

ALASKA LEGISLATURE COMMITTEE FILES, 1989-1990 8672
6167 HOUSE TRANSPORTATION

571

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.

Chapter 37

(12) "apike 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.

Chapter 37

* 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, in the person providing 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

| <u>AIRCARRIER</u> | <u>NUMBER OF PLANES</u> | <u>COST WITH NEW REG</u> | <u>COST WITH OLD REG</u> |
|--|-----------------------------|------------------------------|------------------------------|
| 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 |
| Rav Atkins, Registered Guide | 1 | 25.00 | 50.00 |
| SouthCentral Air, Inc. | 15 | 375.00 | 100.00 |
| Alaska West Air, Inc. | 8 | 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 |
| Security 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 |
| Spennak 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 |
| Umial Enterprises, Inc. | 3 | 75.00 | 100.00 |
| Spennak 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 |

| | | | |
|------------------------------------|----|---------|--------|
| Hadeland 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 |
| CFA 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 |
| Sighorn 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 |
| Chudlak Aviation | 1 | 25.00 | 50.00 |
| Alaska Airlines, Inc. | 55 | 1375.00 | 100.00 |
| Camal 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 | 5 | 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 |
| Solov Helicopters, Inc. | 5 | 150.00 | 100.00 |
| Pacific Rim Wilderness | 2 | 50.00 | 100.00 |
| Erickson Air Crane | 3 | 75.00 | 100.00 |
| Hermens/Markair Express | 5 | 150.00 | 100.00 |
| Lundra 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 |
| Skaqway 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 air carriers 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

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

Total collected in 1990 5181.5.00

Total collection to old fees 40120.00

** 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

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

³Ibid., p. 7-10.

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

⁵Ibid.

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**



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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.

¹TRA/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.

²Ibid., p. 7-2.

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³Ibid., p. 7-10.

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

⁵Ibid.

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.

September 4, 1987
Page 5

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

⁶Donald 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 |
|----|------|--------------------|-------------------------|------------|------------|---------|-----|-----|----|-----|
| | | | | 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 |

| 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 | 2 | 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 | Tross | 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 | CIIP | 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 | |

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| 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 | Atkasuk | 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 | CHI | 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/Hoisy 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 | CHF | 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 CF | 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 | 11 | | |

| 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 | PC | LN | | |
|----|------|--------------------|-------------------------|------------|------------|------------|-----|-----|----|----|--|-----|
| | | | | 2,100,000 | 0 | 2,100,000 | | | | | | Sum |
| | | | | 2,100,000 | 0 | 2,100,000 | | | | | | Sum |
| | | | | 1,219,200 | 10,180,800 | 11,400,000 | 24 | 0 | 65 | 0 | | |
| | | | | 1,219,200 | 10,180,800 | 11,400,000 | | | | | | Sum |
| | | | | 0 | 864,000 | 864,000 | 96 | 0 | 19 | 0 | | |
| | | | | 0 | 864,000 | 864,000 | | | | | | Sum |
| | | | | 2,100,000 | 0 | 2,100,000 | 128 | 3 | 18 | 11 | | |
| | | | | 2,100,000 | 0 | 2,100,000 | | | | | | Sum |
| | | | | 3,319,200 | 11,044,800 | 14,364,000 | | | | | | Sum |
| | | | | 1,935,000 | 17,481,200 | 19,416,200 | 107 | 34 | 78 | 0 | | |
| | | | | 0 | 100,000 | 100,000 | 107 | 34 | 80 | 0 | | |
| | | | | 1,935,000 | 17,581,200 | 19,516,200 | | | | | | Sum |
| | | | | 0 | 425,000 | 425,000 | 130 | 176 | 37 | 29 | | |

| ED | YEAR | AFFECTED COMMUNITY | FACILITY (IF SPECIFIED) | APPVD'D OF | 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 | 35,860.2 |
| 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.

DOT/PF AVIATION DATA BY FISCAL YEAR BY ELECTION DISTRICT

| ELECTION DISTRICT OR DOT/PAFF 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.

DATE 8/26/87 2 58 PM (IN THOUSANDS)

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 FORT 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 |
| BIRCH 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. EGBERT | 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 SP3 | 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) | | | | | |
| AMBIER | 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 |
| DEMARICATION 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 |
| BREVIK 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 |
| KAITAG | 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 | ASP | 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 | 1.000 | 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 |
| CINNABAR 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&PF | 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 | GRV | 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 |
| HERZENDEEN 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, NAKNEK-NAKNEK SPB | DOT&PF P.D. | LCL | 2,470 3,000 | GRV WAT | C 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 | 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 SPP | 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 | DF | 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 | PKI | 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 |
| FEPKO 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 |
| GSUIAK 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 SPE (PENTILLA) | PP? | 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 | 6 | 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 NAICY | 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 |
| WODCHOPPER | 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 Transportation 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

| <u>AIRPORT CLASS</u> | <u>DEFINITION</u> |
|----------------------|---|
| 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 | <u>Primary</u> 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 |
| <u>Community Access Function</u> | | | | | | |
| 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 | | |
| <u>Air Service Role</u> | | | | | | |
| 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 |
| <u>System Support Role</u> | | | | | | |
| Statewide Transshipment | X | | | | | |
| Regional or District Transshipment | 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 | <u>2</u> | | | | <u>2</u> |
| REGIONAL CENTER | Central | 4 | | | | 4 |
| | Northern | 4 | | | | 4 |
| | Southeastern | <u>1</u> | <u>1</u> | | | <u>2</u> |
| | Subtotal | 9 | <u>1</u> | | | 10 |
| DISTRICT | Central | 7 | 1 | | | 8 |
| | Northern | 4 | | | | 4 |
| | Southeastern | <u>3</u> | | | | <u>3</u> |
| | Subtotal | <u>14</u> | <u>1</u> | | | <u>15</u> |
| TRANSPORT | Central | 4 | 1 | | | 5 |
| | Northern | 5 | | | | 5 |
| | Southeastern | <u>2</u> | | | | <u>2</u> |
| | Subtotal | 11 | <u>1</u> | | | <u>12</u> |
| COMMUNITY | Central | 83 | 4 | 1 | | 88 |
| | Northern | 46 | 5 | | | 51 |
| | Southeastern | <u>17</u> | <u>1</u> | <u>3</u> | | <u>21</u> |
| | Subtotal | <u>146</u> | <u>10</u> | <u>4</u> | | <u>160</u> |
| LOCAL | Central | 39 | 114 | 146 | 64 | 363 |
| | Northern | 50 | 62 | 120 | 80 | 312 |
| | Southeastern | <u>23</u> | <u>58</u> | <u>28</u> | <u>5</u> | <u>114</u> |
| | Subtotal | <u>112</u> | <u>234</u> | <u>294</u> | <u>149</u> | <u>789</u> |
| TOTAL | | 294 | 247 | 298 | 149 | 988 |

Source: DOT&PF



Representative Bette Cato, Chair House Transportation Committee

SUBJECT OF MEETING:

DATE:

PLACE:

| NAME | REPRESENTING | BUSINESS/PERSONAL MAILING ADDRESS | ZIP | (H) PHONE | (W) PHONE | DO YOU WANT TO TESTIFY? | WHAT SUBJECT/ WHICH BILL? |
|-----------------|--------------|-----------------------------------|-------|-----------|-----------|--|---------------------------|
| Bob Engelbrecht | TEMSCD | 1650 Maple Street W. Jay Junction | 99801 | 789-4075 | 789-9501 | <input checked="" type="radio"/> Y <input type="radio"/> N | |
| BOB JACOBSEN | WINGS | 845 GOLD BELT JNU | 99801 | | | <input type="radio"/> Y <input checked="" type="radio"/> N | |
| | | | | | | <input type="radio"/> Y <input type="radio"/> N | |
| | | | | | | <input type="radio"/> Y <input type="radio"/> N | |
| | | | | | | <input type="radio"/> Y <input type="radio"/> N | |
| | | | | | | <input type="radio"/> Y <input type="radio"/> N | |
| | | | | | | <input type="radio"/> Y <input type="radio"/> N | |
| | | | | | | <input type="radio"/> Y <input type="radio"/> N | |
| | | | | | | <input type="radio"/> Y <input type="radio"/> N | |
| | | | | | | <input type="radio"/> Y <input type="radio"/> N | |

**ALASKA
MARINE
HIGHWAY
SYSTEM
WORK
SESSION**



Southeast Alaska Tourism Council

representing Southeast Alaska and our Canadian neighbors

PO Box 20710 Juneau, Alaska 99802-0710 (907) 586-4777 FAX (907) 463-4961

Southeast Alaska Tourism Council Resolution of the Board of Directors

Subject: Supplemental funding and Marketing funding for the
Alaska Marine Highway system

The Alaska Marine Highway System plays a vital role in maintaining the social and economic well being of the entire state of Alaska.

In order to achieve it's mission of providing basic transportation service, as well as providing a vital link for Alaskan visitors, AMHS must maintain an adequate level of funding.

The Legislature will be considering a supplemental budget request from AMHS to maintain it's currently published schedule.

The Southeast Alaska Tourism Council supports the early and favorable consideration of the AMHS supplemental budget request.

The sole marketing effort of the AMHS, as currently funded, is the printing of seasonal schedules, and no additional revenues can be generated by AMHS without greater effort being made to market the system.

Therefore, the SATC supports the appropriation of additional funds in the AMHS FY '91 budget request for marketing.

Approved unanimously at the quarterly meeting of the SATC board held in Juneau, January 25, 1990.

Chip Waterbury
President

J. Allan MacKinnon
Executive Director

HUGH HAZELTON

CHAMBER OF COMMERCE
MCTCW

HARRISON

ALASKA MARINE HIGHWAY POSITIONING STATEMENT DRAFT

This draft has been prepared as a result of recommendations received from the Skagway Chamber of Commerce. This data will be presented to the House Transportation Committee during the Marine Highway information meeting to be held Sunday, 11 February at the Skagway city offices.

(1) Major Recommendations.

- A. Create a permanent board for Marine Highway System.
- B. Allow System to retain all revenues generated.
- C. Create vessel replacement fund with inflation proof safeguards.
- D. Phase in high speed vessels.
- E. Reappropriate Skagway-Haines-Juneau road study funding to provide link between Sitka and Chatham Strait.
- F. Encourage participation by Canadian and U.S. Governments in creation and support of long term System needs.

6011-yes

Cost 15 P20 in 3
Term to Bering
APR?
MAY BE?

James Robert
-view

(2) Master Plan.

A. Operating Plan.

- 1. Current utilization of existing vessels.
 - a. Annual usage (on and off line) of each vessel.
- 2. Maintenance and repair schedule for each vessel.
- 3. Create list of System priorities.
- 4. Identify detail operating cost by element of plan.

B. Short and long term goals.

- 1. Create one year, five year and ten year plans, subject to annual review and revision.

(3) Scheduling Considerations.

- A. Appropriate funding for the early return of the MV Columbia and LeConte.
- B. Institute year round scheduling of a Friday ferry in the upper Lynn Canal.
- C. Extend summer schedule to enhance shoulder seasons.

Back what

Sun - Mon - Wed
2 wks earlier
2 wks later
SEPT

(4) Endorse Resolution of the Southeast Alaska Tourism Council regarding Supplemental funding and Marketing funding for the Alaska Marine Highway System.

(5) Upon consideration of these recommendations, preparation of a Master Plan and scheduling considerations, prepare an information packet to the State Legislature so they will be aware of the importance of the Alaska Marine Highway System and it's impact upon the state economy.

John Hyl Deming
20
MHS

1-3 PM

Hanks/Slagw

MHS Services
Serv - Free
Prob - Free
Concern - Public
User - User
Employ - Employ

Leeds
Reserv Fun
Less Replac Fund

Cutting - Needs #
Today
Lister
To How to improve
The System
NO Subs For
Wisdom

Built what Donor
TOWNSHIP
PRES 506 LK
EXP FRI SUC
NO LOSE

MAR LAST 2 WEEKS
COLUMN TOWNSHIPS
PER 7P-1AM
NEED CD SCHED
IN 12-6 PM
7:30-7:30 AM FRI FERRY

SAVING US
FROM 900
15 US
100000
FERRY - AIR
TRAIL
LAST 2 WEEKS
VOLUME
EACH OF US TODAY - HEU
CUTTING

UNDER PROB
EDUC US
REP GOIL - GUIDED
HANS ATTENDED
MHS HEARINGS
MAY APRIL FOR
IDEAS
POWER - VOTE FOR
HIM OR FOR
HIM IN
KICK IN BUT

2. Hugh Hazelton - Chasm Comm

3. Hanes 1/2 mill. Ferry System

4. Hulson - Forget Roads - Too expens, Need Res Dev

5. Fred Shields - MAY HAIN BAR
1. SUPPLEN
2. KEEP PROG RECEIBS
3. MAST
4. REPLAC FUND

6. ASPOTTAM - 150' 9 mill - 15 mill 20 cars 150 PDR

7. Gill Acker - Part Devel Plan in Rev - SLAGW
1. ONE HAIL + HI-WAY RELATIONS } GOIL YES
 open yr around DWE ONE
 IF CLOSED => ? RD CLAS
2. Rd-ferry - RELATIONS? GOIL - NO

8. Jerry Fucher - PRES TOUR CIL
COST ACCTG - GOOD
COLUMN 6 W/IS EARLY - GOOD IF @
9:11 - 1AM BAD SCHED
120,000 MAY - SED HAIN - SLAGW RD LINKS FRI - AM

9. FERRY BARRIERS FERRYWAY FAST FRI 16 + MAIL 4/0 yrs HERE
1. WILLY BERBE - MARG SUC - MINE MOVES?
SUC BAD W/ JUST FERRY

10. MAUIS, HENDRICKSON - NEEDS FRI FERRY IN CONNec WED FERRY
Reserv + sched - Terrible
open M-F

11. Mike Seether - Fri Ferry

12. Stan Selmer - MAY 700 SLAGW POOR SUC

Nome - Chuck Coyle

① Airports

② Equipment - most no rental - 6-7 years old

Snow removal airport contract costs $\$130,000$
To date, got money from deferring maintenance

Nenana - Dale Morton

↑ funding for gravel + sand for patching
more funding for people + materials

Buildings + facilities OK

Point Barrow - Daniel Bollman

1 man operation (airport)

All equipment 10-12 years old

Facility built 1967 - old + delapidated

Fairbanks - Patty Ethrington

19 contracted airports

Fritz Grunther - contracts 1 year with

2 1 year renewals

average cost contract $\$10,000$

contractor furnished equip $\$25,30,000$

deadhorse airport - problem
with shifting + frost heaves

FAA Par 109 - 2 security
officers - 15 minute response

$\$189,000$ increment in budget