV	1,650
FRANCENS	N	P.D.	LCL	GRV	1,700
GLACIER CREEK	N	P.D.	LCL	GRV	1,970
GOLD BENCH	N	P.D.	LCL	DRT	1,600
GOLD CREEK	N	P.D.	LCL	GRV	1,250
GUBIK	N	P.D.	LCL	GRV	950
HARRIS DOME	N	P.D.	LCL	DRT	1,050
LONG CREEK	N	P.D.	LCL	DRT	1,965
MACLAREN GLACIER	N	P.D.	LCL	GRV	3,150
MASCOT GULCH	N	P.D.	LCL	GRV	1,030
MINCHUMINA SPB	N	P.D.	LCL	WAT	10,000
PETTYJON	N	P.D.	LCL	GRV	1,200
PINE CREEK	N	P.D.	LCL	UNK	0
QUAIL CREEK	N	P.D.	LCL	GRV	1,750
SAINT MICHAEL SPB	N	P.D.	LCL	WAT	10,000
SHESHALIK	N	P.D.	LCL	DRT	1,000
TIMBER CREEK	N	P.D.	LCL	DRT	3,265
AGGIE CREEK	N	PRI	LCL	GRV	1,200
BARNHART	N	PRI	LCL	DRT	2,000
BEAR CREEK 1	N	PRI	LCL	GRV	1,400
BEAVER CREEK	N	PRI	LCL	UNK	
BEN CREEK	N	PRI	LCL	GRV	1,500
BIG HORN	N	PRI	LCL	UNK	0
BORNITE	N	PRI	LCL	GRV	2,300
BORNITE-BORNITE UPPER	N	PRI	LCL	GRV	1,500
BRADLEY SKY RANCH (FBK)	N	PRI	LCL	GRV	4,093
BRENWICKS	N	PRI	LCL	TRF	2,070
BUTTLER AVIATION	N	PRI	LCL	GRV	1,900
BUZBYS	N	PRI	LCL	TRF	1,770
CANDLE NO 2	N	PRI	LCL	GRV	2,625
CANTWELL	N	PRI	LCL	GRV	2,080
CAPE KRUSENSTERN	N	PRI	LCL	GRV	2,300
CARIBOU NO 1	N	PRI	LCL	TRF	1,200
CARIBOU NO 2	N	PRI	LCL	GRV	1,500
CARIBOU NO 3	N	PRI	LCL	GRV	1,500
CARIBOU NO 4	N	PRI	LCL	UNK	0
CARWELL STRIP	N	PRI	LCL	GRV	1,200
CATHEDRAL RAPIDS	N	PRI	LCL	GRV	1,055
CHENA HOT SPRINGS	N	PRI	LCL	GRV	2,700
CHOKOSNA	N	PRI	LCL	GRV	970
CLEAR SKY LODGE	N	PRI	LCL	GRV	2,600
CLEARWATER	N	PRI	LCL	GRV	1,050
CLEO MCMANMAN	N	PRI	LCL	GRV	970
COAL CREEK	N	PRI	LCL	GRV	4,000

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG.	OWNER	CLASS	SURFACE	LENGTH
COPPER CENTER 1	N	PRI	LCL	TRF	1,800
COUNCIL - COUNCIL	N	PRI	LCL	GRV	2,100
CREVICE CREEK	N	PRI	LCL	DRT	1,760
CROOKED CREEK	N	PRI	LCL	GRV	1,600
CROSSWIND LAKE	N	PRI	LCL	TRF	1,160
DALRYMPLE'S	N	PRI	LCL	TRF	2,400
DELTA AIRMOTIVE	N	PRI	LCL	GRV	2,400
DENALI ROAD COMM 2	N	PRI	LCL	GRV	1,065
DENALI ROAD COMM NO.1	N	PRI	LCL	GRV	1,190
DEVILS MOUNTAIN LODGE	N	PRI	LCL	GRV	1,118
DOT LAKE	N	PRI	LCL	DRT	1,140
DUFFYS TAVERN	N	PRI	LCL	GRV	1,350
DUNKLE MINE	N	PRI	LCL	GRV	660
EAGLE CREEK	N	PRI	LCL	GRV	5,000
EAGLE CREEK MINE	N	PRI	LCL	GRV	1,800
EAST FORK	N	PRI	LCL	UNK	6,000
EMMA CREEK	N	PRI	LCL	GRV	2,000
EUREKA	N	PRI	LCL	GRV	2,175
EUREKA CREEK	N	PRI	LCL	DRT	1,600
FAIRBANKS HOSP HELI	N	PRI	LCL	UNK	UNK
FEPCO AVIATION	N	PRI	LCL	GRV	1,000
FIVE MILE CAMP	N	PRI	LCL	GRV	2,500
GAKONA	N	PRI	LCL	GRV	3,720
GATEWAY LODGE HELI	N	PRI	LCL	GRV	52
GOLDEN NORTH (CANTWELL)	N	PRI	LCL	GRV	2,300
GOLDSTREAM	N	PRI	LCL	GRV	2,300
HAPPY VALLEY CAMP	N	PRI	LCL	GRV	5,000
HOG RIVER	N	PRI	LCL	GRV	4,000
HOGATZA	N	PRI	LCL	UNK	0
HORSFELD	N	PRI	LCL	GRV	1,075
HOWARDS	N	PRI	LCL	DRT	1,760
IGENK	N	PRI	LCL	UNK	0
IGLOO HELI	N	PRI	LCL	GRV	400
INDEPENDENCE CREEK	N	PRI	LCL	GRV	1,630
JACKSON	N	PRI	LCL	GRV	1,500
KAVIK RIVER	N	PRI	LCL	GRV	5,918
KIWANIS CABIN	N	PRI	LCL	GRV	1,000
KLERY CREEK (KIANA)	N	PRI	LCL	GRV	1,100
LEE & HANKINS	N	PRI	LCL	UNK	0
LIAHO (ANDERSON)	N	PRI	LCL	GRV	3,500
LIGNITE	N	PRI	LCL	GRV	1,450
LINDA CREEK	N	PRI	LCL	GRV	1,550
LIVENGOOD	N	PRI	LCL	UNK	0
LONG LAKE	N	PRI	LCL	TRF	1,150
LOST RIVER 2	N	PRI	LCL	GRV	1,800
MANKOMEN LAKE LODGE	N	PRI	LCL	GRV	2,300
MELOZI HOT SPRINGS	N	PRI	LCL	DRT	1,200

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG	OWNER	CLASS	SURFACE	LENGTH
MENTASTA LODGE	N	PRI	LCL	DRT	500
MERRIC INC. HELI	N	PRI	LCL	GRV	20
METRO FIELD (FAIRBANKS)	N	PRI	LCL	GRV	4,600
MINERAL POINT	N	PRI	LCL	GRD	2,400
MOSES POINT	N	PRI	LCL	ASP	4,623
MYRTLE CREEK	N	PRI	LCL	GRV	3,200
NIZINA	N	PRI	LCL	UNK	0
OLD MAN	N	PRI	LCL	GRV	5,000
ORANGE HILL	N	PRI	LCL	GRV	1,650
PAXSON	N	PRI	LCL	GRV	2,225
PHILLIPS FIELD	N	PRI	LCL	ASP	3,340
PHILLIPS FIELD HELI	N	PRI	LCL	GRV	50
POINT LAY	N	PRI	LCL	UNK	0
POSTYS	N	PRI	LCL	GRV	1,300
PRUDHOE BAY	N	PRI	TRAN	GRV	5,500
REMINGTON	N	PRI	LCL	TRF	1,775
RISSELL	N	PRI	LCL	UNK	0
RIVERSIDE LODGE	N	PRI	LCL	UNK	0
SAGWON	N	PRI	LCL	GRV	5,825
SHERMAN FIELD - FBKS	N	PRI	LCL	UNK	0
SHRINER FIELD	N	PRI	LCL	TRF	1,300
SMOKEY LAKE SPB	N	PRI	LCL	WAT	2,200
SOLD CREEK	N	PRI	LCL	GRV	2,000
SOLOMON/LEES CAMP	N	PRI	LCL	GRV	1,850
STAMPEDE	N	PRI	LCL	GRV	4,300
STRELNA-STRELNA NO. 2	N	PRI	LCL	GRV	1,575
SUMMIT LAKE	N	PRI	LCL	GRV	1,300
SUNTRANA	N	PRI	LCL	UNK	0
SUSITNA LODGE	N	PRI	LCL	GRV	1,980
SUSITNA LODGE SPB	N	PRI	LCL	WAT	2,800
TAHNETA PASS	N	PRI	LCL	GRV	1,800
TAHNETA PASS SPB	N	PRI	LCL	WAT	7,000
TAYLOR	N	PRI	LCL	GRV	1,600
TELLER NO. 1	N	PRI	LCL	GRV	950
TIBBS CREEK	N	PRI	LCL	UNK	0
TIQLUKPUK	N	PRI	LCL	GRV	5,000
TOFTY	N	PRI	LCL	UNK	0
TOK NO. 2	N	PRI	LCL	GRV	2,035
TOLSONA LAKE	N	PRI	LCL	GRV	1,850
TOLSONA LAKE SPB	N	PRI	LCL	WAT	4,000
TOOLIK CAMP	N	PRI	LCL	GRV	2,500
TOTATLANIKA CREEK	N	PRI	LCL	GRV	2,400
TRINITY	N	PRI	LCL	GRV	11,000
TULIGAK	N	PRI	LCL	GRV	5,000
TYONE MOUNTAIN LODGE	N	PRI	LCL	GRV	1,200
UNGALIK	N	PRI	LCL	GRV	900
UPPER HANNUM CREEK	N	PRI	LCL	GRV	4,000

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG.	OWNER	CLASS	SURFACE	LENGTH
UPPER SKOLAI LAKE	N	PRI	LCL	GRV	2,000
USIBELLI	N	PRI	LCL	UNK	0
UTICA CREEK	N	PRI	LCL	GRV	2,200
VENETIE LANDING	N	PRI	LCL	UNK	0
WILLOW LAKE	N	PRI	LCL	TRF	2,180
WOODCHOPPER	N	PRI	LCL	UNK	0
WRIGHTS (FAIRBANKS)	N	PRI	LCL	GRV	2,050
ARCTIC LAGOON	N	UNK	LCL	UNK	0
BALDWIN SPB	N	UNK	LCL	WAT	
BETTLES RIVER	N	UNK	LCL	GRV	1,500
BIG CREEK	N	UNK	LCL	UNK	0
BIG D (PORTAGE CREEK)	N	UNK	LCL	UNK	0
BIG SANDY CREEK	N	UNK	LCL	UNK	0
BIG TIMBER	N	UNK	LCL	UNK	0
BIRCHES LANDING	N	UNK	LCL	UNK	0
BLUFF	N	UNK	LCL	GRV	1,150
BONANZA CREEK	N	UNK	LCL	UNK	0
BOULDER RIDGE	N	UNK	LCL	UNK	0
BROOKS CREEK	N	UNK	LCL	UNK	0
BUTTON MOUNTAIN	N	UNK	LCL	UNK	0
CAMP CREEK	N	UNK	LCL	TRF	2,000
CANDLE CREEK	N	UNK	LCL	UNK	0
CARIBOU BAR	N	UNK	LCL	UNK	0
CASADEPAGA	N	UNK	LCL	UNK	0
CAVE OFF CLIFFS	N	UNK	LCL	UNK	0
CENTER CREEK	N	UNK	LCL	UNK	0
CHRISTIAN	N	UNK	LCL	UNK	0
COFFEE CREEK	N	UNK	LCL	UNK	0
COLVILLE RIVER	N	UNK	LCL	UNK	0
COUNCIL NO. 3	N	UNK	LCL	UNK	0
DRILL HOLE	N	UNK	LCL	UNK	0
EAST OUMALIK WELL	N	UNK	LCL	UNK	0
ELDON	N	UNK	LCL	GRV	2,500
ELDORADO RIVER	N	UNK	LCL	UNK	0
ELEVENMILE	N	UNK	LCL	UNK	0
FISH RIVER	N	UNK	LCL	UNK	0
FLAT CREEK	N	UNK	LCL	UNK	0
FLINT CREEK	N	UNK	LCL	UNK	0
FLUME CREEK	N	UNK	LCL	UNK	0
FRANKLIN	N	UNK	LCL	UNK	0
GOLDRUM CREEK	N	UNK	LCL	UNK	0
GOODPASTER RIVER	N	UNK	LCL	UNK	0
GOOSE CREEK	N	UNK	LCL	UNK	0
GRUBSTAKE	N	UNK	LCL	GRV	1,200
GUNSIGHT MOUNTAIN	N	UNK	LCL	DRT	1,280
HAYCOCK	N	UNK	LCL	GRV	1,750
HEALY FORK	N	UNK	LCL	UNK	0

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG	OWNER	CLASS	SURFACE	LENGTH
HUBERTS LANDING	N	UNK	LCL	UNK	0
HUTCHINSON CREEK	N	UNK	LCL	UNK	0
HUTLITAKWA CREEK	N	UNK	LCL	UNK	0
INDIAN RIVER	N	UNK	LCL	UNK	0
INGLUTALIK RIVER	N	UNK	LCL	UNK	0
ITKILLIK RIVER	N	UNK	LCL	TRF	1,700
JARVIS CREEK	N	UNK	LCL	UNK	0
JOHNSTONE POINT	N	UNK	LCL	GRV	1,900
JOSEPH	N	UNK	LCL	UNK	0
KALTAG-LEARS POINT	N	UNK	LCL	UNK	0
KIWALIK	N	UNK	LCL	UNK	0
KOKRUAGAKOK	N	UNK	LCL	UNK	0
KUIKCHERK RIVER	N	UNK	LCL	UNK	0
KUPARUK HELI	N	UNK	LCL	GRV	50
KUPARUK HELI (NORTH)	N	UNK	LCL	GRV	50
LAKE LOUISE SPB	N	UNK	LCL	WAT	5,000
LOPP LAGOON	N	UNK	LCL	UNK	0
LOST RIVER 3	N	UNK	LCL	UNK	0
LOWER CAMP CREEK	N	UNK	LCL	UNK	0
LYNX DOME	N	UNK	LCL	UNK	0
MACKLIN CREEK	N	UNK	LCL	UNK	0
MCLELLAN PASS	N	UNK	LCL	UNK	0
MITLETUKERUK	N	UNK	LCL	UNK	0
MONTANA CREEK	N	UNK	LCL	UNK	0
NORTH DELTA JUNCTION	N	UNK	LCL	UNK	0
NOXEPAGA	N	UNK	LCL	UNK	0
O'BRIEN CREEK	N	UNK	LCL	UNK	0
PLACERVILLE	N	UNK	LCL	UNK	0
POINT BENTINCK	N	UNK	LCL	UNK	0
POORMAN	N	UNK	LCL	UNK	0
PUIVLIK BLUFF	N	UNK	LCL	UNK	0
RAINBOW CAMP SPB	N	UNK	LCL	WAT	0
RODOKAKAT	N	UNK	LCL	UNK	0
SAM CREEK (SOLOMON)	N	UNK	LCL	UNK	0
SAVAGE RIVER	N	UNK	LCL	UNK	0
SEVENTYMILE RIVER	N	UNK	LCL	UNK	0
SKOOKUM CREEK	N	UNK	LCL	UNK	0
SLATE CREEK	N	UNK	LCL	UNK	0
SNOESHOE LAKE SPB	N	UNK	LCL	WAT	5,000
SOLO CREEK	N	UNK	LCL	GRV	2,000
SQUARE LAKE WELL	N	UNK	LCL	UNK	0
STEELE CREEK	N	UNK	LCL	UNK	0
STRELNA-STRELNA NO. 1	N	UNK	LCL	UNK	0
SULLIVAN CITY	N	UNK	LCL	GRV	2,100
TROUT CREEK	N	UNK	LCL	UNK	0
UPPER GOLD CREEK	N	UNK	LCL	UNK	0
WALES BEACH	N	UNK	LCL	GRV	1,750

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG	OWNER	CLASS	SURFACE	LENGTH
WALKER FORK	N	UNK	LCL	UNK	0

SOUTHEAST

ANGOON SPB	S	DOT&PF	COMM	WAT	10,000
CRAIG SPB	S	DOT&PF	COMM	WAT	10,000
ELFIN COVE SPB	S	DOT&PF	COMM	WAT	10,000
EXCURSION INLET SPB	S	DOT&PF	LCL	WAT	5,000
FUNTER BAY SPB	S	DOT&PF	LCL	WAT	10,500
GUSTAVUS	S	DOT&PF	COMM	ASP	6,700
HAINES	S	DOT&PF	COMM	ASP	4,200
HAINES	S	DOT&PF	LCL	WAT	10,000
HARRIS HARBOR SPB JNO	S	DOT&PF	LCL	WAT	10,000
HAWK INLET SPB	S	DOT&PF	LCL	WAT	10,000
HOLLIS SPB	S	DOT&PF	COMM	WAT	6,000
HOOD BAY SPB	S	DOT&PF	LCL	WAT	10,000
HOONAH	S	DOT&PF	COMM	GRV	3,100
HOONAH SPB	S	DOT&PF	LCL	WAT	10,000
HYDABURG SPB	S	DOT&PF	COMM	WAT	5,000
HYDER SPB	S	DOT&PF	COMM	WAT	10,000
KAKE	S	DOT&PF	COMM	GRV	4,000
KAKE SPB	S	DOT&PF	LCL	WAT	10,000
KASAAN SPB	S	DOT&PF	COMM	GRV	2,000
KETCHIKAN	S	DOT&PF	R.C.	ASP	7,497
KETCHIKAN SPB	S	DOT&PF	LCL	WAT	10,000
KLAWOCK	S	DOT&PF	TRAN	GRV	3,400
KLAWOCK SPB	S	DOT&PF	LCL	WAT	5,000
LORING SPB	S	DOT&PF	LCL	WAT	10,000
METLAKATLA SPB	S	DOT&PF	COMM	WAT	5,000
MEYERS CHUCK SPB	S	DOT&PF	COMM	WAT	7,000
MURPHY'S PULLOUT SPB	S	DOT&PF	LCL	WAT	10,000
PELICAN SPB	S	DOT&PF	COMM	WAT	10,000
PENINSULA POINT	S	DOT&PF	LCL	WAT	10,000
PETERSBURG	S	DOT&PF	DIST	ASP	6,000
PETERSBURG R&T	S	DOT&PF	LCL	WAT	10,000
PETERSBURG SPB	S	DOT&PF	LCL	WAT	10,000
PETERSBURG TIEDOWN FLOAT	S	DOT&PF	LCL	WAT	10,000
POINT BAKER SPB	S	DOT&PF	COMM	WAT	10,000
PORT ALEXANDER SPB	S	DOT&PF	COMM	WAT	3,000
PORT PROTECTION SPB	S	DOT&PF	COMM	WAT	4,000
SITKA	S	DOT&PF	DIST	ASP	6,500
SITKA SPB	S	DOT&PF	LCL	WAT	4,000
SKAGWAY	S	DOT&PF	COMM	ASP	3,750
SKAGWAY SPB	S	DOT&PF	LCL	WAT	5,000

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG.	OWNER	CLASS	SURFACE	LENGTH
TENAKEE SPRINGS SPB	S	DOT&PF	COMM	WAT	10,000
WARM SPRINGS BAY (BARANO	S	DOT&PF	LCL	WAT	10,000
WRANGELL	S	DOT&PF	DIST	ASP	6,000
WRANGELL SPB	S	DOT&PF	LCL	WAT	10,000
YAKUTAT	S	DOT&PF	TRAN	ASP	7,750
YAKUTAT SPB	S	DOT&PF	LCL	WAT	7,500
ALSEK RIVER	S	FED	LCL	TRF	1,857
ALSEK RIVER - EAST	S	FED	LCL	TRF	2,052
BARTLETT COVE SPB	S	FED	LCL	WAT	10,000
CLIFFS REEVES	S	FED	LCL	GRV	1,505
HARLEQUIN LAKE	S	FED	LCL	GRV	2,906
HOMESHORE LOGGING	S	FED	LCL	GRV	2,500
MCDONALD LAKE SPB	S	FED	LCL	WAT	18,000
RED BAY LAKE	S	FED	LCL	WAT	1,000
SNETTISHAM	S	FED	LCL	GRV	2,500
TANIS MESA (YAKUTAT)	S	FED	LCL	GRV	1,980
MIDDLE DANGEROUS CAMP	S	FS	LCL	TRF	2,139
SITUK	S	FS	LCL	GRV	2,112
WHALE PASS SPB	S	HOA	LCL	WAT	5,000
CAPE DECISION CG HELI	S	MIL	LCL	WOD	70
CAPE SPENCER	S	MIL	LCL	WOD	50
CRAIG - CRAIG CG HELI	S	MIL	LCL	WOD	70
DUNCAN CANAL SPB	S	MIL	LCL	WAT	10,000
ELDRED ROCK CG HELI	S	MIL	LCL	WOD	70
FIVE FINGER CG HELI	S	MIL	LCL	WOD	50
KETCHIKAN CG HELI	S	MIL	LCL	WOD	70
PETERSBURG CG HELI	S	MIL	LCL	WOD	70
TREE POINT CG HELI	S	MIL	LCL	WOD	70
BARTLETT MEM. HOSP.	S	MUNI	LCL	ASP	100
JUNEAU	S	MUNI	R.C.	ASP	8,456
JUNEAU HELI	S	MUNI	LCL	ASP	50
JUNEAU SPB	S	MUNI	LCL	WAT	5,000
KETCHIKAN GEN. HOSP.	S	MUNI	LCL	ASP	100
NORTH WHALE SPB	S	MUNI	COMM	WAT	10,000
TENAKEE SPRINGS HELI	S	MUNI	LCL	WOD	75
BAKEWELL LAKE SPB	S	P.D.	LCL	WAT	18,000
BARNES LAKE SPB	S	P.D.	LCL	WAT	8,000
BIG PORT WALTER SPB	S	P.D.	LCL	WAT	3,000
CHECATS LAKE SPB	S	P.D.	LCL	WAT	10,000
COFFMAN COVE SPB	S	P.D.	COMM	WAT	5,000
ELLA LAKE SPB	S	P.D.	LCL	WAT	16,000
ENDICOTT RIVER	S	P.D.	LCL	UNK	15,000
ENTRANCE ISLAND SPB	S	P.D.	LCL	WAT	5,000
GOAT LAKE SPB	S	P.D.	LCL	WAT	12,000
GRINDALL ISLAND SPB	S	P.D.	LCL	WAT	5,000
HECKMAN LAKE SPB	S	P.D.	LCL	WAT	10,000
HONKER LAKE SPB	S	P.D.	LCL	WAT	8,000

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG	OWNER	CLASS	SURFACE	LENGTH
HUGH SMITH LAKE SPB	S	P.D.	LCL	WAT	17,000
HUMPBACK LAKE SPB	S	P.D.	LCL	WAT	18,000
INDIAN POINT SPB	S	P.D.	LCL	WAT	10,000
JUNEAU AUKE LAKE SPB	S	P.D.	LCL	WAT	4,000
KATZEHINE RIVER	S	P.D.	LCL	GRV	2,000
KEGAN LAKE SPB	S	P.D.	LCL	WAT	9,000
LITTLE PORT WALTER SPB	S	P.D.	LCL	WAT	3,000
LUCK LAKE SPB	S	P.D.	LCL	WAT	8,000
MANZANITA LAKE SPB	S	P.D.	LCL	WAT	16,000
MARINES FOODS CANNERY	S	P.D.	LCL	TRF	2,400
NICHIN SPB	S	P.D.	LCL	WAT	10,000
ORCHARD LAKE SPB	S	P.D.	LCL	WAT	10,000
PATCHING LAKE SPB	S	P.D.	LCL	WAT	15,000
PYRAMID SPB	S	P.D.	LCL	WAT	10,000
RAINBOW LAKE SPB	S	P.D.	LCL	WAT	4,000
REFLECTION LAKE SPB	S	P.D.	LCL	WAT	23,000
SALMON BAY LAKE SPB	S	P.D.	LCL	WAT	14,000
SALMON LAKE SPB	S	P.D.	LCL	WAT	13,000
SUDDEN STREAM	S	P.D.	LCL	GRV	1,800
ANNETTE ISLAND	S	PRI	COMM	ASP	7,493
BELL IS. HOT SPRINGS SPB	S	PRI	LCL	WAT	10,600
BRADFIELD CANAL	S	PRI	LCL	GRV	2,500
CAPE POLE SPB	S	PRI	LCL	WAT	10,000
CHANNEL FLYING SPB JNO	S	PRI	LCL	WAT	10,000
CHATHAM SPB	S	PRI	LCL	WAT	10,000
EDNA BAY SPB	S	PRI	COMM	WAT	8,000
EXCURSION INLET LOGGING	S	PRI	LCL	GRV	1,000
EXCURSION INLET PACKING	S	PRI	LCL	GRV	3,000
FALSE ISLAND SPB	S	PRI	LCL	WAT	4,000
JAMESTOWN BAY SPB	S	PRI	LCL	WAT	10,000
JUNEAU LIVINGSTON HELI	S	PRI	LCL	GRV	
JUNEAU SEADROME SPB	S	PRI	LCL	WAT	10,000
KETCHIKAN HELI (TEMSCO)	S	PRI	LCL	CON	88
KETCHIKAN WATERFRONT	S	PRI	LCL	WAT	10,000
MUD BAY SPB (KETCHIKAN)	S	PRI	LCL	WAT	10,000
NECK LAKE CAMP SPB	S	PRI	LCL	WAT	6,000
PENINSULA POINT HELI	S	PRI	LCL	ASP	100
PORT ALICE SPB	S	PRI	LCL	WAT	10,000
PYRAMID HARBOR	S	PRI	LCL	GRV	1,000
SAGINAW SPB (PENTILLA)	S	PRI	LCL	WAT	10,000
SCHAFFER	S	PRI	LCL	GRV	1,050
STANDARD OIL SPB (SITKA)	S	PRI	LCL	WAT	4,000
STEAMBOAT BAY SPB	S	PRI	LCL	WAT	6,000
TAKU LODGE SPB	S	PRI	LCL	WAT	5,000
TENGS-WESTFALL	S	PRI	LCL	GRV	1,800
THORNE BAY	S	PRI	COMM	WAT	3,000
TOKEEN SPB (NEW)	S	PRI	LCL	WAT	6,000

ALASKA AVIATION SYSTEM PLAN INVENTORY

AIRPORT	REG	OWNER	CLASS	SURFACE	LENGTH
TWELVE MILE ARM SPB	S	PRI	LCL	WAT	10,000
WASHINGTON BAY SPB	S	PRI	LCL	WAT	8,000
WATERFALL SPB	S	PRI	LCL	WAT	10,000
YES BAY LODGE SPB	S	PRI	LCL	WAT	5,000
BEAR ISLAND	S	UNK	LCL	UNK	0
KANUS BAY SPB	S	UNK	LCL	WAT	3,000
MANZANITA LAKE	S	UNK	LCL	UNK	0
POINT RETREAT CG HELI	S	UNK	LCL	GRV	70
TRAITOR'S COVE SPB	S	UNK	LCL	WAT	10,000

FRANK H. MURKOWSKI
ALASKA

COMMITTEES:
VETERANS' AFFAIRS (RANKING MEMBER)
ENERGY AND NATURAL RESOURCES
FOREIGN RELATIONS
INDIAN AFFAIRS
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JAN 03

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December 18, 1989

Good
Find out if the admin can visit with us when visits Alaska

The Honorable Richard Foster
Alaska State Legislature
P.O. Box V
State Capitol
Juneau, Alaska 99811

Dear Richard:

Thank you for contacting me to voice your concern over Federal Aviation Administration enforcement practices. I have heard from many other Alaskans who feel that the FAA has become overzealous and unprofessional over the course of the past year.

In response to these concerns, I recently met with the FAA's Associate Administrator for Aviation standards, Mr. Anthony Broderick. In this meeting I made it clear to Mr. Broderick that the Alaskan aviation community was rapidly losing confidence in the FAA. Mr. Broderick understood this reaction, and described several actions that the FAA is taking to remedy the situation.

Mr. Broderick recognizes that no amount of violations could justify the discourteous behavior reported of FAA personnel by subjects of several investigations. This is a well-documented problem, and was highlighted in a recently completed report by the blue ribbon panel sent to Alaska to study FAA relations with the Alaska aviation community.

The panel's study calls for several programs to improve the FAA's attitudes and quality of service. Some of these have already been implemented. It will be some time before the new programs have a significant effect, but in the end I hope they will help end the adversarial relationship between the FAA and the industry which it regulates.

Mr. Broderick also informed me that the position of Director of Aviation Standards in Alaska has been upgraded to the Senior Executive Schedule. This move will raise the Alaska position to the level of other regional Directors, and should attract candidates with outstanding expertise and leadership abilities. The elevation of this position is decidedly overdue, but demonstrates a commitment by the FAA to solve its problems in Alaska.

I realize, however, that the FAA may not fully address these problems based on internal review. For this reason I have joined Sen. Stevens in calling for investigative hearings before the Senate Commerce Committee. Such hearings would provide an excellent forum for the airing of differences between the FAA and the aviation community, and would allow Members of Congress to determine whether legislative or regulatory action is required.

The Administrator of the FAA soon will be visiting Alaska to get a first hand look at the task which the FAA faces. I intend to follow through on this visit, and work with the Administrator, Mr. Broderick, and the rest of the FAA to ensure that the FAA lives up to proper professional standards. The FAA needs to put more emphasis on helping operators meet flight standards, rather than acting only as the body which enforces the "death penalty" for violators.

Thank you again for sharing your concern. I value your opinion, and hope you will feel free to contact me with any further comments or questions.

Sincerely,

Frank H. Murkowski
United States Senator

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

STEVE COWPER, GOVERNOR

P.O. BOX Z
JUNEAU, ALASKA 99811-2500
PHONE: (907) 465-3900

November 28, 1989

Admiral James B. Busey, IV
Administrator
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, D.C. 20591

Dear Administrator Busey:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has had a long standing working relationship with the Federal Aviation Administration (FAA). As owner and operator of over 300 airports, it is critical that the state maintain a clear line of communication with the FAA which allows interaction with your agency in a constructive and positive manner. Recently, however, we have found ourselves more and more at odds with the local FAA branch managers in several areas. In my opinion, these disputes have become too frequent since the FAA's new direct line organizational structure has been in place.

It has been a frustrating, time consuming, and expensive process to attempt to appeal what we consider to be incorrect and poorly justified decisions made by local FAA branch managers. We are not convinced that branch managers have been reasonable in their interpretation and enforcement of FAA policy as it relates to Alaskan airports. This is particularly disturbing since these decisions have a significant effect on the state's ability to develop and operate our airports. Consequently, I believe it is important to bring to your direct attention a summary of some of the issues which we have disputed with the branch managers for some time. Although we have communicated with the branch managers' direct supervisors in Washington, D.C. on specific issues in several cases, I am raising the issues to you as examples of conflicts caused by an organizational problem.

Through this communication, I wish to request your direct assistance in addressing these issues. At this point, we have exhausted all other reasonable avenues of appeal.

ISSUES

(1) AIP Eligibility of Land Acquisition Costs

The FAA has ruled that lands needed for airport development are not eligible for Airport Improvement Program (AIP) funding if those lands are

acquired from a municipality that received, or could have received, the land under section 14(c)(3) of the Alaska Native Claims Settlement Act (ANCSA). We are unable to understand the basis for the FAA interpretation of the 14(c) provisions of ANCSA since they have provided us no legal analysis, irrespective of written requests for this information.

The State of Alaska continues to disagree with the FAA's interpretation of ANCSA. The AIP specifically allows financial participation for the acquisition of lands needed for airport development. The acquisition of lands from a municipality should be treated no differently than the acquisition of lands from any other entity, regardless of whether the lands were received pursuant to ANCSA.

Because of the ANCSA implications and because the state is the major airport developer and owner in Alaska, the decision made by the branch managers is unique to Alaskan airports. The potential impact to the state is significant with an estimated 2.2 million dollar increase in state contribution in FY90 and an estimated 1.1 million dollar impact for FY91. Moreover, several projects have been delayed one year already; several more may not be able to proceed next season unless we can obtain a prompt resolution. Virtually every airport in the state at some point in the future will be expanded. Expansion will, in most cases, require the acquisition of lands which were transferred in accordance with ANCSA.

Expenses incurred for acquiring 14 (c)(3) land for Federal Highway Administration (FHWA) projects, the lead federal agency for interpretation of the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, are eligible costs to charge to an FHWA project. Thus, in addition to no legally defensible position being presented for this ruling, the policy established by FAA is inconsistent with the policy of the lead federal agency for land acquisition policy.

(2) Law Enforcement Officer Response

In May, 1988, the FAA advised us that the law enforcement officer (LEO) response procedure identified by the state for five airports was no longer acceptable. We re-evaluated the procedures which had been negotiated with the airlines and the FAA and have been in effect since 1979, and concluded that conditions have not changed since then, nor has there been any appreciable change in the applicable federal regulations. Consequently, the state responded to the FAA with proposals to continue the historical LEO response procedures.

In October, 1989, we received a reply from the FAA informing us that the state's LEO proposals are not consistent with FAR Part 107 and the intent of the FAA's Civil Aviation Security Program, again without any clarification explaining this view. While we understand that security is a concern nationwide, we maintain that the more relevant issue is whether

there is a real security risk at these particular airports. Nothing we have seen indicates an analysis was conducted to determine the security risk had increased at these five locations. In addition, we are not convinced that the current LEO response procedures are in fact inconsistent with the intent of Part 107.

It is important to note that none of the communities served by the airports in question have a population which exceeds 600. Only one airport is accessible by road, and access on that road by the public is prohibited. None of these locations enplane more than 45,000 passengers. In fact, one airport enplanes less than 10,000 passengers. These airports are remote in every sense of the word and would not be required to meet the standards of Part 107 except that most commerce is conducted through their airport system since other transportation modes are impractical in these locations.

We are in the process of exploring the options available to us to alter the current LEO procedures. What is most disturbing about this issue is that the FAA has said they oppose our procedures because the procedures would not be acceptable elsewhere in the U.S. We do not consider "consistency" to be valid as the sole rationale to deviate from a procedure which has proven to be effective for ten years without incident. As referenced in the preamble of Part 107, in the zeal to ensure a safe aviation system, the implementation of Part 107 is not intended to be unreasonable. Although alternative options may be available, we believe the FAA should be more sensitive to the special requirements of these remote villages, especially considering the tremendous impact every additional requirement will have on their already burdened economic system.

(3) General Airport Security Issues

In the past year, we have found ourselves in an adversarial relationship with the FAA's Alaska Region Civil Aviation Security Division on numerous issues. On several occasions, rather than inform airport management of a perceived security problem in a timely manner, and thus allow the airport to correct a problem, Civil Aviation Security has chosen to wait, say nothing and then levy a cumulation of fines against the airport. At present there are roughly $260,000 in penalties for alleged security violations that are being appealed by the state and must be adjudicated.

An example which clearly illustrates what we consider to be a punitive means of addressing airport security involved the Anchorage International Airport (AIA). The Civil Aviation Security Division (CASD) found an unlocked AIA access gate. CASD issued a notice of violation which stated 34 vehicles were observed going through a gate over a three day period. The violation notice was dated 7 days after the alleged violation and received by airport management 14 days after the incident

occurred. No one has expressed a doubt that the airport would have corrected the situation immediately had they been advised of the problem. However, CASD elected not to notify the airport of the condition for several days thus allowing a potential security breach to continue unaddressed, creating additional expense and causing unneeded tension between the two agencies. This is just one example of several cases where the FAA has taken several days to notify us of a potential security problem. We do not believe that CASD's punitive attitude enhances airport security. We believe improved security is best promoted by a cooperative attitude between the regulating agency and the regulated agency.

(4) Organization

The frequency of the punitive and confrontational attitudes we face with the branch managers here in Alaska convinces me the most pressing issue that needs to be addressed is the current organizational structure of the FAA. It simply is not working in Alaska. There is no longer a single point of contact for the FAA in the state. We are continuously being given conflicting information. We have been told by FAA's Executive Director, Bob Whittington, that we should continue to work with Mr. Frank Cunningham as the FAA's Regional Administrator, yet we have also been told on at least one occasion by local FAA security personnel, that our appeals to Mr. Cunningham will do nothing but create a hardship for us. Branch managers have informed us that they report to Washington, D.C., yet FAA officials in Washington, D.C. tells us that branch managers in the Alaska Region have been delegated all authority for issues in the state.

We believe it is time that the FAA reconsider the organizational structure of the FAA in the Alaska Region. We believe it is appropriate to grant a limited waiver or exemption to designate a single party in Alaska as the responsible manager over those functions affecting state operations. At a minimum, this would include AIP grants, security, civil rights, and related counsel activity. This would provide a single contact point within the Alaska Region to resolve conflicts between the two agencies. I cannot emphasize enough how difficult it is to attempt to appeal to Washington, D.C., which is over 4,000 miles away, is only available to us for four hours in our working day, and few of the people we are to appeal to are familiar with the Alaska aviation system. There are numerous reasons that we believe more than justify the designation of a single point of management responsibility within the Alaska Region FAA, not the least of which is the fact that one state agency is responsible for all operational aspects of over 300 airports.

Nothing in this letter is meant to be viewed as criticism of Mr. Cunningham, Regional Administrator, Alaska Region, or his efforts to help resolve these problems. I have worked with Frank for several years, and have always found him to be forthright and interested in doing the job cooperatively and effectively regardless of whether he

agreed or disagreed with the state. The problems we are having are occurring in spite of his best efforts, as well as those of many other Alaska Region personnel. Although Mr. Cunningham is aware of the general substance of our proposal to adjust the current organizational structure, he has never encouraged or suggested this course of action.

I realize you are new to your responsibilities and have an enormous range of issues to address. Accordingly, I understand that it will take some time before you will be in a position to respond. As a fellow agency head, I would first want the opportunity to resolve these type of issues internally. This is why we've presented our concerns to you personally.

The list of issues presented above are of considerable importance to the state. It's my hope we can work through these issues at our level; I sincerely believe that will be possible and give you my personal commitment to make every effort to do so. In that regard, I am available to meet in Washington, D.C. at your earliest convenience. Thank you in advance for your consideration.

Sincerely,

Mark S. Hickey
Commissioner

cc: Honorable Steve Cowper, Governor
Honorable Ted Stevens, United States Senate
Honorable Frank Murkowski, United States Senate
Honorable Don Young, United States House of Representatives
Franklin L. Cunningham, Regional Administrator, Alaska Region,
Federal Aviation Administration

FAR PART 139 AIRPORT CERTIFICATION

Airports are required to comply with FAR Part 139 when they are served by scheduled or unscheduled aircraft with more than 30 seats. The State of Alaska maintains twenty five (25) fully certificated airports, and three (3) limited certificate airports.(See Attachment) In addition the Sitka and Ketchikan airports which are state owned but leased to the cities are fully certificated, and the Kenai and Juneau airports which are owned, maintained and operated by the cities and are fully certificated.

Generally Part 139 requirements relate to airport safety. The major components of Part 139 require:

- Aircraft rescue and fire fighting (ARFF), including first aid is a significant part of the operational expense. The FAR outlines specific response times and equipment which we must meet.
- Specific procedures and standards for maintaining paved areas, unpaved areas, and safety areas. Any new construction must conform to the current design standards.
- Procedures for conducting self inspections and for airport condition reporting. This takes a trained maintenance person and carries significant liability for the State.
- Exemptions if deviating from any requirements and conformance to any limitations imposed by the FAA may be added to the manual
- System of runway and taxiway identification including marking, lighting, and signing
- Procedures for safety in storing and handling hazardous substances
- Protection of the public from inadvertent entry onto a movement area. This usually is accomplished by fencing and had resulted in significant expenses and disruption to traditional airport access. We are also required to protect the public from aircraft blast. Blast fence and distance are used to accomplish this
- Provide for wildlife hazard management. These are the bird, deer, moose, and caribou control plans at the airports
- The location of each obstruction is required to be highlighted or marked

PART 139 AIRPORTS

FULLY CERTIFICATED STATE AIRPORTS

Anchorage International
Aniak
Barrow
Bethel
Cold Bay
Cordova
Deadhorse
Dillingham
Fairbanks International
Galena
Gustavus
Homer
Iliamna
King Salmon
Kodiak
Kotzebue
Nome
Petersburg
Sand Point
St. Mary's
Unalakleet
Unalaska
Valdez
Wrangell
Yakutat

LIMITED CERTIFICATE STATE AIRPORTS

Port Heiden
St. Paul
Gulkana

FULLY CERTIFICATED STATE AIRPORTS MAINTAINED AND OPERATED BY THE MUNICIPALITIES

Sitka
Ketchikan

FULLY CERTIFICATED AIRPORTS OWNED, MAINTAINED, AND OPERATED BY THE MUNICIPALITIES

Juneau
Kenai

FAR PART 107--AIRPORT SECURITY

Part 107 governs the operations of airports when the airport is served by certificated air carriers offering scheduled passenger service using aircraft with seating configurations of:

1. greater than 60 passenger seats
2. greater than 30 seats but less than 61 seats

The operator is responsible for developing and maintaining an airport security program which guarantees a sterile "Air Operations Area" (AOA) (i.e. runways, taxiways, apron). This includes prohibiting access by unauthorized individuals into the AOA.

The security program must provide for the protection of persons and property travelling from acts of criminal violence and aircraft piracy.

Security programs for both <u>GREATER THAN 60 SEATS</u> AND <u>31 TO 60 SEATS</u> must:

- ° define the AOA
- ° describe areas adjacent to the AOA which may effect security
- ° describe "exclusive areas" (i.e. leased areas which have access to the AOA)
- ° specify the procedures, facilities and equipment used to:
  - -- prevent unauthorized entry of persons or vehicles
  - -- control movements of persons or vehicles within the AOA
  - -- detect and control unauthorized penetration or attempted penetration of the AOA
  - -- requires display of identification
- ° describe the responsibilities of the carriers with "exclusive use" areas to assure security
- ° define alternate security procedures that must apply in an emergency
- ° define law enforcement support necessary to meet the security programs
  - -- LEO must have arrest authority
  - -- LEO must have a badge and uniform
  - -- LEO must be armed with a firearm and be authorized to use it
  - -- LEO must meet required training
- ° define a training program for law enforcement requirements
- ° define a record keeping mechanism to document necessary law enforcement action and details

Security programs for only <u>GREATER THAN 60 SEATS</u> must:

- ° describe a method or procedure for controlling access to the AOA which is either:
  - -- computerized access control system
  - -- non-computerized alternate control

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FAR PART 107 (continued)

The key difference in 107 requirements for airports that receive service with aircraft with greater than 60 seats and those that are served by aircraft with 31 to 60 seats is in the response criterea of the law enforcement support and access control.

For GREATER THAN 60 SEATS, where there are less than 500,000 enplanements, the security program must provide for a dedicated law enforcement officer to respond to the airport upon request by a carrier. The FAA's internal policy has defined the response time frame to be 15 minutes or less. State airports where this currently applies include:

Aniak
Barrow
Bethel
Cold Bay
Cordova
Deadhorse
Dillingham
Dutch Harbor
Fairbanks
Galena
Gustavus
King Salmon
Kodiak
Kotzebue
Nome
Petersburg
St. Mary's
Unalaska
Wrangell
Yakutat

For 31 TO 60 SEATS, where there are less than 500,000 enplanements, the security program must provide that a law enforcement officer is "available and commited" to respond to the airport upon demand by an air carrier. To date the FAA has been unwilling to define precisely what time frame would meet their "available and commited" requirements. State airports where this currently applies include:

Homer
Iliamna
Port Heiden
St. Paul
Sand Point
Valdez

Anchorage International has greater than 60 seats, and greater than 500,000 enplanements. Their response time is 10 minutes or less.

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AVIATION ISSUES
POSSIBLE DISCUSSION ITEMS

Airport Improvement Program (AIP) Reauthorization Bill (1992)

The current Airport Improvement Program (AIP) Bill is scheduled to expire in 1992. Lobbying reports are now underway for reauthorizing the AIP. The State is kept abreast of pertinent issues through the National Association of State Aviation Officials (NASAO), American Association of Airport Executives (AAAE), and Airport Operators Council International (AOCI). We will want to provide input prior to the drafting of the legislation to ensure that the State maintains, at the very least, the special funding intended for Alaska and the flexibility in programming the funding.

Increased emphasis on capacity-constrained airports and more stringent security needs may be obstacles to maintaining special treatment for Alaska.

Alaska Native Claims Settlement Act (ANCSA)

In December, 1988, the Federal Aviation Administration (FAA) ruled that lands that were conveyed, or could have been conveyed, under 14(c)(3) of Alaska Native Claims Settlement Act (ANCSA) are ineligible for AIP participation. The State has appealed this ruling and a resolution to the eligibility issue is expected soon. The AIP ineligibility of these airport lands could affect our ability to complete our 6-Year AIP Plan. Until resolved in the State's favor, General Fund dollars must be programmed to proceed with land purchases. AIP grants can be subsequently programmed to obtain retroactive reimbursement for these land costs.

Bypass Mail

There seems to be a perception that air service to the Bush has suffered since the Bypass Mail amendment passed in 1987. Statewide Aviation received only one (1) complaint several months ago on reduced quality of service since the change in the law. No other

comments have been received by Statewide Aviation from communities affected by Bypass Mail.

Essential Air Service (EAS)

Since the reauthorization of the Essential Air Service (EAS) Program in 1987, funding for the program has been debated.

In FY90, significant cutbacks in the EAS program were required to stay within funding levels. Although exempt from cuts in the past, the State of Alaska may be affected in future years. The State Department of Transportation and Public Facilities' (DOT&PF) role in the program is to comment on the level and adequacy of service being provided and to ensure that the community's air service needs are being met.

FAA Straight Line Reorganization

Since FAA's reorganization in 1988, the State has been negatively impacted by the inability to appeal unreasonable policy decisions made by FAA Branch Managers within the state. Commissioner Hickey met with FAA Administrator Busey in November, 1989, and Administrator Busey was favorable to the state using Frank Cunningham, Alaska Regional Administrator, as a mediator if conflicts arose with Alaska Regional Branch Managers. Since that time, however, Frank Cunningham has announced his plans to retire. We are unsure, at this point, where the State stands regarding our ability to appeal unreasonable decisions within Alaska.

Federal Aviation Regulation (FAR) Part 107

In 1989, FAR Part 107.14 was revised to require that airports affected by the regulation install computerized access control card systems or an alternative system which provides sufficient security to prevent inadvertent entry into critical, secure areas of the airports. Increased investment of General Fund money will be

required to maintain a system required by 107.14. Additionally, an enhanced national concern for airport security has resulted from an incident involving a PSA employee bombing an aircraft. In response to these and other highly publicized security incidents, the FAA is demanding that more stringent security measures be taken at our airports i.e. increased fencing, increased law enforcement officer (LEO) presence.

Airport Badging System

Twenty-eight (28) state operated airports are subject to badging requirements under FAR 107.13 which governs identification of people on the airport. Currently, DOT&PF is preparing security program revisions for each airport which call for airport specific badging identification systems. The air carriers are concerned that they will be required to obtain a badge at each airport which they fly to. FAA has inferred that their audit requirements may make a statewide badging system impractical.

Federal Aviation Regulation (FAR) Part 139

In 1987, Federal Aviation Regulation (FAR) Part 139 was revised to require, among other things, expanded safety areas, enhanced safety training requirements, and increased Aircraft Rescue and Fire Fighting (ARFF) responsibilities. This has resulted in increased General Fund investments at certificated airports to cover increased maintenance and training costs.

The FAA is contemplating requiring the certification of airports receiving service from aircraft with greater than 10 seats. If this occurs, an additional 49 airports in Alaska would need to be certificated and the airports would, in turn, be subject to Part 139 requirements. It may be logistically impossible for some of these airports to comply with Part 139, in view of the remoteness of villages and the lack of necessary facilities available to respond to an incident i.e. airplane crash. To staff and equip

these facilities we have roughly estimated an additional $350,000 would be needed for equipment plus an annual cost for labor and training of $162,000. In addition, existing certificated facilities face increased manpower and training costs estimated at $82,000/year. This will affect 28 airports.

FY90 AIP Spending Plan

In FY90, the State of Alaska expects to receive $34.8 million in federal Airport Improvement Program (AIP) grant funds. The State has also requested an additional $4.9 million in AIP discretionary funding in excess of our FY90 AIP allocation for the McGrath and St. Paul airports. (The FAA is not optimistic that the State will receive FY90 discretionary funding because of limited availability.) 32% of the total FY90 AIP allocation available to the state is dedicated to primary airports. Our Regional Center Airports compete for these funds. 27% of the total funding is for use on non-commercial service airports and 32% of the total funding is for use on General Aviation airports. The remaining 9% of the total funding is for use at the Fairbanks and Anchorage International airports.

Flight Service Station (FSS) Closures

The State has received some reports of complaints from the public regarding the FAA's plans to close some manned Flight Service Stations (FSS') in rural Alaska. We have been supportive of communities' formal objections to FSS closures. The closure and subsequent abandonment of FSS' will likely lead to land ownership conflicts on DOT&PF airports.

Public Aircraft

A December, 1987 amendment to the definition of public aircraft now requires a 90 day exclusive lease. Previously these aircraft could operate on an as needed basis. Aircraft operated as "Public

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aircraft" are exempt from many of the normal regulations that commercial carriers must comply with. As a result the Alaska Air Carriers Association supports the new definition.

Many aircraft have been used in Alaska as public aircraft historically. These are older, military aircraft and have a limited airworthiness certificate. This prohibits their use for compensation or hire as a civil commercial aircraft. Statewide Aviation is working with the FAA to identify an exemption process which would allow the use of these aircraft if no other commercial aircraft is willing or able to haul the load. The exemption process would require compliance with other areas of the regulations such as pilot training, licensing, and maintenance programs.

Weather Issues

Statewide Aviation sits on an Aviation Weather Users Group chaired by the FAA. The Group assists in the identification and selection of future Automated Weather Observation System (AWOS) sites. Statewide Aviation is also involved in the joint National Weather Service (NWS)/FAA ongoing effort to identify future sites for Automated Surface Operating Systems (ASOS).

STRATEGIC PLAN FOR THE

MODERNIZATION AND ASSOCIATED RESTRUCTURING

OF THE NATIONAL WEATHER SERVICE

Department of Commerce

National Oceanic and Atmospheric Administration

March 1989

Table of Contents

INTRODUCTION

Weather pervades and affects the daily life of each American. Since the beginning of the Republic, a strong scientific tradition of meteorological research and service has existed in the United States. At a national, regional, and local scale, weather affects the Nation's agriculture, water resources, transportation, general economy, and public safety. Accurate information about future atmospheric events is key to mitigating any adverse effects of the weather. Federal agencies have long joined in cooperative efforts to collect, share and effectively use weather data and information for the public good. Applied research conducted over the last ten years in the National Oceanic and Atmospheric Administration's (NOAA) Environmental Research Laboratories in New Jersey, Colorado and Oklahoma, and other Federal laboratories such as the National Center for Atmospheric Research has demonstrated that state-of-the-art laboratory techniques for analyzing and predicting severe weather and flood phenomena can be practicably applied to Weather Service operations. Because the scientific understanding of the atmosphere and the ability to forecast large and small-scale weather phenomena has increased dramatically over the last two decades, the Department of Commerce has set an ambitious goal for the National Oceanic and Atmospheric Administration's agency, the National Weather Service (NWS):

To modernize the NWS through the deployment of proven observational, information processing and communications technologies, and to establish an associated cost effective operational structure. The modernization and associated restructuring of NWS shall assure that the major advances which have been made in our ability to observe and understand the atmosphere are applied to the practical problems of providing weather and hydrologic services to the Nation.

Implementation and practice of the new science will achieve more uniform weather services across the Nation, improve forecasts, provide more reliable detection and prediction of severe weather and flooding, permit a more cost effective NWS, and achieve higher productivity for NWS employees. The effort to improve weather warnings and forecasts will be guided by the principle of providing high quality weather services to users while concurrently lowering NWS operating costs. The development of new technologies will be guided by the principle of balancing technical and service improvements with overall costs. All changes proposed by the NWS will allow productivity and efficiency for any entity dependent on weather information. This includes local, state, and Federal government agencies, private sector meteorologists, private industry, and resource management organizations.

In 1988, Public Law 100-685 was signed by the President which, in part, specifies conditions on the planning, reporting and accomplishment of the modernization and associated restructuring of the NWS. This Strategic Plan is the first response to the Congress required by Public Law 100-685. The Federal law requires an identification of the basic service improvement objectives of the modernization, the pivotal new technological components, and the associated operational changes required to fulfill the objectives of weather and flood warning improvements. Plans, resources, schedules, etc. will be contained in the second, and subsequently annual report required by the Congress -- the National Implementation Plan.

PRINCIPLES FOR THE MODERNIZATION AND ASSOCIATED RESTRUCTURING

The Modernization and Associated Restructuring goal will require significant changes in the current weather service infrastructure and operations. Accordingly, the following principles will guide the planning and implementation.

Throughout the process of change, the NWS is **committed to its Mission** which is *to provide weather and flood warnings, public forecasts and advisories for all of the United States, its territories, adjacent waters and ocean areas, primarily for the protection of life and property. NWS data and products are provided to private meteorologists for the provision of all specialized services.* The following principles are essential to meet the operational mission and will be continued during the modernization and associated restructuring transition period.

The principle that the modernization and associated restructuring process will not result in the degradation of services to the general public. Also, service and structural changes and improvements will be implemented only when certified in accordance with Public Law 100-685 to be beneficial to users.

The principle that NWS employees will be involved because their participation is crucial to a successful transition and improved operations. Significant levels of training and education will be provided so that employees will gain the necessary expertise to utilize the new technologies, understand the new sciences underpinning the modernization and associated restructuring and provide the improved services to the Nation. The changes will provide exciting opportunities for professional growth.

The principle that United States international meteorological and hydrologic obligations will be met during and after the modernization and associated restructuring. The exchange of global atmospheric data is essential to the successful interpretation and forecast of weather phenomena in the United States. The NWS is a partner supporting national security interests on a global basis.

The principle that NWS employees will continue to provide the quality weather services required by the country in the most economical manner.

THE NEED TO IMPLEMENT NEW SCIENCE AND TECHNOLOGY

A weather service organization, whether private or public, fulfills fundamental public safety and economic needs. The information provided supports life-saving and economic productivity decisions. For example, hurricane evacuation recommendations and airline routing decisions are heavily dependent on weather forecasts. As a Nation, the United States experiences more severe local storms and flooding than any other in the world. Eighty-five percent of all presidentially declared disasters result from severe weather events. In a typical year, the United States can expect a staggering assault by the elements: some 10,000 violent thunderstorms, 5,000 floods, 1,000 tornados, and several hurricanes. Along with periods of severe drought, hard winters, and heat waves, these events translate into considerable loss of life and annual property damages estimated in billions of dollars.

The most deadly of our Nation's weather events -- tornados, severe thunderstorms, and flash floods -- are also the most difficult to detect and forecast. They form and exist at the small atmospheric scale (mesoscale) and are measured in minutes and tens of miles. Most mesoscale phenomena are well below the operational resolution of routine observations and analysis today. However, prototype observing technologies and information processing systems, when made available to research meteorologists have provided the first observations of, and insights into the formative indicators of dynamic mesoscale processes of the atmosphere. When implemented operationally, these systems and associated science will improve all weather forecasts provided by national meteorological centers and weather forecast offices. These new systems will enable earlier detection and permit the short range prediction of destructive, violent, local storms and floods, thereby mitigating a glaring shortfall in current warning services. The new observational technologies planned for the next decade will provide unprecedented amounts of complex information and data, requiring significantly higher levels of analytical and interpretive skills by the operational forecasters.

To realize the gains from this research and technology, the Nation needs to put the new meteorological science into practice. This will require training personnel and the deployment of proven, new observational, information processing, and communications technologies.

At present, the vintage technologies that compose part of today's weather service infrastructure need to be replaced. As the equipment has aged, it has become costly to maintain. By replacing the equipment with more reliable technologies that support the new scientific capabilities, the Nation can move into the twenty-first century with strengthened confidence in its atmospheric prediction capabilities.

THE TECHNOLOGICAL OPPORTUNITY

MAJOR TECHNOLOGIES FOR MODERNIZATION

New technological systems are essential in providing the opportunity to improve warning and forecast services and for replacing obsolete and increasingly unreliable existing systems. Each of the new technologies plays a unique, but complementary role in the modernization process. The information provided by the new observational technologies will yield high resolution, time variant, three-dimensional representations of details on the state of the atmosphere. At Weather Forecast Offices, intended to perform warning and forecast services, advanced weather data processing systems will aid the forecaster in the assimilation of changing data and numerical weather prediction products. The meteorologist and hydrologist will be able to rapidly manipulate, display and analyze information, thus enabling them to combine scientific principles and operational experience to produce more accurate and timely warning and forecast services for the Nation. The new high resolution data sets and derived information are an important input to business and economic decision making outside the NWS.

Numerous Federal agencies have long shared in the observation and exchange of hydrometeorological data. The existing national observing networks are sparse and limited in their coverage of the Nation's atmosphere. The NWS is joined in its acquisition of much of the major new technologies by the Department of Transportation's Federal Aviation Administration and the Department of Defense, which results in economies of scale and a reduction in purchase costs. The geographical placement of the new radars and automated surface observing systems is coordinated by the three agencies thereby providing more uniform national coverage by these land-based systems. The new geostationary meteorological satellites being procured by NOAA complement the new radars and automated surface observing systems with blanket coverage of the conterminous states. Data from these new observing systems will be shared by each participating agency and will be available in summary form throughout the Nation.

Automated Surface Observing System (ASOS)

Automating surface observations will relieve staff from the manual collection of surface observations. Over 1000 ASOS systems across the Nation will be providing data on pressure, temperature, wind direction and speed, runway visibility, cloud ceiling heights, and type and intensity of precipitation on a nearly continuous basis. The 1000 ASOS sites include approximately 750 airport installations under the jurisdiction of the Federal Aviation Administration and approximately 250 NWS sites. The Department of Defense is also considering the acquisition of additional units. The observational data provided by the ASOS system supports aviation operations and provides meteorological data needed by severe weather, flash flood, and river flood forecasting programs. The national capability to observe and transmit critical changing weather conditions almost as they occur represents an important enhancement for improving warning and forecast services.

Next Generation Weather Radars (NEXRAD)

Utilizing Doppler radar technology, the NEXRAD system will observe the presence and calculate the speed and direction of motion of severe weather elements such as tornados and violent thunderstorms. NEXRAD will also provide quantitative area precipitation measurements so important in hydrologic forecasting of potential flooding. The severe weather and motion detection capabilities offered by NEXRAD will contribute toward an increase in the accuracy and timeliness of NWS warning services. At present, for example, due to the limitation in the current radar detection systems, tornado warnings are usually issued only when visual sightings have been reported. The advent of NEXRAD will not only allow for an earlier detection of the precursors to tornadic activity, but will also provide data on the direction and speed of tornado cells once they form. The national network of 160 NEXRAD systems provides a significant improvement in uniform coverage over the present day radar network. The NWS plans to operate 121 NEXRAD systems; the remainder of the NEXRAD systems will be located at Federal Aviation Administration and Department of Defense locations.

Satellite Upgrades

For severe weather and flood warnings and short range forecasts, cloud imagery and atmospheric sounding data from the geostationary meteorological satellites will continue to be a major data source. The new Geostationary Operational Environmental Satellite (GOES) I-M system will have separate instrumentation that allows simultaneous image and sounding data to be observed and transmitted to ground stations. The GOES I-M system will also provide visible and infrared imagery data updates as frequently as every six minutes during severe weather warning situations over selected areas of the United States.

For longer-range forecasting, soundings from the polar orbiting satellites are a primary data input into the National Meteorological Center numerical forecast models. The Advanced Microwave Sounding Unit, to be flown on the NOAA K-M satellite series, will provide global soundings in cloudy regions at nearly the same level of accuracy as those presently produced in cloud free areas.

National Center Advanced Computer Systems

Warnings and forecasts prepared by NWS offices in the next decade will rely heavily on the basic analyses and guidance products provided by the National Meteorological Center, especially for periods of 36 hours and beyond. These analyses and guidance products result from numerical models of the atmosphere run on high-speed computers. The future requirement for guidance products for mesoscale warnings and forecasts is greatly increased over the present. Fundamental model improvements are necessary to satisfy these requirements and provide guidance products of sufficient quality and frequency to support the warning and forecast operation at each office. Present day Class VI computers do not possess sufficient capacity to support the improvements needed at the National Centers. These increased demands require the acquisition of dedicated next generation Class VII computer capabilities with a processing capability an order of magnitude greater than the present Class VI computer.

Advanced Weather Interactive Processing System (AWIPS)

The revised AWIPS system will be the nerve center of the operations. AWIPS will be the data integrator receiving the high-resolution data from the observation systems, the centrally collected data and the centrally prepared analysis and guidance products from the National Meteorological Center. The integration of all of this data from multiple sources represents the information base from which all warning and forecast products will be prepared. The AWIPS system will provide fast-response interactive analysis and display of the data to help support the meteorologist make rapid decisions, prepare warnings and forecasts, and disseminate products to users.

AWIPS includes the communications network that inter-connects each Weather Forecast Office for exchange of locally generated data. NOAAPORT will provide communications support for the operational distribution of the centrally collected data and centrally produced analysis and guidance products, as well as the satellite imagery and sounding data processed by the National Environmental Satellite, Data and Information Service. In addition to supporting the requirement for AWIPS point to multi-point communications, NOAAPORT will also deliver a wide range of NOAA products, such as oceanographic and environmental data to external users including other government agencies, universities, private research organizations, and business interests.

THE NEED TO RESTRUCTURE

The planned restructuring involves changing the number and location of field offices in a manner responsive to certification conditions imposed by Public Law 100-685, a gradual transformation of the workforce to one more professional in its makeup, and a reallocation of operational responsibilities between field offices and the National Centers.

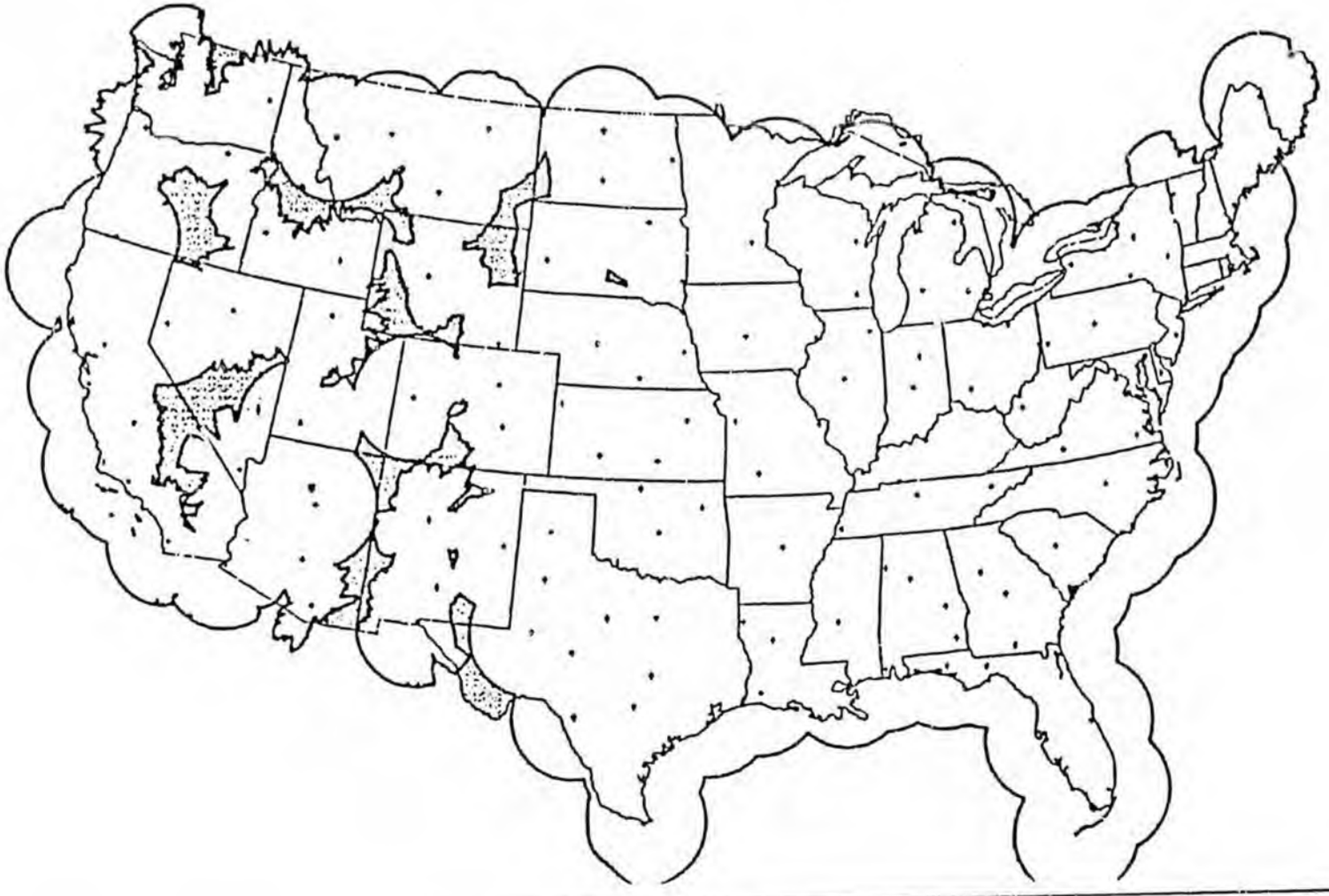
The effective use of the advanced technologies planned for the NWS is closely linked to the scientific abilities of NWS personnel and the national field office structure. The current field office structure has evolved intermittently throughout the agency's history. Today, the structure supports a labor intensive observation and dissemination network. If the new technological network were constrained by the current field office structure, required staffing levels and overall costs would increase unnecessarily.

The need to restructure is twofold: first, the combination of new operational concepts, new data sets, and an evolving scientific understanding of the dynamic processes associated with the most dangerous weather phenomena requires an increase in the number of meteorologists. During periods of impending severe weather and flooding, operational personnel are under extreme pressure to make timely and accurate decisions. The percentage increase of meteorologists in the NWS workforce will improve warnings and forecasts by taking advantage of the capabilities of the new technologies. Second, productivity and efficiency gains will occur as a result of increased integration of the new technological observation, information processing and communication systems with the staff. An increased effective range of the radar systems and the ability to assemble all data at a reduced number of offices increases productivity and efficiency. The reduced number of offices places a special emphasis on the effective delivery of weather services to communities.

Key tradeoffs in the restructuring process exist between human capabilities, costs, and programmatic, scientific, and technological opportunities. Factors considered in determining restructuring and ultimately the quality of warning and forecast services include the ability to establish a more uniform observational network across the country, the automation of observational duties, orographic (effects of mountains) characteristics, the ability of the NWS workforce to employ and understand new technologies and science, and so on.

DEPICTION OF THE TOTAL COVERAGE (AT 10,000 FT ELEVATION) PROVIDED BY THE COMPLETED NATIONAL NEXRAD NETWORK.

DARKENED AREAS OVER THE ROCKY MOUNTAINS ARE GAPS IN COVERAGE AT THE 10,000 FT LEVEL. NEXRAD COVERAGE WILL ALSO BE PROVIDED IN ALASKA.



THE NATIONAL WEATHER SERVICE IN THE 1990s

THE WEATHER FORECAST OFFICE (WFO) AREA OF RESPONSIBILITY

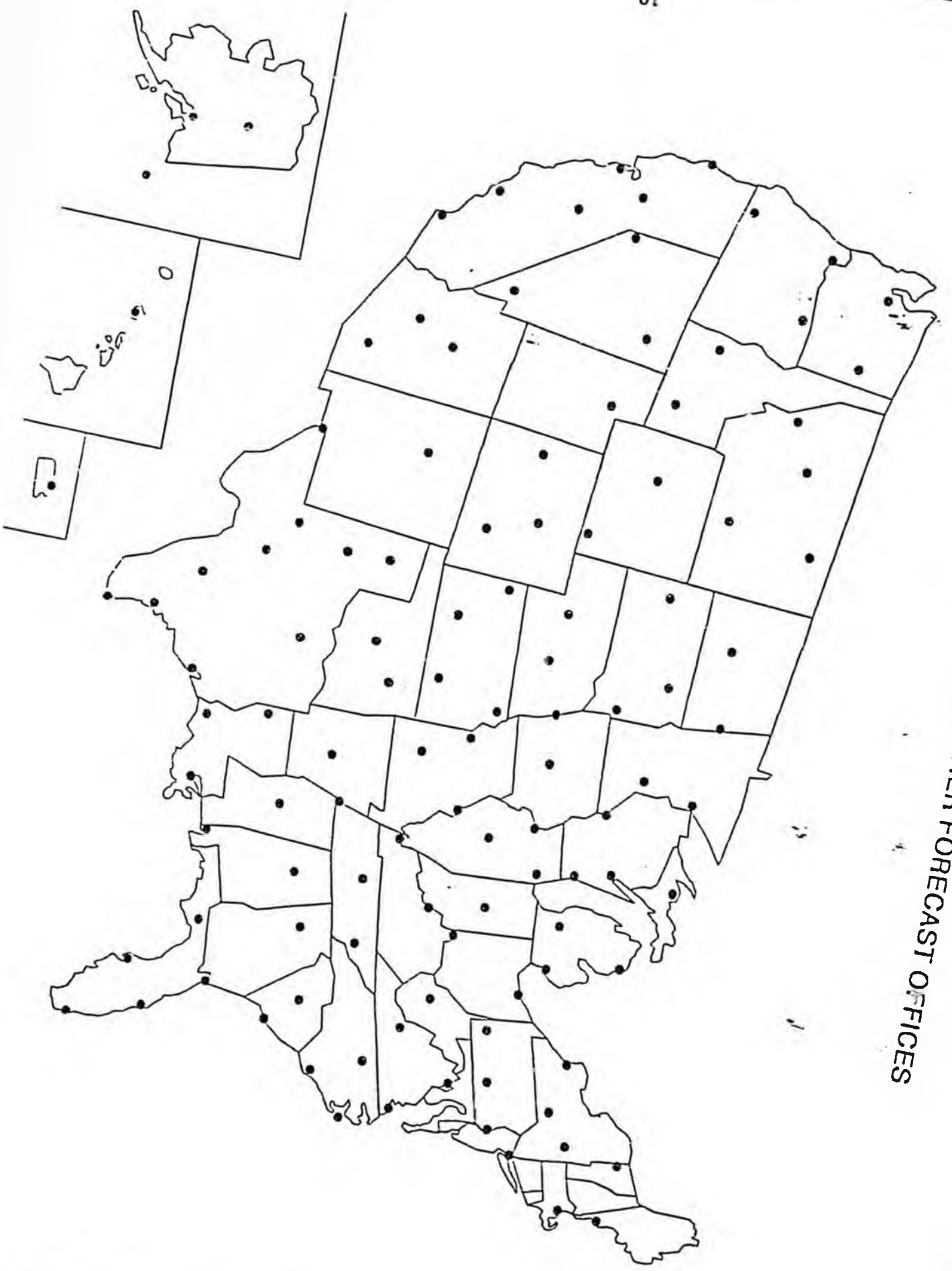
A conceptual analogy of the area of responsibility of a WFO can be portrayed as follows: on the surface of a map of the United States consider a uniform arrangement of 115 conterminous cylinders, each with a radius of approximately 125 miles, extending from the earth's surface up through the atmosphere. The volume of space contained within each cylinder represents the "area" of operational responsibility associated with the WFO. A WFO is located in the center of the base of the cylinder. Each section of the country and the coastal ocean is contained in one of these cylinders and the whole of the country is theoretically uniformly covered.

The GOES Satellite positioned over the United States is providing uniform coverage with visible and infrared imagery and remote soundings penetrating each cylinder from above. Associated with each WFO is one or more NEXRAD radars which scan the atmosphere from near the earth's surface to a height sufficient to detect the majority of meteorological events. Across the surface of the country are the approximately 1000 ASOS units each measuring surface weather parameters as fast as every minute. All of these data within the cylinder are sent directly to the AWIPS system in each WFO. The AWIPS is also receiving the centrally produced guidance products from the National Centers generated from globally exchanged data. Subsets of these data sets are available to all other WFOs through the AWIPS communication network.

INTEGRATED OPERATIONS WITHIN THE WFO

The future operations will allow forecasters to comprehensively address the air-sea environment in their assigned area. The observation and analysis of current and expected weather conditions can be quickly and reliably completed, critical decisions made, and translated into immediate warnings and forecasts. This is contrasted to current operations where a number of meteorologists and technicians are required to individually evaluate a limited data base and separately derive the required variety of warnings and forecasts.

LOCATIONS OF THE WEATHER FORECAST OFFICES



The concept of the local data base is central to future operations. The high volume of data from the local NEXRAD and geostationary meteorological satellites combined with the high frequency observations from ASOS will flow directly to the Weather Forecast Office. The most complete data sets will only be available to the local WFO. However, summarized data from all NEXRADs and ASOSs in the Nation will be made available to all field offices.

The new observing systems are designed to provide data sets which can be immediately integrated into three dimensional depictions of the rapidly changing state of the environment. Each system will contribute a critical part, combining with and complementing data from all other systems to form a complete set of information about the space from the earth's surface to the upper atmosphere over the WFO's area of responsibility. AWIPS work stations will allow the forecaster to quickly update, quality control, and analyze current processes and events detailed within the area of concern. New dedicated supercomputer capabilities and high resolution models running at the National Centers will provide a stream of detailed, frequently updated guidance to forecasters, assisting in the prediction of future conditions. This represents a new, highly integrated mode of operation which greatly increases the productivity of personnel, and also holds the promise of increased accuracy and greater timeliness of forecast services for the Nation.

THE NEW STRUCTURE

The WFO will be the future weather office that will provide all warning and forecast services for its assigned area of responsibility. The forecast and warnings operations at the WFO are supported by guidance products issued from the National Centers and RFCs.

Weather Forecast Offices (WFOs)

A total of 115 WFOs will exist in the future that will provide weather and hydrologic services in four major areas:

- Watches and warnings for the general public for severe local storms, floods, flash floods and winter storms. Local and zone public forecasts, and fire weather forecasts;
- Local aviation watches and warnings, terminal forecasts, and domestic aviation enroute forecasts;
- Marine warnings and forecasts for coastal areas of the Nation and the Great Lakes; and

» Hydrologic services which identify flash flood-prone areas and the development of community supported surveillance systems.

The foundation for the more accurate and timely warnings and forecasts will be the guidance products from the National Centers and RFCs and the data from the new observing systems: ASOS, NEXRAD, and geostationary meteorological satellites. They will provide the unique local data base which depicts the environment in the WFO's area of responsibility.

The basic tool for more accurate and timely warnings and forecasts from the WFO is AWIPS. It will assemble, process and display the observational data and guidance from National Centers. AWIPS will help meteorologists with the warning and forecast decision process through an interactive work station. It will preformat warning and forecast products and disseminate these products to the users in a timely manner.

River Forecast Centers (RFCs)

RFCs provide hydrologic forecasts and guidance information in three major categories:

» Mainstem river and flood forecasts for conditions at approximately 3000 locations with lead times ranging from six hours to several days;

» Flash flood and headwater guidance to WFOs for warning services involving small drainage basins with response times under six hours; and

» Long-term, seasonal forecasts providing estimates of snowmelt and water supply outlooks (from excess to drought) at approximately 1000 locations for periods up to several months in advance.

In the 1990s, the operations of RFCs are expected to change in a number of important ways. Each of the 13 RFCs will be colocated with a WFO. This will result in a more effective utilization of hydrological and meteorological information facilitated by a Hydrologic Analysis and Support Group in each colocated facility. It will also result in cost savings through shared facilities and through on-site exchange of data and information. Flash flood procedures will be more sophisticated resulting in more frequent updates of guidance and information for use by WFOs.

The basic river and flood forecasts produced by the RFC for specific locations along mainstem rivers are sent to WFOs as a basis for flood warnings to the public. Historically, RFCs have operated on one forecast cycle per day, based upon manual observations taken early each morning. To keep pace with changing weather and soil moisture conditions, assimilated data from automated data collection networks and NEXRAD, and to provide quality control, RFCs will operate an average of 16 hours-per-day. RFC operations will expand to 24 hours during periods of flood threat and with seasonal

peak work loads. RFCs will produce hydrologic forecasts as frequently as every six hours, based upon additional data and improved forecast procedures. AWIPS will assist hydrologists in the RFCs through data collection and processing, hydrological model execution, product formatting, and product dissemination.

National Meteorological Center

The National Meteorological Center has the responsibility for national and international data collection. This data base is first employed for global atmospheric and oceanic analysis. The resultant analysis products are distributed to international and domestic users which include the NWS, other government agencies, and private sector meteorologists. The data base is then used as initial input to global atmospheric numerical models. These models produce international aviation forecast products, high seas forecast products, long range national forecast, and forecast guidance for local WFOs and RFCs. New dedicated Class VII computer capabilities will enable increases in the resolution of the models resulting in improved forecast products and guidance. Traditionally the long range national forecasts have begun at 3-4 days and beyond. The new computers will reduce this threshold to beyond 36 hours. This will allow local forecasters to devote their attention to short-term weather events that are not amenable to centralized model solutions.

Climate Analysis Center

The Climate Analysis Center is a specialized center established in support of the National Climate Program Act. The Climate Analysis Center is part of the National Meteorological Center and is colocated with it to take advantage of the data, computers, and scientific expertise available there. The Climate Analysis Center's responsibilities are national and international in scope, related to overall goals of the United States Climate Program and are not directly affected by the NWS field reorganization. The Climate Analysis Center collects, organizes and disseminates climate information for diagnosis of short-term climate change; conducts and supports research on the physical cause of short-term (monthly, seasonal and interannual) climate change; and issues forecasts of weekly, monthly, and seasonal departures of average weather conditions from climatological means.

National Hurricane Center

The National Hurricane Center will continue to be responsible for the analysis, prediction, and tracking of tropical weather systems, their development into tropical storms and hurricanes, and larger scale disaster preparedness and coordination. Geostationary meteorological satellites will track and monitor tropical storms 24 hours-per-day throughout their entire life cycle. Coastal NEXRADs will provide the opportunity to examine tropical storms and hurricanes as they approach land, to an extent never

before possible. New dedicated Class VII computer capabilities located at the National Meteorological Center will run new hurricane models which will provide improved hurricane forecast guidance to highly specialized tropical and hurricane forecasters located at the National Hurricane Center. AWIPS at the National Hurricane Center will integrate data, improve storm identification and tracking, improve dissemination of vital information to the NWS and external users, and allow more efficient use of personnel.

National Severe Storms Forecast Center

In the 1990s, the National Severe Storms Forecast Center will provide national severe weather guidance to WFOs and RFCs. It will issue more timely and specific mesoscale guidance necessary to support the severe weather and flood warning activities of the WFOs. It will develop new guidance products based upon National Meteorological Center mesoscale model output and new mesoscale data. It will continue to produce special hazardous weather forecasts and forecast guidance for domestic aviation users under interagency agreement with the Federal Aviation Administration. All of these activities depend on the new observing systems (NEXRAD, ASOS and geostationary meteorological satellites), on AWIPS, and on the improved guidance from the National Meteorological Center Class VII computer capabilities.

National Data Buoy Center

The National Data Buoy Center will continue the operation of deep sea, coastal buoys, and headland systems. Data from these buoys and these coastal systems are essential to marine warnings and forecasts, and numerical weather predictions.

STAFFING

The new observing and data processing and display systems will provide forecasters the opportunity to sample, observe, and analyze the environment to an extent never before possible. The related expansion of the sciences of meteorology and hydrology will directly translate into improved service capability while simultaneously allowing greater efficiencies. Future field offices will have a core staff of professional scientists at each WFO and RFC to take advantage of these new capabilities. These individuals will be charged to provide all warning and forecast services across their area of responsibility. They will meet these tasks with the ability to evaluate vast amounts of integrated data, analyze the processes and events which will affect their area, and apply their scientific and technical expertise in a broad spectrum of immediate decisions. These will translate into a flow of service products, warnings, forecasts and advisories, that will be based on, and contain increased detail for all parts of the area.

Meteorological technicians will require different skills to support the new technologies, and more demanding, and increasingly sophisticated operations. System maintenance requirements will also place increased demands on electronic technicians who will require advanced training to support and maintain a variety of complex equipment.

A Meteorologist-in-Charge will have responsibility for each WFO. WFOs will operate 24 hours-per-day. The staffing level will be determined by peak service demands and maximum weather activity, with reduced staff requirements at selected offices during hours of lower threat and service demands. The support staff in each WFO will include positions providing critical program and maintenance support to ensure efficient operations and for the practice of advanced applied science. The public hydrologic warning, forecast and information programs of each WFO will be managed and supported by Service Hydrologists strategically located at selected WFOs throughout the Nation. At each of the 13 colocated WFO/RFC facilities, a Hydrologist-in-Charge will have responsibility for the RFC, including the Hydrometeorological Analysis and Support Group. Hydrologists and hydrometeorologists will maintain non-real-time operational support functions, as well as provide hydrometeorological support to the multiple WFOs within the RFC's area of responsibility. Staffing levels at the RFCs will be sufficient to maintain forecast services, nominally 16 hours-per-day, with variations attuned to each RFC's hydro-climatology and seasonal distribution of flood threats.

IMPLEMENTATION

The NWS has never undertaken a systematic modernization and associated restructuring effort of the magnitude presented in this Strategic Plan. Accomplishing the transition from today's operation to the modernized and restructured NWS of the 1990s, without disrupting ongoing services, will be a complicated process. Application of the new science, enhancement of the workforce, deployment of the new technology, and restructuring of field offices will mean that virtually every NWS activity will change in some way during the next eight years.

Management of this transition will be a complex effort, involving every level of the NWS. Accordingly, the NWS has established a Transition Program Office to provide an organizational focus for the entire transition process. The Transition Program Office will draw upon the technical staff resources of the NWS Headquarters, regional offices and field stations to prepare the plans necessary for the NWS modernization and associated restructuring. Once these plans are prepared, the Transition Program Office will manage the implementation.

TRANSITION PLANNING

Transition plans will be placed in a tiered structure, with the Strategic Plan as the top level plan. The second tier, the National Implementation Plan, will be a broad guidance document supported by more detailed transition planning and implementation activities carried on throughout the entire agency. The National Implementation Plan will provide a planning framework and general strategies for accomplishing the transition, and establish basic transition management principles that will be used throughout the entire transition period in fulfilling the fundamental goals and objectives in the Strategic Plan. The National Implementation Plan will be updated annually and used to provide the Executive Branch, Congress, cooperating agencies, users, and the public with an overview of what modernization and associated restructuring is, how and when NWS will accomplish the transition, and progress reports on implementation.

The third planning tier, the Regional Transition Plans, will provide management flexibility and recognize both the decentralized nature of the agency's and the NWS Regions' responsibility to maintain ongoing operations throughout the transition period. These plans, intended for internal use, will set a course that will ultimately

achieve the modernization and associated restructuring goals and objectives within each Region, while taking into account unique conditions at each site, such as weather variations and user needs. Each Regional office will have the lead responsibility for preparation of their Regional Transition Plan; consistent with national policy.

The final planning tier, Site Implementation Plans, will contain specific, detailed actions and schedules for accomplishment. A separate Site Implementation Plan will be prepared for each WFO or WFO/RFC, and will address transition of all sites in its area of responsibility. Each Regional office will be responsible for the development and integration of Site Implementation Plans, with the support of the area managers.

The changes in operations and services related to modernization and associated restructuring will ultimately guide the transition. Future operations and services define the system outputs, the staffing type and mix of an office, and the field structure needed to efficiently provide these services. These, in turn, set requirements for training and education, facility preparation, and guide a number of other dimensions of the modernization and associated restructuring. A realistic view of technological capabilities, resource availability and schedules, and the NWS environment will help shape the scope and pace of service changes.

The breadth of future operations and services is bounded by the agency mission and scientific and technological capability. Transition planning will recognize and incorporate these factors, and retain sufficient flexibility to respond to these dynamics. The NWS will plan and maintain a steady and predictable pace for implementation to allow sufficient time for orderly change and adjustment, both internally and externally, and to accommodate and capitalize upon the new knowledge and understanding acquired throughout the transition period.

DEMONSTRATION AND CERTIFICATION

The modernization and associated restructuring of NWS features improved services through the effective and efficient use of the new technology. Aspects of this objective imply significant change both internally and externally. Active participation by NWS employees and external users is imperative for a successful transition. Support will be sought by informing them in advance of what changes are planned and why these changes are needed. Clear demonstrations of the service improvements that will result from these changes are a critical element in obtaining NWS employee and external user acceptance.

Demonstrations of new capabilities and services will take place through a wide range of activities. The Modernization and Associated Restructuring Demonstration (MARD) will be the centerpiece for demonstrating the fully modernized and restructured NWS of the 1990s. As currently planned, MARD will take place in a multi-state area in the central United States which is extremely prone to severe weather. Once the

proper number and mix of staff is in place along with the new technology, and training has been completed, a number of WFOs supported by RFCs and National Centers will operate in the modernized and restructured mode as the first step towards national conversion to the new structure.

The primary objectives of MARD are to demonstrate more accurate and timely warning and forecast services and to provide an opportunity to evaluate service performance and responses of users within the context of the most cost-effective organizational structure. MARD will help refine new operational procedures and resolve implementation issues that can best be addressed through actual field experience. MARD will also provide an opportunity to examine additional organizational efficiencies that may be gained from application of the new science and operation of the new technology, such as a 2-tier field office structure with reduced staffing at some offices.

Based upon the MARD experience, full implementation of modernized and restructured operations will proceed on a national basis in compliance with the provisions of Public Law 100-685. During national conversion to the new structure, existing weather service offices would be closed, consolidated, automated or relocated only when such action can be certified to result in no degradation of services to the affected area.

IMPLEMENTATION SCHEDULE

Programs to acquire the new technology have been approved, and acquisition is underway. Developmental efforts to simulate the Weather Forecast Office of the 1990s have been undertaken since the late 1970s at NOAA's Environmental Research Laboratories as part of the Program for Regional Observing and Forecasting Services. Planning for application of the new science, transformation of the workforce, and the deployment of the new technology has been started. In a broad outline, the implementation schedule for modernization and associated restructuring of the NWS will consist of activities bracketed in time between now and MARD that must be accomplished in preparation for the demonstration, the Modernization and Associated Restructuring Demonstration itself, and implementation of full modernized and restructured operations after MARD. Field preparatory and risk reduction activities requiring long lead times to complete have already begun, and are scheduled to ensure their timely completion.

EXPERIMENTAL SYSTEMS

Additional work is underway on other technologies, though technically not now a part of the modernization program. As the research community continues development of experimental systems to improve observational techniques or improve operating efficiencies, demonstration networks may be deployed at specialized operational sites to establish and validate the utility of the new data or improved system. These centers of excellence provide unique opportunities for the research and operational communities to jointly assess and improve the operational utility of the new scientific innovations.

A demonstration project is underway that will deploy a new ground-based atmospheric sounding system, the wind profiler. This system will provide data on atmospheric winds with time and height resolutions not economically available with alternative techniques. Research is also continuing on thermo-dynamic profilers that may ultimately make important improvements in the acquisition of moisture and temperature information and lower the operating costs of today's upper air program.

PRODUCTIVITY AND EFFICIENCY ADVANTAGES

In designing the modernized and restructured NWS as a complete system, as opposed to the current system, which has evolved sporadically throughout the agency's history, improvements in services can be combined with productivity and efficiency gains by deliberate design of the new NWS.

Productivity and service improvements will be achieved by automating observation and communication duties, freeing trained professionals to concentrate on the highest operational priority -- analyzing and forecasting local atmospheric events. Because the data available from the precisely organized satellite, surface observing systems, and Doppler radar networks can be processed and manipulated by tomorrow's meteorologists, more accurate and timely warnings and forecasts can be provided by fewer field offices. Using more data with fewer offices and a core of professional personnel translates into higher productivity.

The productivity gains acquired with the professional workforce, new science, and advanced technologies, in turn, mean operational efficiency gains. That is, lower costs associated with delivering more accurate and timely warning and forecast services are accomplished while concurrently increasing the benefits from more timely, pertinent information. The efficiency gains, once achieved, are a direct product of the entire operational design of the modernized structure.

MEETING THE CHALLENGE OF THE 1990s

Understanding and predicting weather, climate and the state of the Nation's rivers has never been more important to the people of the United States and the world. Major advances in technologies, scientific understanding of the atmosphere, and in the prediction of the localized, most severe storms are within reach. While the resources to achieve the goals set forth in this Strategic Plan are significant, they pale compared to the savings of lives and property attainable through the modernization and associated restructuring of the National Weather Service. The challenge of the modernization and associated restructuring is to configure the NWS field offices, implement the new systems and networks, and professionalize the NWS workforce, without diminishing ongoing operations.

This document summarizes the opportunities and challenges that the Nation faces in modernizing and restructuring its capability to detect, understand, and predict our atmosphere. The discussion focused on the new scientific concepts that foretell significant advances in meteorology and hydrology. It considered the technology available to effect these advances and scientific concepts -- automated surface observations, Doppler radars, satellites, supercomputers, and advanced information processing technology.

The people, the new technology, and the new ideas at hand combine to offer unprecedented advances in hydrometeorological prediction and in understanding climate change.

(12) "spike camp" means a camp in the field other than a base camp and includes a fly camp or an overnight camp;

(13) "transportation services" means the carriage for compensation of big game hunters, their equipment, or big game animals harvested by hunters to, from, or in the field; "transportation services" does not include the carriage by aircraft of big game hunters, their equipment, or big game animals harvested by hunters

(A) on nonstop flights between state or federally maintained airports, or

(B) by an air taxi operator or air carrier for which the carriage of big game hunters, their equipment, or big game animals harvested by hunters is only an incidental, as defined by the board, portion of its business;

(14) "unethical activity" means

(A) deception or misrepresentation involving prospective or actual clients either before, during, or following the provision of big game commercial services, including misrepresentations through private or public advertising of the type, duration, cost, or conditions of the services;

(B) making a guaranty that a species or certain number of species of game will be taken on a hunt;

(C) engaging in unsafe or unsportsmanlike activities that are detrimental to the game resources of the state, as defined by regulations of the board, including violations of state hunting or big game commercial services statutes or regulations; or

(D) accepting a deposit for big game commercial services without providing before the services are rendered a signed written contract to provide the services.

* Sec. 4. AS 12.55.125(e) is amended to read:

(e) A defendant convicted of a class C felony may be sentenced to a definite term of imprisonment of not more than five years, and shall be sentenced to the following presumptive terms, subject to adjustment as provided in AS 12.55.155 - 12.55.175:

(1) if the offense is a second felony conviction, two years;

(2) if the offense is a third felony conviction, three years;

(3) if the offense is a first felony conviction, and the defendant knowingly directed the conduct constituting the offense at a uniformed or otherwise clearly identified peace officer, fire fighter, correctional officer, emergency medical technician, paramedic, ambulance attendant, or other emergency responder who was engaged in the performance of official duties at the time of the offense, one year;

(4) if the offense is a first felony conviction, and the defendant violated AS 08.54.520(a)(7) - (10), one year.

* Sec. 5. AS 16.05.407(a) is amended to read:

(a) It is unlawful for a nonresident to hunt, pursue, or take brown bear, grizzly bear, mountain goat [POLAR BEAR], or sheep in this state, unless personally accompanied by

(1) a person who is licensed as a guide-outfitter [MASTER GUIDE, REGISTERED GUIDE], class-A assistant guide-outfitter, [GUIDE] or assistant guide-outfitter [GUIDE] by the Big Game Commercial Services [GUIDE] Board; or

(2) a resident over 19 years of age who is

(A) the spouse of the nonresident; or

(B) related to the nonresident, within and including the second degree of kindred, by marriage or blood.

(A) physically resides in the game management unit in which the person is to be employed;

(B) has had at least 15 years hunting experience in the game management unit in which the person is to be employed; military service outside of the state for not more than three years shall be accepted as part of the required 15 years hunting experience; and

(C) has passed qualification examinations prepared and administered by the board.

(b) A class-A assistant guide-outfitter

(1) may not contract to guide-outfit hunts;

(2) shall be under the supervision of a guide-outfitter who has contracted with the client for whom the class-A assistant guide-outfitter is conducting the hunt; and

(3) may take charge of a camp and conduct guide-outfitter activities from it without the guide-outfitter being present in the area if the guide-outfitter is supervising the guide-outfitting activities.

Sec. 08.54.390. ASSISTANT GUIDE-OUTFITTER LICENSE. (a) A natural person is entitled to an assistant guide-outfitter license if the person

(1) is 18 years of age or older;

(2) passes an examination administered by the board;

(3) has hunted in the state in two of the last five years;

(4) has demonstrated practical knowledge of first aid and cardiopulmonary resuscitation;

(5) is in sound physical condition; and

(6) meets additional qualifications that the board may establish.

(b) An assistant guide-outfitter

(1) may not contract to guide-outfit hunts; and

(2) shall be employed by a guide-outfitter and under the supervision of a guide-outfitter or class-A assistant guide-outfitter at all times while the assistant guide-outfitter is in the field on guide-outfitted hunts.

Sec. 08.54.395. INSURANCE AND OTHER REQUIREMENTS FOR GUIDE-OUTFITTERS. (a) A guide-outfitter or marine mammal guide-outfitter, while engaged in providing big game commercial hunting services shall carry, as a minimum, comprehensive general liability insurance of $300,000 per occurrence or $500,000 per annual aggregate or post a financial bond in those amounts.

(b) If a guide-outfitter, marine mammal guide-outfitter, class-A assistant guide-outfitter, or an assistant guide-outfitter personally pilots an aircraft to transport clients during the provision of big game commercial hunting services, the guide-outfitter, marine mammal guide-outfitter, class-A assistant guide-outfitter, or assistant guide-outfitter shall have a commercial pilot's rating or a minimum of 250 hours of flying time in the state.

(c) During the provision of big game commercial hunting services, an aircraft used by a guide-outfitter, marine mammal guide-outfitter, class-A assistant guide-outfitter, or assistant guide-outfitter to transport clients must carry aviation passenger liability insurance of at least $100,000 per seat or must be subject to a financial bond in that amount.

Sec. 08.54.400. TRANSPORTER LICENSE. (a) A person is entitled to a transporter license if the person

(1) applies on a form provided by the department;

(2) pays the license fee;

(3) pays the commercial use permit fee;

(4) provides proof of

(A) an air taxi/commercial operator certificate issued by the Federal Aviation Administration under 14 C.F.R. Part 135, if the person provides air transportation services to big game hunters;

(B) licensure by the Coast Guard to carry passengers for hire, if the person provides water transportation services to big game hunters and if licensure is required by the Coast Guard; and

(5) has a business license to transport big game hunters.

(b) A transporter may provide transportation services for compensation to big game hunters and accommodations in the field at a permanent lodge, house, or cabin owned by the transporter or on a boat with permanent living quarters located on salt water. A transporter may also provide, under authority of a commercial use permit, other big game commercial services as defined under AS 08.54.460. A transporter may not provide big game commercial hunting services without holding the appropriate license.

(c) An applicant for renewal of a transporter license shall submit with the application for renewal

(1) an activity report on a form provided by the department for the period covered by the current license; an activity report shall contain information required by the board by regulation;

(2) the license fee for the next licensing period;

(3) the commercial use permit fee for the next licensing period; and

(4) proof of

(A) an air taxi/commercial operator certificate issued

by the Federal Aviation Administration under 14 C.F.R. Part 135, if the applicant provides air transportation services to big game hunters;

(B) licensure by the Coast Guard to carry passengers for hire, if the applicant provides water transportation services to big game hunters and if licensure is required by the Coast Guard.

(d) The department may not renew a transporter license unless all fees have been paid in full and the activity report required under (c)(1) of this section and the proof required under (c)(4) of this section have been filed.

(e) A transporter shall place a decal provided by the department on each plane, boat, vehicle, or other equipment used by the transporter to provide transportation services to big game hunters. The decal must bear the transporter's license number. The decal is valid only for the plane, boat, vehicle, or other equipment for which the decal is issued.

Sec. 08.54.410. APPEAL TO COMMISSIONER FROM BOARD ON DENIAL OF LICENSE. The commissioner of commerce and economic development may order that an applicant for an initial license under AS 08.54.350 - 08.54.400 be allowed to take the license examination or be issued the license if, after reviewing a petition filed by the applicant, the commissioner finds that

(1) the board denied the applicant an opportunity to take the license examination or refused to approve issuance of the license;

(2) the board's denial or refusal has been upheld by a final administrative order and the order has not been appealed to the superior court under AS 44.62.560;

(3) the board's denial or refusal was based on

AIR CARRIERS COMPLIANCE TO DATE

AIRCARRIER	NUMBER OF PLANES	COST WITH NEW REG	COST WITH OLD REG
Weiderdkhr Air, Inc.	1	25.00	50.00
K2 Aviation	5	125.00	100.00
Lake Clark Air Service	4	100.00	100.00
Rust's Flying Service, Inc.	8	200.00	100.00
Bush Air, Inc.	2	50.00	100.00
Meekin's Air Service	1	25.00	50.00
Aero Tech Flight Service,Inc	1	25.00	50.00
Homer Air	4	100.00	100.00
Evergreen Helicopters of Alaska, Inc.	10	250.00	100.00
Caribou Air Service	1	25.00	50.00
Fishing & Flying	3	75.00	100.00
Ray Atkins, Registered Guide	1	25.00	50.00
SouthCentral Air, Inc.	15	375.00	100.00
Alaska West Air, Inc.	6	150.00	100.00
Ram Air	1	25.00	50.00
Alaska Mountain Air, Inc.	1	25.00	50.00
Rocky Mountain Helicopters	3	75.00	100.00
Secuity Aviation, Inc.	5	125.00	100.00
Misty Fjords Air and Outfitting	1	25.00	50.00
Tundra Copters, Inc.	19	475.00	100.00
Windy's MAG AIR, Inc.	1	25.00	100.00
Delta Airlines	182	4550.00	100.00
Spernak Airways, Inc.	2	50.00	100.00
Ellis Air Taxi, Inc.	2	50.00	100.00
Cassaron Turbo Helicopters	2	50.00	100.00
Northwestern Aviation	2	50.00	100.00
Taku Glacier Air, Inc.	8	200.00	100.00
Wrangell Air Service	3	75.00	100.00
Umiat Enterprises, Inc.	3	75.00	100.00
Spernak Airways, Inc.	1	25.00	50.00
Harbor Air Service	5	125.00	100.00
Era Aviation, Inc.	67	1675.00	100.00
Peninsula Airways, Inc.	25	625.00	100.00
MARKAIR, Inc.	9	225.00	100.00
Wright Air Service, Inc.	13	325.00	100.00
Veteran's Air Service, Inc.	2	50.00	100.00
Northern Air Cargo, Inc.	14	250.00	100.00
Alpine Aviation Adventures	1	25.00	50.00
Branch River Air Service	3	75.00	100.00
Bering Air, Inc.	12	300.00	100.00
Manokotak Airways, Inc.	5	125.00	100.00
McMahan Guide and Flying Service	1	25.00	50.00
Airlift Alaska	3	75.00	100.00
Reeve Aleutian Airways, Inc.	8	200.00	100.00

Hageland Aviation Services. Inc.	4	100.00	100.00
Yute Air Alaska. Inc.	1	25.00	50.00
Iliamna Air Taxi. Inc.	4	100.00	100.00
Alaska Island Air. Inc.	2	50.00	100.00
Haines Airways. Inc.	5	125.00	100.00
CPA Air Service	1	25.00	50.00
Tucker Aviation. Inc.	2	50.00	100.00
H&H Air Services. Inc.	1	25.00	50.00
Empire Airlines. Inc.	2	50.00	100.00
Bighorn Airways. Inc.	2	50.00	100.00
Cub Air	2	50.00	100.00
Porcupine Air Service	2	50.00	100.00
North Star Air Cargo	3	75.00	100.00
Bran Air	2	50.00	100.00
Seaside Air Service	1	25.00	50.00
Olson Air Service	9	225.00	100.00
Ketchum Air Service. Inc.	1	25.00	50.00
High Adventure Air Charter. Inc.	1	25.00	50.00
Pacific Wind. Inc.	3	75.00	100.00
Talkeetna Air Taxi. Inc.	2	50.00	100.00
Hudson Air Service. Inc.	5	125.00	100.00
Chugiak Aviation	1	25.00	50.00
Alaska Airlines. Inc.	55	1375.00	100.00
Camai Air	4	100.00	100.00
JayHawk Air. Inc.	2	50.00	100.00
Maritime Helicopters. Inc.	3	75.00	100.00
Golden Plover Air	1	25.00	50.00
Tanana Air Service	4	100.00	100.00
Tamarack Air. Ltd.	3	75.00	100.00
Katmai Air	4	100.00	100.00
Yukon Helicopters. Inc.	3	75.00	100.00
F.S. Air Service	6	150.00	100.00
Six Mile Air Service	2	50.00	100.00
Alaska Flyers	4	100.00	100.00
Sawmill Creek Air	2	50.00	100.00
Bush Masters. Inc.	1	25.00	50.00
McCarty Air Service	1	25.00	50.00
Ryan Air Service. Inc.	12	300.00	100.00
**********			
Fox Airways	1	25.00	50.00
Foss Air. Inc.	1	25.00	50.00
Loken Aviation	2	50.00	100.00
Metervik Air	1	25.00	50.00
Pro Mech. Inc.	1	25.00	50.00
Sixty Thirty North	1	25.00	50.00
Alaska Coastal Airlines	3	75.00	100.00
Anchorage Air Center. Inc.	2	50.00	100.00
Aleutian Air. Ltd.	1	25.00	50.00
Soloy Helicopters. Inc.	6	150.00	100.00
Pacific Rim Wilderness	2	50.00	100.00
Erickson Air Crane	3	75.00	100.00
Hermens/Markair Express	6	150.00	100.00
Tundra Air	1	25.00	50.00
Kusko Aviation	4	100.00	100.00
Sound Adventures Air Service. Inc.	4	100.00	100.00
Frontier Flying Service. Inc.	10	250.00	100.00

Ambler Air Service	3	75.00	100.00
Kenai Aviation	3	75.00	100.00
Nordic Air, Inc.	1	25.00	50.00
Yukon Air Service	1	25.00	50.00
40-Mile Air	7	175.00	100.00
Doug Geeting	2	50.00	100.00
Kenai Air Alaska	12	300.00	100.00
Juneau Executive Travel, Inc.	1	25.00	50.00
Tatonduk Flying Service	4	100.00	100.00
Skagway Air Service, Inc.	4	100.00	100.00
Alaska Cargo Service	1	25.00	50.00
Gulkana Air Service	3	75.00	100.00
Seahawk, Inc.	3	75.00	100.00
Craig Air	1	25.00	50.00
Kachemak Air Service, Inc.	2	50.00	50.00
Barrow Air	3	75.00	100.00
Country Lakes Flying Service, Inc.	1	25.00	50.00
Kupreanof Flying Service	1	25.00	50.00

The aircarriers listed below the asterisk have submitted applications as of January 23, 1990, which are in the process of being processed or have a problem, such as no insurance verification, wrong amount of money being sent, or no Air Carriers Certificate from FAA.

TOTALS

625 Certificates issued @ 25.00 ea = $15625.00
102 Certificated to issue @ 25.00 ea = 2550.00

Total collected in 1990 $181[illegible]5.00

Total collection w/old fees $[illegible]

** These totals only cover January of 1990, the estimation is for 353 more aircraft to be certified by year end.

ALASKA STATE LEGISLATURE
HOUSE OF REPRESENTATIVES
RESEARCH AGENCY

P.O. Box Y, State Capitol
Juneau, Alaska 99811-3100
Mail Stop 3100
(907) 465-3991

September 4, 1987

MEMORANDUM

TO:

ATTN:

FROM: Ginny Fay
Legislative Analyst

RE: **Federal Aviation Administration Fund Distribution, FY 84 - FY 87**
Research Request 88.019

You requested that we provide information regarding the Alaska Department of Transportation and Public Facilities (DOT/PF) process for funding aviation capital projects. You also asked us to determine: 1) the amount of General Fund dollars for aviation projects appropriated to each community and election district; 2) Federal Aviation Administration (FAA) grant dollars received by communities and House election districts; 3) revenues received by the International Airport Revenue Fund (IARF) for construction and maintenance of the Anchorage and Fairbanks international airports; and 4) a list of Alaska airports in each election district. The budget tables are presented in Attachment A; the airport list is provided in Attachment B.

THE AVIATION FUNDING PROCESS

The general State policies and procedures for funding aviation projects and an inventory of Alaska airports is contained in the Alaska Aviation System Plan. The purpose of the Alaska Aviation System Plan, completed in March 1986, is to provide guidance to the State of Alaska in developing, operating, and maintaining the Alaska aviation system. The plan was developed by the Alaska Department of Transportation and Public Facilities (DOT/PF) in accordance with Federal Aviation Administration guidelines for "State Airport System Plans", and in response to a 1980 National Transportation Safety Board (NTSB) special study. The NTSB study indicated that accident

rates among air taxi operators in Alaska were significantly higher than rates in the rest of the United States. The NTSB recommended that Alaska develop the aviation system plan as one of several activities to improve airport facilities and accident rates.[1]

The DOT/PF Capital Improvement Program Development Procedure

Currently, DOT/PF conducts its capital improvement program planning for a six-year period through the development of the Six-Year Transportation Improvement Program. At the beginning of the annual budget cycle, DOT/PF prepares a "Priorities Scale." This is used by each region to evaluate and rank potential aviation projects. This scaling is consistent with DOT/PF Headquarter's statewide policy goals and directives for each subprogram. Simultaneously, a "Funding Matrix" is developed that establishes the maximum funding available for each program. The regional planning staff prepare lists of candidate projects using the "Priorities Scale" and "Funding Matrix."[2]

Projects proposed by the regions are submitted to the DOT/PF Budget Review Committee (BRC) and the commissioner in Juneau. After the headquarters reviews the Capital Improvement Projects (CIP) budget, the commissioner submits it to the Office of Management and Budget (OMB). The OMB makes any necessary adjustments and combines the DOT/PF budget with other State agency budgets into the Governor's Budget Request, which is then submitted to the legislature.

In developing their budget request, DOT/PF policy is philosophically oriented toward the preservation and maintenance of existing facilities as the top priorities. Improvements to facilities or construction of new facilities are lower priorities. To help assure that statewide priorities are met while assuring an equitable distribution of State funds to each region, the General Priorities Scale was developed by DOT/PF and incorporated into the CIP budget development process. This scale linked projects to goals and objectives via a rating system. An analysis by TRA/Farr consultants for the Alaska Aviation System Plan, however, indicated that the numerical structure of the General Priorities Scale attributes only one-fifth of total possible points for factors that are preservation oriented. Therefore, the priorities scale has not been consistent with DOT/PF's stated policy.

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[1]TRA/Farr, "Alaska Aviation System Plan: Policies and Program Guidelines," Prepared for the State of Alaska, Department of Transportation and Public Facilities, March 1986, p. 7-1.

[2]Ibid., p. 7-2.

Airport Financing Options

Airport improvement or construction projects can be financed in a variety of ways which include: the State of Alaska Capital budget, the FAA Airport Improvement Program (AIP) grants, local or State general obligation bonds, and local or State revenue bonds. In some instances, capital improvements may be financed privately.

State of Alaska Capital Budget. Annual allocation of State capital improvement funding is based on available State revenue and an analysis of a project's merits considering statewide needs. In the past--and most likely in the future--State-owned airports will be improved with State funding using the maximum available federal funding (see budget information in Attachment A). State funding available for capital projects has decreased in recent years; this trend is not predicted to change significantly in the near future.[3]

Federal FAA AIP Funding. Federal funding for airport development is available under the Airport and Airways Improvement Act of 1982. This was passed as part of the Tax Equity and Fiscal Responsibility Act of 1982 (Public Law 97-248). This law is patterned after the 1970 Airport and Airways Development Act (Public Law 93-44). The 1982 act directs the proportions of FAA AIP total funding authorization to be spent on various types of airports. For example, the act designates that 50 percent of the FAA annual funding is to be spent for primary commercial service airports (enplane at least 0.01 percent of the total annual enplanement); 5.5 percent for nonprimary commercial service airports (enplane at least 2,500 persons annually and have a scheduled passenger service); 12 percent for general aviation airports; 10 percent for general reliever airports; 8 percent for airport noise studies; and 1 percent for integrated airport system planning.[4] The remainder of the funds are expended at the discretion of the FAA. The federal share of eligible projects is set at 75 percent for primary commercial service airports and 90 percent for all other commercial airports. The majority of airports providing service in rural Alaska receive commercial service and are eligible for federal funds.[5]

Local Funding Sources. Alaska municipalities and local governments have the authority to own and/or operate airports. They may allocate local government funds, or apply directly to the FAA or the State of Alaska for

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[3]Ibid., p. 7-10.

[4]For a more detailed description of airport classifications, see Attachment B.

[5]Ibid.

funding assistance. Local governments can operate airports under an Airport Fund, with all revenue derived from the airport deposited into the fund. Disbursements for operation and maintenance are withdrawn from the fund. General Fund appropriations or the sale of municipal bonds are used to fund airport development projects.

Private Debt Financing. Some airport facilities such as private terminal buildings, lease lot improvements, hangars, and rental tie-down areas can be financed through private debt. The tenant constructs the facility on airport property being leased from the airport owner.

AVIATION EXPENDITURES FY 84 - FY 87

Table 1 provides information obtained from the Alaska Office of Management and Budget, Division of Budget Review on aviation capital project appropriations for FY 84 - FY 88. Appropriations are broken down by General Funds (GF) and other funds (OF). General Fund dollars are State CIP budget appropriations; other funds are FAA AIP grants. The labels in the facility column are OMB derived and not necessarily the actual project names. The OMB budget information does not reflect repeals or reappropriations.

The DOT/PF regional budget information that could not be allocated by election district in Table 1 are listed as 91 for the Southeast Region (election districts 1 - 4), 92 for the Southcentral Region (election districts (6 - 16), 93 for the Southwest Region (Election districts 5, 25 - 27), 94 for the Interior Region (election districts 17 - 21, 24), 95 for the Northern Region (22, 23), and 99 for Statewide. These OMB regions do not correspond with DOT/PF regions. For the Anchorage and Fairbanks election districts, almost all of the funding shown is part of the International Airport Revenue Fund (IARF). The IARF dollars are user fees collected at the Anchorage and Fairbanks International Airports. They are also expended solely at these two airports for operations and maintenance costs.

The second table in Attachment A contains DOT/PF budget information for FY 84 - FY 87. This table specifically identifies IARF dollars. It does not, however, provide information on a community basis. Table 2 also provides FAA grant information by election district. Neither the OMB or DOT/PF were able to provide actual expenditure data by election district. Generally speaking, expenditures by election district equal appropriations by election district.

AIRPORT INVENTORY

Attachment B provides the Alaska Aviation System Plan, Airport Inventory and Functional Classification sorted by election district. Following the airport information for election districts is an "Election District Unknown" category. This group is comprised of airports for which I was unable to specify an election district because they could not be positively identified using the Alaska Aviation Supplement or the Dictionary of Alaska Place Names.[6]

I hope this information is useful. If you have additional questions or would like more information, do not hesitate to contact us.

Attachments

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[6]Donald J. Orth, Dictionary of Alaska Place Names, U.S. Department of the Interior, Washington, D.C., 1967.

ATTACHMENT A
Budget Tables

Table 1

STATE OF ALASKA
OFFICE OF MANAGEMENT AND BUDGET
DIVISION OF BUDGET REVIEW

DATE: 08/06/87
TIME: 14:42:18
PROG: AVIATION

Page 1 of APPROPRIATIONS FOR AVIATION PROJECTS, SLA 1983 THROUGH SLA 1987, BY ELECTION DISTRICT

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
1	1984	Ketchikan	Runways	221,200	2,250,000	2,471,200	24	0	66	0	
1	1984	Petersburg	Maintenance Equipment	14,400	143,600	158,000	24	0	66	0	
				235,600	2,393,600	2,629,200					Sum
Number of Observations: 2											
1	1985	Ketchikan	CFR Vehicles	0	225,000	225,000	96	0	20	0	
1	1985	Ketchikan	Terminal	0	3,800,000	3,800,000	96	0	20	0	
				0	4,025,000	4,025,000					Sum
Number of Observations: 2											
1	1986	Petersburg	Equipment Building	0	540,000	540,000	128	3	20	15	
1	1986	Petersburg	Runways	0	470,000	470,000	128	3	20	14	
1	1986	Wrangell	Runways	0	400,000	400,000	128	3	20	16	
				0	1,410,000	1,410,000					Sum
Number of Observations: 3											
				235,600	7,828,600	8,064,200					Sum
Number of Observations: 7											
2	1984	Gustavus	Maintenance Equipment	14,400	143,600	158,000	24	0	66	0	
2	1984	Haines	Runways	50,000	450,000	500,000	24	0	66	0	
2	1984	Yakutat	Multiple Improvements	150,000	1,350,000	1,500,000	24	0	66	0	

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				214,400	1,943,600	2,158,000					Sum
Number of Observations: 3											
2	1985	Gustavus	Unspecified Improvements	0	450,000	450,000	96	0	20	0	
2	1985	Klawock	Runways	0	2,277,000	2,277,000	96	0	20	0	
				0	2,727,000	2,727,000					Sum
Number of Observations: 2											
2	1986	Gustavus	Multiple Improvements	0	1,260,000	1,260,000	128	3	20	17	
2	1986	Haines	Multiple Improvements	0	400,000	400,000	128	3	20	18	
2	1986	Hoonah	Multiple Improvements	0	1,400,000	1,400,000	128	3	20	19	
2	1986	Kake	Multiple Improvements	0	1,350,000	1,350,000	128	3	20	20	
2	1986	Kake	Seaplane Facilities	120,000	0	120,000	130	589	115	4	
2	1986	Klawock	Multiple Improvements	0	1,620,000	1,620,000	128	3	20	21	
2	1986	Skagway	Multiple Improvements	0	900,000	900,000	128	3	21	4	
2	1986	Skagway	Multiple Improvements	80,000	0	80,000	128	3	20	22	
2	1986	Yakutat	Fencing	0	140,000	140,000	128	3	21	5	
				200,000	7,070,000	7,270,000					Sum
Number of Observations: 9											
2	1987		Seaplane Facilities	0	350,000	350,000	3	158	51	5	
2	1987	Haines	Unspecified Improvements	0	3,100,000	3,100,000	3	158	51	6	
				0	3,450,000	3,450,000					Sum
Number of Observations: 2											
				414,400	15,190,600	15,605,000					Sum
Number of Observations: 16											
3	1983	Tenakee Springs	Heliport	100,000	0	100,000	10	0	25	0	

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				100,000	0	100,000					Sum
Number of Observations: 1											
3	1984	Sitka	Terminal	1,750,000	0	1,750,000	22	0	4	0	
3	1984	Sitka	Fuel Facility	25,000	0	25,000	45	0	10	0	
3	1984	Tenakee Springs	Multiple Improvements	35,000	0	35,000	24	0	40	0	
				1,810,000	0	1,810,000					Sum
Number of Observations: 3											
3	1987	Sitka	Unspecified Improvements	0	200,000	200,000	3	158	51	7	
				0	200,000	200,000					Sum
Number of Observations: 1											
				1,910,000	200,000	2,110,000					Sum
Number of Observations: 5											
4	1983	Juneau	Unspecified Improvements	3,500,000	0	3,500,000	107	34	79	0	
				3,500,000	0	3,500,000					Sum
Number of Observations: 1											
4	1984	Juneau	Unspecified Improvements	2,400,000	0	2,400,000	22	0	4	0	
				2,400,000	0	2,400,000					Sum
Number of Observations: 1											
4	1986	Juneau	Control Tower	400,000	0	400,000	128	3	26	21	

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				400,000	0	400,000					Sum
Number of Observations:		1									
				6,300,000	0	6,300,000					Sum
Number of Observations:		3									
5	1984	Kenai	Parking, Aircraft	2,750,000	0	2,750,000	24	0	63	0	
				2,750,000	0	2,750,000					Sum
Number of Observations:		1									
5	1985	Seldovia	Unspecified Improvements	0	1,440,000	1,440,000	96	0	16	0	
				0	1,440,000	1,440,000					Sum
Number of Observations:		1									
5	1986	Homer	Fencing	0	618,700	618,700	128	3	15	4	
				0	618,700	618,700					Sum
Number of Observations:		1									
				2,750,000	2,058,700	4,808,700					Sum
Number of Observations:		3									
6	1987	Hope	Maintenance Equipment	50,000	0	50,000	3	158	59	13	
6	1987	Tatitlek	Maintenance Equipment	50,000	0	50,000	3	158	47	11	
				100,000	0	100,000					Sum
Number of Observations:		2									

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				100,000	0	100,000					Sum
Number of Observations: 2											
7	1983	Anchorage	Terminal	0	28,000,000	28,000,000	24	0	1	0	
7	1983	Anchorage	Maintenance Equipment	0	500,000	500,000	107	34	74	0	
7	1983	Anchorage	Unspecified Improvements	0	500,000	500,000	107	34	75	0	
				0	29,000,000	29,000,000					Sum
Number of Observations: 3											
7	1984	Anchorage	Runways	1,586,300	0	1,586,300	21	0	7	0	
7	1984	Anchorage	Terminal	75,000	0	75,000	45	0	9	0	
7	1984	Anchorage	CFR Facility	0	5,500,000	5,500,000	24	0	63	0	
7	1984	Anchorage	Fuel Facility	0	3,500,000	3,500,000	24	0	63	0	
7	1984	Anchorage	Blast Fence	0	2,000,000	2,000,000	24	0	63	0	
7	1984	Anchorage	Unspecified Improvements	0	500,000	500,000	24	0	63	0	
7	1984	Anchorage	Maintenance Equipment	0	1,000,000	1,000,000	24	0	63	0	
7	1984	Anchorage	Planning	0	200,000	200,000	24	0	63	0	
7	1984	Anchorage	Noise Abatement	0	320,000	320,000	24	0	63	0	
7	1984	Anchorage	Terminal	0	2,000,000	2,000,000	24	0	63	0	
7	1984	Anchorage	Management Information	0	400,000	400,000	24	0	63	0	
7	1984	Anchorage	Navigational Aids	0	5,000,000	5,000,000	24	0	63	0	
7	1984	Anchorage	Pavement	0	1,800,000	1,800,000	24	0	63	0	
7	1984	Anchorage	Fuel Facility	0	1,000,000	1,000,000	24	0	63	0	
7	1984	Anchorage	Runways	0	2,000,000	2,000,000	171	280	43	0	
7	1984	Anchorage	Runways	0	500,000	500,000	171	281	43	0	
7	1984	Anchorage	Terminal	0	1,300,000	1,300,000	171	282	43	0	
7	1984	Anchorage	Terminal	0	400,000	400,000	171	283	43	0	
7	1984	Anchorage	Terminal	300,000	0	300,000	171	319	57	0	
				1,961,300	27,420,000	29,381,300					Sum
Number of Observations: 19											
7	1985	Anchorage	Runways	0	1,650,000	1,650,000	96	0	17	0	
7	1985	Anchorage	Unspecified Improvements	0	550,000	550,000	96	0	17	0	
7	1985	Anchorage	Terminal	0	2,700,000	2,700,000	96	0	17	0	

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
7	1985	Anchorage	Maintenance Equipment	0	1,842,000	1,842,000	96	0	17	0	
7	1985	Anchorage	Parking, Automobile	0	44,000,000	44,000,000	96	0	16	0	
7	1985	Anchorage	Parking, Automobile	0	3,900,000	3,900,000	96	0	17	0	
7	1985	Anchorage	Runways	0	2,990,000	2,990,000	96	0	17	0	
				0	57,632,000	57,632,000					Sum
Number of Observations: 7											
7	1986	Anchorage	Unspecified Improvements	0	550,000	550,000	128	3	16	5	
7	1986	Anchorage	Terminal	0	3,000,000	3,000,000	128	3	16	9	
7	1986	Anchorage	Float Plane Facilities	0	200,000	200,000	128	3	15	23	
7	1986	Anchorage	Maintenance Equipment	0	1,200,000	1,200,000	128	3	15	24	
7	1986	Anchorage	Lighting	0	2,600,000	2,600,000	128	3	16	11	
7	1986	Anchorage	Runways	0	2,500,000	2,500,000	128	3	16	14	
7	1986	Anchorage	Parking, Aircraft	0	300,000	300,000	128	3	16	6	
7	1986	Anchorage	Parking, Aircraft	0	1,000,000	1,000,000	128	3	15	24	
7	1986	Anchorage	Parking, Automobile	0	500,000	500,000	128	3	16	7	
7	1986	Anchorage	GFR Facility	0	2,700,000	2,700,000	128	3	16	10	
7	1986	Anchorage	Terminal	0	450,000	450,000	128	3	16	13	
7	1986	Anchorage	Terminal	0	700,000	700,000	128	3	16	12	
7	1986	Anchorage	Taxiway	0	700,000	700,000	128	3	16	8	
7	1986	Anchorage	Multiple Improvements	0	1,031,000	1,031,000	128	3	15	5	
				0	17,431,000	17,431,000					Sum
Number of Observations: 14											
7	1987	Anchorage	Runways	0	2,000,000	2,000,000	3	158	47	13	
7	1987	Anchorage	Fire Pit	0	550,000	550,000	3	158	47	15	
7	1987	Anchorage	Runways	0	400,000	400,000	3	158	47	16	
7	1987	Anchorage	Terminal	0	11,000,000	11,000,000	3	158	47	17	
7	1987	Anchorage	Unspecified Improvements	0	600,000	600,000	3	158	47	18	
7	1987	Anchorage	Terminal	0	5,000,000	5,000,000	3	158	47	19	
7	1987	Anchorage	Maintenance Equipment	0	740,000	740,000	3	158	47	20	
7	1987	Anchorage	Ramps	0	1,000,000	1,000,000	3	158	47	21	
7	1987	Anchorage	Pavement	0	100,000	100,000	3	158	47	22	
7	1987	Anchorage	Maintenance Materials	0	300,000	300,000	3	158	47	23	
7	1987	Anchorage	Pavement	0	1,000,000	1,000,000	3	158	47	24	

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
7	1987	Anchorage	Taxiway	0	1,387,300	1,387,300	3	158	47	25	
7	1987	Anchorage	Loading Bridge	0	300,000	300,000	3	158	48	4	
7	1987	Anchorage	Terminal	0	1,600,000	1,600,000	3	158	48	5	
				0	25,977,300	25,977,300					Sum
Number of Observations: 14											
				1,961,300	157,460,300	159,421,600					Sum
Number of Observations: 57											
16	1984	Big Lake	Unspecified Improvements	100,000	0	100,000	21	0	8	0	
16	1984	Big Lake	Runways	500,000	0	500,000	171	319	76	0	
				600,000	0	600,000					Sum
Number of Observations: 2											
16	1985	Goose Bay	Unspecified Improvements	0	720,000	720,000	96	0	16	0	
16	1985	Wasilla	Airport Relocation	0	3,150,000	3,150,000	96	0	16	0	
				0	3,870,000	3,870,000					Sum
Number of Observations: 2											
16	1986	Goose Bay	Multiple Improvements	0	1,000,000	1,000,000	128	3	15	6	
16	1986	Skwentna	Multiple Improvements	0	1,406,300	1,406,300	128	3	15	7	
16	1986	Talkeetna	Multiple Improvemnts	0	2,343,700	2,343,700	128	3	15	8	
				0	4,750,000	4,750,000					Sum
Number of Observations: 3											
16	1987	Palmer	Lighting	49,000	0	49,000	3	158	61	4	
16	1987	Willow	Lighting	25,000	0	25,000	3	158	47	10	

 APPROPRIATIONS FOR AVIATION PROJECTS, SLA 1983 THROUGH SLA 1987, BY ELECTION DISTRICT

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				74,000	0	74,000					Sum
Number of Observations: 2											
				674,000	8,620,000	9,294,000					Sum
Number of Observations: 9											
17	1983	Anderson	Lighting	400,000	0	400,000	10	0	27	0	
				400,000	0	400,000					Sum
Number of Observations: 1											
17	1984	Dry Creek	Unspecified Improvements	150,000	0	150,000	171	319	57	0	
17	1984	Tetlin	Unspecified Improvements	35,000	0	35,000	22	0	9	0	
17	1984	Tok	Unspecified Improvements	87,300	0	87,300	24	0	49	0	
				272,300	0	272,300					Sum
Number of Observations: 3											
17	1985	Dry Creek	Unspecified Improvements	130,000	0	130,000	105	321	77	5	
17	1985	Tok	Unspecified Improvements	87,300	0	87,300	105	334	78	28	
				217,300	0	217,300					Sum
Number of Observations: 2											
17	1986		Multiple Improvements	0	600,000	600,000	128	?	18	14	
17	1986	Boundary	Multiple Improvements	0	500,000	500,000	128	3	18	12	
17	1986	Chicken	Multiple Improvements	0	1,640,000	1,640,000	128	3	18	13	
17	1986	T [illegible]ross	Multiple Improvements	0	500,000	500,000	128	3	18	15	
17	1986	Tok	Parking, Aircraft	0	950,000	950,000	128	3	18	16	

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PC	LN	
				0	4,190,000	4,190,000					Sum
Number of Observations: 5											
17	1987	Nenana	Unspecified Improvements	85,000	0	85,000	3	158	62	8	
				85,000	0	85,000					Sum
Number of Observations: 1											
				974,600	4,190,000	5,164,600					Sum
Number of Observations: 12											
19	1983	Central	Navigational Aids	100,000	0	100,000	107	34	78	0	
19	1983	Circle	Circle	321,000	0	321,000	10	0	6	0	
				421,000	0	421,000					Sum
Number of Observations: 2											
19	1985	Circle	Airport Relocation	0	3,150,000	3,150,000	96	0	19	0	
19	1985	Circle Hot Springs	Unspecified Improvements	31,600	0	31,600	105	247	61	22	
				31,600	3,150,000	3,181,600					Sum
Number of Observations: 2											
				452,600	3,150,000	3,602,600					Sum
Number of Observations: 4											
20	1983	Fairbanks	Unspecified Improvements	200,000	0	200,000	107	34	77	0	
				200,000	0	200,000					Sum
Number of Observations: 1											
20	1984	Fairbanks	Unspecified Improvements	0	200,000	200,000	24	0	65	0	

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CIP	SEC	PG	LN	
				0	200,000	200,000					Sum
Number of Observations: 1											
20	1985	Fairbanks	Unspecified Improvements	0	300,000	300,000	96	0	19	0	
20	1985	Fairbanks	Runways	0	9,130,000	9,130,000	96	0	19	0	
				0	9,430,000	9,430,000					Sum
Number of Observations: 2											
20	1986	Fairbanks	Unspecified Improvements	0	200,000	200,000	128	3	19	13	
20	1986	Fairbanks	CFR Vehicles	0	600,000	600,000	128	3	19	12	
20	1986	Fairbanks	Land Acquisition	0	3,500,000	3,500,000	128	3	19	14	
				0	4,300,000	4,300,000					Sum
Number of Observations: 3											
20	1987	Fairbanks	Unspecified Improvements	0	200,000	200,000	3	158	50	8	
20	1987	Fairbanks	Land Acquisition	0	700,000	700,000	3	158	50	9	
20	1987	Fairbanks	Planning	0	200,000	200,000	3	158	50	10	
20	1987	Fairbanks	Access Roads	0	3,000,000	3,000,000	3	158	50	11	
				0	4,100,000	4,100,000					Sum
Number of Observations: 4											
				200,000	18,030,000	18,230,000					Sum
Number of Observations: 11											
22	1983	Deering	Lighting	415,000	0	415,000	10	0	28	0	
22	1983	Kobuk	Lighting	325,000	0	325,000	10	0	28	0	
22	1983	Noorvik	Lighting	325,000	0	325,000	10	0	28	0	
22	1983	Selawik	Electrical Generator	30,000	0	30,000	10	0	28	0	
22	1983	Shungnak	Lighting	325,000	0	325,000	10	0	28	0	

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				1,420,000	0	1,420,000					Sum
Number of Observations: 5											
22	1984	Anaktuvuk Pass	Navigational Aids	750,000	0	750,000	22	0	8	0	
22	1984	Deadhorse	Taxiway	0	2,500,000	2,500,000	24	0	65	0	
22	1984	Kotzebue	Unspecified Improvements	900,000	0	900,000	24	0	65	0	
22	1984	Point Hope	Runways	1,300,000	0	1,300,000	24	0	45	0	
22	1984	Shungnak	Unspecified Improvements	1,300,000	0	1,300,000	24	0	65	0	
				4,250,000	2,500,000	6,750,000					Sum
Number of Observations: 5											
22	1985	Ambler	Runways	0	4,500,000	4,500,000	96	0	18	0	
22	1985	Anaktuvuk Pass	Navigational Aids	150,000	0	150,000	105	692	142	16	
22	1985	Barrow	Parking, Aircraft	0	3,150,000	3,150,000	96	0	18	0	
22	1985	Noatak	Unspecified Improvements	0	2,250,000	2,250,000	96	0	19	0	
22	1985	Selawik	Unspecified Improvements	0	2,070,000	2,070,000	96	0	19	0	
				150,000	11,970,000	12,120,000					Sum
Number of Observations: 5											
22	1986	Atqasuk	Lighting	150,000	0	150,000	130	485	96	10	
22	1986	Deering	Runways	0	2,360,000	2,360,000	128	3	19	17	
22	1986	Kotzebue	Multiple Improvements	0	1,875,000	1,875,000	128	3	18	18	
22	1986	Noatak		0	200,000	200,000	130	171	37	2	
				150,000	4,435,000	4,585,000					Sum
Number of Observations: 4											
22	1987	Barrow	Fire Equipment	0	305,000	305,000	3	158	50	5	
22	1987	Deadhorse	Lighting	0	235,000	235,000	3	158	50	4	
22	1987	Deering	Lighting	0	150,000	150,000	3	158	49	18	
22	1987	Kotzebue	Unspecified Improvements	0	2,200,000	2,200,000	3	158	49	19	
22	1987	Noorvik	Runways	0	200,000	200,000	3	158	49	17	

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				0	3,090,000	3,090,000					Sum
Number of Observations: 5											
				5,970,000	21,995,000	27,965,000					Sum
Number of Observations: 24											
23	1983	Sheldon Point	Unspecified Improvements	325,000	0	325,000	10	0	6	0	
23	1983	Wales	Lighting	325,000	0	325,000	10	0	28	0	
				650,000	0	650,000					Sum
Number of Observations: 2											
23	1984	Elim	Unspecified Improvements	510,000	0	510,000	24	0	45	0	
23	1984	Kotlik	Unspecified Improvements	2,500,500	0	2,500,500	22	0	8	0	
23	1984	Nome	Runways	2,100,000	0	2,100,000	24	0	65	0	
23	1984	Sheldon Point	Unspecified Improvements	600,000	0	600,000	22	0	8	0	
				5,710,500	0	5,710,500					Sum
Number of Observations: 4											
23	1985	Basin Creek	Runways	0	900,000	900,000	96	0	19	0	
23	1985	Brevig Mission	Lighting	175,000	0	175,000	96	0	41	0	
23	1985	Elim	Unspecified Improvements	0	1,800,000	1,800,000	96	0	18	0	
23	1985	Golovin	Unspecified Improvements	0	810,000	810,000	96	0	19	0	
23	1985	Nome	Terminal	0	300,000	300,000	96	0	18	0	
23	1985	Quartz Creek	Runways	0	3,600,000	3,600,000	96	0	19	0	
23	1985	Salmon Lake	Runways	0	630,000	630,000	96	0	19	0	
23	1985	Shaktoolik	Lighting	175,000	0	175,000	105	481	106	26	
23	1985	Sheldon Point	Unspecified Improvements	122,000	0	122,000	96	0	41	0	
23	1985	Teller	Lighting	175,000	0	175,000	105	480	106	22	

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				647,000	8,040,000	8,687,000					Sum
Number of Observations: 10											
23	1986	Alakanuk	Multiple Improvements	0	2,718,800	2,718,800	128	3	15	16	
23	1986	Council	Construct New Airport	0	2,630,000	2,630,000	128	3	18	18	
23	1986	Golovin	Runways	0	2,000,000	2,000,000	128	3	18	20	
23	1986	Nome	Runways	0	3,450,000	3,450,000	128	3	18	21	
				0	10,798,800	10,798,800					Sum
Number of Observations: 4											
23	1987	Diomede	Heliport	105,000	0	105,000	3	158	63	17	
23	1987	Elim	Unspecified Improvements	0	1,000,000	1,000,000	3	158	49	22	
23	1987	Golovin	Construct New Airport	0	1,100,000	1,100,000	3	158	49	16	
23	1987	Nome	Runways	0	300,000	300,000	3	158	49	15	
23	1987	Teller	Lighting	99,000	0	99,000	3	158	50	6	
				204,000	2,400,000	2,604,000					Sum
Number of Observations: 5											
				7,211,500	21,238,800	28,450,300					Sum
Number of Observations: 25											
24	1984	Ruby	Runways	740,000	0	740,000	107	34	78	0	
				740,000	0	740,000					Sum
Number of Observations: 1											
24	1984	Holy Cross	Navigational Aids	125,000	0	125,000	171	117	20	0	
24	1984	Ruby	Runways	350,000	0	350,000	24	0	14	0	
24	1984	Sleetmute	Navigational Aids	125,000	0	125,000	171	117	20	0	

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				600,000	0	600,000					Sum
Number of Observations: 3											
24	1985	Tanana	Unspecified Improvements	0	450,000	450,000	96	0	18	0	
				0	450,000	450,000					Sum
Number of Observations: 1											
24	1986	Allakaket	Multiple Improvements	0	750,000	750,000	128	3	19	22	
24	1986	Aniak	Parking, Aircraft	0	1,500,000	1,500,000	128	3	15	17	
24	1986	Anvik	Multiple Improvements	0	1,594,000	1,594,000	128	3	15	18	
24	1986	Beaver	Multiple Improvements	0	600,000	600,000	128	3	19	4	
24	1986	Bettles	Multiple Improvements	0	650,000	650,000	128	3	19	5	
24	1986	Chalkyitsik	Multiple Improvements	0	665,000	665,000	128	3	19	6	
24	1986	Crooked Creek	Multiple Improvements	0	1,406,000	1,406,000	128	3	15	19	
24	1986	Hughes	Multiple Improvements	0	1,650,000	1,650,000	128	3	19	7	
24	1986	Lake Minchumina	Multiple Improvements	0	2,280,000	2,280,000	128	3	19	8	
24	1986	Nulato	Multiple Improvements	0	1,000,000	1,000,000	128	3	19	9	
24	1986	Rampart	Multiple Improvements	0	1,400,000	1,400,000	128	3	19	10	
24	1986	Ruby	Runways	400,000	0	400,000	130	175	37	26	
24	1986	Sleetmute/Holy Cross	Navigational Aids	30,000	0	30,000	130	152	32	12	
24	1986	Telida		54,000	0	54,000	130	518	100	24	
				484,000	13,495,000	13,979,000					Sum
Number of Observations: 14											
24	1987	Galena	Unspecified Improvements	0	300,000	300,000	3	158	49	20	
24	1987	Huslia	Runways	0	200,000	200,000	3	158	49	21	
24	1987	Koyukuk	Planning	0	200,000	200,000	3	158	49	23	
24	1987	St Marys	Runways	0	1,406,300	1,406,300	3	158	47	7	
				0	2,106,300	2,106,300					Sum
Number of Observations: 4											

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				1,824,000	16,051,300	17,875,300					Sum
Number of Observations: 23											
25	1983	Akiachak	Runways	500,000	0	500,000	107	34	78	0	
25	1983	Bethel	Runways	7,700,000	0	7,700,000	10	0	6	0	
25	1983	Mekoryuk	Runway Lighting	250,000	0	250,000	107	34	76	0	
25	1983	Newtok	Maintenance Materials	60,000	0	60,000	107	34	75	0	
25	1983	Platinum	Unspecified Improvements	125,000	0	125,000	107	34	76	0	
				8,635,000	0	8,635,000					Sum
Number of Observations: 5											
25	1984	Kipnuk	Unspecified Improvements	1,200,000	0	1,200,000	24	0	63	0	
25	1984	Kongiganak	Terminal	40,000	0	40,000	171	222	34	0	
25	1984	Napakiak	Parking, Aircraft	110,000	0	110,000	171	319	57	0	
25	1984	Newtok	Unspecified Improvements	62,000	0	62,000	22	0	2	0	
25	1984	Nunapitchuk	Unspecified Improvements	3,300,000	0	3,300,000	24	0	63	0	
				4,712,000	0	4,712,000					Sum
Number of Observations: 5											
25	1986	Bethel	Multiple Improvements	0	1,031,000	1,031,000	128	3	15	20	
25	1986	Chefornak	Lighting	250,000	0	250,000	130	631	119	27	
25	1986	Kongiganak	Equipment Building	60,000	0	60,000	130	622	116	29	
25	1986	Kwigillingok	Multiple Improvements	175,000	0	175,000	130	630	119	24	
25	1986	Quinhagak	Multiple Improvements	175,000	0	175,000	130	629	119	21	
25	1986	Tuntutliak	Multiple Improvements	175,000	0	175,000	130	628	119	18	
25	1986	Tuntutliak	Lighting	294,000	0	294,000	130	626	119	12	
25	1986	Tununak	Lighting	250,000	0	250,000	130	625	119	9	
				1,379,000	1,031,000	2,410,000					Sum
Number of Observations: 8											
25	1987	Bethel	Runways	0	2,812,500	2,812,500	3	158	47	6	

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PC	LN	
				0	2,812,500	2,812,500					Sum
Number of Observations: 1											
				14,726,000	3,843,500	18,569,500					Sum
Number of Observations: 19											
26	1983	Aleknagik	Terminal	15,000	0	15,000	107	34	117	0	
26	1983	King Salmon	Parking, Aircraft	75,000	0	75,000	107	34	76	0	
26	1983	Ugashik	Runways	135,000	0	135,000	10	0	6	0	
26	1983	Unalaska	Terminal	700,000	0	700,000	10	0	29	0	
26	1983	Unalaska	Unspecified Improvements	4,500,000	45,000,000	49,500,000	107	34	74	0	
				5,425,000	45,000,000	50,425,000					Sum
Number of Observations: 5											
26	1984	Atka	Navigational Aids	150,000	0	150,000	24	0	13	0	
26	1984	Manokotak	Multiple Improvements	285,000	0	285,000	22	0	2	0	
26	1984	Sand Point	Runways	800,000	0	800,000	45	0	30	0	
26	1984	Unalaska	Terminal	300,000	0	300,000	24	0	73	0	
				1,535,000	0	1,535,000					Sum
Number of Observations: 4											
26	1985	Cold Bay	Runways	0	3,226,000	3,226,000	96	0	16	0	
26	1985	King Cove	Parking, Aircraft	0	483,400	483,400	96	0	16	0	
26	1985	Manokotak	Unspecified Improvements	0	1,980,000	1,980,000	96	0	16	0	
26	1985	Port Heiden	Unspecified Improvements	0	1,656,000	1,656,000	96	0	16	0	
26	1985	Unalaska	Terminal	1,670,000	0	1,670,000	105	337	79	8	
				1,670,000	7,345,400	9,015,400					Sum
Number of Observations: 5											
26	1986	Dillingham	Runways	0	4,251,000	4,251,000	128	3	15	9	
26	1986	Iliamna	Multiple Improvements	0	773,400	773,400	128	3	15	10	

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
26	1986	King Salmon	Multiple Improvements	0	3,131,200	3,131,200	128	3	15	11	
26	1986	St George	Airport Relocation	0	5,625,000	5,625,000	128	3	15	15	
26	1986	St Paul	Multiple Improvements	0	2,242,000	2,242,000	128	3	15	21	
26	1986	Unalaska	Runways	0	1,500,000	1,500,000	128	3	15	12	
				0	17,522,600	17,522,600					Sum
Number of Observations: 6											
26	1987	Atka	Runways	0	937,500	937,500	3	158	47	5	
26	1987	False Pass	Runways	0	1,467,200	1,467,200	3	158	47	8	
				0	2,404,700	2,404,700					Sum
Number of Observations: 2											
				8,630,000	72,272,700	80,902,700					Sum
Number of Observations: 22											
27	1984	Old Harbor	Airport Relocation	300,000	0	300,000	24	0	13	0	
				300,000	0	300,000					Sum
Number of Observations: 1											
27	1985	Larsen Bay	Runways	100,000	0	100,000	96	0	16	0	
27	1985	Old Harbor	Unspecified Improvements	0	2,398,000	2,398,000	96	0	16	0	
				100,000	2,398,000	2,498,000					Sum
Number of Observations: 2											
27	1986	Kodiak	Lighting	138,300	767,100	905,400	128	3	15	13	
27	1986	Old Harbor	Airport Relocation	0	3,750,000	3,750,000	128	3	15	14	

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				138,300	4,517,100	4,655,400					Sum
Number of Observations: 2											
27	1987	Kodiak	Runways	0	1,406,300	1,406,300	3	158	47	9	
27	1987	Kodiak	Utility Systems	150,000	0	150,000	3	158	48	8	
				150,000	1,406,300	1,556,300					Sum
Number of Observations: 2											
				688,300	8,321,400	9,009,700					Sum
Number of Observations: 7											
91	1983		Unspecified Improvements	760,000	7,600,000	8,360,000	107	34	79	0	
				760,000	7,600,000	8,360,000					Sum
Number of Observations: 1											
91	1984		Float Plane Facilities	100,000	100,000	200,000	24	0	66	0	
				100,000	100,000	200,000					Sum
Number of Observations: 1											
91	1985		Federal Match	600,000	0	600,000	96	0	20	0	
				600,000	0	600,000					Sum
Number of Observations: 1											
91	1986		Master Plans	0	90,500	90,500	128	3	20	12	
91	1986		Federal Match	560,000	0	560,000	128	3	20	17	

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				560,000	90,500	650,500					Sum
Number of Observations:		2									
				2,020,000	7,790,500	9,810,500					Sum
Number of Observations:		5									
92	1983			1,467,000	14,672,500	16,139,500	107	34	75	0	
				1,467,000	14,672,500	16,139,500					Sum
Number of Observations:		1									
92	1984		Planning	400,000	2,400,000	2,800,000	24	0	63	0	
92	1984		Unspecified Improvements	1,505,000	13,540,000	15,045,000	24	0	63	0	
				1,905,000	15,940,000	17,845,000					Sum
Number of Observations:		2									
92	1985		Federal Match	1,350,000	0	1,350,000	96	0	16	0	
				1,350,000	0	1,350,000					Sum
Number of Observations:		1									
92	1986		CFR Vehicles	0	702,100	702,100	128	3	14	20	
92	1986		Federal Match	1,240,000	0	1,240,000	128	3	14	19	
				1,240,000	702,100	1,942,100					Sum
Number of Observations:		2									
				5,962,000	31,314,600	37,276,600					Sum
Number of Observations:		6									
94	1985		Federal Match	2,100,000	0	2,100,000	96	0	18	0	

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				2,100,000	0	2,100,000					Sum
Number of Observations: 1											
				2,100,000	0	2,100,000					Sum
Number of Observations: 1											
95	1984		Unspecified Improvements	1,219,200	10,180,800	11,400,000	24	0	65	0	
				1,219,200	10,180,800	11,400,000					Sum
Number of Observations: 1											
95	1985		CFR Vehicles	0	864,000	864,000	96	0	19	0	
				0	864,000	864,000					Sum
Number of Observations: 1											
95	1986		Federal Match	2,100,000	0	2,100,000	128	3	18	11	
				2,100,000	0	2,100,000					Sum
Number of Observations: 1											
				3,319,200	11,044,800	14,364,000					Sum
Number of Observations: 3											
99	1983		Unspecified Improvements	1,935,000	17,481,200	19,416,200	107	34	78	0	
99	1983		IARF Rate Review	0	100,000	100,000	107	34	80	0	
				1,935,000	17,581,200	19,516,200					Sum
Number of Observations: 2											
99	1986			0	425,000	425,000	130	176	37	29	

ED	YEAR	AFFECTED COMMUNITY	FACILITY (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				0	425,000	425,000					Sum
Number of Observations: 1											
99	1987		Federal Match	3,300,000	0	3,300,000	3	158	44	25	
99	1987		Master Plans	0	100,000	100,000	3	158	51	8	
				3,300,000	100,000	3,400,000					Sum
Number of Observations: 2											
				5,235,000	18,106,200	23,341,200					Sum
Number of Observations: 5											
				73,658,500	428,707,000	502,365,500					Sum
Number of Observations: 269											

Table 2

DOT/PF AVIATION DATA BY FISCAL YEAR BY ELECTION DISTRICT

ELECTION DISTRICT OR DOT&PF REGION	FY87 APPROPRIATIONS	FY86 APPROPRIATIONS	FY85 APPROPRIATIONS	FY84 APPROPRIATIONS	FY84-FY87 APPROPRIATIONS
1	1,680.0	4,025.0	2,629.2		8,334.2
2	7,150.0	2,727.0	2,158.0		12,035.0
3					
4					
5	618.7	1,440.0	2,750.0		4,808.7
6					
* DISTRICT 9 ANCHORAGE INTERNATIONAL	16,400.0	57,632.0	23,220.0	29,000.0	126,252.0
7-15	1,031.0		300.0		1,331.0
16	4,750.0	3,870.0			8,620.0
17	4,190.0		150.0		4,340.0
18					
19		3,150.0		100.0	3,250.0
* DISTRICT 20 FAIRBANKS INTERNATIONAL	4,300.0	9,430.0	200.0	200.0	14,130.0
21					
22	4,235.0	11,970.0	4,700.0		20,905.0
23	10,798.8	8,040.0	2,100.0		20,938.8
24	13,495.0	450.0		1,240.0	15,185.0
25	1,031.0		4,610.0	375.0	6,016.0
26	17,522.6	7,345.4	4,672.0	** 2,905.0	32,445.0
27	4,655.4	2,498.0	285.0		7,438.4
DATA NOT CLASSIFIED BY ED					
CENTRAL REGION	1,942.1	1,350.0	17,845.0	16,139.5	37,276.6
NORTHERN REGION	2,100.0	2,964.0	11,400.0	19,416.2	35,880.2
SOUTHEAST REGION	650.5	600.0	200.0	8,360.0	9,810.5
STATEWIDE DATA NOT CLASSIFIED BY REGION					
TOTAL AVIATION	96,550.1	117,491.4	77,219.2	77,735.7	368,996.4

* projects for Anchorage and Fairbanks International Airports are funded by appropriations made from the International Airport Revenue Fund (IARF) and federal receipts (no general funds are involved).

** an appropriation for Unalaska Airport was made in FY'84 for $49,500.0K. In SLA 1985 $45,000.0K in federal receipts and $1,670.0K in general funds were reappropriated. This is the only repeal/reappropriation adjustment accounted for on this worksheet.

The fiscal year used here refers to the state fiscal year--7/1-6/30.

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DOT/PF AVIATION DATA BY FISCAL YEAR BY ELECTION DISTRICT

ELECTION DISTRICT OR DOT&PF REGION	ANTICIPATED FFY87 GRANTS	FFY86 FAA GRANTS	FFY85 FAA GRANTS	FFY84 FAA GRANTS	FFY84-FFY87 FAA GRANTS
1	1,219.2	2,268.5	994.2	1,978.1	6,460.0
2	1,682.2	2,528.4	857.8	392.5	5,460.9
3					
4					
5	207.9	385.0	909.6		1,502.5
6	281.7		346.8	473.8	1,102.3
DISTRICT 9 ANCHORAGE INTERNATIONAL	2,265.4	2,085.9	320.0	3,056.6	7,727.9
7-15	1,225.0				1,225.0
16	2,524.2	1,302.8	654.9		4,481.9
17	2,637.5		1,170.0	2,637.2	6,444.7
18					
19		2,603.5	344.1		2,947.6
DISTRICT 20 FAIRBANKS INTERNATIONAL	707.5		4,735.0		5,442.5
21					
22	47.4	5,772.7	3,485.6	5,156.6	14,462.3
23	6,827.3	4,732.4	2,553.0	9,024.7	23,137.4
24	2,708.2		879.5	3,375.8	6,963.5
25	1,182.7			1,434.1	2,616.8
26	5,837.7	9,057.2		5,991.7	20,886.6
27	682.5	275.1	1,668.2		2,625.8
DATA NOT CLASSIFIED BY ED					
CENTRAL REGION					
NORTHERN REGION					
SOUTHEAST REGION					
STATEWIDE DATA NOT CLASSIFIED BY REGION					
TOTAL AVIATION	30,036.4	31,011.5	18,918.7	33,521.1	113,487.7

- FAA grants are tracked over the federal fiscal year period--10/1-9/30; appropriation data is recorded on the state fiscal year--7/1-6/30.
- FAA grants reflect data for only those projects administered by this department.
- Not all grants have been submitted or approved for FFY'87; the data for FFY'87 is an estimate.

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ATTACHMENT B
Airport List

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

	AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
ELECTION DISTRICT 1 (KETCHN-WRANGL-PETRSBRG)						
	BAKEWELL LAKE SPB	P.D.	LCL	18,000	WAT	S
	BELL IS. HOT SPRINGS SPB	PRI	LCL	10,600	WAT	S
	CHECATS LAKE SPB	P.D.	LCL	10,000	WAT	S
	ELLA LAKE SPB	P.D.	LCL	16,000	WAT	S
	FIVE FINGER CG HELI	MIL	LCL	50	WOD	S
	HUGH SMITH LAKE SPB	P.D.	LCL	17,000	WAT	S
	HYDER SPB	DOT&PF	COMM	10,000	WAT	S
	KETCHIKAN	DOT&PF	R.C.	7,197	ASP	S
	KETCHIKAN GEN. HOSP.	MUNI	LCL	100	ASP	S
	KETCHIKAN CG HELI	MIL	LCL	70	WOD	S
	KETCHIKAN HELI (TEMSCO)	PRI	LCL	88	CON	S
	KETCHIKAN SPB	DOT&PF	LCL	10,000	WAT	S
	KETCHIKAN WATERFRONT	PRI	LCL	10,000	WAT	S
	LORING SPB	DOT&PF	LCL	10,000	WAT	S
	MEYERS CHUCK SPB	DOT&PF	COMM	7,000	WAT	S
	MUD BAY SPB (KETCHIKAN)	PRI	LCL	10,000	WAT	S
	PETERSBURG	DOT&PF	DIST	6,000	ASP	S
	PETERSBURG CG HELI	MIL	LCL	70	WOD	S
	PETERSBURG R&T	DOT&PF	LCL	10,000	WAT	S
	PETERSBURG SPB	DOT&PF	LCL	10,000	WAT	S
	PETERSBURG TIEDOWN FLOAT	DOT&PF	LCL	10,000	WAT	S
	TREE POINT CG HELI	MIL	LCL	70	WOD	S
	WRANGELL	DOT&PF	DIST	6,000	ASP	S
	WRANGELL SPB	DOT&PF	LCL	10,000	WAT	S

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
ELECTION DISTRICT 2 (INSIDE PASSAGE)					
ALSEK RIVER	FED	LCL	1,857	TRF	S
ALSEK RIVER - EAST	FED	LCL	2,052	TRF	S
ANGOON SPB	DOT&PF	COMM	10,000	WAT	S
ANNETTE ISLAND	PRI	COMM	7,493	ASP	S
BALDWIN	UNK	LCL	0	UNK	C
BALDWIN SPB	UNK	LCL		WAT	N
BARTLETT COVE SPB	FED	LCL	10,000	WAT	S
CAPE POLE SPB	PRI	LCL	10,000	WAT	S
CAPE DECISION CG HELI	MIL	LCL	70	WOD	S
CAPE SPENCER	MIL	LCL	50	WOD	S
COFFMAN COVE SPB	DOT&PF	COMM	5,000	WAT	S
CRAIG SPB	DOT&PF	COMM	10,000	WAT	S
CRAIG - CRAIG CG HELI	MIL	LCL	70	WOD	S
DUNCAN CANAL, SPB	MIL	LCL	10,000	WAT	S
EDNA BAY SPB	PRI	COMM	8,000	WAT	S
ENDICOTT RIVER	P.D.	LCL	15,000	UNK	S
ENTRANCE ISLAND SPB	P.D.	LCL	5,000	WAT	S
EXCURSION INLET LOGGING	PRI	LCL	1,000	GRV	S
EXCURSION INLET PACKING	PRI	LCL	3,000	GRV	S
EXCURSION INLET SPB	DOT&PF	LCL	5,000	WAT	S
FALSE ISLAND SPB	PRI	LCL	4,000	WAT	S
FUNTER BAY SPB	DOT&PF	LCL	10,500	WAT	S
GUSTAVUS	DOT&PF	COMM	6,700	ASP	S
HAINES	DOT&PF	COMM	4,200	ASP	S
HAINES	DOT&PF	LCL	10,000	WAT	S
HARLEQUIN LAKE	FED	LCL	2,906	GRV	S
HAWK INLET SPB	DOT&PF	LCL	10,000	WAT	S
HOLLIS SPB	DOT&PF	COMM	6,000	WAT	S
HOMESHORE LOGGING	FED	LCL	2,500	GRV	S
HOOD BAY SPB	DOT&PF	LCL	10,000	WAT	S
HOONAH	DOT&PF	COMM	3,100	GRV	S
HOONAH SPB	DOT&PF	LCL	10,000	WAT	S
HYDABURG SPB	DOT&PF	COMM	5,000	WAT	S
ICY BAY	PRI	LCL	3,980	GRV	C
ICY BAY	PRI	LCL	0	UNK	C
KAKE	DOT&PF	COMM	4,000	GRV	S
KAKE SPB	DOT&PF	LCL	10,000	WAT	S
KASAAN SPB	DOT&PF	COMM	2,000	GRV	S
KATZEHINE RIVER	P.D.	LCL	2,000	GRV	S
KEGAN LAKE SPB	P.D.	LCL	9,000	WAT	S
KLAWOCK	DOT&PF	TRAN	3,400	GRV	S
KLAWOCK SPB	DOT&PF	LCL	5,000	WAT	S
METLAKATLA SPB	DOT&PF	COMM	5,000	WAT	S
MIDDLE DANGEROUS CAMP	FS	LCL	2,139	TRF	S
NICHIN SPB	P.D.	LCL	10,000	WAT	S
NORTH WHALE SPB	MUNI	COMM	10,000	WAT	S
POINT BAKER SPB	DOT&PF	COMM	10,000	WAT	S
POINT RETREAT CG HELI	UNK	LCL	70	GRV	S
PORT ALICE SPB	PRI	LCL	10,000	WAT	S
FORT PROTECTION SPB	DOT&PF	COMM	4,000	WAT	S

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
SITUK	FS	LCL	2,112	GRV	S
SKAGWAY	DOT&PF	COMM	3,750	ASP	S
SKAGWAY SPB	DOT&PF	LCL	5,000	WAT	S
STEAMBOAT BAY SPB	PRI	LCL	6,000	WAT	S
TANIS MESA (YAKUTAT)	FED	LCL	1,980	GRV	S
THORNE BAY	PRI	COMM	3,000	WAT	S
TOKEEN SPB (NEW)	PRI	LCL	6,000	WAT	S
TWELVE MILE ARM SPB	PRI	LCL	10,000	WAT	S
WATERFALL SPB	PRI	LCL	10,000	WAT	S
WHALE PASS SPB	HOA	LCL	5,000	WAT	S
YAKUTAT	DOT&PF	TRAN	7,750	ASP	S
YAKUTAT SPB	DOT&PF	LCL	7,500	WAT	S
YES BAY LODGE SPB	PRI	LCL	5,000	WAT	S

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

	AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
ELECTION DISTRICT 3 (BARANOF-CHICHAGOF)						
	BIG PORT WALTER SPB	P.D.	LCL	3,000	WAT	S
	CHATHAM SPB	PRI	LCL	10,000	WAT	S
	ELFIN COVE SPB	DOT&PF	COMM	10,000	WAT	S
	LITTLE PORT WALTER SPB	P.D.	LCL	3,000	WAT	S
	PELICAN SPB	DOT&PF	COMM	10,000	WAT	S
	PORT ALEXANDER SPB	DOT&PF	COMM	3,000	WAT	S
	SITKA	DOT&PF	DIST	6,500	ASP	S
	SITKA SPB	DOT&PF	LCL	4,000	WAT	S
	STANDARD OIL SPB (SITKA)	PRI	LCL	4,000	WAT	S
	TENAKEE SPRINGS HELI	MUNI	LCL	75	WOD	S
	TENAKEE SPRINGS SPB	DOT&PF	COMM	10,000	WAT	S
	WARM SPRINGS BAY	DOT&PF	LCL	10,000	WAT	S

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

	AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
ELECTION DISTRICT 4 (JUNEAU)						
	BARTLETT MEM. HOSP.	MUNI	LCL	100	ASP	S
	CHANNEL FLYING SPB JNO	PRI	LCL	10,000	WAT	S
	ELDRED ROCK CG HELI	MIL	LCL	70	WOD	S
	HARRIS HARBOR SPB JNO	DOT&PF	LCL	10,000	WAT	S
	JUNEAU	MUNI	R.C.	8,456	ASP	S
	JUNEAU AUKE LAKE SPB	P.D.	LCL	4,000	WAT	S
	JUNEAU HELI	MUNI	LCL	50	ASP	S
	JUNEAU LIVINGSTON HELI	PRI	LCL		GRV	S
	JUNEAU SEADROME SPB	PRI	LCL	10,000	WAT	S
	JUNEAU SPB	MUNI	LCL	5,000	WAT	S
	SNETTISHAM	FED	LCL	2,500	GRV	S
	TAKU LODGE SPB	PRI	LCL	5,000	WAT	S

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

	AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
ELECTION DISTRICT 5 (KENAI-COOK INLET)						
	ALITAK - LAZY BAY SPB	DOT&PF	LCL	10,000	WAT	C
	ANCHOR POINT	UNK	LCL	1,500	TRF	C
	BUTTLER AVIATION	PRI	LCL	1,900	GRV	N
	CARIBOU ISLAND	PRI	LCL	0	UNK	C
	DRIFT RIVER	PRI	LCL	4,300	GRV	C
	DRIFT RIVER HELI	PRI	LCL	40	GRV	C
	ENGLISH BAY	DOT&PF	COMM	2,000	GRV	C
	GAEDE (KASILOF)	PRI	LCL	2,712	TRF	C
	HAPPY VALLEY CAMP	PRI	LCL	5,000	GRV	N
	HOMER	DOT&PF	DIST	7,400	ASP	C
	HOMER - BELUGA LAKE SPB	DOT&PF	LCL	3,000	WAT	C
	INISKIN BAY	P.D.	LCL	2,000	GRV	C
	ISAAC HOMESETEAD (KASILOF)	PRI	LCL	936	GRV	C
	JAKOLOF BAY	P.D.	LCL	1,230	GRV	C
	KASILOF NO. 2	DOT&PF	LCL	2,600	GRV	C
	KATALLA	P.D.	LCL	800	GRV	C
	KENAI MUNI	MUNI	DIST	7,600	ASP	C
	KENI MUNI HELI	MUNI	DIST	100	GRV	C
	LILLY LAKE SPB	MUNI	LCL	2,300	WAT	C
	LONGMARE LAKE SPB	PRI	LCL	5,000	WAT	C
	LOWER SALAMATOF LAKE SPB	P.D.	LCL	2,500	WAT	C
	MACKEY LAKE SPB (KASILOF)	P.D.	LCL	3,000	WAT	C
	MORGAN HOME (STERLING)	PRI	LCL	2,300	GRV	C
	NAPTOWNE-STERLING	P.D.	LCL	15,000	WAT	C
	NINILCHIK	DOT&PF	LCL	2,500	GRV	C
	NORTH GASLINE	PRI	LCL	1,800		C
	PORT BAILEY	PRI	LCL	10,000	WAT	C
	PORT GRAHAM	DOT&PF	COMM	1,800	GRV	C
	RIGTENDERS HELI (KENAI)	PRI	LCL	240	GRV	C
	SALAMATOF-ARNESS LAKE	PRI	LCL	1,700	GRV	C
	SALAMATOF-ARNESS LK SPB	PRI	LCL	2,500	WAT	C
	SCOUT LAKE SPB (STERLING)	PRI	LCL	1,000	WAT	C
	SCOUT LAKE (STERLING)	PRI	LCL	1,300	GRV	C
	SELDOVIA	DOT&PF	COMM	2,600	GRV	C
	SELDOVIA SPB	DOT&PF	LCL	2,000	WAT	C
	SHELL HELI (NIKISHKA)	PRI	LCL	140	GRV	C
	SKILAK BLM HELI	FED	LCL	30	STL	C
	SOLDOTNA HOSP HELI	PRI	LCL	80	ASP	C
	SOLDOTNA MUNICIPAL	MUNI	LCL	6,000	ASP	C
	SOUTH GASLINE	PRI	LCL	2,500	GRV	C
	STERLING	UNK	LCL	0	UNK	C
	SWANSON RIVER	PRI	LCL	2,640	GRV	C
	UPPER TRAIL LAKE SPB	PRI	LCL	5,000	WAT	C
	WILDWOOD STATION	OSTAT	LCL	400	TRF	C

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

	AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
ELECTION DISTRICT 6 (PRINCE WILLIAM SOUND)						
	BIG INDIAN CREEK	P.D.	LCL	1,200	GRV	C
	BOSWELL BAY	MIL	LCL	2,600	GRV	C
	CHAIX HILLS	P.D.	LCL	4,200	GRV	N
	CHITINA	DOT&PF	COMM	3,000	GRV	N
	CHITINA SPB	DOT&PF	LCL	2,500	WAT	N
	CONSTANTINE HARBOR SPB	PRI	LCL	0	WAT	C
	COPPER LANDING SPB	P.D.	LCL	15,000	WAT	C
	CORDOVA/MILE 13	DOT&PF	DIST	7,500	ASP	C
	CRAB BAY SPB	PRI	LCL	10,000	WAT	C
	CRAFTON ISLAND SPB	P.D.	LCL	10,000	WAT	C
	ELLAMAR SPB	P.D.	LCL	8,000	WAT	N
	EUREKA	PRI	LCL	2,175	GRV	N
	EYAK LAKE SPB (CORDOVA)	DOT&PF	LCL	10,000	WAT	C
	EYAK LAKE (CORDOVA)	DOT&PF	LCL	1,950	GRV?	C
	FAIRMONT SPB	P.D.	LCL	10,000	WAT	C
	FAIRVIEW	UNK	LCL	0	UNK	C
	GOOSE BAY	DOT&PF	LCL	3,120	GRV	C
	HALIBUT COVE	PRI	LCL	800	GRV	C
	HOPE	DOT&PF	LCL	2,000	GRV	C
	JOHNSTONE POINT	UNK	LCL	1,900	GRV	C
	KASITSNA	P.D.	LCL	800	GRV	C
	LAWING	DOT&PF	LCL	2,300	GRV	C
	MARSHAL	DOT&PF	COMM	2,000	GRV	C
	MAY CREEK	DOT&PF	LCL	4,300	GRV	N
	MCCARTHY NO. 1	DOT&PF	LCL	2,000	GRV	N
	MCCARTHY NO. 2	DOT&PF	COMM	4,180	GRV	N
	MIDDLETON ISLAND	FED	LCL	5,070	GRV	C
	NIZINA	PRI	LCL	0	UNK	N
	PEEK ISLAND SPB	P.D.	LCL	6,000	WAT	C
	PERRY ISLAND SPB	PRI	LCL	10,000	WAT	C
	PORT ASHTON SPB	PRI	LCL	10,000	WAT	C
	PORT NELLIE JUAN SPB	PRI	LCL	10,000	WAT	C
	QUARTZ CREEK	DOT&PF	LCL	2,800	GRV	C
	QUARTZ CREEK (KOUGAROK)	DOT&PF	LCL	3,300	GRV	N
	SAXTON-SUMMIT LAKE SPB	PRI	LCL	5,000	WAT	C
	SEWARD	DOT&PF	LCL	4,600	ASP	C
	STRELNA-STRELNA NO. 1	UNK	LCL	0	UNK	N
	STRELNA-STRELNA NO. 2	PRI	LCL	1,575	GRV	N
	TAHNETA PASS	PRI	LCL	1,800	GRV	N
	TAHNETA PASS SPB	PRI	LCL	7,000	WAT	N
	TATITLEK	DOT&PF	COMM	2,500	GRV	C
	TATITLEK SPB	P.D.	LCL	8,000	WAT	C
	THOMPSON PASS	DOT&PF	LCL	2,500	TRF	N
	TRAIL RIDGE	OSTAT	LCL	5,000	GRV	C
	VALDEZ	DOT&PF	TRAN	6,500	ASP	N
	VALDEZ CREEK	DOT&PF	LCL	UNK	GRV	N
	WHITTIER	DOT&PF	LCL	1,680	GRV	C
	WHITTIER SPB	P.D.	LCL	10,000	WAT	C
	YAHTSE	UNK	LCL	0	UNK	C
	YAKATAGA	UNK	LCL	1,915	GRV	C

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

	AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
ELECTION DISTRICT 7-15 (ANCHORAGE)						
	ANCHORAGE INTERNATIONAL	DOT&PF	INTL	10,900	ASP	C
	BELUGA	PRI	LCL	5,000	GRV	C
	BELUGA RIVER	PRI	LCL	0	UNK	C
	BELUGA RIVER	UNK	LCL	0	UNK	C
	BIRCHWOOD	DOT&PF	LCL	4,010	ASP	C
	BIRD CREEK	UNK	LCL	0	UNK	C
	BRYANT ARMY HELI	MIL	LCL	1,800	ASP	C
	CAMPBELL LAKE SPB	PRI	LCL	3,500	WAT	C
	CAMPBELL (ANCHORAGE)	FED	LCL	5,000	GRV	C
	CHELATNA LAKE LODGE	PRI	LCL	1,650	GRV	C
	CHET DEE/EAGLE RIVER	PRI	LCL	850	GRV	C
	EAGLE RIVER	UNK	LCL	0	UNK	C
	EKLUTNA LAKE	FED	LCL	970	TRF	C
	EKLUTNA - DR MCKINLEY	PRI	LCL	2,550	TRF	C
	EKLUTNA-HILLTOP	PRI	LCL	1,300	TRF	C
	ELEMENDORF HOSP HELI	MIL	LCL	50	CON	C
	ELMENDORF AFB ANCHORAGE	MIL	LCL	10,000	ASP	C
	FLYING CROWN ANCHORAGE	PRI	LCL	1,200	TRF	C
	GIRDWOOD	DOT&PF	LCL	2,500	GRV	C
	HARDEE FIELD (EKLUTNA)	PRI	LCL	1,350	DRT	C
	HILLTOP (ANCHORAGE)	PRI	LCL	1,300	TRF	C
	HUMANA HOSPITAL HELI	PRI	LCL	0	ASP	C
	LAKE HOOD SPB	DOT&PF	LCL	0	WAT	C
	LAKE HOOD STRIP	DOT&PF	LCL	2,200	GRV	C
	MACKENZIE	PRI	LCL	0	UNK	C
	MERRILL FIELD (ANCHORAGE)	MUNI	TRAN	4,000	ASP	C
	NIKISHKA (BEACH)	PRI	LCL	1,440	WAT	C
	PROVIDENCE HOSPITAL	PRI	LCL	115	ASP	C
	SIX MILE LK SPB (EAFB)	MIL	LCL	1,600	UNK	C
	SKWENTNA	DOT&PF	COMM	3,100	GRV	C
	TEXACO-POINT POSSESSION	PRI	LCL	3,750	GRV	C

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
ELECTION DISTRICT 16 (MATANUSKA-SUSITNA)					
BIG LAKE SPB (CHANDALAR)	P.D.	LCL	10,000	WAT	N
BIG LAKE -BIG LAKE NO. 2	DOT&PF	LCL	2,800	GRV	C
BLAIR LAKE	MIL	LCL	1,500	TRF	N
CHICKALOON-JONESVILLE	PRI	LCL	1,450	GRV	C
COLLINSVILLE	PRI	LCL	0	UNK	C
COLLINSVILLE	UNK	LCL	0	UNK	C
CURRY	DOT&PF	LCL	1,100	TRF	C
FINGER LAKE SPB	PRI	LCL	5,500	WAT	C
KAHILTNA GLACIER	P.D.	LCL	1,800	GRV	C
LAKE LOUISE	DOT&PF	LCL	2,000	GRV	N
LAKE LOUISE SPB	UNK	LCL	5,000	WAT	N
LIGNITE	PRI	LCL	1,450	GRV	N
LITTLE SUSITNA	PRI	LCL	2,600	DRT	C
MILLS CREEK	UNK	LCL	0	UNK	C
MT. SUSITNA	UNK	LCL	0	UNK	C
NANCY LAKE SPB	PRI	LCL	6,000	WATN	C
PALMER CREEK (EKLUTNA)	UNK	LCL	0	UNK	C
PALMER MUNI.	MUNI	LCL	6,000	ASP	C
PALMER MUNI. HELI.	MUNI	LCL	50	GRV	C
PALMER -PALMER WEST	UNK	LCL	0	UNK	C
PETERSVILLE	PRI	LCL	1,450	DRT	C
PITTMAN	UNK	LCL	0	UNK	C
RAINY PASS LODGE	PRI	LCL	1,340	GRV	C
RAINY PASS LODGE SPB	PRI	LCL	6,000	WAT	C
STAMPEDE	PRI	LCL	4,300	GRV	N
STUMP LAKE	UNK	LCL	0	UNK	C
SUMMIT	DOT&PF	LCL	4,000	GRV	N
SUSITNA LODGE	PRI	LCL	1,980	GRV	N
SUSITNA LODGE SPB	PRI	LCL	2,800	WAT	N
SUSITNA STATION	PRI	LCL	2,000	DRT	C
TALKEETNA	DOT&PF	LCL	3,500	GRV	C
TALKEETNA VILLAGE	PRI	LCL	1,200	GRV	C
THEODORE RIVER	UNK	LCL	0	UNK	C
VICTORY BIBLE CAMP (MATS	PRI	LCL	1,700	GRV	C
WASILLA	DOT&PF	LCL	2,185	GRV	C
WASILLA KILLARNEY	PRI	LCL	1,500	GRV	C
WASILLA LAKE	PRI	LCL	4,000	WAT	C
WILLOW	DOT&PF	LCL	4,600	GRV	C
WILLOW CREEK	PRI	LCL	0	UNK	C

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
ELECTION DISTRICT 17 (INTERIOR HIGHWAYS)					
BARNHART	PRI	LCL	2,000	DRT	N
BIG DELTA (DELTA JUNCTION)	DOT&PF	LCL	0	UNK	N
BLACK RAPIDS	DOT&PF	LCL	2,250	GRV	N
BOUNDARY	DOT&PF	COMM	2,100	GRV	N
CANTWELL	PRI	LCL	2,080	GRV	N
CHICKEN	DOT&PF	COMM	2,000	GRV	N
CHISANA	FED	COMM	4,200	GRV	N
CHISTOCHINA	DOT&PF	LCL	2,050	GRV	N
CLEAR SKY LODGE	PRI	LCL	2,600	GRV	N
CLEAR (ANDERSON)	DOT&PF	LCL	4,000	GRV	N
COPPER CENTER 1	PRI	LCL	1,800	TRF	N
COPPER CENTER 2	DOT&PF	LCL	2,600	GRV	N
DELTA AIRMOTIVE	PRI	LCL	2,400	GRV	N
DENALI FIELD 2	DOT&PF	LCL	900	GRV	N
DENALI PK - MCKINLEY PARK	NPS	LCL	5,000	GRV	N
DENALI ROAD COMM 2	PRI	LCL	1,065	GRV	N
DENALI ROAD COMM NO.1	PRI	LCL	1,190	GRV	N
DOT LAKE	PRI	LCL	1,140	DRT	N
DUFFYS TAVERN	PRI	LCL	1,350	GRV	N
EAGLE	DOT&PF	COMM	3,500	GRV	N
EAGLE - FT. EGEBERT	UNK	LCL	1,800	TRF	N
FORT GREELY-ALLEN AAF	MIL	LCL	7,500	ASP	N
GAKONA	PRI	LCL	3,720	GRV	N
GOLDEN NORTH (CANTWELL)	PRI	LCL	2,300	GRV	N
GULKANA	DOT&PF	DIST	4,200	ASP	N
GULKANA HELI	DOT&PF	LCL	100	ASP	N
HEALY FORK	UNK	LCL	0	UNK	N
HEALY RIVER	DOT&PF	LCL	2,600	GRV	N
HORSFELD	PRI	LCL	1,075	GRV	N
JACK WADE	DOT&PF	LCL	2,200	GRV	N
KANTISHNA	UNK	LCL	900	TRF	C
LAKE LOUISE	DOT&PF	LCL	0	UNK	C
LIAHO (ANDERSON)	PRI	LCL	3,500	GRV	N
LIVENGOOD	PRI	LCL	0	UNK	N
LIVENGOOD	OSTAT	COMM	1,400	TRF	N
MANKOMEN LAKE LODGE	PRI	LCL	2,300	GRV	N
MENTASTA LODGE	PRI	LCL	500	DRT	N
MINERAL POINT	PRI	LCL	2,400	GRD	N
NENANA	MUNI	LCL	5,000	ASP	N
NORTH DELTA JUNCTION	UNK	LCL	0	UNK	N
NORTHWAY	DOT&PF	LCL	5,100	ASP	N
PAXSON	PRI	LCL	2,225	GRV	N
POSTYS	PRI	LCL	1,300	GRV	N
ROBE LAKE SPB	DOT&PF	LCL	0	WAT	N
SHEEP MOUNTAIN	DOT&PF	LCL	2,200	GRV	C
SUMMIT LAKE	PRI	LCL	1,300	GRV	N
SUNTRANA	PRI	LCL	0	UNK	N
TANACROSS	BLM	LCL	5,000	ASP	N
TAZLINA	DOT&PF	LCL	1,400	GRV	N
TETLIN	MUNI	COMM	1,700	GRV	N

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
TOK NO. 2	PRI	LCL	2,035	GRV	N
TOK-JUNCTION	DOT&PF	COMM	2,500	ASP	N
TOLSONA LAKE	PRI	LCL	1,850	GRV	N
TOLSONA LAKE SPB	PRI	LCL	4,000	WAT	N
TONSINA	DOT&PF	LCL	1,600	TRF	N
USIBELLI	PRI	LCL	0	UNK	N

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
ELECTION DISTRICT 18-21 (FAIRBANKS)					
BIG HORN	PRI	LCL	0	UNK	N
BLM HELIPORT (FAIRBANKS)	FED	LCL	120	CON	N
BRADLEY SKY RANCH (FBK)	PRI	LCL	4,093	GRV	N
CARIBOU NO 1	PRI	LCL	1,200	TRF	N
CARIBOU NO 2	PRI	LCL	1,500	GRV	N
CARIBOU NO 3	PRI	LCL	1,500	GRV	N
CARIBOU NO 4	PRI	LCL	0	UNK	N
CENTRAL	DOT&PF	COMM	2,700	GRV	N
CHENA HOT SPRINGS	PRI	LCL	2,700	GRV	N
CHENA RIVER SPB	P.D.	LCL	3,000	WAT	N
CIRCLE CITY	DOT&PF	COMM	2,200	TRF	N
CIRCLE HOT SPRINGS	DOT&PF	COMM	3,600	GRV	N
EIELSON AFB (FAIRBANKS)	MIL	LCL	14,500	ASP	N
FAIRBANKS HOSP HELI	PRI	LCL	UNK	UNK	N
FAIRBANKS INTER HELI	DOT&PF	LCL	100	GRV	N
FAIRBANKS INTER SPB	DOT&PF	LCL	4,500	WAT	N
FAIRBANKS INTERNATIONAL	DOT&PF	INTL	10,300	ASP	N
GOLD KING CREEK	MIL	LCL	2,300	GRV	N
GOLDSTREAM	PRI	LCL	2,300	GRV	N
KUPARUK HELI	UNK	LCL	50	GRV	N
KUPARUK HELI (NORTH)	UNK	LCL	50	GRV	N
METRO FIELD (FAIRBANKS)	PRI	LCL	4,600	GRV	N
PHILLIPS FIELD	PRI	LCL	3,340	ASP	N
PHILLIPS FIELD HELI	PRI	LCL	50	GRV	N
SHERMAN FIELD - FBKS	PRI	LCL	0	UNK	N
WRIGHTS (FAIRBANKS)	PRI	LCL	2,050	GRV	N

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
ELECTION DISTRICT 22 (NORTH SLOPE-KOTZEBUE)					
AMBLER	DOT&PF	COMM	2,600	GRV	N
ANAKTUVAK PASS	MUNI	COMM	5,500	GRV	N
ATQASUK-MEADE RIVER	MUNI	COMM	1,200	TRF	N
BARROW-WILEY POST	DOT&PF	R.C.	6,500	ASP	N
BARTER ISLAND	FED	LCL	5,000	GRV	N
BOB BAKER MEMORIAL	DOT&PF	COMM	3,800	GRV	N
BORNITE	PRI	LCL	2,300	GRV	N
BORNITE-BORNITE UPPER	PRI	LCL	1,500	GRV	N
BROWN LOW PT. (CAMDEN B)	MIL	LCL	2,000	GRV	N
BUCKLAND	DOT&PF	COMM	2,200	GRV	N
CANDLE	PRI	LCL	5,200	GRV	C
CANDLE NO.2	PRI	LCL	2,625	GRV	N
CAPE KRUSENSTERN	PRI	LCL	2,300	GRV	N
CAPE LISBURNE	MIL	LCL	5,000	GRV	N
CAPE SABINE	MIL	LCL	3,000	GRV	N
CAPE THOMPSON	MIL	LCL	2,260	GRV	N
COLVILLE RIVER	UNK	LCL	0	UNK	N
DAHL CREEK	DOT&PF	TRAN	3,940	GRV	N
DEADHORSE HELI	DOT&PF	LCL	100	GRV	N
DEERING NEW	DOT&PF	COMM	2,200	GRV	N
DEMARCATION BAY	FED	LCL	1,800	GRV	N
DIETRICH (CLOSED)	DOT&PF	LCL	5,200	GRV	N
FLAXMAN ISLAND	MIL	LCL	3,445	GRV	N
FORT WAINWRIGHT	MIL	LCL	8,700	ASP	N
GALBRAITH	DOT&PF	LCL	5,200	GRV	N
HOG RIVER	PRI	LCL	4,000	GRV	N
HOGATZA	PRI	LCL	0	UNK	N
ICY CAPE AFS	MIL	LCL	3,200	GRV	N
ITKILLIK RIVER	UNK	LCL	1,700	TRF	N
KAVIK RIVER	PRI	LCL	5,918	GRV	N
KIVALINA	DOT&PF	COMM	3,000	GRV	N
KIWALIK	UNK	LCL	0	UNK	N
KLERY CREEK (KIANA)	PRI	LCL	1,100	GRV	N
KNIFE BLADE RIDGE	FED	LCL	3,600	GRV	N
KOBUK	DOT&PF	COMM	2,500	GRV	N
KOGRU RIVER	FED	LCL	1,800	GRV	N
KOKRUAGAKOK	UNK	LCL	0	UNK	N
KOTZEBUE	DOT&PF	LCL	1,500	WAT	N
KOTZEBUE (RALPH WIEN)	DOT&PF	R.C.	5,900	ASP	N
KUIKCHERK RIVER	UNK	LCL	0	UNK	N
LINDA CREEK	PRI	LCL	1,550	GRV	N
LONELY DEW STAT.	MIL	LCL	5,000	DRT	N
NOATAK	DOT&PF	COMM	2,400	GRV	N
NOORVIK	DOT&PF	COMM	2,800	GRV	N
NUIQSUT	MUNI	COMM	5,000	GRV	N
OLITOK DEW STAT.	MIL	LCL	4,000	GRV	N
OMICRONE HILL	PRI	LCL	0	UNK	C
PEARD BAY	MIL	LCL	1,292	GRV	N
PINGO	DOT&PF	LCL	6,000	GRV	N
PINGO HELI	DOT&PF	LCL	50	GRV	N

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
POINT BARROW HELI	DOT&PF	LCL	50	ASP	N
POINT BARROW NA	MIL	LCL	5,000	STL	N
POINT HOPE	DOT&PF	COMM	4,000	ASP	N
POINT LAY	MIL	COMM	3,850	ASP	N
POINT LAY	PRI	LCL	0	UNK	N
POINT MCINTYRE	MIL	LCL	1,500	GRV	N
PRUDHOE BAY	PRI	TRAN	5,500	GRV	N
PRUDHOE BAY HELI	DOT&PF	LCL	100	GRV	N
SELAWIK	DOT&PF	COMM	2,320	GRV	N
SHESHALIK	P.D.	LCL	1,000	DRT	N
SHUNGNAK	DOT&PF	COMM	3,300	GRV	N
SOLOMON/LEES CAMP	PRI	LCL	1,850	GRV	N
SQUARE LAKE WELL	UNK	LCL	0	UNK	N
TRAMWAY BAR	DOT&PF	LCL	1,200	DRT	N
UMIAT	DOT&PF	LCL	5,400	GRV	N
UMIAT HELI	DOT&PF	LCL	50	GRV	N
UTICA CREEK	PRI	LCL	2,200	GRV	N
WAINWRIGHT	MUNI	COMM	5,000	GRV	N
WAINWRIGHT DEW STAT.	MIL	LCL	3,500	GRV	N

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
ELECTION DISTRICT 23 (NORTON SOUND)					
ALAKANUK	DOT&PF	COMM	2,500	GRV	C
BASIN CREEK (NOME)	DOT&PF	LCL	1,900	GRV	N
BIG HURRAH MINE (SOLOMON)	P.D.	LCL	1,650	GRV	N
BLUFF	UNK	LCL	1,150	GRV	N
BREVIG MISSION	DOT&PF	COMM	2,400	GRV	N
COUNCIL NO. 3	UNK	LCL	0	UNK	N
COUNCIL (MELSING CREEK)	DOT&PF	COMM	2,000	GRV	N
COUNCIL - COUNCIL	PRI	LCL	2,100	GRV	N
EAR MOUNTAIN	P.D.	LCL	1,000	GRV	N
ELIM	DOT&PF	COMM	1,975	TRF	N
FEATHER RIVER	P.D.	LCL	1,650	GRV	N
GAMBELL	DOT&PF	COMM	4,500	ASP	N
GOLOVIN	DOT&PF	COMM	2,200	GRV	N
GRANITE MTN. AF	MIL	LCL	3,900	GRV	N
HAMILTON	DOT&PF	LCL	1,800	TRF	N
HARRIS DOME	P.D.	LCL	1,050	DRT	N
HAYCOCK	UNK	LCL	1,750	GRV	N
HOOPER BAY	DOT&PF	COMM	3,600	ASP	C
JENSENS	OSTAT	LCL	4,700	GRV	C
KOKECHIK BAY	UNK	LCL	0	UNK	C
KOTLIK	DOT&PF	COMM	2,250	GRV	C
KOWKOW CREEK	UNK	LCL	0	UNK	C
KOYAK	DOT&PF	COMM	2,050	GRV	N
LITTLE DIOMEDE ISLAND	DOT&PF	COMM	0	UNK	N
LOPP LAGOON	UNK	LCL	0	UNK	N
LOST RIVER 1	DOT&PF	LCL	3,650	GRV	N
LOST RIVER 2	PRI	LCL	1,800	GRV	N
LOST RIVER 3	UNK	LCL	0	UNK	N
MOSES POINT	PRI	LCL	4,623	ASP	N
NOME CITY FIELD	DOT&PF	LCL	2,000	GRV	N
NOME (MARKS AFB)	DOT&PF	R.C.	6,000	ASP	N
NORTHEAST CAPE	FED	LCL	5,000	GRV	N
NOXEPAGA	UNK	LCL	0	UNK	N
PORT CLARENCE C.G.	MIL	LCL	4,500	ASP	N
PORT CLARENCE C.G. HELI	MIL	LCL	65	WOD	N
REMINGTON	PRI	LCL	1,775	TRF	N
SAINT MICHAEL	DOT&PF	COMM	2,300	GRV	N
SAINT MICHAEL SPB	P.D.	LCL	10,000	WAT	N
SALMON LAKE	DOT&PF	LCL	2,000	GRV	N
SAVOONGA	DOT&PF	COMM	4,900	GRV	N
SCAMMON BAY	MUNI	LCL	10,000	WAT	C
SCAMMON BAY	DOT&PF	COMM	2,800	GRV	C
SERPENTINE HOT SPRINGS	OSTAT	LCL	1,500	GRV	N
SHAKTOOLIK	DOT&PF	COMM	2,600	GRV	N
SHISHMAREF	DOT&PF	COMM	2,000	ASP	N
SOLOMON	DOT&PF	LCL	1,600	GRV	N
STEBBINS	DOT&PF	COMM	3,200	GRV	N
SULLIVAN CITY	UNK	LCL	2,100	GRV	N
TAYLOR	PRI	LCL	1,600	GRV	N
TELLER NO. 1	PRI	LCL	950	GRV	N

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
TELLER NO. 2	DOT&PF	COMM	2,300	GRV	N
TELLER NO. 3	DOT&PF	LCL	1,700	STL	N
TIN CITY AFS	MIL	LCL	4,700	GRV	N
UNALAKLEET	DOT&PF	DIST	6,000	GRV	N
UNGALIK	PRI	LCL	900	GRV	N
UNGALIK - UNGALIK (OLD)	DOT&PF	LCL	0	UNK	N
WALES	DOT&PF	COMM	4,000	GRV	N
WALES BEACH	UNK	LCL	1,750	GRV	N
WHITE MOUNTAIN	DOT&PF	COMM	2,600	GRV	N
WHITE MOUNTAIN MINE	PRI	LCL	2,400	GRV	C

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
ELECTION DISTRICT 24 (INTERIOR RIVERS)					
ALLAKAKET	DOT&PF	COMM	2,900	GRV	N
ANIAK	DOT&PF	DIST	6,000	GRV	C
ANVIK	DOT&PF	COMM	3,100	GRV	C
ANVIK SPB	P.D.	LCL	2,000	WAT	C
ARCTIC VILLAGE	MUNI	COMM	4,400	GRV	N
ARCTIC VILLAGE	MUNI	LCL	1,400	TRF	N
BEAVER	DOT&PF	COMM	3,600	GRV	N
BEAVER CREEK	PRI	LCL		UNK	N
BETTLES	DOT&PF	TRAN	5,200	GRV	N
BETTLES RIVER	UNK	LCL	1,500	GRV	N
BETTLES SPB	P.D.	LCL	2,000	WAT	N
BIRCH CREEK	DOT&PF	COMM	2,500	GRV	N
CHALKYITSIK	DOT&PF	COMM	2,600	GRV	N
CHANDALAR LAKE	DOT&PF	LCL	4,500	GRV	N
CHANDALAR LAKE SPB	P.D.	LCL	4,000	WAT	N
CHANDALAR SHELF	DOT&PF	LCL	3,000	GRV	N
COLD FOOT (CAMP)	DOT&PF	LCL	3,500	GRV	N
CROOKED CREEK	DOT&PF	COMM	2,000	GRV	C
CROOKED CREEK	PRI	LCL	1,600	GRV	N
EMMA CREEK	PRI	LCL	2,000	GRV	N
ESPERANTO	PRI	LCL	0	UNK	C
EUREKA	DOT&PF	LCL	21,000	GRV	C
EUREKA CREEK	PRI	LCL	1,600	DRT	N
FAREWELL	FED	LCL	5,000	GRV	C
FAREWELL LAKE	PRI	LCL	2,000	GRV	C
FAREWELL LAKE SPB	P.D.	LCL	5,000	WAT	C
FAREWELL LANDING	PRI	LCL	0	UNK	C
FIVE MILE CAMP	PRI	LCL	2,500	GRV	N
FLAT	DOT&PF	TRAN	4,100	GRV	C
FOLGER	PRI	COMM	1,800	GRV	C
FORT YUKON	DOT&PF	DIST	5,800	GRV	N
GALENA	DOT&PF	R.C.	7,200	ASP	N
GANES CREEK	PRI	LCL	1,600	GRV	C
GRAYLING	DOT&PF	COMM	2,500	GRV	C
HESS	UNK	LCL	1,300	GRV	C
HESS CREEK	PRI	LCL	0	UNK	C
HOLY CROSS	DOT&PF	COMM	4,600	GRV	C
HOSPITAL LAKE SPB (FT YUK)	DOT&PF	LCL	4,000	WAT	N
HUGHES	DOT&PF	COMM	3,900	GRV	N
HUSLIA	DOT&PF	COMM	2,800	GRV	N
INDIAN MT. AFS(UTOPIA CK)	MIL	LCL	4,100	GRV	N
JUNINGGUIRA MT	UNK	LCL	0	UNK	C
KAKO MINE	PRI	LCL	1,200	GRV	C
KALAKAKET CREEK	MIL	LCL	4,000	GRV	N
KALSKAG	DOT&PF	COMM	3,200	GRV	C
KALTAG	DOT&PF	COMM	2,900	GRV	N
KALTAG-LEARS POINT	UNK	LCL	0	UNK	N
KOYUKUK	DOT&PF	COMM	2,600	TRF	N
KULIK LAKE	PRI	LCL	4,600	GRV	C
KULIK LAKE SPB	PRI	LCL	5,000	WAT	C

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
KUSTATAN RIVER	UNK	LCL	0	UNK	C
LIME VILLAGE	DOT&PF	COMM	2,000	WAT	C
MANLEY HOT SPRINGS	DOT&PF	COMM	2,500	GF	N
MCGRATH	DOT&PF	DIST	5,619	ASF	C
MEDFRA	DOT&PF	LCL	2,200	TRF	C
MELOZI HOT SPRINGS	PRI	LCL	1,200	DRT	N
MINCHUMINA	DOT&PF	LCL	4,200	GRV	N
MINCHUMINA SPB	P.D.	LCL	10,000	WAT	N
MINTO, NEW	DOT&PF	COMM	2,000	GRV	N
MINTO, OLD (CLOSED)	DOT&PF	LCL	1,800	GRV	N
MOUNTAIN VILLAGE	DOT&PF	COMM	2,100	GRV	C
MOUNTAIN VILLAGE SPB	P.D.	LCL	5,000	WAT	C
NIKOLAI	DOT&PF	COMM	2,200	GRV	C
NIKOLAI CREEK	PRI	LCL	950	DRT	C
NULATO	DOT&PF	COMM	2,500	GRV	N
NYAC	PRI	LCL	3,656	GRV	C
OPHIR	DOT&PF	LCL	2,000	GRV	C
PAIMIUT	P.D.	LCL	5,000	WAT	C
PLACERVILLE	UNK	LCL	0	UNK	N
PROSPECT	DOT&PF	LCL	5,000	GRV	N
QUAIL CREEK	P.D.	LCL	1,750	GRV	N
RAMPART	DOT&PF	COMM	2,800	GRV	N
RED DEVIL	DOT&PF	COMM	5,000	GRV	C
RUBY	DOT&PF	COMM	3,000	GRV	N
RUSSIAN MISSION SPB	P.D.	LCL	3,000	WAT	C
RUSSION MISSION (YUKON)	DOT&PF	COMM	3,100	GRV	C
SAINT MARY'S	DOT&PF	DIST	6,000	GRV	C
SHAGELUK SPB	P.D.	LCL	5,000	WAT	C
SLEETMUTE	DOT&PF	COMM	3,500	GRV	C
STEVENS VILLAGE	DOT&PF	COMM	2,000	DRT	N
STONY RIVER NR2	DOT&PF	COMM	3,000	GRV	C
TAKOTNA	DOT&PF	COMM	1,600	GRV	C
TANALIAN POINT	PRI	LCL	2,900	GRV	C
TANANA (RALPH C. CALHOUN)	DOT&PF	COMM	4,400	GRV	N
TATALINA-TATALINA AFS	MIL	LCL	3,800	GRV	C
TELIDA	P.D.	LCL	900	TRF	C
TRADING BAY PROD.	PRI	LCL	4,500	GRV	C
TULUKSAK	DOT&PF	COMM	2,500	GRV	C
TYONEK	MUNI	COMM	3,350	GRV	C
VENETIE	MUNI	COMM	4,000	DRT	N
VENETIE LANDING	PRI	LCL	0	UNK	N
WEST FORELAND	OSTAT	LCL	1,975	DRT	C
WISEMAN	DOT&PF	COMM	3,000	GRV	N

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
ELECTION DISTRICT 25 (LOWER KUSKOKWIM)					
AKIACHAK	DOT&PF	COMM	1,900	DRT	C
AKIAK	DOT&PF	COMM	2,000	GRV	C
AMAUTLUAK	DOT&PF	COMM	2,250	GRV	C
ARTHUR DAHL (BETHEL)	P.D.	LCL	1,000	WAT	C
BETHEL	DOT&PF	R.C.	6,400	ASP	C
BETHEL HELI	P.D.	LCL	700	DRT	C
BETHEL (ABANDONED)	UNK	LCL	5,000	GRV	C
CAPE NEWENHAM AFS	MIL	LCL	3,900	GRV	C
CAPE ROMANZOF AFS	MIL	LCL	4,000	GRV	C
CHEFORNAK	DOT&PF	COMM	3,000	GRV	C
CHEFORNAK SPB	P.D.	LCL	4,000	WAT	C
CHEVAK	DOT&PF	COMM	3,000	GRV	C
CHEVAK SPB	DOT&PF	LCL	2,000	WAT	C
EEK	DOT&PF	COMM	1,700	GRV	C
EEK SPB	DOT&PF	LCL	5,000	WAT	C
GOODNEWS BAY	DOT&PF	COMM	2,900	GRV	C
HANGAR LAKE (BETHEL)	P.D.	LCL	2,600	WAT	C
KASIGLUK	DOT&PF	COMM	2,500	GRV	C
KIPNUK	DOT&PF	COMM	2,250	GRV	C
KIPNUK SPB	P.D.	LCL	3,000	WAT	C
KONGIGANAK	DOT&PF	COMM	2,200	GRV	C
KONGIGANAK (OLD)	UNK	LCL	0	UNK	C
KUSKO RIVER SPB (BETHEL)	P.D.	LCL	3,000	WAT	C
KWEETHLUK	DOT&PF	COMM	1,800	GRV	C
KWETHLUK SPB	P.D.	LCL	5,000	WAT	C
KWIGILLINGOK	DOT&PF	COMM	2,950	GRV	C
KWIGILLINGOK SPB	P.D.	LCL	2,000	WAT	C
MEKORYUK	DOT&PF	COMM	3,400	GRV	C
NAPAKIAK	DOT&PF	COMM	2,500	GRV	C
NAPAKIAK SPB	P.D.	LCL	10,000	WAT	C
NAPASKIAK	DOT&PF	COMM	2,500	WAT	C
NASH HARBOR SPB	P.D.	LCL	0	UNK	C
NEWTOK	DOT&PF	COMM	2,500	GRV	C
NEWTOK SPB	SPB	LCL	5,000	WAT	C
NIGHTMUTE	DOT&PF	COMM	2,000	GRV	C
NIGHTMUTE SPB	P.D.	LCL	4,000	WAT	C
NUNAPITCHUK	DOT&PF	COMM	2,500	GRV	C
NUNAPITCHUK SPB	P.D.	LCL	3,000	WAT	C
PILOT STATION	DOT&PF	COMM	3,000	GRV	C
PLATINUM	DOT&PF	TRAN	3,800	GRV	C
PLATINUM MINE	PRI	LCL	2,000	GRV	C
QUINHAGAK	DOT&PF	COMM	2,800	GRV	C
SAINT PAUL ISLAND	FED	COMM	5,175	GRV	C
SHAGELUK	DOT&PF	COMM	2,500	GRV	C
SHELDONS POINT	DOT&PF	LCL	2,275	GRV	C
SHELDONS POINT SPB	P.D.	LCL	15,000	WAT	C
SPARREVOHN AFS	MIL	LCL	4,700	GRV	C
TIKCHIK SPB	P.D.	LCL	2,000	WAT	C
TOKSOOK BAY	DOT&PF	COMM	2,200	GRV	C
TOLSONA LAKE	PRI	LCL	1,850	GRV	C

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
TOLSONA LAKE SPB	P.D.	LCL	4,000	WAT	C
TUNTUTULIAK	DOT&PF	COMM	2,200	DRT	C
TUNTUTULIAK SPB	P.D.	LCL	2,000	WAT	C
TUNUNAK	DOT&PF	COMM	2,200	GRV	C

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
ELECTION DISTRICT 26 (BRISTOL BAY-ALEUTIANS)					
ADAK NAS	MIL	LCL	7,800	ASP	C
AKUTAN SPB	PD	COMM	10,000	WAT	C
ALEKNAGIK	DOT&PF	COMM	2,000	GRV	C
ALEKNAGIK MISSION SCHOOL	PRI	LCL	1,200	GRV	C
ALEKNAGIK SPB	PRI	LCL	10,000	WAT	C
ALEKNAGIK -TRIPOD	PRI	LCL	2,300	GRV	C
ALEKNAGIK-SMITH'S	PRI	LCL	1,800	GRV	C
AMAK ISLAND	UNK	LCL	0	UNK	C
AMCHITKA	MIL	LCL	9,100	ASP	C
ATKA	DOT&PF	COMM	3,300	ASP	C
ATKA SPB	P.D.	LCL	10,000	WAT	C
ATTU - CASCO COVE CGS	MIL	LCL	6,300	ASP	C
BEAR CREEK-BEAR CREEK 3	PRI	LCL	1,400	GRV	C
BEAR CREEK-BEAR CREEK 4	PRI	LCL	1,200	GRV	C
BELKOFSKI SPB	P.D.	LCL	5,000	WAT	C
BIG D (PORTAGE CREEK)	UNK	LCL	0	UNK	N
BIG MOUNTAIN	MIL	LCL	4,200	GRV	C
BLINN LAKE SPB (COLD BAY)	P.D.	LCL	2,500	WAT	C
BROAD BAY	P.D.	LCL	1,965	GRV	C
CAPE SARICHEF AFS	MIL	LCL	3,500	GRV	C
CHERNOFSKI HARBOR SPB	PRI	LCL	5,000	WAT	C
CINNNABAR CREEK	UNK	LCL	0	UNK	C
CLARKS POINT	DOT&PF	COMM	2,730	GRV	C
COLD BAY	DOT&PF	R.C.	10,415	ASP	C
COLD BAY HELI	DOT&FF	LCL	20	CON	C
DIAMOND - KVICHAK	PRI	LCL	800	DRT	C
DILLINGHAM	DOT&PF	R.C.	6,500	ASP	C
DRIFTWOOD BAY AFS	MIL	LCL	3,500	GRV	C
EGEGIK-EGEGIK NEW	DOT&PF	COMM	2,000	GRV	C
EKUK	PRI	LCL	1,200	GRV	C
EKWOK	DOT&PF	COMM	2,700	GRF	C
FALSE PASS	DOT&PF	COMM	2,500	GRV	C
FALSE PASS SPB	P.D.	LCL	10,000	WAT	C
FIRE ISLAND	FED	LCL	1,800	GRV	C
GOLDEN HORN LODGE SPB	PRI	LCL	5,000	WAT	C
HERENDEEN BAY	OSTAT	LCL	3,000	GRV	C
IGIUGIG	DOT&PF	COMM	2,700	GRV	C
ILLIAMNA	DOT&PF	TRAN	4,800	GRV	C
ILLIAMNA ROAD HOUSE	PRI	LCL	1,620	GRV	C
KANAKANAK-ANS HOSPITAL	FED	LCL	100	DRT	C
KENAI LAKE SPB	PRI	LCL	5,000	WAT	C
KING COVE	DOT&PF	COMM	4,000	GRV	C
KING COVE SPB	P.D.	LCL	10,000	WAT	C
KING SALMON	DOT&PF	DIST	8,515	ASP	C
KING SALMON SPB			4,000	WAT	C
KOGGIUNG	OSTAT	LCL	1,000	DRT	C
KOKHANOK	DOT&PF	COMM	3,000	GRV	C
KOKHANOK SPB	DOT&PF	LCL	4,300	WAT	C
LAKE NERKA SPB	P.D.	LCL	5,000	WAT	C
LEVELOCK	DOT&PF	COMM	2,000	GRV	C

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
MANOKOTAK	DOT&PF	COMM	2,600	GRV	C
NAKEEN	PRI	LCL	1,275	GRV	C
NAKNEK (NORTH,	DOT&PF	LCL	2,470	GRV	C
NAKNEK-NAKNEK SPB	P.D.	LCL	3,000	WAT	C
NELSON LAGOON	DOT&PF	COMM	2,200	GRV	C
NEW KOLIGANEK	DOT&PF	COMM	2,200	GRV	C
NEW STUYAHOK	DOT&PF	COMM	2,200	GRV	C
NIKOLSKI AFS	MIL	LCL	3,500	GRV	C
NONDALTON	DOT&PF	COMM	2,900	GRV	C
PAF CANNERY (S. NAKNEK)	PRI	LCL	750	DRT	C
PAULOFF HARBOR SPB	P.D.	LCL	3,000	WAT	C
PEDERSON POINT (S. NAKNEK)	PRI	LCL	985	DRT	C
PEDRO BAY	DOT&PF	COMM	1,600	DRT	C
PERRYVILLE	DOT&PF	COMM	2,500	GRV	C
PERRYVILLE SPB	P.D.	LCL	10,000	WAT	C
PILOT POINT	DOT&PF	COMM	3,590	GRV	C
PORT HEIDEN	DOT&PF	COMM	6,200	GRV	C
PORT MOLLER-AFS	MIL	LCL	3,500	GRV	C
PORTAGE	FED	LCL	3,000	GRV	C
PORTAGE CREEK	DOT&PF	COMM	2,400	GRV	C
PORTAGE CREEK SPB	P.D.	LCL	3,000	WAT	C
SAINT GEORGE	FED	COMM	4,100	GRV	C
SAND POINT	DOT&PF	TRAN	3,750	GRV	C
SANDY RIVER-SANDY RIV FED	FED	LCL	4,000	GRV	C
SAPSUK RIVER	FED	LCL	560	GRV	C
SHANNONS POND SPB	P.D.	LCL	1,200	WAT	C
SHEMYA	UNK	LCL	0	UNK	C
SHEMYA ISLAND	MIL	LCL	10,000	ASP	C
SHEMYA SPB	P.D.	LCL	5,000	WAT	C
SOUTH NAKNEK	PRI	LCL	1,400	DRT	C
SOUTH NAKNEK NO. 2	DOT&PF	LCL	2,600	GRV	C
SQUAW HARBOR SPB	P.D.	LCL	5,000	WAT	C
SUMMIT LAKE (ILIAMNA)	PRI	LCL	0	UNK	C
TANAGA ISLAND	UNK	LCL	0	UNK	C
TIBBETTS FIELD (NAKNEK)	PRI	LCL	1,700	GRV	C
TOGIAK	DOT&PF	COMM	5,000	GRV	C
TWIN HILLS	DOT&PF	COMM	2,000	GRV	C
UGASHIK	FED	LCL	1,300	DRT	C
UGASHIK BAY	P.D.	LCL	5,500	GRV	C
UGASHIK (NEW)	DOT&PF	COMM	3,500	GRV	C
UMNAK (FT. GLENN)	DOT&PF	LCL	8,500	GRV	C
UMNAK - NORTH SHORE	DOT&PF	LCL	8,100	GRV	C
UNALASKA/DUTCH HARBOR	DOT&PF	DIST	3,900	GRV	C
UNALASKA/DUTCH HARBOR SPB	P.D.	LCL	5,000	WAT	C
WIDE BAY	DOT&PF	LCL	3,000	GRV	C

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
ELECTION DISTRICT 27 (KODIAK-EAST AK PENINSULA)					
AFOGNAK	DOT&PF	COMM	1,750	GRV	C
AKHIOK	DOT&PF	COMM	2,170	GRV	C
AKHIOK SPB	PRI	LCL	5,000	WAT	C
AMOOK BAY SPB	PRI	LCL	8,000	WAT	C
BELL FLATS SPB-KODIAK AIR	PRI	LCL	10,000	WAT	C
CHIEF COVE SPB	P.D.	LCL	3,000	WAT	N
CHIGNIK BAY SPB	P.D.	LCL	10,000	WAT	C
CHIGNIK FISHERIES	PRI	LCL	1,280	GRV	C
CHIGNIK LAGOON	DOT&PF	COMM	1,800	GRV	C
CHIGNIK LAKE	DOT&PF	COMM	2,600	GRV	C
CHIGNIK - ANCHORAGE BAY	DOT&PF	COMM	3,000	GRV	C
CHUATHBALUK	DOT&PF	COMM	2,000	GRV	C
IVANOF BAY	DOT&PF	LCL	1,200	DRT	C
IVANOF BAY SPB	P.D.	LCL	10,000	WAT	C
KARLUK	DOT&PF				C
KARLUK LAKE SPB	P.D.	LCL	10,000	WAT	C
KARLUK SPB	P.D.	LCL	3,000	WAT	C
KITOI BAY SPB	OSTAT	LCL	4,000	WAT	C
KODIAK	DOT&PF	R.C.	7,539	ASP	C
KODIAK AIRWAYS SPB	PRI	LCL	10,000	WAT	C
KODIAK CATTLE RANCH	PRI	LCL	2,700	TRF	C
KODIAK MUNI	MUNI	LCL	2,500	GRV	C
KODIAK SPB-INNERHARBOR	MUNI	LCL	5,000	WAT	C
LARSON BAY	DOT&PF	COMM	2,450	GRV	C
LARSON BAY SPB	PRI	LCL	10,000	WAT	C
MOSER BAY SPB (AKHIOK)	PRI	LCL	10,000	WAT	C
OLD HARBOR	DOT&PF	COMM	2,000	GRV	C
OLD HARBOR SPB	OSTAT	LCL	4,000	WAT	C
OLGA BAY SPB	PRI	LCL	10,000	WAT	C
OUZINKIE	DOT&PF	COMM	2,500	GRV	C
OUZINKIE SPB	DOT&PF	LCL	10,000	WAT	C
PORT LIONS	DOT&PF	COMM	2,600	GRV	C
PORT LIONS SPB	P.D.	LCL	5,000	WAT	C
PORT WAKEFIELD SPB	P.D.	LCL	0	WAT	C
PORT WILLIAMS SPB	PRI	LCL	10,000	WAT	C
TERROR BAY SPB	PRI	LCL	10,000	WAT	C
WEST POINT VILLAGE SPB	PRI	LCL	10,000	WAT	C

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
ELECTION DISTRICT UNKNOWN					
ADDISON CREEK	UNK	LCL	0	UNK	C
AGGIE CREEK	PRI	LCL	1,200	GRV	N
AGGIE CREEK SPB	P.D.	LCL	0	WAT	N
AKUMSUK SPB	UNK	LCL	10,000	WAT	C
ALDER CREEK	UNK	LCL	0	UNK	C
ALEXANDER CREEK	PRI	LCL	0	UNK	C
ALEXANDER LAKE	PRI	LCL	1,600	TRF	C
ALEXIA BEACH	UNK	LCL	0	UNK	C
AMERICAN CREEK	DOT&PF	LCL	1,300	DRT	N
ARCTIC LAGOON	UNK	LCL	0	UNK	N
ARMSTRONG	UNK	LCL	0	UNK	C
B & B BOYS RANCH	PRI	LCL	1,070	GRV	C
BACHATNA CREEK	UNK	LCL	0	UNK	C
BARNES LAKE SPB	P.D.	LCL	8,000	WAT	S
BEAR CREEK 1	PRI	LCL	1,400	GRV	N
BEAR ISLAND	UNK	LCL	0	UNK	S
BEDROCK CREEK	FED	LCL	1,450	GRV	C
BEN CREEK	PRI	LCL	1,500	GRV	N
BIG CREEK	UNK	LCL	0	UNK	N
BIG SANDY CREEK	UNK	LCL	0	UNK	N
BIG TIMBER	UNK	LCL	0	UNK	N
BIRCHES LANDING	UNK	LCL	0	UNK	N
BLACK DOME	P.D.	LCL	1,375	GRV	N
BONANZA CREEK	UNK	LCL	0	UNK	N
BOULDER RIDGE	UNK	LCL	0	UNK	N
BRADFIELD CANAL	PRI	LCL	2,500	GRV	S
BRENWICKS	PRI	LCL	2,070	TRF	N
BROOKS CREEK	UNK	LCL	0	UNK	N
BUCK CREEK	P.D.	LCL	1,220	GRV	N
BUTTON MOUNTAIN	UNK	LCL	0	UNK	N
BUZBYS	PRI	LCL	1,770	TRF	N
CACHE CREEK	P.D.	LCL	1,100	GRV	C
CAMP CREEK	UNK	LCL	2,000	TRF	N
CANDLE CREEK	UNK	LCL	0	UNK	N
CANYON CREEK	PRI	LCL	1,200	GRV	C
CAPE SIMPSON	MIL	LCL	2,500	GRV	N
CARIBOU BAR	UNK	LCL	0	UNK	N
CARWELL STRIP	PRI	LCL	1,200	GRV	N
CASADEPAGA	UNK	LCL	0	UNK	N
CATHEDRAL RAPIDS	PRI	LCL	1,055	GRV	N
CAVANAUGH FOX RIVER	PRI	LCL	1,200	TRF	C
CAVE OFF CLIFFS	UNK	LCL	0	UNK	N
CENTER CREEK	UNK	LCL	0	UNK	N
CHOKOSNA	PRI	LCL	970	GRV	N
CHRISTIAN	UNK	LCL	0	UNK	N
CLEARWATER	PRI	LCL	1,050	GRV	N
CLEO MCMANHAN	PRI	LCL	970	GRV	N
CLIFFS REEVES	FED	LCL	1,505	GRV	S
COAL CREEK	PRI	LCL	4,000	GRV	N
COFFEE CREEK	UNK	LCL	0	UNK	N

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
COLORADO CREEK	DOT&PF	LCL	3,200	GRV	C
CREVICE CREEK	PRI	LCL	1,760	DRT	N
CRIPPLE CREEK	UNK	LCL	2,000	UNK	C
CROSSWIND LAKE	PRI	LCL	1,160	TRF	N
DALRYMPLE'S	PRI	LCL	2,400	TRF	N
DEVILS MOUNTAIN LODGE	PRI	LCL	1,118	GRV	N
DON JOHNSON	PRI	LCL	1,860	GRV	C
DONLIN CREEK	UNK	LCL	0	UNK	C
DRILL HOLE	UNK	LCL	0	UNK	N
DUNKLE MINE	PRI	LCL	660	GRV	N
EAGLE CREEK	PRI	LCL	5,000	GRV	N
EAGLE CREEK MINE	PRI	LCL	1,800	GRV	N
EAST FORK	PRI	LCL	6,000	UNK	N
EAST OUMALIK WELL	UNK	LCL	0	UNK	N
ELDON	UNK	LCL	2,500	GRV	N
ELDORADO RIVER	UNK	LCL	0	UNK	N
ELEVENMILE	UNK	LCL	0	UNK	N
ENNIBAJ	DOT&PF	LCL	2,200	GRV	C
EVA CREEK	P.D.	LCL	1,200	GRV	N
FARRAR'S	PRI	LCL	0	UNK	C
FEPCO AVIATION	PRI	LCL	1,000	GRV	N
FIRE ISLAND WEST	UNK	LCL	0	UNK	C
FISH RIVER	UNK	LCL	0	UNK	N
FISHOOK STRIP	UNK	LCL	0	UNK	C
FLAT CREEK	UNK	LCL	0	UNK	N
FLINT CREEK	UNK	LCL	0	UNK	N
FLUME CREEK	UNK	LCL	0	UNK	N
FORTYSEVEN MILE CREEK	UNK	LCL	0	UNK	C
FRANCENS	P.D.	LCL	1,700	GRV	N
FRANKLIN	UNK	LCL	0	UNK	N
GATEWAY LODGE HELI	PRI	LCL	52	GRV	N
GENUK RIVER	UNK	LCL	0	UNK	C
GLACIER CREEK	P.D.	LCL	1,970	GRV	N
GLACIER PARK	PRI	LCL	2,100	GRV	C
GOAT LAKE SPB	P.D.	LCL	12,000	WAT	S
GOLD BENCH	P.D.	LCL	1,600	DRT	N
GOLD CREEK	P.D.	LCL	1,250	GRV	N
GOLDRUM CREEK	UNK	LCL	0	UNK	N
GOODPASTER RIVER	UNK	LCL	0	UNK	N
GOOSE CREEK	UNK	LCL	0	UNK	N
GRANITE CREEK	PRI	LCL	0	UNK	C
GRANITE POINT	PRI	LCL	2,100	GRV	C
GRINDALL ISLAND SPB	P.D.	LCL	5,000	WAT	S
GRUBSTAKE	UNK	LCL	1,200	GRV	N
GUBIK	P.D.	LCL	950	GRV	N
GUNSIGHT MOUNTAIN	UNK	LCL	1,280	DRT	N
GUNSIGHT MOUNTAIN	PRI	LCL	1,280	DRT	C
HANUS BAY SPB	UNK	LCL	3,000	WAT	S
HECKMAN LAKE SPB	P.D.	LCL	10,000	WAT	S
HIDDEN CREEK	UNK	LCL	0	UNK	C
HOKIKACHUK	DOT&PF	LCL	2,200	DRT	C

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
HONKER LAKE SPB	P.D.	LCL	8.000	WAT	S
HOWARDS	PRI	LCL	1,760	DRT	N
HUBERTS LANDING	UNK	LCL	0	UNK	N
HUMPBACK LAKE SPB	P.D.	LCL	18.000	WAT	S
HUTCHINSON CREEK	UNK	LCL	0	UNK	N
HUTLITAKWA CREEK	UNK	LCL	0	UNK	N
IGENK	PRI	LCL	0	UNK	N
IGLOO HELI	PRI	LCL	400	GRV	N
INDEPENDENCE CREEK	PRI	LCL	1,630	GRV	N
INDIAN POINT SPB	P.D.	LCL	10.000	WAT	S
INDIAN RIVER	UNK	LCL	0	UNK	N
INGLUTALIK RIVER	UNK	LCL	0	UNK	N
JACKSON	PRI	LCL	1,500	GRV	N
JAKES BAR	FED	LCL	1,645	GRV	N
JAMESTOWN BAY SPB	PRI	LCL	10.000	WAT	S
JARVIS CREEK	UNK	LCL	0	UNK	N
JOHNSONS LANDING	PRI	LCL	1.300	UNK	C
JOSEPH	UNK	LCL	0	UNK	N
KISKA ISLAND	UNK	LCL	0	UNK	C
KIWANIS CABIN	PRI	LCL	1.000	GRV	N
KNIK GLACIER	UNK	LCL	0	UNK	C
LAKE BROOKS SPB	PRI	LCL	5.000	WAT	C
LAKE LUCILLE	UNK	LCL	0	UNK	C
LEE & HANKINS	PRI	LCL	0	UNK	N
LONG CREEK	P.D.	LCL	1,965	DRT	N
LONG LAKE	PRI	LCL	1.150	TRF	N
LOWER CAMP CREEK	UNK	LCL	0	UNK	N
LUCK LAKE SPB	P.D.	LCL	8.000	WAT	S
LYNX DOME	UNK	LCL	0	UNK	N
MACKLIN CREEK	UNK	LCL	0	UNK	N
MACLAREN GLACIER	P.D.	LCL	3.150	GRV	N
MANZANITA LAKE	UNK	LCL	0	UNK	S
MANZANITA LAKE SPB	P.D.	LCL	16.000	WAT	S
MARINES FOODS CANNERY	P.D.	LCL	2.400	TRF	S
MARVEL CREEK	PRI	LCL	1,900	GRV	C
MASCOT CREEK	P.D.	LCL	0	UNK	C
MASCOT GULCH	P.D.	LCL	1,030	GRV	N
MCDONALD LAKE SPB	FED	LCL	18.000	WAT	S
MCLELLAN PASS	UNK	LCL	0	UNK	N
MERRIC INC. HELI	PRI	LCL	20	GRV	N
MILLER HOMESTEAD	PRI	LCL	2.590	DRT	C
MIRROR LAKE SPB	PRI	LCL	0	WAT	C
MITCHELL-MITCHELL FIELD	UNK	LCL	0	UNK	C
MITLETUKERUK	UNK	LCL	0	UNK	N
MONTANA CREEK	UNK	LCL	0	UNK	N
MOORE CREEK	PRI	LCL	900	GRV	C
MOOSE POINT	UNK	LCL	0	UNK	C
MOOSE RIVER SPB	PRI	LCL	5.280	WAT	C
MT. KLLISKON	UNK	LCL	0	UNK	C
MULE CREEK	UNK	LCL	0	UNK	C
MURPHY'S PULLOUT SPB	DOT&PF	LCL	10.000	WAT	S

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
MYRTLE CREEK	PRI	LCL	3,200	GRV	N
MYSTERY CREEK	UNK	LCL	0	UNK	C
NAPAIMIUT	PRI	LCL	0	UNK	C
NECK LAKE CAMP SPB	PRI	LCL	6,000	WAT	S
NUGGET BEACH	P.D.	LCL	1,400	GRV	C
NURSE LAGOON	UNK	LCL	0	UNK	C
OGLIUGA ISLAND	UNK	LCL	0	UNK	C
OGOYOTUK CREEK	MIL	LCL	1,180	GRV	N
OLD MAN	PRI	LCL	5,000	GRV	N
ORANGE HILL	PRI	LCL	1,650	GRV	N
ORCHARD LAKE SPB	P.D.	LCL	10,000	WAT	S
OSUIAK RIVER	UNK	LCL	0	UNK	C
O'BRIEN CREEK	UNK	LCL	0	UNK	N
PAINTER CREEK	PRI	LCL	5,000	GRV	C
PASS CREEK -PASS CREEK 1	P.D.	LCL	1,400	DPT	C
PATCHING LAKE SPB	P.D.	LCL	15,000	WAT	S
PENINSULA POINT	DOT&PF	LCL	10,000	WAT	S
PENINSULA POINT HELI	PRI	LCL	100	ASP	S
PETTYJON	P.D.	LCL	1,200	GRV	N
PINE CREEK	P.D.	LCL	0	UNK	N
POINT BENTINCK	UNK	LCL	0	UNK	N
POINT NOWELL SPB	FED	LCL	10,000	WAT	C
POORMAN	UNK	LCL	0	UNK	N
PORCUPINE CREEK	DOT&PF	LCL	1,500	GRV	N
PORT CHATHAM SPB	UNK	LCL	10,000	WAT	C
PORT SAN JUAN SPB	PRI	LCL	10,000	WAT	C
PT. POSSESSION HELI	FED	LCL	100	CON	C
PUIVLIK BLUFF	UNK	LCL	0	UNK	N
PURKEYPILE MINE	PRI	LCL	2,850	GRV	C
PYRAMID HARBOR	PRI	LCL	1,000	GRV	S
PYRAMID SPB	P.D.	LCL	10,000	WAT	S
QUEENS	PRI	LCL	1,380	DRT	C
RABBIT CREEK	PRI	LCL	1,370	GRV	C
RAINBOW CAMP SPB	UNK	LCL	0	WAT	N
RAINBOW LAKE SPB	P.D.	LCL	4,000	WAT	S
RALPH GAETANI'S	PRI	LCL	2,100	DRT	C
RED BAY LAKE	FED	LCL	1,000	WAT	S
REFLECTION LAKE SPB	P.D.	LCL	23,000	WAT	S
RISSELL	PRI	LCL	0	UNK	N
RIVERSIDE LODGE	PRI	LCL	0	UNK	N
RODOKAKAT	UNK	LCL	0	UNK	N
SAGINAW BAY SPB	PRI	LCL	10,000	WAT	C
SAGINAW SPB (PENTILLA)	PRI	LCL	10,000	WAT	S
SAGWON	PRI	LCL	5,825	GRV	N
SALMON BAY LAKE SPB	P.D.	LCL	14,000	WAT	S
SALMON LAKE SPB	P.D.	LCL	13,000	WAT	S
SAM CREEK (SOLOMON)	UNK	LCL	0	UNK	N
SAN JUAN KC SPB	PRI	LCL	10,000	WAT	C
SAND LAKE SPB	PRI	LCL	0	WAT	C
SAVAGE RIVER	UNK	LCL	0	UNK	N
SCHAFFER	PRI	LCL	1,050	GRV	S

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
SEVENTYMILE RIVER	UNK	LCL	0	UNK	N
SHRINER FIELD	PRI	LCL	1,800	TRF	N
SITNIKAK CGS	MIL	LCL	4,500	ASP	C
SKOOKUM CREEK	UNK	LCL	0	UNK	N
SKY HARBOR	PRI	LCL	1,600	GRV	C
SLATE CREEK	UNK	LCL	0	UNK	N
SLEEPERS STRIP	PRI	LCL	1,585	DRT	C
SMITH LANDING	UNK	LCL	0	UNK	C
SMOKEY LAKE SPB	PRI	LCL	2,200	WAT	N
SNOESHOE LAKE SPB	UNK	LCL	5,000	WAT	N
SNOESHOE LAKE SPB	PRI	LCL	5,000	WAT	C
SNOW GULCH	UNK	LCL	0	UNK	C
SNUG HARBOR	UNK	LCL	0	UNK	C
SOLD CREEK	PRI	LCL	2,000	GRV	N
SOLO CREEK	UNK	LCL	2,000	GRV	N
SONA MINE	PRI	LCL	2,000	GRV	C
SOUTH BIGHT	UNK	LCL	0	UNK	C
SOUTH GOOSE BAY	UNK	LCL	0	UNK	C
SOUTH NANCY	UNK	LCL	0	UNK	C
SPORT LAKE SPB	PRI	LCL	2,000	WAT	C
STEELE CREEK	UNK	LCL	0	UNK	N
STUYAHOK	PRI	LCL	0	UNK	C
SUDDEN STREAM	P.D.	LCL	1,800	GRV	S
TATITNA (RHON RIVER)	DOT&PF	LCL	1,500	TRF	C
TAYLOR CREEK	P.D.	LCL	1,500	GRV	C
TENGS-WESTFALL	PRI	LCL	1,800	GRV	S
TIBBS CREEK	PRI	LCL	0	UNK	N
TIMBER CREEK	P.D.	LCL	3,265	DRT	N
TIQLUKPUK	PRI	LCL	5,000	GRV	N
TOFTY	PRI	LCL	0	UNK	N
TOOLIK CAMP	PRI	LCL	2,500	GRV	N
TOTATLANIKA CREEK	PRI	LCL	2,400	GRV	N
TRAITOR'S COVE SPB	UNK	LCL	10,000	WAT	S
TRAPPERS DEN	FED	LCL	835	GRV	N
TREASURE CREEK	UNK	LCL	0	UNK	C
TRINITY	PRI	LCL	11,000	GRV	N
TROUT CREEK	UNK	LCL	0	UNK	N
TULIGAK	PRI	LCL	5,000	GRV	N
TULIK VOLCANO	UNK	LCL	0	UNK	C
TWIN CREEK	UNK	LCL	0	UNK	C
TYONE MOUNTAIN LODGE	PRI	LCL	1,200	GRV	N
UPPER GOLD CREEK	UNK	LCL	0	UNK	N
UPPER HANNUM CREEK	PRI	LCL	4,000	GRV	N
UPPER SKOLAI LAKE	PRI	LCL	2,000	GRV	N
VAN CURLERS BAR	DOT&PF	LCL	1,200	TRF	N
WALKER FORK	UNK	LCL	0	UNK	N
WASHINGTON BAY SPB	PRI	LCL	8,000	WAT	S
WATTAMUSE	PR	LCL	2,500	GRV	C
WHITE FISH HILLS	PRI	LCL	0	UNK	C
WILLOW LAKE	PRI	LCL	2,180	TRF	N
WOODCHOPPER	PRI	LCL	0	UNK	N

ALASKA AVIATION SYSTEM PLAN INVENTORY SORTED BY ELECTION DISTRICT

AIRPORT	OWNER	CLASS	LENGTH	SURFACE	REGION
YANKEE CREEK	PRI	LCL	4,900	GRV	C
ZACHAR BAY SPB	PRI	LCL	10,000	WAT	C

Source: State of Alaska, Department of Transportaion and Public Facilities. Alaska Aviation System Plan, Alaska Airport Inventory and Functional Classification, January, 1986.

Prepared by the House Research Agency, September, 1987 (88.019; 860716-01).

ABBREVIATIONS

Airport Name

AFB - Air Force Base

CG - Coast Guard

SPB - Sea Plane Base

Region

C - Central

N - Northern

S - Southeast

Functional Classification

INTL - International

R.C. - Regional Center

DIST - District

TRAN - Transport

COMM - Community

LCL - Local

Runway Length

0 - indicates length not known

Surface Type

ASP - Asphalt

DRT - Dirt

CON - Concrete

GRV - Gravel

PSP - Pierced Steel Plan

STL - Steel

TRF - Turf

UNK - Unknown

WAT - Water

WOD - Wood

Ownership

DOT&PF - Department of Transportation and Public Facilities

FED - Federal

MIL - Military

MUNI - Municipal

OSTAT - Other State Agency

PD - Public Domain

PRI - Private

UNK - Unknown

AIRPORT CLASSIFICATION SYSTEM
DEFINITIONS

AIRPORT CLASS	DEFINITION
INTERNATIONAL	Major international and interstate access points to Alaska, and to major urban centers; with scheduled international and interstate jet service; statewide air cargo and mail distribution center.
REGIONAL CENTER	Primary intrastate access point to a region of Alaska and to a regional population center with population over 1,000, and serves as a significant transfer or transshipment point to the rest of the region.
DISTRICT	Secondary intrastate access point within a region, and primary access to a medium or large population center, and may serve as a significant transfer or transshipment point to the rest of the region or district.
TRANSPORT	Serves to meet special transportation needs in Alaska in support of regional and statewide economic development activities, and other unusual circumstances of regional or statewide significance.
COMMUNITY	Primary land or water access point to a small rural community of at least 25 permanent year-round residents, without other reliable year-round access.
LOCAL	Serves as secondary access to a community served by another mode as primary access, or recreational or emergency airstrip.

Source: DOT&PF

AIRPORT CLASSIFICATION SYSTEM
AVIATION SERVICE TYPE

Key
X = Required Function or Role
O = Optional Function or Role

TYPICAL AVIATION SERVICE TYPE	AIRPORT CLASS - International	- Regional Center	- District	- Transport	- Community	- Local
Community Access Function						
Primary Access						
Major Urban Center	X					
Regional Population Center		X	O			
Medium or Large Population Center			X			
Seasonal or Specialized Population				X		O
Rural Community (25+)					X	
Secondary Access						
Rural Community (25+)						O
Areawide Collection Point				O		
Air Service Role						
Scheduled International Jet	X					
Scheduled Interstate Jet	X	X				
Scheduled Intrastate Jet	X	X	O			
Scheduled Service			X	O	X	O
Air Taxi Charter	O	O	O	O	O	O
Recreational or Emergency			O	O	O	O
System Support Role						
Statewide Transhipment	X					
Regional or District Transhipment	X	X	X	O		
Statewide or Regional Economic Development	O	O	O	X		
Intrastate Carrier Operations Base	X	O				
Air Taxi Operations Base	O	O	O	O	O	
Cargo Carriers Operations Base	O	O	O			

Source: DOT&PF

SUMMARY OF ALASKA AIRPORT INVENTORY
BY AIRPORT CLASS

AIRPORT CLASS	REGION	STATE OWNED	OTHER PUBLIC	PRIVATE	UNKNOWN	TOTAL
INTERNATIONAL	Central	1				1
	Northern	1				1
	Southeastern					
	Subtotal	2				2
REGIONAL CENTER	Central	4				4
	Northern	4				4
	Southeastern	1	1			2
	Subtotal	9	1			10
DISTRICT	Central	7	1			8
	Northern	4				4
	Southeastern	3				3
	Subtotal	14	1			15
TRANSPORT	Central	4	1			5
	Northern	5				5
	Southeastern	2				2
	Subtotal	11	1			12
COMMUNITY	Central	83	4	1		88
	Northern	46	5			51
	Southeastern	17	1	3		21
	Subtotal	146	10	4		160
LOCAL	Central	39	114	146	64	363
	Northern	50	62	120	80	312
	Southeastern	23	58	28	5	114
	Subtotal	112	234	294	149	789
TOTAL		294	247	298	149	988

Source: DOT&PF

Representative Bette Cato, Chair
House Transportation Committee

DATE:

PLACE:

SUBJECT OF MEETING:

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
Bob Engelbrecht	Temsco	1650 Mapleleaf Way Juneau	99801	789-4075	789-5501	(Y)	N	
Bob Jacobsen	Wings	845 Gold Belt Jnu	99801			Y	(N)	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	