



AVIATION TRANSPORTATION SYSTEM

Conditions, Forecasts, Issues, and Recommendations

Assessment

April 2026



TABLE OF CONTENTS

ACRONYMS & ABBREVIATIONS.....	V
1.0 INTRODUCTION	7
1.1 Purpose of the Technical Memorandum	7
1.2 SEATP Region Aviation System	7
1.3 Changes Since the 2004 SEATP	8
1.3.1 Public-Use Airports in the SEATP Region	9
1.3.2 Airport Classifications	11
1.3.3 Major Airport Projects and Funding	12
2.0 AVIATION TRANSPORTATION SYSTEM REGIONAL OVERVIEW	15
2.1 Aviation Facilities	15
2.1.1 Part 139 Certification	17
2.1.2 Weather Information	18
2.1.2.1 Weather Reporting Systems	19
2.1.2.2 Weather Cameras	23
2.2 Aviation System Users	25
2.2.1 Passengers	25
2.2.2 Freight and Mail	26
2.2.3 Essential Air Service (EAS)	27
2.2.4 Tourism and Recreation	28
2.2.5 Medical Service	29
2.3 Asset Management and System Performance	30
2.4 Maintenance	31
2.5 Regional Themes, Findings, and Strategies	31
2.5.1 Forecasts	31
2.5.2 Access to Medical Care	32
2.5.3 Essential Air Service (EAS) Program Cuts	32
2.5.4 Pavement Conditions	32
2.5.5 Airport Lighting	33
2.5.6 Weather Observation Gaps	33
2.5.7 Lease Lots, Vehicle Parking, and Access	34
2.5.8 Per- and Polyfluoroalkyl Substances (PFAS)	34
2.5.9 The Changing Environment	34
3.0 SOUTHEAST BOROUGH AND CENSUS AREA AIRPORT CHARACTERISTICS	35
3.1 Haines Borough	35
3.1.1 Assets	36
3.1.2 Users and Tourism	37
3.1.3 Intermodality	37
3.1.4 Key Issues and Opportunities	37
3.2 Hoonah-Angoon Census Area	38
3.2.1 Assets	39
3.2.2 Users and Tourism	41

3.2.3	Intermodality	42
3.2.4	Key Issues and Opportunities	42
3.3	City and Borough of Juneau	43
3.3.1	Assets.....	43
3.3.2	Users and Tourism	45
3.3.3	Intermodality	45
3.3.4	Key Issues and Opportunities	45
3.4	Ketchikan Gateway Borough	46
3.4.1	Assets.....	47
3.4.2	Users and Tourism	48
3.4.3	Intermodality	48
3.4.4	Key Issues and Opportunities	49
3.5	Petersburg Borough	49
3.5.1	Assets.....	51
3.5.2	Users and Tourism	51
3.5.3	Intermodality	52
3.5.4	Key Issues and Opportunities	52
3.6	Prince of Wales-Hyder Census Area	52
3.6.1	Assets.....	53
3.6.2	Users and Tourism	56
3.6.3	Intermodality	57
3.6.4	Key Issues and Opportunities	57
3.7	City and Borough of Sitka.....	58
3.7.1	Assets.....	59
3.7.2	Users and Tourism	60
3.7.3	Intermodality	60
3.7.4	Key Issues and Opportunities	60
3.8	Municipality of Skagway Borough.....	62
3.8.1	Assets.....	62
3.8.2	Users and Tourism	63
3.8.3	Intermodality	63
3.8.4	Key Issues and Opportunities	63
3.9	City and Borough of Wrangell.....	64
3.9.1	Assets.....	65
3.9.2	Users and Tourism	66
3.9.3	Intermodality	66
3.9.4	Key Issues and Opportunities	66
3.10	Yakutat City and Borough	67
3.10.1	Assets.....	68
3.10.2	Users and Tourism	69
3.10.3	Intermodality	69
3.10.4	Key Issues and Opportunities	70
4.0	KEY RECOMMENDATIONS.....	71
4.1	Programmatic and Funding Recommendations.....	71
4.2	Policy and Planning Engagement Recommendations	71
4.3	Recommended Plans and Studies	72
4.4	Recommended Capital Projects	73
4.4.1	New Airports.....	73
4.4.2	Airport Pavements	73
4.4.3	Airfield Lighting	74

4.4.4	Lease Lots, Aircraft Parking, and Vehicle Parking	74
4.4.5	Seaplane Facility Rehabilitation	75
4.4.6	Weather Reporting Stations	75
4.4.7	Weather Cameras.....	77
4.4.8	Wind Cones	78
4.4.9	Changing Environment	78
4.4.10	PFAS	79

FIGURES

Figure 1:	SEATP Aviation System.....	8
Figure 2:	2025 Southeast Weather Station Outage History	23
Figure 3:	Weather Cameras in Southeast Alaska.....	24
Figure 4:	Visitors by Alaska Region, 2016.....	28
Figure 5:	Haines Borough Airports	35
Figure 6:	Hoonah-Angoon Census Area Airports	38
Figure 7:	City and Borough of Juneau Airports.....	43
Figure 8:	Ketchikan Gateway Borough Airports.....	46
Figure 9:	Petersburg Borough Airports.....	50
Figure 10:	Prince of Wales-Hyder Census Area Airports.....	53
Figure 11:	City and Borough of Sitka Airports	58
Figure 12:	Municipality of Skagway Airports.....	62
Figure 13:	City and Borough of Wrangell Airports	64
Figure 14:	Yakutat City and Borough Airports	67
Figure 15:	Southeast Weather Reporting Stations	77

TABLES

Table 1:	Comparison of 2004 & 2025 Airport Classifications	12
Table 2:	Disposition of Regional Aviation Improvements Underway in 2004	13
Table 3:	Other Major Airport Improvements Since 2004.....	14
Table 4:	AASP Classifications.....	16
Table 5:	AASP Seaplane Facilities Classifications	17
Table 6:	Summary of SEATP Airport Ownership & Classification	17
Table 7:	Southeast Alaska's Part 139 Certificated Airports	18
Table 8:	Existing Weather Reporting Stations and Aviation Weather Working Group Proposed Stations	19
Table 9:	Complete METAR Outages by Region (2024 and 2025)	21
Table 10:	Mean Number of Trips by Air over 12-Month Period.....	26
Table 11:	Southeast Communities Receiving Essential Air Service.....	27
Table 12:	Top Alaska Destinations, 2016	29
Table 13:	Southeast Region National Park Visitors	29
Table 14:	Southeast Airports with Paved Runways	33
Table 15:	Haines Borough Airports – Runway Characteristics	36
Table 16:	Haines Borough Airports – Weather, NAVAIDs, and Services.....	36
Table 17:	Hoonah-Angoon Census Area Airports – Runway Characteristics.....	39
Table 18:	Hoonah-Angoon Census Area Airports – Weather, NAVAIDs, and Services	40

Table 19: City and Borough of Juneau Airports – Runway Characteristics	44
Table 20: City and Borough of Juneau Airports – Weather, NAVAIDs, and Services	44
Table 21: Ketchikan Gateway Borough Airports – Runway Characteristics	47
Table 22: Ketchikan Gateway Borough Airports – Weather, NAVAIDs, and Services	47
Table 23: Petersburg Borough Airports – Runway Characteristics	51
Table 24: Petersburg Borough Airports – Weather, NAVAIDs, and Services.....	51
Table 25: Prince of Wales-Hyder Census Area Airports – Runway Characteristics	54
Table 26: Prince of Wales-Hyder Census Area Airports – Weather, NAVAIDs, and Services....	55
Table 27: City and Borough of Sitka Airports – Runway Characteristics.....	59
Table 28: City and Borough of Sitka Airports – Weather, NAVAIDs, and Services	59
Table 29: Municipality of Skagway Borough Airports – Runway Characteristics.....	63
Table 30: Municipality of Skagway Borough Airports – Weather, NAVAIDs, and Services	63
Table 31: City and Borough of Wrangell Airports – Runway Characteristics.....	65
Table 32: City and Borough of Wrangell Airports – Weather, NAVAIDs, and Services	65
Table 33: Yakutat City and Borough Airports – Runway Characteristics.....	68
Table 34: Yakutat City and Borough Airports – Weather, NAVAIDs, and Services	68
Table 35: Southeast Airport Master Plans and Airport Layout Plans over 20 Years Old	72
Table 36: Southeast Airport Pavements Below PCI of 70.....	73
Table 37: Southeast Airport Lighting Systems Exceeding 10-Year Minimum Useful Life	74
Table 38: Airports with Documented Interest in Additional Lease Lots, Aircraft Parking, and/or Vehicle Parking.....	74
Table 39: Southeast Seaplane Facilities in Need of Rehabilitation or Reconstruction	75
Table 40: Weather Reporting Station Recommendations.....	76
Table 41: Weather Camera Installation Recommendations.....	78
Table 42: Wind Cone Installation Recommendations	78
Table 43: Airports Known to Be Impacted by the Changing Environment.....	79
Table 44: Southeast Part 139-Certificated Airports with PFAS Mitigation Needs.....	79

APPENDICES

Appendix 1: Aviation Demand Forecast

Appendix 2: Southeast Registered Public Use Aviation Facilities Photos

ACRONYMS & ABBREVIATIONS

AASP	Alaska Aviation System Plan
ACIP	Airport Capital Improvement Program
ADIP	Airport Data and Information Portal (FAA)
AFFF	Aqueous Film Forming Foam
ALP	Airport Layout Plan
AMHS	Alaska Marine Highway System
AMP	Airport Master Plan
APaid	Aviation Paid Weather Observer
ARFF	Aircraft Rescue and Firefighting
ASOS	Automated Surface Observing System
AWOS	Automated Weather Observing System
CBJ	City and Borough of Juneau
CBW	City and Borough of Wrangell
CFR	Code of Federal Regulations
CHA/P	Community Health Aide/Practitioner
CIMP	Capital Improvement and Maintenance Program
CS	Commercial Service
DCCED	Department of Commerce, Community, and Economic Development
DOT&PF	Alaska Department of Transportation & Public Facilities
DYAASI	Don Young Alaska Aviation Safety Initiative
EAS	Essential Air Service
FAA	Federal Aviation Administration
GA	General Aviation
HIRL	High Intensity Runway Lights
ILS	Instrument Landing System
LDA	Localizer-Type Directional Aid
LOC	Localizer
MIRL	Medium Intensity Runway Lights
NDB	Non-Directional Beacon
NHS	National Highway System
NOAA	National Oceanic and Atmospheric Administration
NPIAS	National Plan of Integrated Airport Systems
NWS	National Weather Service
PFAS	Per- and Polyfluoroalkyl Substances
PMP	Pavement Management Program
RNAV	Area Navigation
RSA	Runway Safety Area
RSF	Refuge (Seaplane Classification)

SEARHC	Southeast Alaska Regional Health Consortium
SEATP	Southeast Alaska Transportation Plan
SPB	Seaplane Base
SPF	Seaplane Float
SRASP	Southeast Region Aviation System Plan
SWA	Statewide Aviation
USACE	United States Army Corps of Engineers
USCG	United States Coast Guard
USFS	United States Forest Service
VFR	Visual Flight Rules
VOR	VHF Omnidirectional Range
VOR/DME	VOR with Distance Measuring Equipment
VWOS	Visual Weather Observing System

1.0 INTRODUCTION

1.1 Purpose of the Technical Memorandum

The Southeast Alaska Transportation Plan (SEATP) Aviation System Technical Memorandum (memo) documents existing conditions, develops activity forecasts, identifies issues and needs, and provides key recommendations for Southeast Alaska's regional aviation transportation system. Southeast Alaska's aviation system includes paved runways that serve jet traffic, paved and gravel runways that serve smaller aircraft, dozens of registered water landing areas (seaplane facilities), countless unregistered water landing areas, and the network of navigational aids and infrastructure that support the "highways in the sky."

This memo provides an overview of the regional aviation system by defining the aviation transportation facility assets; describing aviation's role in freight movement, tourism, and recreation; and describing how aviation assets are managed and maintained. Further detail and characterization is provided for the airports within each of the eight boroughs and two census areas in Southeast Alaska.

Technical memos have also been prepared that examine the Southeast Region's surface, marine, and trail systems. Information from these memos will inform the complete update to the SEATP, resulting in recommended funding and implementation strategies to address multi-modal transportation system needs for Southeast Alaska.

1.2 SEATP Region Aviation System

Within the Southeast Alaska planning boundary, there are 63 registered public-use aviation facilities (Figure 1). Aviation facilities are registered through the Federal Aviation Administration (FAA) Airport Data and Information Portal (ADIP)¹. Although there are approximately 20 registered private-use facilities and countless unregistered areas accessible by aircraft in the region, this SEATP update focuses on the aviation transportation system chartered and available to the public. The 63 aviation facilities include airports and seaplane facilities owned by DOT&PF, local communities and boroughs, federal agencies, private owners, and any facility in the region chartered as available for public use.

¹ Federal Aviation Administration. (n.d.). Airports GIS (AGIS) public portal. <https://adip.faa.gov/agis/public/#/public>

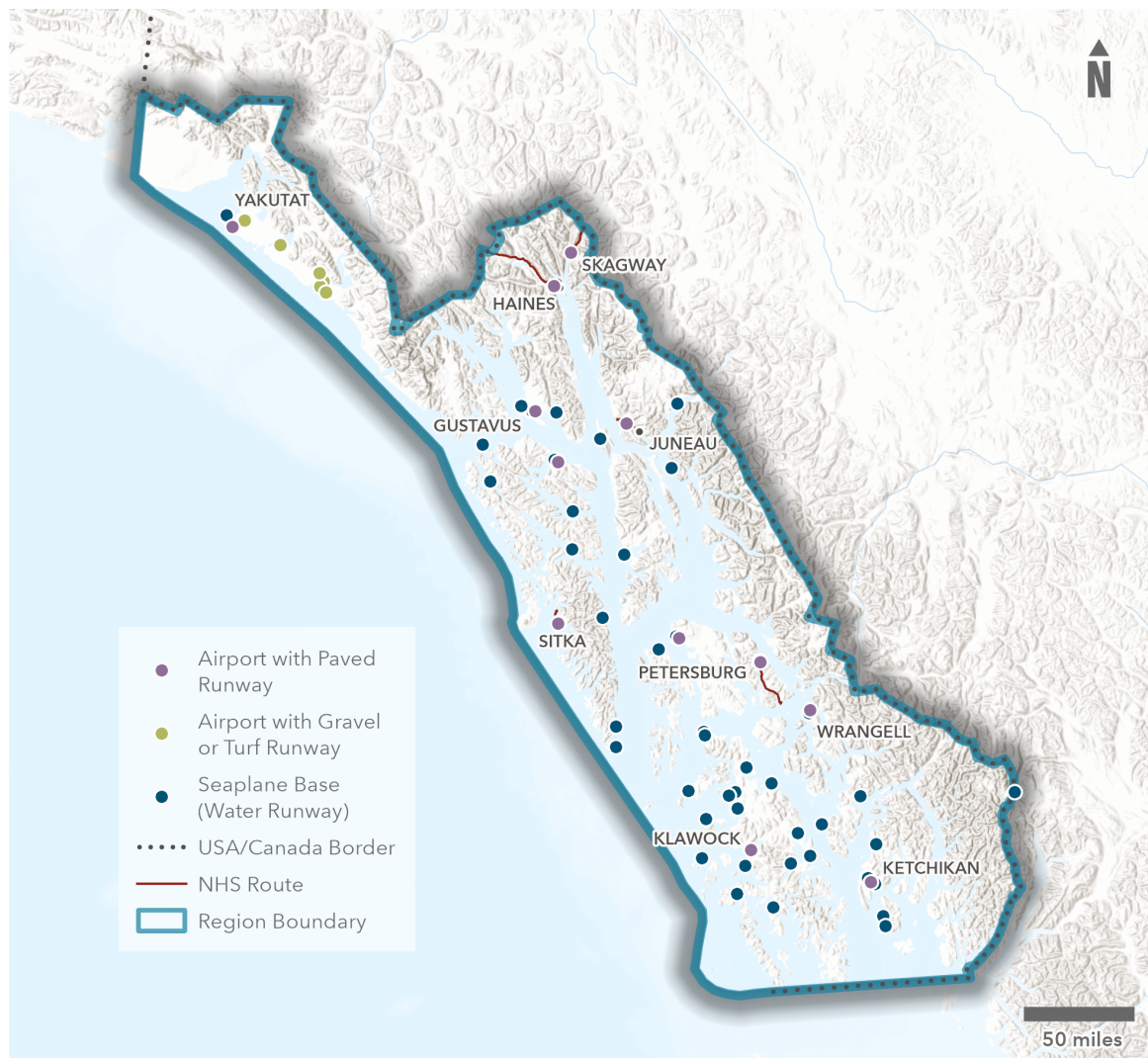


Figure 1: SEATP Aviation System

1.3 Changes Since the 2004 SEATP

The 2004 SEATP is the last officially adopted transportation plan for the Southeast Region. Although the aviation component of the transportation system was considered, the 2004 SEATP focus was on extending the reach of the continent's highway system into Southeast Alaska, and it primarily highlighted projects and goals to transition to a system of roads and shuttle ferries. The 2004 plan noted that, with only a few exceptions, the key components of the aviation system were already available, and that the existing facilities provided adequate support for scheduled operators, cargo shippers, flightseeing, and itinerant flights. The 2004 recommendations for the aviation system focused on preserving and enhancing the existing system, as well as the construction of three new facilities to improve mobility and accessibility in the region (discussed in Section 1.3.3).

The 2004 SEATP recognized that the aviation mode was not given comprehensive consideration, stating that the plan was, “not the appropriate forum for mode-specific planning concerning the future of the regional aviation system.” The plan indicated that a Southeast Region Aviation System Plan study would be initiated in 2004, the results of which would be incorporated into the SEATP by amendment. The regional aviation system plan study was conducted, and the DOT&PF published the Southeast Region Aviation System Plan (SRASP) in 2008. The 2008 SRASP provided a comprehensive description of the existing aviation system, examined the probable changes to the system over the next 20 years, and identified the strategies necessary to support the demands of the system on the region’s airports throughout those years. The SRASP was intended to become part of the updated SEATP.

The SEATP update was published as a draft in 2014. Despite the comprehensive analysis provided in the SRASP of the region’s aviation system, the 2014 SEATP update only minorly reflected its contents and largely echoed the broad characterization of the system described in the 2004 plan, making only a handful of aviation-related recommendations. The updated SEATP was published in 2014 but was never adopted.

This aviation memo considers the adopted policies and recommendations of the 2004 SEATP, and uses aviation system information provided in the 2008 SRASP when comparing the current aviation system with that described previous plans.

1.3.1 Public-Use Airports in the SEATP Region

The 2004 SEATP considered 45 airports in its study area – 12 land-based airports, 33 seaplane facilities, and two (2) planned (future) seaplane facilities. The 2004 SEATP only considered airports owned by DOT&PF and local communities or boroughs; it did not include the public-use facilities owned by federal agencies, private owners, or others. No complete inventory of aviation facilities was provided in the 2004 SEATP, so there is little by which to compare the 2004 aviation system with that being considered in this plan update.

The 2008 SRASP reportedly included all registered aviation facilities in the region – both public and private – in its analysis. Since the list of facilities considered part of the SEATP aviation system has varied across plans, it is difficult to make straightforward comparisons. What can be concluded is that – when considering only the facilities available to the public – several registered public-use facilities were not included in the 2008 SRASP, several facilities have been closed or decommissioned, and a substantial number of facilities have changed ownership since 2004.

Eleven (11) seaplane facilities included in this SEATP update were not included in the 2008 SRASP. Although these facilities were almost certainly registered public-use facilities at the time the 2008 SRASP was developed, for reasons unknown, they are not reflected in that plan’s inventory of airports. The facilities (with their owners of record and ownership type) not reflected in the 2008 SRASP but included in this plan are:

- Cape Pole (Z71) – L.O.G. LOG CO (Private Ownership)
- Dry Bay (3AK) – Glacier Bay NPS (Public Agency Ownership)
- El Capitan Lodge (5C5) – Scott Van Valin (Private Ownership)
- False Island (2Z6) – United States Forest Service (Public Agency Ownership)
- Loring (13Z) – Ketchikan Gateway Borough (Local Community (Public) Ownership)
- Port Alice (16K) – Alaska Logging & Pulp (Private Ownership)

- Saginaw (A23) – owner name not published (Private Ownership)
- Steamboat Bay (WSB) – Steamboat Bay Resort (Private Ownership)
- Taku Lodge (TKL) – Taku Glacier Lodge (Private Ownership)
- Waterfall (KWF) – Waterfall Cannery Resort (Private Ownership)
- Yes Bay Lodge (78K) – Kevin Hack (Private Ownership)

Four seaplane facilities previously owned by DOT&PF were transferred to local municipal ownership as part of the DOT&PF Harbor Transfer Program². This effort, established by Alaska Legislature in 2006 (Alaska Statute 29.60.800), includes a 50/50 matching grant program aimed at providing financial assistance to locally owned harbor facilities, recapitalizing the local government's harbor infrastructure, and enhancing the sustainability of Alaska's public harbor system. Many seaplane facilities are a feature of a community's harbor and thus become part of a harbor transfer. Ownership changes at certain facilities have not yet been accompanied by corresponding updates to sponsorship, requiring DOT&PF to maintain an interim supporting role. The FAA requires sponsorship and ownership to reside with the same entity for the purpose of grant distribution and administration, and both agencies are coordinating to transfer sponsorship to the new owning authorities. The four facilities listed below have changed ownership under the Harbor Transfer Program and remain FAA-registered seaplane facilities. The list is not a comprehensive list of all harbor facilities transferred under the program; it only includes harbor facilities associated with a registered seaplane facility.

- Baranof Warm Springs Float and Seaplane Float (BNF) – transferred from DOT&PF to City and Borough of Sitka
- Kake (KAE) – transferred from DOT&PF to City of Kake
- Thorne Bay (KTB) – transferred from DOT&PF to City of Thorne Bay
- Whale Pass Seaplane Float Harbor Facility (96Z) – transferred from DOT&PF to City of Whale Pass

Two other facilities reflect a change of ownership since the 2008 SRASP:

- Ketchikan Harbor (5KE) – previously in the Public Domain, the current registered owner is Promech Air
- Naukati Bay (AK62) – a new facility was constructed nearer to the community of Naukati Bay than the previous registered facility (Nichen Cove, owned by Panhandle Logging Co.), and the Location ID (AK62) was reassigned to the newly constructed facility (owned by Naukati Bay Community)

Four seaplane facilities have been closed or decommissioned. A closed or decommissioned facility is one that was previously registered with the FAA but has been removed from FAA's registered facilities list for various reasons, including unusable facilities/infrastructure, owner choice, or for reasons unknown. The four seaplane facilities no longer registered and no longer considered part of the public aviation system are:

- Juneau Harbor (5Z1) – formerly a DOT&PF-owned seaplane facility, transferred to the City and Borough of Juneau in 2003; Federal Register notice of permanent closure in 2020

² Alaska Department of Transportation & Public Facilities. (n.d.). Ports & harbors. <https://dot.alaska.gov/stwdplng/ports/>

- Haines (3Z9) – formerly a DOT&PF-owned seaplane facility, transferred to the City of Haines in 2006; Federal Register notice of permanent closure in 2021
- Klawock (AQC) – formerly a DOT&PF-owned seaplane facility, transferred to the City of Klawock in 2003; Federal Register notice of permanent closure in 2021
- Skagway (7K2) – formerly a registered DOT&PF-owned seaplane facility; no Federal Register notice of closure found; last appeared in the FAA 2013-2017 National Plan of Integrated Airport Systems (NPIAS) list of airports³; the Alaska Aviation System Plan (AASP) facilities database⁴ indicates the facility is closed

One of the planned seaplane facilities in the 2004 SEATP appears to have been constructed but not registered with the FAA:

- Edna Bay – shown as a future DOT&PF-owned seaplane facility in the 2004 SEATP; DOT&PF completed construction of a harbor with a seaplane float for the community in 2021 and is in the process of transferring ownership to the City of Edna Bay; the facility is not registered with the FAA

1.3.2 Airport Classifications

Airport classifications have changed considerably since 2004. Airports are classified by both the FAA National Plan of Integrated Airport Systems (NPIAS) and the DOT&PF Alaska Aviation System Plan (AASP). Both of these classification systems have been modified more than once since 2004, which has implications to how the SEATP airports are considered for funding and development. The 2004 SEATP did not include a comprehensive list of airports considered by the plan and their classifications assigned at that time. So although no comparison of individual airport classifications between the 2004 SEATP and this plan update will be presented, it is still worth documenting the major differences between the past and present classification systems.

The FAA classifies airports through the NPIAS, and the designations primarily relate to federal funding considerations. Airports listed in the NPIAS are eligible for federal Airport Improvement Program (AIP) funding based on the airport needs and passenger volume. Airports are distinguished by level of activity, and funding formulas distribute federal grant funding, in large part, based on the NPIAS classifications. The NPIAS broadly divide airports into two categories – Primary and Nonprimary – which are then further qualified by designations of hub type or airport role. The distinction between categories of Primary airports in the NPIAS is based on the number of annual enplanements at an airport. Nonprimary airport categories are based on existing activity (number and types of based aircraft and volume and types of flights), geographic factors, and public interest functions. Full definitions of NPIAS classifications can be found in the FAA's *NPIAS Narrative*⁵, published every two years.

³ Federal Aviation Administration. (n.d.). *Historical NPIAS documents*. U.S. Department of Transportation. https://www.faa.gov/airports/planning_capacity/npias/current/historical

⁴ Alaska Department of Transportation and Public Facilities. (n.d.) *Alaska Aviation System Plan Facilities*. <https://internal.alaskaasp.com/Facilities/>

⁵ Federal Aviation Administration. (n.d.). *National Plan of Integrated Airport Systems (NPIAS)*. U.S. Department of Transportation. https://www.faa.gov/airports/planning_capacity/npias

The AASP most recently inventoried and assigned Alaska-specific classifications in the May 2022 *Phase III Chapter 3 Classifications & Performance Measures*⁶. The AASP classifies all DOT&PF-owned facilities, as well as a selection of other public-use facilities for the purpose of more specifically defining airport roles and needs in Alaska’s state system.

A high-level comparison of the 2004 classifications versus current classifications is shown in Table 1. Both the NPIAS and AASP systems have expanded the number of different classifications, which provides more specific performance and development goals for airports within each classification. The SRASP specifically noted that many of the AASP classifications assigned at the time that plan was developed (using a state airport classification system from 1996) were inaccurate and outdated, and classifications were expected to be reexamined in the update to the AASP, which was underway at that time.

Table 1: Comparison of 2004 & 2025 Airport Classifications

2004 NPIAS CLASSIFICATIONS	2026 NPIAS CLASSIFICATIONS
• Primary Commercial Service • Nonprimary Commercial Service • General Aviation • Non-NPIAS	• Primary Commercial Service – Small Hub • Nonprimary Commercial Service – Local • General Aviation – Local • General Aviation – Basic • General Aviation – Unclassified • Non-NPIAS
2004 AASP CLASSIFICATIONS	2026 AASP CLASSIFICATIONS
• Regional • Community • Local	• Small Hub • Regional Hub • Community Off-Road • Community On-Road • Local NPIAS High-Activity • Local NPIAS Low-Activity • Local Non-NPIAS • Landing Strips

2004 NPIAS classifications are those that were in effect when the 2001-2005 NPIAS Report was published. 2026 NPIAS Classifications are those currently in effect, as published in the 2025-2029 NPIAS. The 2004 AASP Classifications are those that were in effect at the time the 2004 SEATP was published, which used the AASP classification system from 1996. 2026 AASP Classifications are those currently in effect, as published in the 2022 AASP Classifications & Performance Measures report.

1.3.3 Major Airport Projects and Funding

The 2004 SEATP did not make recommendations for the region’s aviation system. It consigned that effort to the subsequently developed 2008 SRASP, indicating the SRASP as the appropriate study in which to assess the need for improvements to aviation facilities. The 2004 SEATP listed several regional aviation improvements underway or planned at the time, and these improvements – with their current disposition – are included in Table 2. In 2004, major efforts to expand Runway Safety Areas (RSAs), rehabilitate pavements, expand aprons, and construct three new facilities were in various stages of planning, design, or construction. The Southeast Region’s efforts to expand RSAs to meet

⁶ Alaska Department of Transportation & Public Facilities. (2022). “Alaska Aviation System Plan: Phase III, Chapter 3, Classifications & Performance Measures”.

FAA design standards were underway even before the November 2005 Congressional mandate that required all airports certificated under 14 CFR Part 139 (see Section 2.1.1) to improve their RSAs by 2015⁷. However, this mandate ensured that funding was dedicated to completing RSA expansions by that deadline, and each of the Southeast Part 139-certificated airports achieved compliance. Six airport RSA expansion efforts were underway in 2004, and Yakutat (YAK) had completed its RSA expansion by the time the 2004 plan was published.

Table 2: Disposition of Regional Aviation Improvements Underway in 2004

IMPROVEMENT IN PROGRESS, AS OF 2004	STATUS, AS OF 2026
New airport for Angoon	A recommendation of every Southeast Regional Transportation Plan, as far back as 1980 – a land-based airport has yet to be constructed, and the community of Angoon still relies on its seaplane facility for air service
New seaplane float for Naukati Bay	Naukati Bay has a harbor with a floatplane dock (estimated to have been constructed between 2004 and 2007, no AIP funds used in construction). Facility replaced the Nichen Cove facility and assumed its Location ID of AK 62.
New seaplane float for Edna Bay	DOT&PF completed construction of a harbor with a seaplane float for the community in 2021 and is in the process of transferring ownership to the City of Edna Bay. The facility is not registered with the FAA.
Expansion of RSA at Juneau International (JNU)	Completed with 2005-2009 and 2011-2013 AIP grants
Expansion of RSA at Ketchikan International (KTN)	Completed with 2006/2007 AIP grants
Expansion of RSA at Sitka Rocky Guitierrez (SIT)	Completed with 2010 AIP grant
Expansion of RSA at Wrangell (WRG)	Completed with 2005/2006 AIP grants
Expansion of RSA at Petersburg James A. Johnson (PSG)	Completed with 2008/2009 AIP grants
Expansion of RSA at Gustavus (GST)	Completed with 2011 AIP grant
Pavement Rehabilitation Work (no specific airports named)	Major pavement rehabilitation projects since 2004 include: • Gustavus (GST) – Runway, Taxiway, & Apron Rehab (2020) • Haines (HNS) – Apron Rehab (2017) • Juneau International (JNU) – Runway Rehab (2013/2014), Taxiway Rehab (2019) • Kake (AFE) – Runway Rehab (2018) • Ketchikan International (KTN) – Runway Rehab (2007), Taxiway & Apron Rehab (2013) • Petersburg James A Johnson (PSG) – Runway Rehab (2008), Taxiway & Apron Rehab (2014) • Sitka Rocky Guitierrez (SIT) – Runway Rehab (2011/2013) • Wrangell (WRG) – Runway Rehab (2005), Taxiway & Apron Rehab (2015) • Yakutat (YAK) – Runway 11/29 Rehab (2015)
Apron Expansion to meet demand for additional aircraft parking and cargo-handling capacity (no specific airports named)	Apron expansion / construction projects since 2004 include: • Hoonah (HNS) – 2012 • Juneau International (JNU) – 2009, 2016, 2017, 2023

⁷ Federal Aviation Administration. (2009). **Actions taken and needed to improve FAA's Runway Safety Area program** (Report No. AV-2009-039).

In addition to the major projects mentioned in the 2004 SEATP, a number of other major improvements have been undertaken at Southeast airports since that time (Table 3). Numerous seaplane facilities have been constructed or rehabilitated, several airports have completed or are developing passenger terminal expansions, and Hoonah extended its runway.

Table 3: Other Major Airport Improvements Since 2004

AIRPORT	MAJOR IMPROVEMENT(S)
Clark Bay (HYL)	Seaplane Base Construction (2006)
Coffman Cove (KCC)	Seaplane Base Construction (2006)
Hoonah (HNH)	Runway Extension (2012)
Hoonah (OOH)	Seaplane Base Construction (2005)
Juneau International (JNU)	- Seaplane Base Improvements (2017) - Terminal Improvements (2020) - Terminal & Landside Improvements (2023)
Kake (KAE)	Seaplane Base Reconstruction (2021)
Ketchikan International (KTN)	Terminal Expansion (2025)
Metlakatla (MTM)	Seaplane Base Rehab (2021)
Pelican (PEC)	Seaplane Base Rehab (2004)
Sitka Rocky Guitierrez (SIT)	Terminal Expansion (2024/2025)
Tenakee (TKE)	Seaplane Base Rehab (2005)

While substantial work has been accomplished at the Southeast airports since the previous SEATP, several recommendations from the previous plan remain unresolved. Construction of the Angoon land-based airport has not been accomplished although it has been a recommendation from the 1980, 1986, 1999, and 2004 Southeast Transportation Plans, the 2008 Southeast Region Aviation System Plan, and the 2007 Angoon Airport Master Plan. Although multiple pavement rehabilitation projects and apron expansion projects have been undertaken since 2004, pavement rehabilitation and demand for additional apron space remain regional needs. This plan re-evaluates the unresolved recommendations from previous plans and, if the need remains, carries the recommendations forward.

2.0 AVIATION TRANSPORTATION SYSTEM REGIONAL OVERVIEW

The regional overview of the SEATP aviation transportation system provides the context by which the region's individual and collective airport conditions and needs are evaluated and defined. The types of facilities, the users, the roles of each facility in freight and passenger movement, and the tools by which facilities are managed and maintained all contribute to defining what the SEATP aviation system is and what its needs are.

Features included in performance measures – such as runway length, surface condition, runway lighting, weather reporting, navigational aids, services, and amenities – are the essential components that help determine the health of the system and define needed improvements.

2.1 Aviation Facilities

There are 63 registered public-use aviation facilities in the SEATP study area. A public-use facility may be owned by either a public or private party, but it is registered with the FAA as available for public use. There are approximately 20 registered private-use facilities in the region which are privately owned and available only to the owner and users authorized by the owner. Although the private-use facilities are components of the overall aviation system, they fall outside the intent of this plan. Because so much of the Southeast is coastal, there are also countless unregistered water landing areas useable by floatplanes that provide access to the wilderness areas of the region.

The airports serve a wide range of critical roles in this road-limited region, facilitating activities that include, but are not limited to, the following (the list is neither exhaustive nor presented in order of importance):

- Community access and support
- Routine medical care travel and emergency medical evacuation (medevac)
- Freight and mail delivery
- Tourism
- Fishing, hunting, and guiding
- Access to state and national parks and forests
- Government and agency services
- Wildland firefighting
- Emergency response
- Chartered alternative landing sites during inclement weather

The Southeast airports range considerably by size, ownership, classification, and use. Airport ownership has a large role in determining how airports are funded, operated, and managed.

- Slightly less than half (28) of the public-use facilities are owned by DOT&PF. Statewide, approximately 60 percent of public-use facilities are owned by DOT&PF.

- Sixteen of the facilities (approximately 25 percent) are owned by the local city, borough, or government agency (commonly referred to as “local sponsors”). Statewide, only approximately 10 percent of aviation facilities are owned by local sponsors.
- Nine of the facilities are owned by federal agencies such as the United States Forest Service (USFS), National Park Service (NPS), or National Oceanic and Atmospheric Administration (NOAA).
- Eight (8) of the facilities are owned by private individuals or businesses.
- The remaining two facilities have no registered owner, which places them in the public domain.

The AASP uses classifications to define roles of airports within the state system. An airport’s role determines the infrastructure, services, and asset management tools recommended to support optimal performance of the aviation system. The AASP officially classifies airports under the categories described below (Table 4).

Table 4: AASP Classifications

AASP CLASSIFICATIONS	
Medium and Small Hubs: A medium hub airport has at least 0.25 percent, but less than 1 percent, of the total annual passenger boardings in the U.S., and a small hub airport has at least 0.05 percent, but less than 0.25 percent, of the total annual passenger boardings in the U.S. Juneau remains a small hub even if it is slightly below the NPIAS benchmark in some years. Regional Hubs: An airport that serves as the transportation and economic hub for more than one community. Regional airports generally accommodate larger aircraft, have instrument approaches, and have more landside facilities, infrastructure, and services than other smaller, public-use airports. Regional hubs meet three of the following criteria: (1) are designated primary airports, as defined by the FAA, with at least 10,000 annual passenger boardings; (2) are air carrier hubs, as defined by the FAA; (3) are Federal Aviation Regulation (FAR) Part 139 certificated; (4) are U.S. Postal Services (USPS) hubs; (5) are Department of Natural Resources (DNR)-designated fire tanker bases; or (6) serve communities with U.S. Coast Guard facilities. Community Class: Community class airports are a community’s primary airport that serves basic needs (e.g., passenger travel to regional hubs, mail service, local aviation-related business, and emergency needs). This classification includes communities with a year round population of at least 25 people, has a public school, and is located more than one hour by road from an international, regional hub, or other community class airport. • Off-Road: not connected to the NHS • On-Road: connected to the NHS	Local Class - NPIAS High Activity: These airports accommodate mostly general aviation activity. They either supplement hub and community airports by providing additional general aviation capacity in the more densely populated portions of the state or serve low-population areas where a community airport is not warranted. High activity airports must have at least 20 based aircraft. Local Class - NPIAS Low Activity: These airports accommodate mostly general aviation activity. They either supplement international, regional hub, and community airports by providing additional general aviation capacity in the more densely populated portions of the state or serve low population areas where a community airport is not warranted. Low activity airports must have fewer than 20 based aircraft. Local Class - Non-NPIAS: These public-use airports, heliports, or seaplane bases are documented in the FAA Alaska Chart Supplement but not included in the NPIAS and are not eligible for federal grant funding. Landing Strips: Landing Strips are the remaining public and privately owned, non-NPIAS facilities that are registered with the FAA, not owned by DOT&PF, and not included in previously defined classifications. These facilities are registered with the FAA and appear on maps and charting publications but do not qualify for other classifications. Commonly referred to as backcountry airports, Landing Strips are aviation facilities that provide critical access to remote areas of the state, but there are no specific performance measures that define their infrastructure needs.

Source: Adapted from the May 2022 AASP Phase III, Chapter 3, Classification & Performance Measures

Unofficially, the AASP also classifies the state's many seaplane facilities. The July 2016 *Seaplane Facilities Plan: Classifications and Performance Measures* supplements the official classifications assigned by the AASP and focuses exclusively on the state-owned seaplane facilities. It stratifies the system of seaplane facilities into categories to better define baseline facility and service recommendations for the various types of seaplane facilities found throughout the state (Table 5).

Table 5: AASP Seaplane Facilities Classifications

AASP SEAPLANE FACILITIES CLASSIFICATIONS	
Seaplane Base (SPB): These are facilities with a high level of seaplane activity and are used exclusively for aviation. Such facilities will typically have tie-down floats, access to the shore, space for transient aircraft, and on-site aircraft fuel. SPB facilities should also be easily accessible via the road network and have space for automobile parking. SPB facilities are typically crucial transportation and economic hubs for their communities and regions. Seaplane Float (SPF): These are facilities used exclusively for aviation activity that are not as busy as a SPB, but still important to the transportation and economics of their communities. Such facilities typically have a float with shore access, space for transient aircraft, and fuel available on-site or via truck.	Harbor Float (HSF): This is a facility that caters to aviation but is part of a shared harbor facility. An HSF may have space for transient aircraft, tie-downs, and fuel available on-site or via truck. Refuge (RSF): This is a simple, multi-purpose float adequate for mooring a plane if necessary, but not specifically dedicated for seaplane use. It must be identified through published latitude and longitude. Other Seaplane Operating Area (OOA): This is an area identified as a seaplane landing/takeoff area with published latitude and longitude, but typically has no facilities or float.

Source: AASP Seaplane Facilities Plan: Classifications and Performance Measures (July 2016)
aasp_seaplane_facilities_plan_20160720_final4print.pdf

A summary of ownership and classification of airports in the SEATP study area is shown in Table 6.

Table 6: Summary of SEATP Airport Ownership & Classification

AIRPORT OWNERSHIP	AASP AIRPORT CLASSIFICATION
28 DOT&PF	1 Small Hub
16 Local Sponsor (City, Borough, Local Government)	6 Regional Hub
5 United States Forest Service (USFS)	16 Community Off-Road
3 National Park Service (NPS)	3 Community On-Road
1 National Oceanic and Atmospheric Administration (NOAA)	12 Local NPIAS – Low Activity
8 Private	5 Local Non-NPIAS
2 No Registered Owner (Public Domain)	20 Landing Strips

2.1.1 Part 139 Certification

Part 139 certification is an important designation held by seven (7) of the SEATP airports. These seven airports serve scheduled and unscheduled air carrier aircraft with more than 30 seats (e.g., Alaska Airlines' Boeing 737 series aircraft) and are required by federal regulations (14 CFR Part 139) to have an FAA-issued airport operating certificate. Part 139 certificated airports have more stringent FAA safety and operational standards due to size and scope of aeronautical activity. Part 139 certification comes with substantial infrastructure, staffing, and maintenance requirements for the airport owner/operator, and the air carriers and traveling public additionally assume a much more onerous experience to operate at and travel through these airports.

The SEATP airports holding Part 139 certification (Table 7) primarily act as hubs in the region, and there is a certificated airport in seven of the ten SEATP boroughs/census areas. There are no Part 139 certificated airports in the Haines Borough, Prince of Wales-Hyder Census Area, or Municipality of Skagway. Larger air carrier aircraft, carrying large numbers of passengers and volumes of freight, are able to operate at the Part 139 certificated airports, which are often located in communities that serve as more than just transportation hubs. These communities are usually transportation, economic, social, and medical hubs for their geographic areas (generally the region's boroughs or census areas), supporting multiple smaller, outlying communities. The Part 139 certificated airports typically have substantial airfield and support infrastructure, paved runways, and services to support large passenger and freight aircraft. Between these hub communities/airports and the outlying communities, people, and goods travel on smaller, float-equipped aircraft capable of operating at the seaplane bases (i.e., water landing surfaces) found in most communities.

Table 7: Southeast Alaska's Part 139 Certificated Airports

AIRPORT NAME	LOCATION ID	BOROUGH/ CENSUS AREA	OWNER	AASP CLASSIFICATION
Gustavus	GST	Hoonah-Angoon CA	DOT&PF	Regional Hub
Juneau International	JNU	City & Borough of Juneau	City & Borough of Juneau	Small Hub
Ketchikan International	KTN	Ketchikan Gateway Borough (KGB)	DOT&PF, Operated by KGB	Regional Hub
Petersburg James A Johnson	PSG	Petersburg Borough	DOT&PF	Regional Hub
Sitka Rocky Gutierrez	SIT	City & Borough of Sika	DOT&PF	Regional Hub
Wrangell	WRG	City & Borough of Wrangell	DOT&PF	Regional Hub
Yakutat	YAK	Yakutat City & Borough	DOT&PF	Regional Hub

2.1.2 Weather Information

Most of the weather reporting infrastructure in Alaska is not owned by DOT&PF or other airport owners, but the importance of the infrastructure and its implications to the aviation system cannot be overstated. The 2021 FAA *Alaska Aviation Safety Initiative Report*⁸ stresses the need for reliable weather reporting/ forecasts due to the state's terrain and high latitude weather. Although the report speaks to the need statewide, the entire Southeast Region is mountainous terrain and experiences weather patterns that make weather reporting and forecasts essential for safe and reliable air travel.

Weather infrastructure primarily includes weather reporting stations and weather cameras. Weather observations are critical to aviation safety and to pilots flying both Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). Pilots must check current and forecast weather prior to every flight to make go/no-go decisions and continually monitor updated weather information en-route to determine if continued flight to the intended destination is possible. Improved and expanded aviation weather reporting is one of the most significant elements that has improved aviation safety and can continue to improve aviation safety.

⁸ Federal Aviation Administration. (2021). *FAA Alaska Aviation Safety Initiative FY21 Final Report*. <https://www.faa.gov/sites/faa.gov/files/2021-10/FAA%20Alaska%20Safety%20Initiative%20Report%20-%20final.pdf>

2.1.2.1 Weather Reporting Systems

The primary source of aviation surface weather observations is from automated weather stations – Automated Weather Observing System (AWOS) and Automated Surface Observing System (ASOS) stations. AWOS and ASOS stations contain a suite of sensors that measure ceiling, visibility, wind, temperature, pressure, and other meteorological elements. The stations operate 24 hours a day, issuing reports via locally broadcast radio transmission, as well as by phone and computer network, to a national distribution system operated by the FAA. Weather stations in the Southeast are owned by either the FAA or the National Weather Service (NWS).

Many of the smaller airports in the Southeast do not have weather observation systems, and the weather observation systems in existence may be spaced great distances from each other. The sparsity of weather reporting inhibits operations at the airports and inhibits the weather forecasting that supports flight planning and en route flight navigation. The terrain and weather patterns of the Southeast can cause weather conditions to be substantially different between two points geographically close to each other but separated by a mountain range or expanse of water.

There are currently 16 weather reporting stations in the Southeast Region (Table 8). The Aviation Weather Working Group⁹ – a group formed by the AASP – has identified and proposed eight locations for new weather reporting systems (far right column of Table 8). The 2024 FAA Reauthorization Act authorizes dedicated funding under the Don Young Alaska Aviation Safety Initiative (DYAASI) to address Alaska’s persistently high aviation accident rates – the highest in the nation. This line item supports investment in advancing safety-critical infrastructure improvements in collaboration with the FAA, which includes the installation of additional AWOS systems throughout the state, as well as establishing the authorized use of alternative weather reporting systems. The addition of three new AWOS are proposed for Elfin Cove, Pelican, and Tenakee airports. Five airports are proposed to have a Visual Weather Observing System (VWOS) installed – Craig, Kasaan, Port Alexander, Thorne Bay, and Whale Pass Seaplane Float Harbor Facility. The VWOS is a new technology that uses sensors attached to existing weather cameras to gather weather data. These are low-cost, advanced weather systems that are not yet FAA-certified. FAA is following a systematic approach to evaluate the feasibility and benefits of funding and implementing VWOS across Alaska, with testing occurring at several Alaska airports.

Table 8: Existing Weather Reporting Stations and Aviation Weather Working Group Proposed Stations

EXISTING STATIONS		PROPOSED STATIONS
Angoon (AGN) - AWOS	Ketchikan International (KTN) - ASOS	Craig (CGA) - VWOS
Elfin Cove (ELV) - ASOS	Klawock (AKW) - ASOS	Elfin Cove (ELV) - AWOS
Gustavus (GST) - AWOS	Metlakatla (MTM) - AWOS	Kasaan (KXA) - VWOS
Haines (HNS) - ASOS	Petersburg James A. Johnson (PSG) - AWOS	Pelican (PEC) - AWOS
Hoonah (HNH) - AWOS	Sitka Rocky Gutierrez (SIT) - ASOS	Port Alexander (AHP) - VWOS
Hydaburg (HYG) - AWOS	Skagway (SGY) - ASOS	Tenakee (TKE) - AWOS
Juneau International (JNU) - ASOS	Wrangell (WRG) - AWOS	Thorne Bay (KTB) - VWOS
Kake (AFE) - AWOS	Yakutat (YAK) - ASOS	Whale Pass Seaplane Float Harbor Facility (96Z) - VWOS

Source: Alaska Aviation System Plan, Alaska METAR Dashboard www.alaskaasp.com

⁹ State of Alaska Department of Transportation and Public Facilities. 2017. Alaska Weather Equipment Needs Summary. https://www.alaskaasp.com/media/1897/ak_weather_bundle_update.pdf

Even where there are weather reporting stations, power or internet connectivity interruptions and weather equipment malfunctions are common across the region, disrupting air travel until the power, connectivity, or equipment is restored or repaired. Weather system outages have a disproportionate impact on Alaska communities compared to communities in the rest of the United States, and the “solution” to the outages is also disproportionately challenging. The issue of weather information reliability is multi-faceted, with multiple parties holding roles in its resolution:

- Local electrical power utility providers hold responsibility for improving power infrastructure and the reliability of electrical service, while weather station owners may invest in back-up power supply generators or other forms of power redundancy.
- Communication companies hold responsibility for improving telecommunications and broadband infrastructure and reliability, while weather station owners may also install systems such as Starlink™ to improve reliability of connectivity.
- The weather station owner (which is typically FAA or NWS) holds responsibility for repairing and restoring equipment. However, standard restoration timelines that are acceptable nationwide often do not meet the urgency of Alaska’s need to restore air service to communities that typically have no other public transportation options. Further, the weather station outage in need of repair becomes the reason that technicians are unable to fly into the community to perform the repair (a circular problem) due to air carrier requirements to have certified weather information in order to land.

The issue of weather information reliability is complex and nuanced, but the bottom line is that the combination of Alaska’s heavy dependence on aviation, frequent weather reporting outages (due to any number of failure points), the duration of outages, Lower-48 based restoration standards, and lack of power and communication redundancy significantly disrupts mobility and access for Southeast residents, businesses, and visitors.

Weather-related flight cancellations impact residents of and visitors to the region in many ways. Cancelled flights regularly prevent access to healthcare appointments that require air travel. When flights cannot land, a community’s supply of groceries and other essential goods may be cut off for days or even weeks at a time, and people miss medical appointments, work travel, and personal travel to spend time with family and friends. Pelican and Yakutat are two communities whose weather-related flight disruptions have made recent headlines. In late 2025, record snowfall and cold spells in the Southeast caused flight service to Pelican to be suspended for 34 days. The weather also caused the cancellation of the single scheduled AMHS ferry service to the community during that period. Residents missed mail delivery, medical appointments, fresh grocery delivery, and holiday travel plans for that nearly five-week period which included the Christmas holiday. During that time, helicopters became the only means by which to access the community. One person was medevaced by a USCG helicopter, and the community’s Village Public Safety Officer chartered a helicopter to return to the community.

In December 2021, a weather instrument malfunction stranded travelers at Yakutat for nearly a week before the equipment was repaired and Alaska Airlines was able to land again. The disruptions are common in that community, and weather equipment inoperability (due to power, connectivity, or equipment issues) can impact flights for multiple days. The community of Yakutat has not had ferry

service since the last call to port in 2022¹⁰, so air travel has been the only way for the traveling public to access or leave the community since then. Yakutat became a focal point for statewide weather challenges when, in 2024, Senator Lisa Murkowski was impacted by a long travel delay due to the weather system outage, and Murkowski convened a summit to address rural weather system failures, particularly in Yakutat.

Alaska aviation infrastructure outage patterns statewide have been recently studied and quantified by Michael S. Jones, PhD, with the University of Alaska Anchorage (UAA) Institute of Social and Economic Research (ISER) and Greg Dyer of Woolpert. To date, two reports have been published from their work, which provide a detailed and well-explained analysis of Alaska’s weather reporting systems and challenges. The reports, available online, are:

- *Alaska’s aviation weather infrastructure: outage patterns and strategic prioritization*. By Michael S. Jones & Greg Dyer. November 19, 2025. <https://scholarworks.alaska.edu/handle/11122/16273>
- *Alaska AWOS/ASOS METAR Data Availability. Integrated Report: Complete & Parameter-Level Availability. Q4 of CY2025*. By Michael S. Jones. March 23, 2026. <https://scholarworks.alaska.edu/handle/11122/16313>

The March 2026 report compares fourth-quarter 2025 weather data availability with data from the full calendar years 2024 and 2025. Results are presented at both the statewide and regional levels. The report shows the percentage of time each weather station experiences a complete outage—defined as no weather data being reported—and the percentage of time each station provides limited data, meaning one or more required parameters is missing. These results are also aggregated by region. Certified weather information for pilots is known as a Meteorological Aerodrome Report (METAR), and a complete METAR includes parameters for visibility, sky condition, ceiling, temperature, dewpoint, wind speed, wind direction, and altimeter. Table 9 depicts the regional aggregate percentage of time during which weather systems are not reporting any information (complete outage) and the aggregate percentage of time during which weather system reporting is missing one or more key parameters (reduced service).

Table 9: Complete METAR Outages by Region (2024 and 2025)

Region	No. Stations	Percent Off-Road	2024 Outage Time	2025 Outage Time	2024 Reduced Service Time	2025 Reduced Service Time
North Slope/Arctic	8	88%	18.1%	21.3%	24.2%	24.6%
Western/YK Delta	26	100%	26.5%	20.7%	30.9%	29.7%
Southwest/Bristol Bay	25	100%	13.0%	12.4%	19.8%	22.7%
Southeast	15	87%	11.4%	8.6%	16.1%	12.5%
Northwest	25	100%	19.0%	15.1%	22.8%	20.6%
Southcentral	19	21%	2.2%	3.9%	6.4%	8.1%
Interior	19	53%	7.8%	2.1%	11.4%	4.9%
STATEWIDE	137	80%	14.0%	12.0%	18.8%	17.6%

Source: Adapted from Jones (2026), Tables 1–2, Alaska AWOS/ASOS METAR Data Availability: Integrated Report—Complete & Parameter-Level Availability, Q4 CY2025.

¹⁰ Fernandez, G. (2026, February 20). Alaska Marine Highway System again only operating six out of nine vessels. *Alaska’s News Source*. <https://www.alaskasnewssource.com/2026/02/20/alaska-marine-highway-system-again-only-operating-six-out-nine-vessels/>

Broadly generalized, the data in Table 9 indicate that weather stations in the Southcentral and Interior regions of Alaska experience fewer periods of outages or reduced service than other regions. The Southcentral and Interior region weather stations benefit from road accessibility to many communities (for maintenance and repair access) and more developed power and telecommunications infrastructure.

The Southeast region has 15 stations (the Apaid at Elfin Cove is a person, not an AWOS or ASOS, so it is not included in the data set). The 2025 outage history is shown in Figure 2. The stations are presented in order of those experiencing the greatest percentage of outage time to the least. The information on the far right of each row indicates the percentage of time any key parameter was missing from reporting in 2025, the percentage of time the station experienced complete outage in 2025, and the station owner. Of note is Yakutat's station, which received a Starlink™ installation in June 2025 – the number of outages following Starlink installation is substantially smaller than the number preceding installation. A total of 41 stations statewide received Starlink™ installations between April 24 and December 31, 2025 (Yakutat is the only Southeast station to receive one). Many stations with persistent outages returned online and maintained greater reliability after Starlink installation, highlighting the critical nature of functional telecommunications for weather reporting.

As indicated previously, telecommunications is just one factor in successful weather data reporting. A complete lack of METAR data for a station could also be due to equipment or power failure. As stated in the 2026 Jones report, to establish root causes of outages, and therefore identify parties responsible for resolution, it is necessary to supplement the data in the report with FAA records from the Remote Monitoring and Logging System (RMLS) and NWS records from the Unscheduled Observation Outage System. This additional data is currently not available to the public, although DOT&PF leadership continues to work with FAA and NWS partners to gain access to the data and improve weather station data analysis and performance.

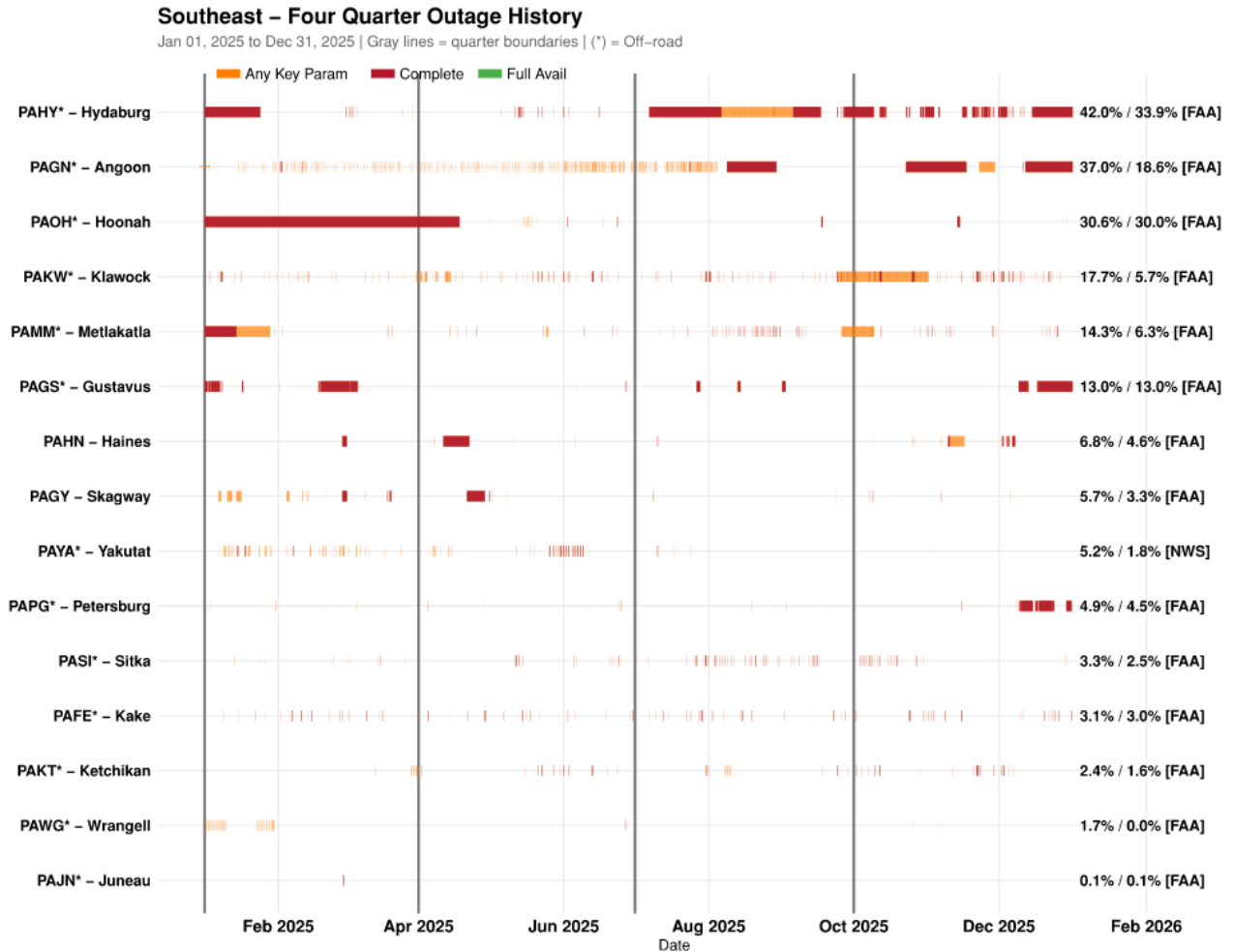


Figure 2: 2025 Southeast Weather Station Outage History

Source: Jones (2026), Figure 2.7.4, Alaska AWOS/ASOS METAR Data Availability: Integrated Report—Complete & Parameter-Level Availability, Q4 CY2025.

2.1.2.2 Weather Cameras

The FAA owns and operates a network of internet linked weather cameras across Alaska¹¹. At each location, between two and four cameras record views in different directions once every ten minutes. These images are then uploaded and made available over the internet. The weather camera program's network provides benefits in aviation access, safety, and efficiency. They exist to improve pilot situational awareness and flight decision-making, resulting in the reduction of weather-related aviation accidents.

¹¹ Federal Aviation Administration. (n.d.). FAA WeatherCams. Retrieved January 12, 2026, from <https://weathercams.faa.gov/>

Weather cameras provide “advisory” as opposed to “approved” weather information. Weather cameras alone do not allow operators to conduct IFR flights, as they do not provide a reliable enough mechanism to gauge ceiling and visibility, which would be necessary to be used as an “approved” weather report source. Additionally, weather cameras only provide weather information during daylight hours. Regardless of their limitations, a stakeholder quoted in the 2021 *FAA Alaska Aviation Safety Initiative Report* described the Weather Camera Program as “one of the best things FAA has done.”

Weather cameras are most often located at airports, but they may also be located at critical en route points, such as mountain passes (Figure 3). Only about half (33 of 63) of the SEATP airports have a weather camera nearby to provide advisory local weather conditions. The Southeast does, however, have approximately 20 weather cameras located at en route points along coastline, in fjord channels, or in mountain passes to provide weather condition information for areas in between the airports.

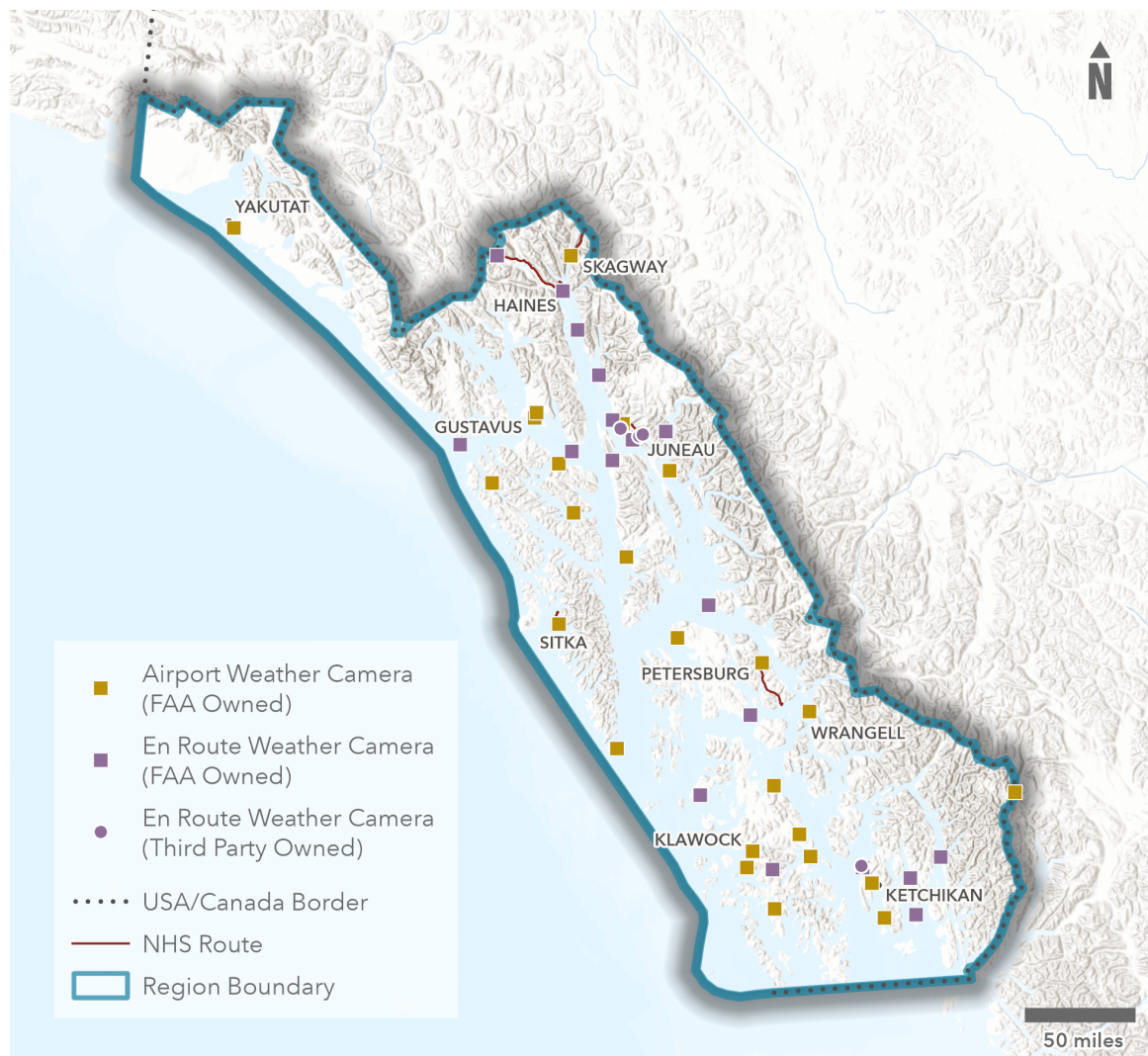


Figure 3: Weather Cameras in Southeast Alaska

Source: Federal Aviation Administration WeatherCams. <https://weathercams.faa.gov/>.

2.2 Aviation System Users

The users of the SEATP aviation system are diverse and cross-sectional. The aircraft flying throughout the system are carrying pilots, passengers, and freight (cargo and mail) for various purposes, including commercial, recreational, medical, state and federal agency activities; emergency and disaster response; school and sports travel; social visits; and all other travel purposes typically served by roadway networks. The aircraft using the region's facilities and airspace cover nearly the entire spectrum of airborne vehicles and include large, commercial jets, corporate jets, propeller-driven aircraft, tundra tire-equipped bush aircraft, floatplanes, amphibious planes, helicopters, and military aircraft. While aircraft types and trip purposes are important considerations in transportation planning, the primary users of the aviation system are the people who rely on it. These users include rural community residents, medical care providers, business owners, wildland firefighters, federal and state agency employees, general aviation pilots, tourists, hunters, fishers, recreational users, military service members, and the general traveling public.

Although the SEATP region accommodates aircraft of nearly all types and sizes, several aircraft types function as the core of regional operations. The bulk of the transportation of people and goods by air is accomplished with a fairly steady fleet of aircraft that meet the needs of the region. Some of the common air carrier aircraft serving the region include the following, and many of these aircraft types have been at work in the region for decades:

- Boeing 737 series (700s, 800s, and 900s) (up to 178 passenger seats)
- Cessna C-185 (3 passenger seats)
- Cessna C-206 (5 passenger seats)
- Cessna C-208 (9 passenger seats)
- DeHavilland Beaver (6 passenger seats)
- DeHavilland Otter (9 passenger seats)
- Pilatus PC-12 (9 passenger seats)

2.2.1 Passengers

People in Alaska travel by air more frequently than people in the rest of the U.S., and this is particularly true for residents of Southeast Alaska. A 2019 economic contribution study conducted as part of the AASP found that southeast Alaska residents travel more frequently by air than residents of most other regions of the state (Table 10). Only residents in rural/western Alaska travel more frequently by air, as they too are primarily without road access but also typically lack ferry or other marine travel options that may be available to Southeast residents. Residents of the region commonly travel for work, leisure, medical reasons, and school or church activities.

Table 10: Mean Number of Trips by Air over 12-Month Period

TRIP PURPOSE	SOUTHEAST	RURAL/ WESTERN AK	SOUTHCENTRAL	ANCHORAGE	FAIRBANKS
Work Trips	1.8	1.6	1.1	1.3	0.8
Personal Trips	1.7	2.8	1.3	1.9	1.8
School or Church Trips	0.2	0.1	0.2	0.0	0.2
Medical Trips	0.5	1.7	0.1	0.1	0.2
Other Trips	0.1	0.1	0.1	0.1	0.2
Total Trips	4.3	6.3	2.7	3.4	3.2

Source: The Economic Contribution of the Aviation Industry to Alaska's Economy, a component of the Alaska Aviation System Plan. June 2019.

Passengers also include the many tourists that use air transportation to travel to or within Alaska. Characteristics of tourism supported by the aviation system are discussed in Section 2.2.4.

2.2.2 Freight and Mail

The Southeast Alaska freight system relies on the intermodal connectivity between surface, marine, and air transportation. Most of the freight in the region is moved via marine or air transportation, and surface routes are used to transfer goods between ports and airports to residents, consumers, and industrial customers.

Freight and mail that is moved by air within the region often relies on carefully coordinated air logistics. Cargo commonly arrives in Juneau, Sitka, or Ketchikan and is then distributed to smaller communities via smaller aircraft. Remote seaplane bases frequently serve as the final delivery destination. Given limited road infrastructure and marine weather variability, aviation provides redundancy and reliability in freight and mail distribution. Freight and mail statistics are presented in *Appendix 1. Aviation Demand Forecast – Southeast Alaska Airports*.

Freight delivery by air is so necessary to the Southeast that several larger communities receive Essential Air Service (EAS) by dedicated freighter aircraft. Petersburg, Wrangell, and Yakutat – in addition to EAS passenger service - receive EAS freighter service provided by Alaska Airlines with Boeing 737 aircraft¹². Only two other communities in Alaska receive EAS freighter service, and no communities in the rest of the U.S. receive EAS freighter service. EAS support of air freight delivery supports timely supply of the critical goods these communities rely on to facilitate daily life.

Several Southeast Alaska communities have very low levels of cargo and mail delivery by air because year-round, low-cost ferry and barge service is available, and because many of the rural aviation facilities in the region support only small floatplanes¹³.

The high cost of freight delivery (by any mode) is a major challenge for business growth in smaller communities in Southeast Alaska, and the cost is felt by residents when purchasing groceries, household goods, and other common needs.

¹² *Subsidized Essential Air Service communities (Alaska). October 2025. Subsidized EAS report for AK_Oct2025 | US Department of Transportation*

¹³ *Alaska Department of Transportation and Public Facilities. (2019). * The Economic Contribution of the Aviation Industry to Alaska's Economy * (Final report). Alaska Aviation System Plan.*
https://www.alaskaasp.com/media/3205/contribution_of_the_aviation_industry_rural_system_report_final.pdf

2.2.3 Essential Air Service (EAS)

The USDOT Essential Air Service (EAS) program supports many of the airports in the Southeast and has major implications to communities, airports, and carriers in the region. EAS is a federally directed program to provide air service to underserved communities stemming from the deregulation of the airline industry in 1978. Prior to 1978, the federal government regulated air service and fares, requiring certificated air carriers to maintain a prescribed level of service and cost per seat to communities. Through the Airline Deregulation Act of 1978, carriers gained the right to set ticket prices and destinations. There was widespread concern that carriers would stop providing service to smaller rural locations in favor of larger cities with more profitable urban markets, effectively limiting access to the National Airspace System. Congress created the EAS program to make sure that these small communities would continue to receive commercial air service and thus continue to receive the economic and quality of life benefits that scheduled air service provides.

Eleven (11) communities in the Southeast rely on the EAS program to support and subsidize regular air service. Table 11 identifies the communities, the carriers under contract as of October 2025 to provide EAS, the aircraft used (with passenger seats), and the hub airports out of which the EAS flights originate.

Table 11: Southeast Communities Receiving Essential Air Service

COMMUNITY	EAS CARRIER	EAS AIRCRAFT	GUARANTEED PASSENGER SEATS	HUB AIRPORT ¹
Angoon	Alaska Seaplanes	C-206, C-208, Beaver	4 - 9	JNU
Excursion Inlet	Ward Air	C-185, C-206, C-310	3 or 4	JNU
Gustavus	Alaska Airlines	B-737	124	JNU
Hydaburg	Taquan	Otter, Beaver	6 – 7	5KE (WFB)
Kake	Alaska Seaplanes	PC-12, C-208	9	JNU
Pelican	Alaska Seaplanes	C-206, C-208, Beaver	4 - 9	JNU
Petersburg	Alaska Airlines	B-737 & B-737 Freighter	124	JNU / KTN / SEA
Port Alexander	Baranautica	C-185	3	SIT
Tenakee Springs	Alaska Seaplanes	C-206, C-208, Beaver	4 - 9	JNU
Wrangell	Alaska Airlines	B-737 & B-737 Freighter	124	JNU / KTN / SEA
Yakutat	Alaska Airlines	B-737 & B-737 Freighter	124	ANC / JNU

Source: USDOT Subsidized Essential Air Service Communities (Alaska). October 2025.

1. JNU: Juneau International. 5KE (WFB): Ketchikan Harbor Seaplane Base. KTN: Ketchikan International. SEA: Seattle-Tacoma International. SIT: Sitka Rocky Gutierrez

2.2.4 Tourism and Recreation

Southeast Alaska tourists typically access the region via cruise ship or air travel. Southeast Alaska receives the greatest number of visitors to the state each year, largely due to cruise ship arrivals, but also due in part to the region's accessibility by air. Alaska Airlines and other major carriers offer scheduled service to several of the Southeast airports from contiguous U.S. origin points. Chartered and corporate jets bring sport fishermen to many of the region's prime fishing destinations.

The region includes mountainous expanses, glaciers, icefields, the Tongass National Forest, and the ocean, which provide visitors with many recreational and sightseeing opportunities. While in Southeast, visitors may take smaller air taxi flights between islands and destinations. Air taxis in Southeast Alaska offer glacier viewing and landings, bear viewing, transport to sports fishing lodges and destinations, transport to USFS cabins, and transport for other tourism-driven specialized activities. Many tourists who may arrive in the region by cruise ship take day trips during their stops at port to access scenic and recreational areas.

The 2019 AASP economic contribution study¹⁴ includes tourism statistics that highlight the Southeast Region's role in Alaska's tourism industry. The Alaska Department of Commerce, Community, and Economic Development (DCCED) periodically commissions updates to the Alaska Visitors Statistics Program (AVSP). The latest available update was published in 2017, and although the data used is nearly ten years old, the broad characterization of tourism remains timely. The Southeast Region saw over 1.2 million visitors in 2016, accounting for 43 percent of all visitors to the state (Figure 4). Five Southeast destinations are within the state's Top 10 destinations that year (Table 12).

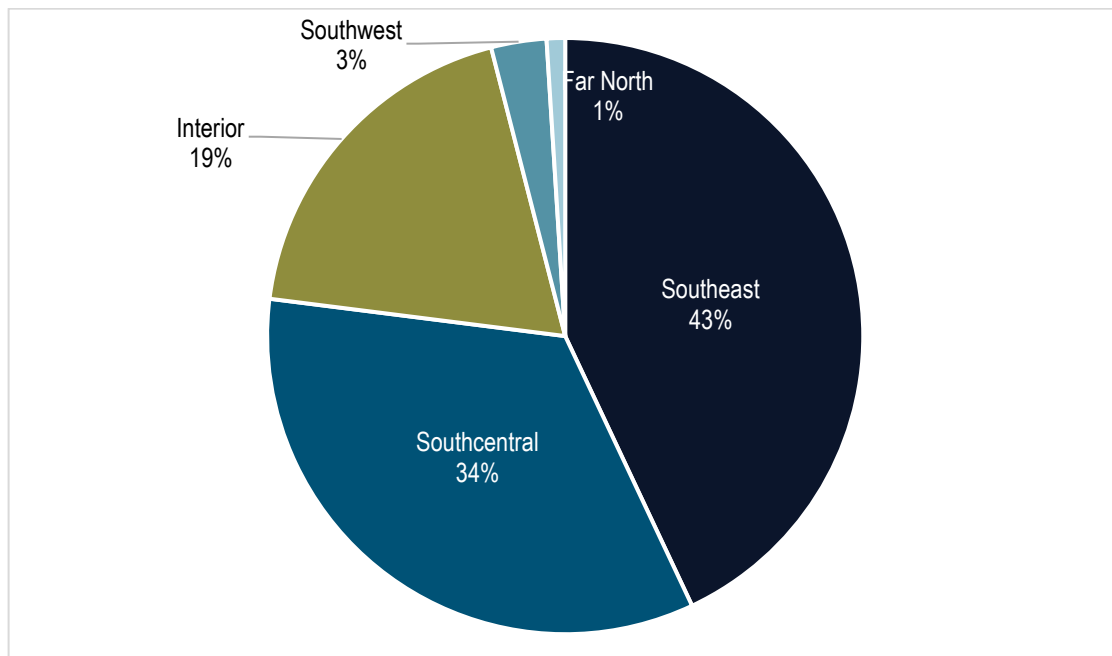


Figure 4: Visitors by Alaska Region, 2016

Source: The Economic Contribution of the Aviation Industry to Alaska's Economy, 2019

¹⁴ Alaska Department of Transportation and Public Facilities. (2019). *The Economic Contribution of the Aviation Industry to Alaska's Economy* (Final report). Alaska Aviation System Plan.

Table 12: Top Alaska Destinations, 2016

DESTINATION	PERCENT OF VISITORS (%)
Juneau	61
Ketchikan	58
Skagway	48
Anchorage	47
Glacier Bay National Park	29
Denali National Park	28
Seward	23
Fairbanks	17
Hoonah/Icy Strait Point	13
Talkeetna	11

Source: The Economic Contribution of the Aviation Industry to Alaska's Economy, 2019

Some of the state's busiest national parks are within the Southeast. The 2019 AASP economic study presented visitor data from 2017, and since that time, the national parks in the Southeast have experienced significant visitor growth (Table 13). While many of the region's tourists may arrive by cruise ship – or even by road, to the Klondike Gold Rush National Historical Park – the robust growth in visitor activity is an indicator that flight-supported tourist activities remain a thriving business.

Table 13: Southeast Region National Park Visitors

NATIONAL PARK	2017 VISITORS	2025 VISITORS	GROWTH
Glacier Bay National Park & Preserve	547,057	740,044	+34.6%
Klondike Gold Rush National Historical Park	906,485	1,489,935	+47.4%
Sitka National Historical Park	194,880	332,964	+58.7%

Source: National Park Service Visitor Use Statistics. <https://irma.nps.gov/Stats/>

2.2.5 Medical Service

The Southeast aviation system is critical for the delivery of medical care and services in multiple ways. Medevac facilitation is one of the most visible, with both fixed wing and helicopter medical evacuation aircraft transporting critical patients from isolated communities and remote areas to places where definitive medical care can be provided. Airlift Northwest and Guardian have bases in the Southeast and provide the bulk of fixed-wing medevac service within the region. Other air ambulance companies – such as Trinity Air Ambulance and LifeMed – will conduct medevac flights to the region, but these operators have no bases in the region. Since many of the Southeast communities have no land-based runways, many medevac operations are carried out by helicopter and, less often, by seaplane. Local emergency response personnel estimate that up to half of all medevacs in the region are conducted by helicopter due to the sheer number of communities not accessible by fixed-wing aircraft. Helicopter medevac flights are conducted by the United States Coast Guard (USCG) and contracted helicopters carrying medical providers.

The often less visible side of medical service delivery supported by aviation is the frequent travel by patients for medical care outside their community and travel by medical providers to provide on-site services. Rural residents often must travel to regional hubs or major medical facilities in Anchorage or Seattle to see general physicians, dentists, imaging and diagnostics service providers, or specialists. Regional health centers include Bartlett Regional Hospital in Juneau, Ketchikan Medical Center, Petersburg Medical Center, the Southeast Alaska Regional Health Consortium (SEARHC) Mt. Edgecumbe Medical Center in Sitka, the SEARHC Wrangell Medical Center, and the SEARHC medical clinic in Haines. Rural residents typically receive basic medical care at their local health clinics (if the community has one), often provided by Community Health Aides/Practitioners (CHA/Ps) or itinerant nursing staff. While these medical professionals can assess and provide emergent, acute, and chronic care to patients, there are many medical needs that require specialists and medical resources not found in most communities.

2.3 Asset Management and System Performance

Asset management of Alaska's public-use airports involves a robust suite of inventory and assessment tools including the AASP Performance Measures, Pavement Management Program, Capital Improvement and Maintenance Program (CIMP) inspections, Airport Master Records (Form 5010) inspections, Part 139 inspections, Airport Master Plans, Airport Layout Plans, the Statewide Lighting Priority Assessment, and multiple other efforts targeted at identifying conditions and needs of airport assets. The AASP hosts an online facilities directory, which includes a "Needs List" for each airport – this list acts as a repository for needs identified by the various asset management tools and allows prioritization to be assigned to each need. Aviation asset management tools are described more fully in the State of Alaska Long-Range Transportation Plan 2055 Transportation Assessment, which is still in draft format and undergoing public review at the time this memo was developed. Brief descriptions of aviation asset management tools are provided below.

- **AASP Performance Measures:** The AASP defines airport infrastructure, airport safety, airport planning, community quality of life, and community economic development measures that are used to assess how well each airport is meeting its role within the state aviation system.
- **DOT&PF-managed Pavement Management Program (PMP):** The Pavement Management Program (PMP) involves conducting pavement inspections, mapping, database administration, engineering analysis, and budgeting and prioritization activity across the 54 paved public-use airports throughout Alaska. The program is not exclusive to DOT&PF-owned airports and includes airports owned by local sponsors, such as Juneau International (JNU). Twelve (12) of the SEATP airports have paved runways that are assessed and managed using the PMP.
- **Capital Improvement and Maintenance Program (CIMP):** The CIMP is a tool developed by the AASP that involves airport inspections to identify, prioritize, and support the planning of capital and maintenance needs across the system. Deficient conditions are reported through the AASP facilities database and addressed as funding and programming allow.
- **Airport Master Records (Form 5010) Inspections:** This inspection program is managed by DOT&PF and includes all public-use facilities. Form 5010 inspections evaluate airport approaches and other safety concerns, and the data from the inspection informs and updates aeronautical charts. For many facilities, the Form 5010 inspection may be the only inspection and assessment that an airport receives to define its existing conditions and identify needs.
- **Part 139 Inspections:** Part 139 inspections are conducted annually at Part 139 certificated airports, and there are seven certificated airports in the Southeast Region. The inspections are comprehensive, conducted by FAA personnel, and are intended to ensure the highest level of safety for the traveling public.

- **Airport Master Plans and Airport Layout Plans:** Airport Master Plans and Airport Layout Plans define the existing conditions, needs, recommendations, and implementation plans for individual airports. Each of these is a comprehensive evaluation of an airport's development needs, and inclusion of development on the Airport Layout Plan is essential to secure AIP project funding.
- **AASP Needs List:** The AASP Needs List is a component of the web-based AASP facilities database. It includes a collection of airport capital and maintenance needs compiled from all the various sources described above and any other source that identifies a need for the airport. Providing this central repository for all identified needs enables airport staff to evaluate and prioritize projects for effective planning, programming, and budgeting.

2.4 Maintenance

Each of the Part 139 certificated airports in the Southeast Region has on-site airport staff to operate and maintain the airport. The certificated airports also have snow removal and maintenance equipment, aircraft firefighting and rescue equipment, and equipment storage buildings. Juneau International (JNU) and Ketchikan International (KTN) have dedicated airport staff whose responsibilities are limited to the airport and its operations. The DOT&PF-owned airport staff are responsible for operating and maintaining the airports, as well as maintaining DOT&PF-owned roads in their communities.

Non-certificated DOT&PF-owned airports are maintained by local contractors and/or by DOT&PF staff typically based elsewhere that periodically visit the airport and support maintenance efforts. Locally-owned facilities are maintained by their registered owners.

The five-year average cost to operate and maintain DOT&PF-owned airports in the SEATP has nearly doubled over the costs presented in the 2008 SRASP (based on statistics available for DOT&PF-owned facilities in the AASP online facilities database). Although most of the land-based airports generate some revenue from lease lot rent and various other sources, the amount of revenue generated is a small fraction of the cost to operate and maintain the airports, and the difference is made up by the State of Alaska General Fund.

2.5 Regional Themes, Findings, and Strategies

A regional transportation plan examines issues, needs, and trends from a region-wide perspective. Although each individual airport and each individual community have unique characteristics and needs, there are some airport features that are of greater significance to the health and functionality of the overall regional system.

2.5.1 Forecasts

The aviation activity forecasts for the SEATP (Appendix 1) provide detailed forecasts for passengers, operations, freight, and mail for the Southeast Region. The route structure of flights in the Southeast lends itself to a regional forecast, rather than forecasts for each individual borough or census area. Although most boroughs/census areas have a regional activity hub airport, the bulk of the passenger, freight, and mail flights destined for Southeast communities originate in JNU, KTN, or SIT. There is typically no hub-and-spoke route structure within a borough or census area – JNU, KTN, and SIT act as the primary activity hubs for the region, with JNU being the heart of the Southeast.

As published by the Alaska Department of Labor and Workforce Development, population projections within nearly all of the region's boroughs and census areas indicate gradual long-term decline. This projected decline may temper enplanement growth in some communities. However, aviation demand in Southeast Alaska is not solely population-driven; freight, tourism, and government activity frequently influence and sustain operations independent of population growth trends. Aviation activity in the Southeast Region is forecast to grow over the 20-year planning period. Passenger enplanements are forecast to grow at an annual average growth rate of 0.5 percent. Operations (the number of flights) are forecast to grow at an annual average growth rate of 1.6 percent (general aviation operations) to 1.8 percent (commercial operations). Details of aviation activity forecasts are found in *Appendix 1. Aviation Demand Forecast – Southeast Alaska Airports*.

2.5.2 Access to Medical Care

The population of the Southeast is aging, and the need for access to medical care will increase and put additional demands on the aviation transportation system. Providing reliable and regular service will support the health and well-being of the region's residents by enabling them to travel for medical appointments, see specialists, and receive treatment.

Medevac operators rely on available and accurate weather condition reporting, runway lighting, adequate runway length and surface conditions, and instrument approach procedures to be able to conduct medevac operations at any hour of the day. Airport improvements that meet these needs or sustain an operational system supporting medevac flights and medical travel are of regional importance.

2.5.3 Essential Air Service (EAS) Program Cuts

Eleven communities in the Southeast rely on the EAS program to support and subsidize regular passenger air service, and three communities also rely on the EAS program for regular air freight service. Federal cost-cutting efforts continue to place the EAS program at risk of reduced or eliminated funding. The program has remained robust in Alaska, but it will continue to be subjected to ongoing scrutiny, requiring DOT&PF, the state's congressional delegation, communities, and aviation system users to regularly justify the value and necessity of EAS to state and federal decision-makers and ensure its continued support. There are no imminent threats to program funding at the time this memo was developed, but any reduction in funding which could lead to a reduction in service would critically impact communities. Without the EAS program, many air carriers would not be able to provide air service to remote Alaskan communities, as – without EAS support – the routes and markets would be financially nonviable. Considering the declining options for Southeast communities to use marine transportation, preserving air service is increasingly important.

2.5.4 Pavement Conditions

There are 12 paved airports in the region (Table 14) – three airports' runway pavements currently exceed the 20-year expected useful life of airport pavement – Haines, Hoonah, and Skagway. Within the five-year planning horizon, four additional airports' runway pavements will have met or exceeded the 20-year useful life – Ketchikan International, Klawock, Petersburg James A. Johnson, and Wrangell. Age alone does not dictate the need for pavement reconstruction, especially when routine surface maintenance efforts are conducted, but it is an indicator of expected degradation and a factor in project eligibility (i.e., AIP funding). Rehabilitation or reconstruction projects should be planned and programmed to make sure pavement conditions continue to meet safety standards, especially at the seven Part 139 certificated airports in the region.

Table 14: Southeast Airports with Paved Runways

AIRPORT NAME	LOCATION ID	PAVEMENT AGE (YEARS)	PART 139 CERTIFICATED
Gustavus	GST	4	Yes
Haines	HNS	34	No
Hoonah	HNH	24	No
Juneau International	JNU	11	Yes
Kake	AFE	8	No
Ketchikan International	KTN	18	Yes
Klawock	AKW	18	No
Petersburg James A Johnson	PSG	16	Yes
Sitka Rocky Gutierrez	SIT	14	Yes
Skagway	SGY	26	No
Wrangell	WRG	19	Yes
Yakutat	YAK	10	Yes

Source: Alaska Department of Transportation & Public Facilities TRCS Portal 2026.
<https://alaska.trcspavements.com/open/alaska/airport-explorer/condition?dataView=network>

2.5.5 Airport Lighting

Runway lighting systems at Southeast airports range from 20-39 years old, much older than the FAA-designated minimum useful life of 10 years. Although many of the lighting systems are in acceptable working condition, lighting system replacements should be planned and programmed to support the continued functionality of the lighted runways. The continued functionality of the aged lighting systems may be attributable, in no small part, to the airport managers and staff at the airports. These highly skilled and versatile employees have become experts at maintaining and repairing lighting systems (as well as many other airport infrastructure), and the longevity of the systems can be credited to their adaptive efforts to keep systems operational well beyond their expected life.

2.5.6 Weather Observation Gaps

Reliable weather data remains a major constraint for rural aviation safety. Many Southeast airports rely on Visual Flight Rules (VFR) rather than Instrument Flight Rules (IFR), increasing weather-related risk. The Don Young Alaska Aviation Safety Initiative (DYAASI) supports and provides funding for additional weather reporting infrastructure, and several locations in the Southeast have already been identified by the Aviation Weather Working Group for the installation of new weather reporting systems. In addition to the availability of weather reporting systems, reliable power and broadband connectivity are critical components to make sure the weather systems are operational and able to communicate weather reports. Many communities struggle with reliable power, and broadband connectivity gaps, and interruptions impact weather reporting stations (and community activity, overall).

2.5.7 Lease Lots, Vehicle Parking, and Access

System users have interest in lease lot development and improvements to landside infrastructure, such as vehicle parking and access. Many airports' needs lists include apron expansion, aircraft parking, lease lot development, and improved vehicle parking. These improvements are often most impactful on a local level, and they should be evaluated in airport master plans and layout plans. Even so, developing high-functioning airports that support thriving tenant business activity is beneficial for the overall system.

2.5.8 Per- and Polyfluoroalkyl Substances (PFAS)

Per- and Polyfluoroalkyl Substances (PFAS) contamination at Alaska airports, primarily associated with historical use of aqueous film forming foam (AFFF) for firefighting, presents ongoing risks to airport operations, planning, construction, and land use. The seven Part 139-certificated airports are required by regulation to have Aircraft Rescue and Firefighting (ARFF) equipment and capabilities, and these airports have historically used AFFF in fire suppression and training activities. Alaska DOT&PF is evaluating PFAS impacts at state-owned and managed sites, but contamination, remediation requirements, and the transition away from AFFF are expected to result in significant long-term costs and operational challenges.¹⁵

2.5.9 The Changing Environment

Transportation infrastructure statewide is prone to seasonal, annual, and trending changes in environmental conditions, and the Southeast airports are no exception. Floods, erosion, earthquakes, severe storms, and other natural events damage infrastructure, disrupt service to communities, and result in costly investments to repair, rebuild, and sometimes relocate infrastructure. It is important to continue to adopt technologies, practices, and seek funding to improve robustness and resiliency of the airport infrastructure. The "Risk and Resiliency Analysis," prepared separately as a part of this SEATP update, includes further analysis of specific environmental risks and includes recommendations to mitigate risk and/or improve resiliency of infrastructure.

¹⁵ Alaska Department of Transportation & Public Facilities. (n.d.). Alaska PFAS Information. Retrieved February 27, 2026, from <https://dot.alaska.gov/airportwater/>

3.0 SOUTHEAST BOROUGH AND CENSUS AREA AIRPORT CHARACTERISTICS

Due the interconnectedness of airports and flights, the Southeast aviation system effectively functions at a regional level. It is, however, easier to describe the characteristics of the region's public-use aviation facilities when considering limited geographical areas such as boroughs and census areas. Each of the following sections describes the airports within the specified borough or census area and highlights key issues and opportunities for those airports. The summarized collection of issues and opportunities is included in Section 4.0 Recommendations.

3.1 Haines Borough

The six (6) communities within the Haines Borough are served by two (2) airports (Figure 5). The two registered public-use airports are Haines Airport (HNS) and Excursion Inlet (EXI). Both facilities are owned and operated by DOT&PF. Although both lie within the Haines Borough boundary, Excursion Inlet (EXI) is geographically much closer to the communities of Gustavus and Hoonah than to Haines, and very few commercial flights operate between HNS and EXI.

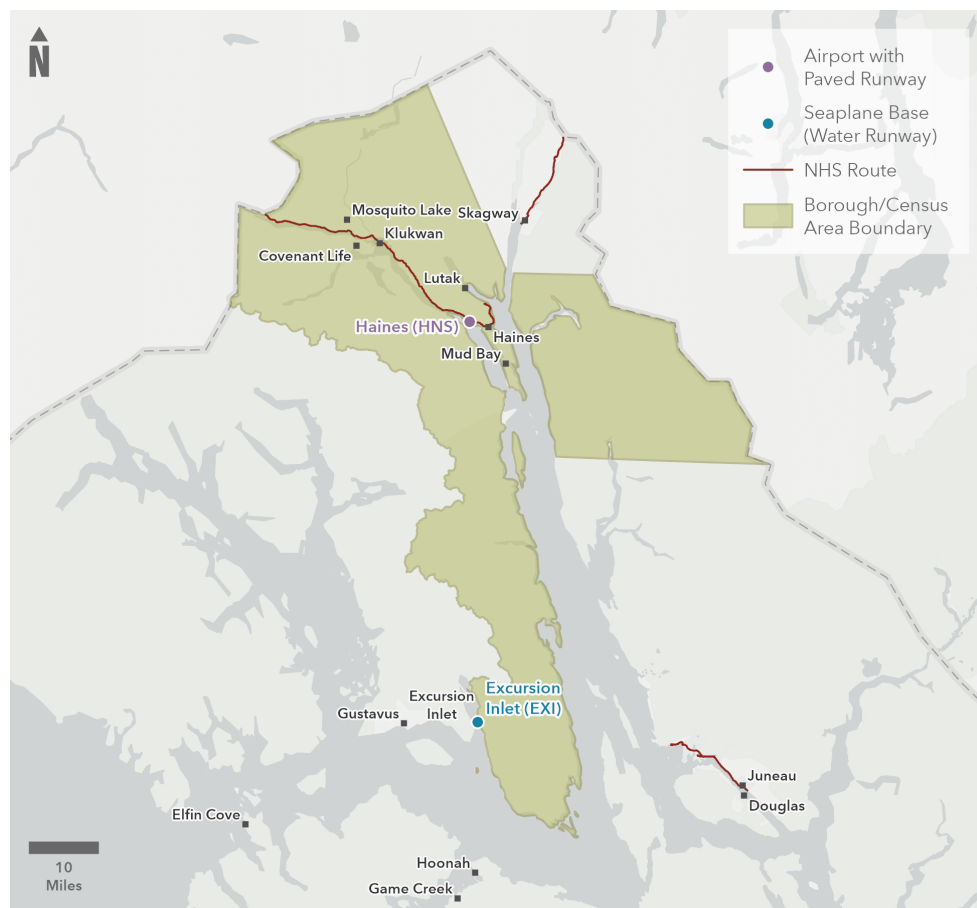


Figure 5: Haines Borough Airports

3.1.1 Assets

Key features and existing conditions of the Haines Borough airports are presented in Table 15 and Table 16.

Table 15: Haines Borough Airports – Runway Characteristics

AIRPORT NAME	ID	OWNER	AASP CLASS	NPIAS CLASS	RUNWAY SIZE (L X W) [FT]	RUNWAY SURFACE CONDITION – PCI ¹	PAVEMENT AGE (2026)
Haines	HNS	DOT&PF	Community On-Road	Nonprimary CS	4,000 x 100	Paved - 57	34
Excursion Inlet	EXI	DOT&PF	Local Low Activity / SPF	GA-Basic	1,000 x 1,000	Water	N/A

1. PCI as of latest pavement inspection report. Haines last inspected in 2024.

Table 16: Haines Borough Airports – Weather, NAVAIDs, and Services

AIRPORT NAME	ID	WEATHER REPORTING	WEATHER CAMERA	LIGHTING	AGE OF LIGHTING	NAVAIDS	INSTRUMENT APPROACH	EAS
Haines	HNS	ASOS	Yes	MIRL	36	Lighted wind cone	None	No
Excursion Inlet	EXI	AWOS (at GST)	No	None	N/A	Wind cone	None	Yes

The Haines Airport (HNS) has a paved runway, taxiways, apron, and helipad and serves residents of Haines and the outlying communities of Covenant Life, Lutak, Mosquito Lake, Mud Bay, and Klukwan. The airport is a commercial service airport, supporting scheduled passenger service to the community. The runway pavement is in good condition, but its PCI is below the critical value of 70, and the pavement – at 34 years of age – has greatly exceeded the expected useful life of 20 years. The lighting system at HNS – at 36 years of age – is also well beyond the FAA-designated useful life of 10 years for airfield lighting. HNS has both a weather reporting station (ASOS) and a weather camera to provide weather information to pilots.

Excursion Inlet (EXI) is a seaplane base that serves the community of Excursion Inlet. EXI is considered a Seaplane Float (SPF), with a tie-down float, space for transient aircraft, and shore access. Although intended to be used exclusively for aviation activity, inspection notes indicate that boats have been found to use the float. A 2017 CIMP inspection noted that the dock is more than 30 years old with signs of age and some failing components, and more recent internal DOT&PF notes indicate the facility is in poor condition and is a high priority for rehabilitation. EXI does not have an on-site weather reporting station or weather camera, but pilots may be able to get weather information from the Gustavus (GST) AWOS and weather camera, just eight miles to the west.

3.1.2 Users and Tourism

Commercial service to Haines is provided almost exclusively by Alaska Seaplanes (aka Kalinin Aviation). Alaska Seaplanes serves the airport with its fleet of Cessna 206, Cessna 208 Caravan, Cessna 208B Grant Caravan, and Pilatus PC-12 aircraft. These aircraft can carry between four (4) and nine (9) passengers. Air taxis and helicopters also operate at HNS, offering access to backcountry and remote areas. Although Haines has fairly well-developed infrastructure, it is one of the few paved airports in the Southeast that is not Part 139 certificated, meaning that it does not support large passenger jet service (aircraft with greater than 20 passenger seats). The community of Haines at one time had a registered seaplane facility (Loc ID 3Z9). Ownership of infrastructure associated with 3Z9 was transferred to the City of Haines in 2006, and subsequent to the ownership transfer, the harbor was expanded and it is no longer feasible to accommodate floatplane traffic. The facility is permanently closed, although seaplanes have been known to unofficially use the water landing area and harbor facilities.

EXI is served by Ward Air through the EAS program. Although Alaska Seaplanes also periodically flies to EXI, regular passenger service is provided by Ward Air operating out of Juneau International (JNU). Ward Air operates three- or four-passenger aircraft (typically the Cessna 206) to the community. Although EXI may support minor recreational and tourism uses, its primary role is providing passenger service to the community.

3.1.3 Intermodality

Haines has access to aviation, surface, and marine transportation. Haines and the outlying communities of Covenant Life, Lutak, Mosquito Lake, and Mud Bay are connected by road to each other and to the National Highway System (NHS). Haines is served by the Alaska Marine Highway System (AMHS), with mainline routes connecting Haines to Skagway and to Juneau.

Excursion Inlet relies solely on aviation and small boats. The community is not connected by road to any other community or the NHS, and it does not receive AMHS or ferry service.

3.1.4 Key Issues and Opportunities

Most of the Haines Airport pavement was constructed in 1992 and has only had periodic surface preservation work since then. The apron and portions of several taxiways were reconstructed in 2018, but the runway, helipad, and most taxiway pavements are 34 years old. The lighting system is 36 years old. The ACIP includes a major repaving, drainage, and lighting improvements project for HNS, anticipated in 2026/2027. Routine surface maintenance efforts should continue at frequent, regular intervals to preserve the life of the airport pavements until the rehabilitation project happens and then again upon its completion.

The Excursion Inlet (EXI) seaplane facility is more than 30 years old and in poor condition. Rehabilitation of the seaplane dock is recommended to preserve the state of good repair on this essential piece of infrastructure, which supports the EAS flights serving the community.

3.2 Hoonah-Angoon Census Area

There are nine (9) registered public-use airports within the Hoonah-Angoon Census Area (Figure 6). Seven (7) of the facilities provide access to communities, and two (2) provide access to recreational areas within the census area's boundary. The SEATP considers seven (7) communities in the Hoonah-Angoon Census Area – Angoon, Elfin Cove, Gustavus, Hoonah, Klukwan, Pelican, and Tenakee Springs. All but one of the communities are accessible only by air and sea. Although Klukwan is part of the Hoonah-Angoon Census Area, it is an enclave of Haines Borough and geographically separate from the rest of the communities, situated closer to Haines than to any other Hoonah-Angoon Census Area community, and connected to Haines and the Haines Airport (HNS) by road.

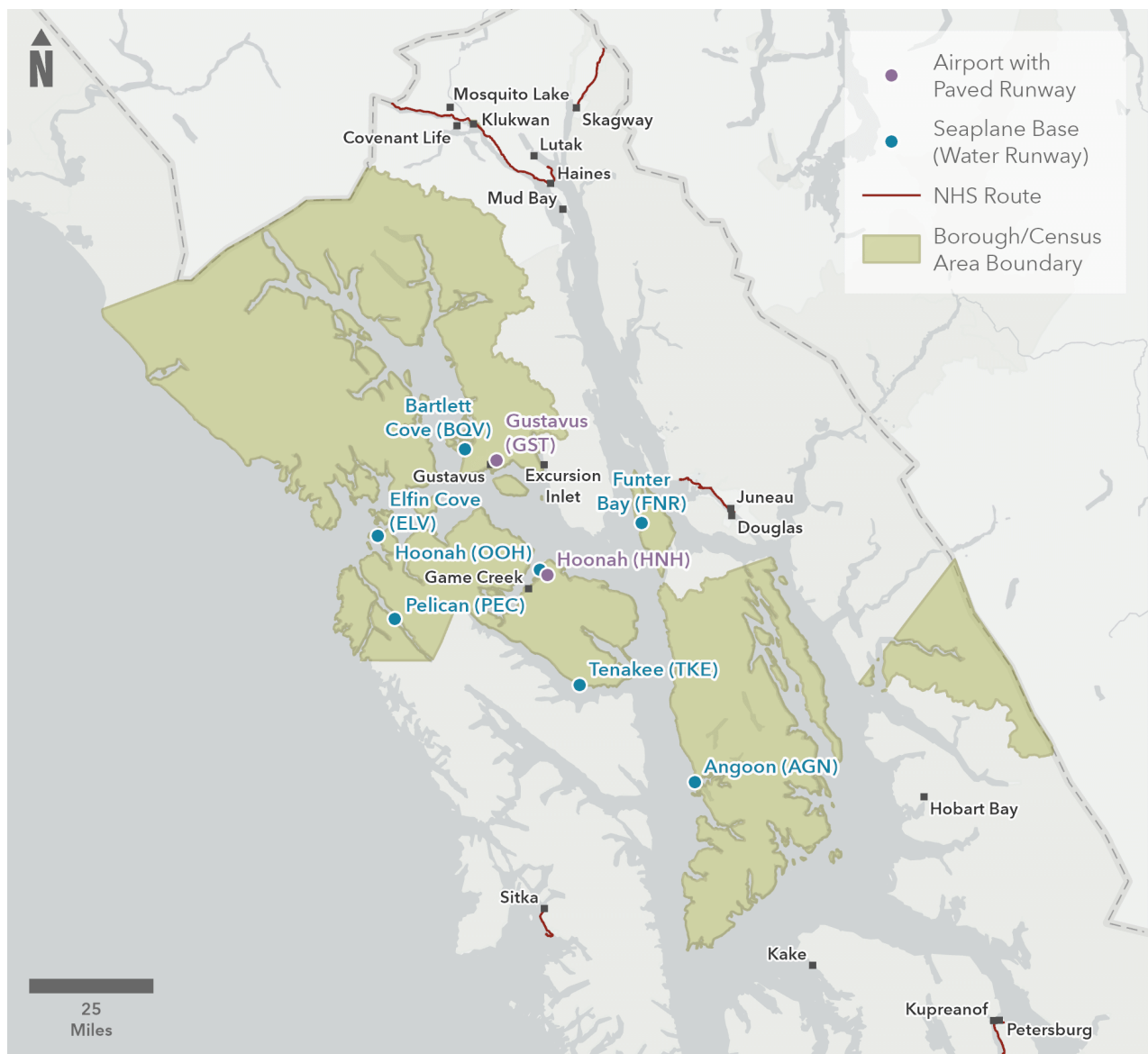


Figure 6: Hoonah-Angoon Census Area Airports

3.2.1 Assets

The public-use aviation facilities within the Hoonah-Angoon Census Area include seven (7) airports owned by DOT&PF, one (1) owned by a community, and one (1) owned by the NPS. Two (2) of the airports have paved runways and facilities, while the other seven (7) are seaplane facilities. Key features and existing conditions of the Hoonah-Angoon Census Area airports are presented in Table 17 and Table 18.

Table 17: Hoonah-Angoon Census Area Airports – Runway Characteristics

AIRPORT NAME	ID	OWNER	AASP CLASS	NPIAS CLASS	RUNWAY SIZE (L X W) [FT]	RUNWAY SURFACE CONDITION – PCI ¹	PAVEMENT AGE (2026)
Gustavus	GST	DOT&PF	Regional Hub	Nonprimary CS	6,720 x 150 3,010 x 60	Paved – 96 Paved - 99	4
Angoon	AGN	DOT&PF	Community Off-Road / SPF	GA-Basic	10,000 x 900	Water	N/A
Hoonah	HNH	DOT&PF	Community Off-Road	Nonprimary CS	3,367 x 75	Paved - 52	24
Pelican	PEC	City of Pelican	Community Off-Road ²	GA-Basic	10,000 x 2,000	Water	N/A
Tenakee	TKE	DOT&PF	Community Off-Road / SPF	GA-Basic	10,000 x 7,000	Water	N/A
Elfin Cove	ELV	DOT&PF	Local Low Activity / HF	GA-Basic	10,000 x 1,500	Water	N/A
Funter Bay	FNR	DOT&PF	Local Low Activity / Refuge	GA-Unclassified	10,500 x 500	Water	N/A
Hoonah	OOH	DOT&PF	Local Low Activity / SPF	GA-Unclassified	9,000 x 5,000	Water	N/A
Bartlett Cove	BQV	Glacier Bay NPS	Unclassified	Unclassified	10,000 x 4,000	Water	N/A

1. PCI as of latest pavement inspection report. Gustavus last inspected in 2023. Hoonah last inspected in 2024.

2. The AASP only classifies seaplane facilities owned by State agencies, so Pelican has no seaplane class designation.

Table 18: Hoonah-Angoon Census Area Airports – Weather, NAVAIDs, and Services

AIRPORT NAME	ID	WEATHER REPORTING	WEATHER CAMERA	LIGHTING	AGE OF LIGHTING	NAVAIDS	INSTRUMENT APPROACH	EAS
Gustavus	GST	AWOS	Yes	MIRL	39	Wind cone & segmented circle	RNAV, VOR	Yes
Angoon	AGN	AWOS	Yes	None	N/A	Wind cone	None	Yes
Hoonah	HNH	AWOS	Yes	MIRL	25	Wind cone & segmented circle, VOR, NDB	None	No
Pelican	PEC	None	Yes	None	N/A	None	None	Yes
Tenakee	TKE	AWOS (at HNH)	Yes	None	N/A	Wind cone, NDB	None	Yes
Elfin Cove	ELV	Apaid	No	None	N/A	Wind cone	None	Yes
Funter Bay	FNR	ASOS (at JNU)	No	None	N/A	NDB	None	No
Hoonah	OOH	AWOS	Yes	None	N/A	Wind cone, VOR, NDB	None	No
Bartlett Cove	BQV	AWOS (at GST)	Yes	None	N/A	Wind cone	None	No

Gustavus (GST) is the Hoonah-Angoon Census Area's only Regional Hub. The DOT&PF-owned airport is a Part 139 certificated, commercial service airport, supporting scheduled passenger service to the community. The runway pavement is in good condition, having been reconstructed in 2022. The lighting system was not part of the 2022 work and is now 38 years old, well beyond the FAA-designated useful life of 10 years for airfield lighting. GST has both a weather reporting station (AWOS) and a weather camera to provide weather information to pilots. GST is one of the airports with historical AFFF use and PFAS contamination.

Four of the Hoonah-Angoon Census Area airports are Community airports (all Off-Road) – Angoon (AGN), Hoonah (HNH), Pelican (PEC), and Tenakee (TKE). Of these, Hoonah (HNH) is the only land-based facility with a paved runway. HNH is a DOT&PF-owned airport. The pavement and lighting at HNH are both around 24 years old, and the latest PCI reported for the runway is 52, below the target value of 70. HNH has a weather camera and an AWOS.

The other three Community airports are seaplane bases, and there are no land-based runways in Angoon, Pelican, or Tenakee Springs. These three communities receive EAS with flight service provided by Alaska Seaplanes using aircraft with four to nine passenger seats. Angoon (AGN) and Tenakee (TKE) are DOT&PF-owned seaplane facilities. Each of these facilities consists of a float with shoreline access and space to park seaplanes. AGN and TKE both have weather cameras and wind cones, but only AGN has a weather reporting system. Angoon is the largest community in the southeast without a land-based airport, and the construction of a surface runway for the community is a recommendation made in every regional transportation plan since 1980. The City of Pelican owns the Pelican (PEC) seaplane facility. The PEC float dock itself is in excellent condition, according to recent inspection records, and has a weather camera, but the facility lacks a weather reporting system and a wind cone.

Three facilities in the Hoonah-Angoon Census Area are Local Low Activity airports. Elfin Cove (ELV), Funter Bay (FNR), and Hoonah (OOH) are DOT&PF-owned seaplane facilities with unique local roles. Elfin Cove (ELV) provides access to the residents of Elfin Cove, with EAS provided by Alaska Seaplanes. The seaplane facility is a feature of the community's harbor, and the community received grant funding from the State of Alaska to rehabilitate the facility in approximately 2015. The float is in good condition, but there is no weather camera, and weather reporting is provided by an Aviation Paid Weather Observer (APaid) – a person certified by the NWS to take and report surface weather observations. The ELV APaid is one of only three APaid stations still in existence in Alaska¹⁶. Funter Bay (FNR) provides access to the recreational area of Funter Bay State Marine Park. The FNR dock is in poor condition, and the facility has no wind cone, weather camera, or on-site weather reporting (the nearest station is in Juneau, only twelve miles away, but separated by the Funter Bay State Marine Park peninsula landmass). Hoonah (OOH) provides seaplane access to the community of Hoonah, but the community also has its land-based airport (HNH), so the seaplane facility is not the primary aviation access point to the community. The OOH seaplane facility is less than two miles from the Hoonah Airport (HNH), so it is able to use weather reporting provided by the HNH AWOS. However, none of the views provided by the Hoonah weather camera cover the seaplane base. Challenges at the OOH seaplane base include an unlit zipline cable nearby and a creek that deposits sediment near the seaplane dock, creating safety and operational issues for aircraft using the facility.

There is one unclassified public-use facility in the Hoonah-Angoon Census Area – Bartlett Cove (BQV), a NPS-owned facility providing access to portions of Glacier Bay National Park. The seaplane base is connected by road to Gustavus and serves a primarily recreational role. Recent inspections indicate the seaplane facility is in generally good condition.

3.2.2 Users and Tourism

Commercial service to the Hoonah-Angoon Census Area communities is provided by Alaska Airlines, Alaska Seaplanes, Island Air Express, and Air Excursions, with most flights originating in Juneau. The only airport in the census area that receives Alaska Airlines Boeing 737 jet service is the Part 139-certificated Gustavus Airport (GST). Commercial aircraft serving other communities within the census area include the Cessna 206, Cessna 208 Caravan, Cessna 208B Grant Caravan, Pilatus PC-12, and DeHavilland Beaver. These aircraft can carry between four and nine passengers.

The Hoonah-Angoon Census Area is highly dependent on the EAS program for regular passenger service. Five communities within the Hoonah-Angoon Census Area are served through the EAS program. Gustavus receives EAS provided by Alaska Airlines using their Boeing 737 aircraft, with EAS flights originating out of JNU. Angoon, Elfin Cove, Pelican, and Tenakee Springs receive EAS provided by Alaska Seaplanes, using their fleet of seaplanes, which include the Cessna 206, Cessna 208, and De Havilland Beaver (with four to nine passenger seats).

Gustavus is considered the gateway to Glacier Bay National Park, and this area of the Southeast is rich with recreational and tourist destinations. Outside the town of Hoonah is Icy Strait Point, a prime whale watching spot and the location of a cruise ship dock. Two piers accommodate cruise ships and provide shore and shuttle access to local tourist attractions and the community of Hoonah.

¹⁶Alaska Department of Transportation and Public Facilities. (December 10, 2024). *Alaska Aviation System Plan. Aviation weather reporting in Alaska update [White paper]*. https://www.alaskaasp.com/media/4935/2024-12-10_weather_white_paper_final.pdf

3.2.3 Intermodality

Excepting Klukwan, the communities of the Hoonah-Angoon Census Area are accessible only by air and sea. The airports are the primary year-round transportation mode for these communities. The AMHS serves many of the communities, and all are accessible by small boat, but regular passenger, mail, and cargo transportation is provided primarily by aircraft.

3.2.4 Key Issues and Opportunities

The construction of a land-based airport at Angoon remains a need for this region. Every regional transportation plan since 1980 – as well as the 2007 Angoon Airport Master Plan – has recommended the construction of a surface runway and other airfield infrastructure to serve the community of Angoon. An airport with a 3,300 foot runway has been proposed to improve Angoon's access to commercial and medical facilities, to facilitate air shipment of fresh seafood products, to provide more reliable year-round air service, and to enable 24-hour medevac capability. The DOT&PF has a multi-year phased plan to construct the airport, but as of the development of this memo, the project has not secured grant funding and does not yet have an anticipated construction date. Although construction of a land-based airport in Angoon will result in a decrease in seaplane activity, the need for a community seaplane facility will remain. When the new airport secures funding and advances toward construction, developing a plan for the future of the Angoon seaplane base should be undertaken.

Gustavus Airport (GST) airfield lighting has exceeded expected useful life and needs to be replaced. Fencing improvements are identified in the AASP facilities needs list as a near-term need for GST. There is reported demand for additional lease lots, tie downs, and vehicle parking. Due to the airport's use of AFFF in firefighting training and fire suppression activity, PFAS monitoring and mitigation will continue to be needed, as well as removal, disposal, and replacement of AFFF from the ARFF vehicles.

Most of the Hoonah Airport (HNH) infrastructure is approximately 25 years old, and rehabilitation of runway, taxiway and apron pavements, as well as airfield lighting and NAVAID rehabilitation is needed. There are currently no public restrooms at HNH, the addition of which would improve passenger and user experience at the airport. There is reported demand for additional lease lots, tie downs, and vehicle parking.

Although most of the seaplane facilities are in generally good and useable condition, needs at the seaplane facilities include weather reporting systems, weather cameras, wind cones, and improvements to some of the docks or floats. Elfin Cove (ELV), Pelican (PEC), and Tenakee (TKE) lack on-site weather reporting systems. Elfin Cove (ELV) also lacks a weather camera, and the weather camera at Hoonah does not currently include a view covering the seaplane base (OOH). There is no electric power available at ELV, and this is a constraint to installing any weather equipment. Wind cones are needed at Pelican (PEC) and Funter Bay (FNR). The Funter Bay dock is in poor condition and needs to be rehabilitated. To improve operational safety at the Hoonah seaplane facility (OOH), the nearby zip line should be lighted, and the sediment accumulation should be mitigated.

There are no issues documented with the Tenakee (TKE) seaplane facility, but DOT&PF owns two floating breakwaters that protect the seaplane facility and other inner harbor facilities. DOT&PF records indicate the breakwaters are in very poor condition and beyond capability to repair, requiring full replacement. Significant damage to or loss of inner harbor facilities is expected if breakwater failure occurs. Damage to the Tenakee's seaplane facility would challenge EAS access to the community.

3.3 City and Borough of Juneau

The City and Borough of Juneau (CBJ) includes three airports (Figure 7). Juneau International Airport (JNU) and two small seaplane facilities – Taku Harbor (A43) and Taku Lodge (TKL) – lie within the CBJ boundary. JNU is the heart of the Southeast aviation transportation system, serving as the busiest hub for aviation activity and connecting many communities within and outside the region.

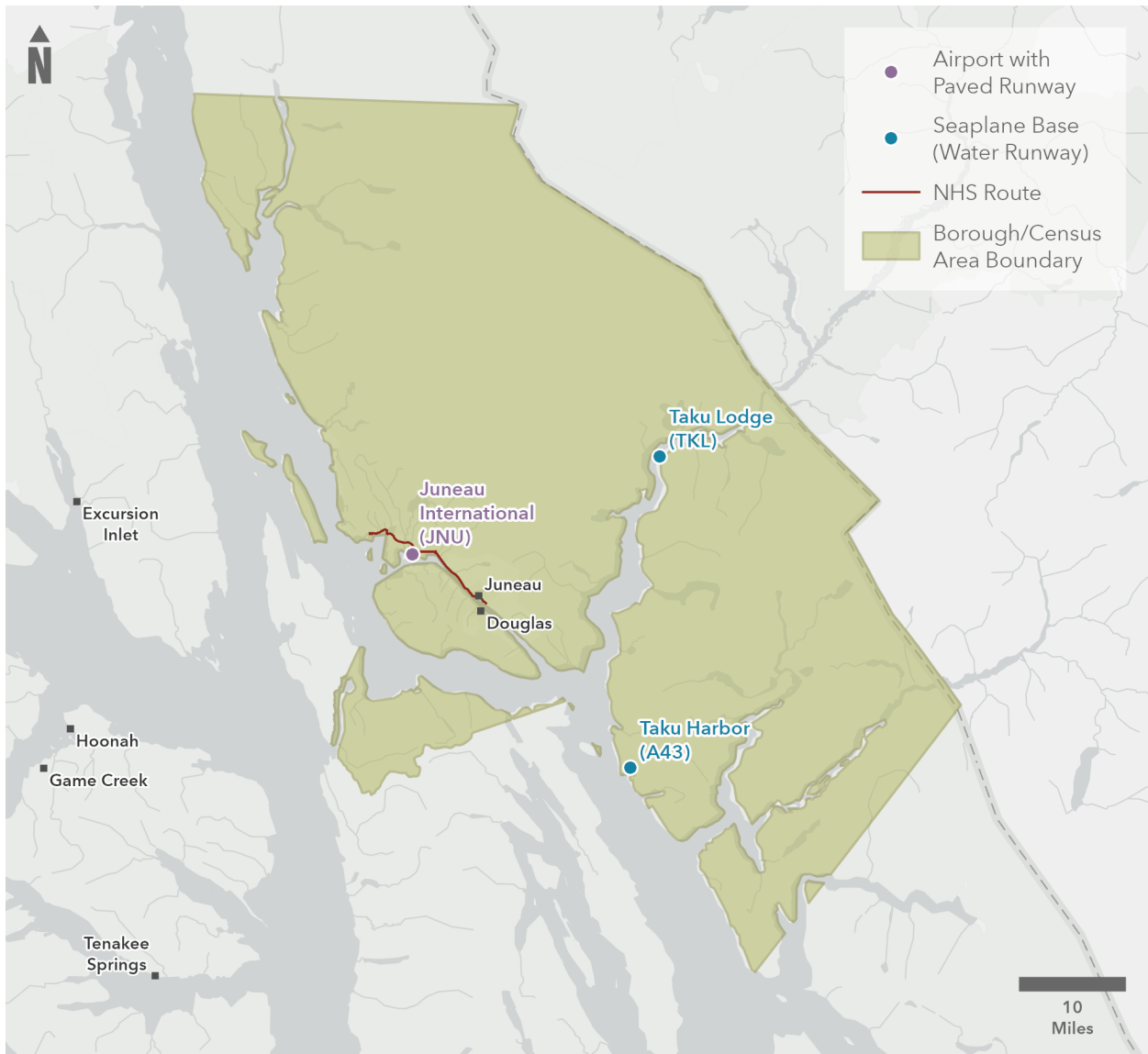


Figure 7: City and Borough of Juneau Airports

3.3.1 Assets

Key features and existing conditions of the airports within the City and Borough of Juneau are presented in Table 19 and Table 20.

Table 19: City and Borough of Juneau Airports – Runway Characteristics

AIRPORT NAME	ID	OWNER	AASP CLASS	NPIAS CLASS	RUNWAY SIZE (L X W) [FT]	RUNWAY SURFACE CONDITION – PCI ¹	PAVEMENT AGE (2026)
Juneau Intl	JNU	CBJ	Small Hub	Primary CS	8,857 x 150 4,800 x 150	Paved – 74 Water	11
Taku Harbor	A43	CBJ	Unclassified	Unclassified	3,000 x 1,000	Water	N/A
Taku Lodge	TKL	Taku Glacier Lodge	Unclassified	Unclassified	5,000 x 500	Water	N/A

1. PCI as of latest pavement inspection report. JNU last inspected in 2024.

Table 20: City and Borough of Juneau Airports – Weather, NAVAIDs, and Services

AIRPORT NAME	ID	WEATHER REPORTING	WEATHER CAMERA	LIGHTING	AGE OF LIGHTING	NAVAIDS	INSTRUMENT APPROACH	EAS
Juneau Intl	JNU	ASOS	Yes	HIRL	Unknown	Wind cone, segmented circle, VOR, NDB	RNAV, LDA	No
Taku Harbor	A43	None	No	None	N/A	None	None	No
Taku Lodge	TKL	None	No	None	N/A	None	None	No

Juneau International Airport (JNU) not only serves the residents of Juneau, it is the aviation activity hub for the entire Southeast Region. Operated by the City and Borough of Juneau, JNU has dedicated staff responsible for the operation, maintenance, and administration of the airport. JNU has the most robust infrastructure, by far, of all airports in the Southeast, boasting a paved runway, full parallel taxiway, multiple connector taxiways, several aprons, a passenger terminal, an air traffic control tower, and offering many services and amenities for aircraft, passengers, and freight. In addition to the paved runway, JNU has a water lane on airport property to serve floatplanes. The airport is a commercial service airport, supporting scheduled passenger and freight service to the community, as well as serving as the origin point of most flights destined for other southeast Alaska airports. The runway pavement is in good condition with a PCI of 74. JNU has both a weather reporting station (ASOS) and a weather camera to provide weather information to pilots.

Taku Harbor (A43) and Taku Lodge (TKL) are seaplane facilities providing access to remote recreational areas. The CBJ-owned Taku Harbor (A43) facility provided access to a now-abandoned cannery, and it remains a publicly accessible float facility for recreational use. The facility consists of a simple float with parking and shoreline access but no other amenities. Float space for seaplanes is limited and may not be available if boats are using all available space. The Taku Lodge (TKL) seaplane facility is owned by Taku Glacier Lodge. The dock is privately owned and used primarily to support lodge visitor arrivals and departures.

3.3.2 Users and Tourism

JNU is a regional activity hub, a connector airport within Alaska, and an international airport. JNU supports a wide cross-section of users and traffic, supporting the region with air service and connections, and connecting people by air to the rest of Alaska and to national and worldwide destinations. Airport activity includes passenger and freighter jet, air taxi, corporate aircraft, small general aviation aircraft, floatplane, helicopter, and military operations. Most of the communities supported by EAS are served by flights originating at JNU, where contracted carriers are based or where they have an operational hub.

Taku Harbor (A43) and Taku Lodge (TKL) serve purely recreational and tourism roles – these chartered facilities provide access to roadless recreational areas southeast of Juneau.

3.3.3 Intermodality

Juneau is accessible only by air and sea, but Juneau is a major air and marine transportation hub for the Southeast. JNU supports scheduled jet flights, air taxi service, helicopter activity, and floatplane activity. Marine facilities include cruise ship docks, a port facility, small boat harbors, and a ferry terminal. The AMHS and cargo barges provide year-round services, and approximately one million cruise ship passengers visit Juneau each year.

3.3.4 Key Issues and Opportunities

Juneau International (JNU) is managed, operated, and funded distinctly from any of the other SEATP airports, and CBJ manages the airport's capital and development plan. Therefore, while JNU plays a key role in the SEATP aviation system – and its role and influence are considered – specific needs, projects, and development plans for JNU are determined by the airport's dedicated staff and planning efforts and not by this SEATP update. Due to the airport's use of AFFF in firefighting training and fire suppression activity, PFAS monitoring and mitigation will continue to be needed, as well as removal, disposal, and replacement of AFFF from the ARFF vehicles.

Taku Harbor (4KE) and Taku Lodge (TKL) are adequately serving their recreational roles, but neither has a wind cone, and this basic aid to pilots is recommended.

3.4 Ketchikan Gateway Borough

There are six registered public-use airports within the Ketchikan Gateway Borough (Figure 8). Four of the facilities provide access to the community of Ketchikan, and two provide access to recreational areas within the census area's boundary. The SEATP considers two communities in the Ketchikan Gateway Borough – Ketchikan and Saxman. These communities are connected by road, and the four airports providing access to Ketchikan effectively provide access to Saxman, as well. Only Ketchikan International (KTN) is a land-based airport; the other five are seaplane facilities.

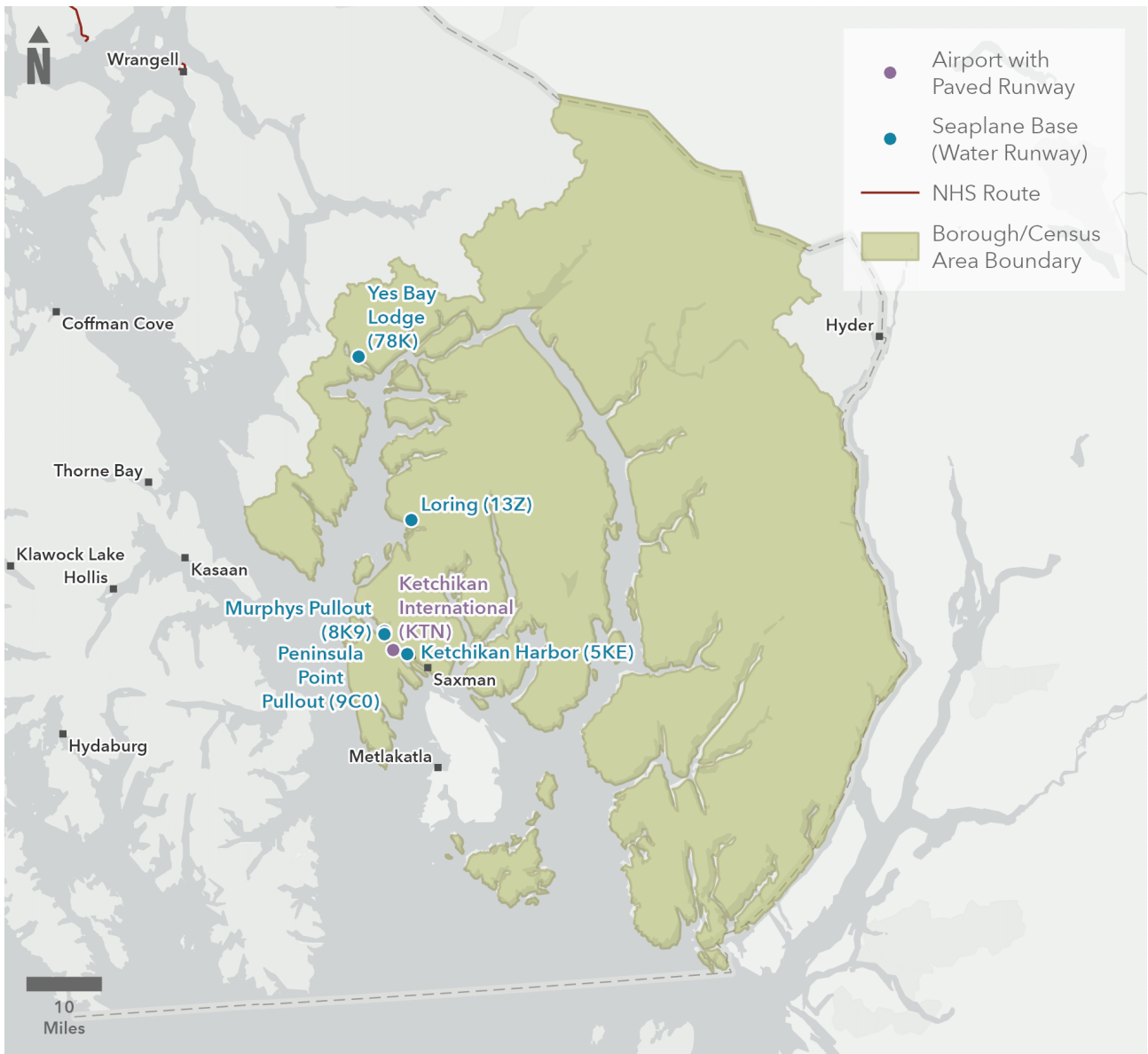


Figure 8: Ketchikan Gateway Borough Airports

3.4.1 Assets

Key features and existing conditions of the airports within the Ketchikan Gateway Borough (KGB) are presented in Table 21 and Table 22.

Table 21: Ketchikan Gateway Borough Airports – Runway Characteristics

AIRPORT NAME	ID	OWNER	AASP CLASS	NPIAS CLASS	RUNWAY SIZE (L X W) [FT]	RUNWAY SURFACE CONDITION – PCI ¹	PAVEMENT AGE (2026)
Ketchikan Intl	KTN	DOT&PF ¹	Regional Hub	Primary CS	7,500 x 150 9,500 x 1,500	Paved - 66 Water	18
Murphy's Pullout	8K9	KGB	Local Low Activity ²	GA-Basic	10,000 x 2,000	Water	N/A
Ketchikan Harbor	5KE	Promech Air	Local Non-NPIAS ²	Unclassified	3,893 x 1,000	Water	N/A
Peninsula Point Pullout	9C0	DOT&PF	Local Non-NPIAS / SPB	Unclassified	9,000 x 2,000	Water	N/A
Loring	13Z	KGB	Unclassified	Unclassified	10,000 x 2,000	Water	N/A
Yes Bay Lodge	78K	Kevin Hack	Unclassified	Unclassified	5,000 x 2,000	Water	N/A

1. The Ketchikan Gateway Borough operates KTN under a lease agreement with DOT&PF.
2. The AASP only classifies seaplane facilities owned by State agencies, so Murphy's Pullout and Ketchikan Harbor have no seaplane class designation.

Table 22: Ketchikan Gateway Borough Airports – Weather, NAVAIDs, and Services

AIRPORT NAME	ID	WEATHER REPORTING	WEATHER CAMERA	LIGHTING	AGE OF LIGHTING	NAVAIDS	INSTRUMENT APPROACH	EAS
Ketchikan Intl	KTN	ASOS	Yes	HIRL	26	Wind cone & segmented circle, VOR, NDB	ILS, RNAV, LOC	No
Murphy's Pullout	8K9	ASOS (at KTN)	Yes	None	N/A	Wind cone, VOR, NDB	None	No
Ketchikan Harbor	5KE	ASOS (at KTN)	Yes	None	N/A	Wind cone, VOR, NDB	None	No
Peninsula Point Pullout	9C0	ASOS (at KTN)	Yes	None	N/A	VOR, NDB	None	No
Loring	13Z	ASOS (at KTN)	No	None	N/A	VOR, NDB	None	No
Yes Bay Lodge	78K	ASOS (at KTN)	Yes	None	N/A	Wind cone, VOR, NDB	None	No

Ketchikan International (KTN) is the KGB's Regional Hub. KTN is a Part 139 certificated, commercial service airport, supporting scheduled passenger service to the community. It is owned by DOT&PF, but the entire airport is operated by the KGB under a lease agreement with the State. KTN has dedicated staff with responsibilities for maintenance, operation, and administration of the airport, but DOT&PF still has some role in the funding of airport capital improvements and operations. The runway pavement is 18 years old with a PCI of 66 (below the target value of 70). The lighting system is older than the pavement (26 years old), beyond the FAA-designated useful life of 10 years for airfield lighting. KTN has both a weather reporting station (ASOS) and a weather camera to provide weather information to pilots. KTN is one of only two Southeast airports with an instrument landing system (ILS), making it a more capable airport during inclement weather. KTN is one of the airports with historical AFFF use and PFAS contamination.

Three of the borough's seaplane bases are Local airports, providing access to Ketchikan at various points along the coastline. Murphy's Pullout (8K9) was recently transferred by DOT&PF to the KGB. Remarks on this facility indicate that there is no public floatplane parking available. Peninsula Point Pullout (9C0) is owned by DOT&PF. Ketchikan Harbor (5KE) is privately owned by Promech Air. These seaplane facilities – all within close proximity to each other – each play a distinct role for the busy seaplane activity and different users at Ketchikan. These facilities are near enough to KTN that they can use weather information provided by KTN's ASOS and weather camera. HNH has a weather camera and an AWOS.

Loring (13Z) and Yes Bay Lodge (78K) are unclassified public-use facilities in the KGB. They provide access to recreational areas. Loring is the site of a former cannery that has long been abandoned. Loring has no wind cone, and inspection remarks indicate that this seaplane facility is in very poor condition, noting the dock as "unsuitable for aircraft use." KGB is the registered owner of Loring (13Z). Yes Bay Lodge (78K) is privately owned and provides access to the lodge of the same name. Inspection records indicate it is in generally good condition.

3.4.2 Users and Tourism

Ketchikan is one of the major aviation activity hubs in the Southeast. KTN supports jet service, air taxi service, and helicopter activity and provides flight connections to many other communities in the region. The community's seaplane facilities support robust floatplane activity.

Ketchikan is known as the "Salmon Capital of the World" with access to world-class fishing and other outdoor recreation opportunities. Visitors arrive by air or cruise ship and often take advantage of the many recreational, sightseeing, fishing, and other opportunities the area has to offer.

3.4.3 Intermodality

Ketchikan is accessible only by air and sea, and the community is a major air and marine transportation hub for the Southeast. In addition to being a major aviation activity hub, Ketchikan is also a major component of the marine system. Ketchikan is the first port of call in Alaska for cruise ships and AMHS vessels. Marine facilities include a breakwater, deep draft dock, port, small boat harbors, and a ferry terminal. The Inter-Island Ferry Authority operates ferry service between Ketchikan and Hollis-Prince of Wales Island.

3.4.4 Key Issues and Opportunities

Ketchikan International (KTN) runway pavement and airfield lighting have exceeded expected useful life, show signs of age and deterioration, and need to be replaced. There is reported demand for additional lease lots, tie downs, and vehicle parking. Due to the airport's use of AFFF in firefighting training and fire suppression activity, PFAS monitoring and mitigation will continue to be needed, as well as removal, disposal, and replacement of AFFF from the ARFF vehicles.

Murphy's Pullout (8K9) has no public floatplane parking, and this is a critical deficiency for a public seaplane facility. Expansion of the facility is recommended, and the Airport Capital Improvement Program (ACIP) includes a seaplane reconstruction/expansion project. Loring (13Z) is in very poor condition, and rehabilitation of the seaplane dock is recommended to preserve the usefulness of this publicly owned and public-use facility. Both Peninsula Point Pullout (9C0) and Loring (13Z) lack wind cones.

3.5 Petersburg Borough

The Petersburg Borough is served by two airports (Figure 9). The two communities included in the SEATP – Petersburg and Kupreanof – are situated near each other, with Kupreanof lying just across the narrows from Petersburg. The two registered public-use airports are both in Petersburg – Petersburg James A Johnson (PSG) and Lloyd R Roundtree Seaplane Facility (63A). Much of the larger borough area is accessible by boat or floatplane, but only these two DOT&PF-owned facilities are registered as public-use aviation facilities.

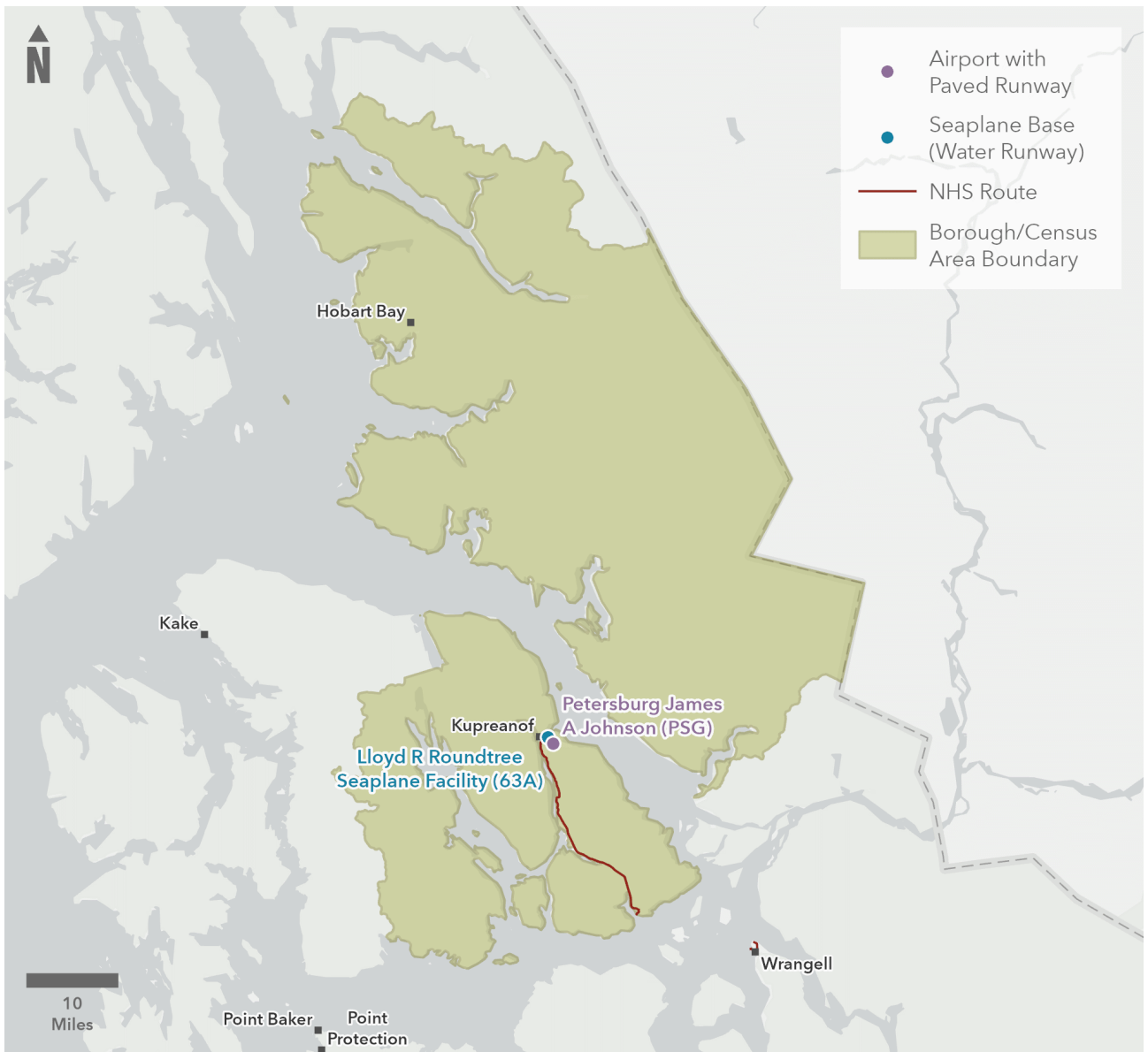


Figure 9: Petersburg Borough Airports

3.5.1 Assets

Key features and existing conditions of the airports within the Petersburg Borough are presented in Table 23 and Table 24.

Table 23: Petersburg Borough Airports – Runway Characteristics

AIRPORT NAME	ID	OWNER	AASP CLASS	NPIAS CLASS	RUNWAY SIZE (L X W) [FT]	RUNWAY SURFACE CONDITION – PCI ¹	PAVEMENT AGE (2026)
Petersburg James A Johnson	PSG	DOT&PF	Regional Hub	Primary CS	6,400 x 150	Paved – 68	16
Lloyd R Roundtree Seaplane Facility	63A	DOT&PF	Local Low Activity / SPB	GA-Unclassified	9,000 x 1,100	Water	N/A

1. PCI as of latest pavement inspection report. JNU last inspected in 2024.

Table 24: Petersburg Borough Airports – Weather, NAVAIDs, and Services

AIRPORT NAME	ID	WEATHER REPORTING	WEATHER CAMERA	LIGHTING	AGE OF LIGHTING	NAVAIDS	INSTRUMENT APPROACH	EAS
Petersburg James A Johnson	PSG	AWOS	Yes	HIRL	29	Wind cone, segmented circle, VOR, NDB	RNAV, LDA-D	Yes
Lloyd R Roundtree Seaplane Facility	63A	AWOS (at PSG)	Yes	None	N/A	VOR, NDB	None	No

Petersburg James A Johnson (PSG) is the Petersburg Borough Regional Hub. The DOT&PF-owned airport is a Part 139 certificated, commercial service airport, supporting scheduled passenger service to the community. The runway pavement is in good condition, having been reconstructed in 2020, but its PCI (68) is just below the target value of 70. The lighting system was not part of the 2020 work and is now 29 years old, well beyond the FAA-designated useful life of 10 years for airfield lighting. PSG has both a weather reporting station (AWOS) and a weather camera to provide weather information to pilots. PSG is one of the airports with historical AFFF use and PFAS contamination.

The Lloyd R Roundtree Seaplane Facility (63A) is a DOT&PF-owned Local Low Activity seaplane base. It is located in the Petersburg harbor area and is near enough to PSG that operators can use weather information provided by the PSG AWOS and weather camera. The facility does not have a wind cone.

3.5.2 Users and Tourism

Residents of Petersburg rely on the airport for access and delivery of freight and mail. Petersburg is an EAS community. EAS flights are provided by Alaska Airlines, using Boeing 737 aircraft for both passenger and freight service. The 2016 Petersburg Borough Comprehensive Plan remarked, “The EAS supports a large amount of commercial air service. If the benefit were to cease, there would be a significant decrease in air service, and Petersburg would become more reliant on ferry service, which is a concern when AMHS funding is declining.”

3.5.3 Intermodality

Petersburg is accessible by air and water. The airport and seaplane facility support wheeled aircraft and floatplane activity and access. The community receives ferry and barge service and has an expansive boat harbor. Kupreanof is a roadless community and has no registered seaplane facility, but it is accessible by boat and floatplane.

3.5.4 Key Issues and Opportunities

Petersburg James A Johnson (PSG) airfield lighting has exceeded expected useful life and needs to be replaced. The runway pavement PCI of 68 is below the target value of 70 and rehabilitation is recommended. There is reported demand for additional lease lots, tie downs, and vehicle parking. Due to the airport's use of AFFF in firefighting training and fire suppression activity, PFAS monitoring and mitigation will continue to be needed, as well as removal, disposal, and replacement of AFFF from the ARFF vehicles.

The Lloyd R Roundtree Seaplane Facility (63A) is in generally good condition but needs a wind cone.

3.6 Prince of Wales-Hyder Census Area

The Prince of Wales-Hyder Census Area has the most airports, by far, of any Southeast borough/census area (Figure 10). The area has two airports with paved runways and 22 seaplane facilities serving the many communities and recreational areas. Seventeen of the facilities provide access to one of the area's 16 communities, and seven provide access to recreational areas or former commercial areas (that have typically become recreational areas).

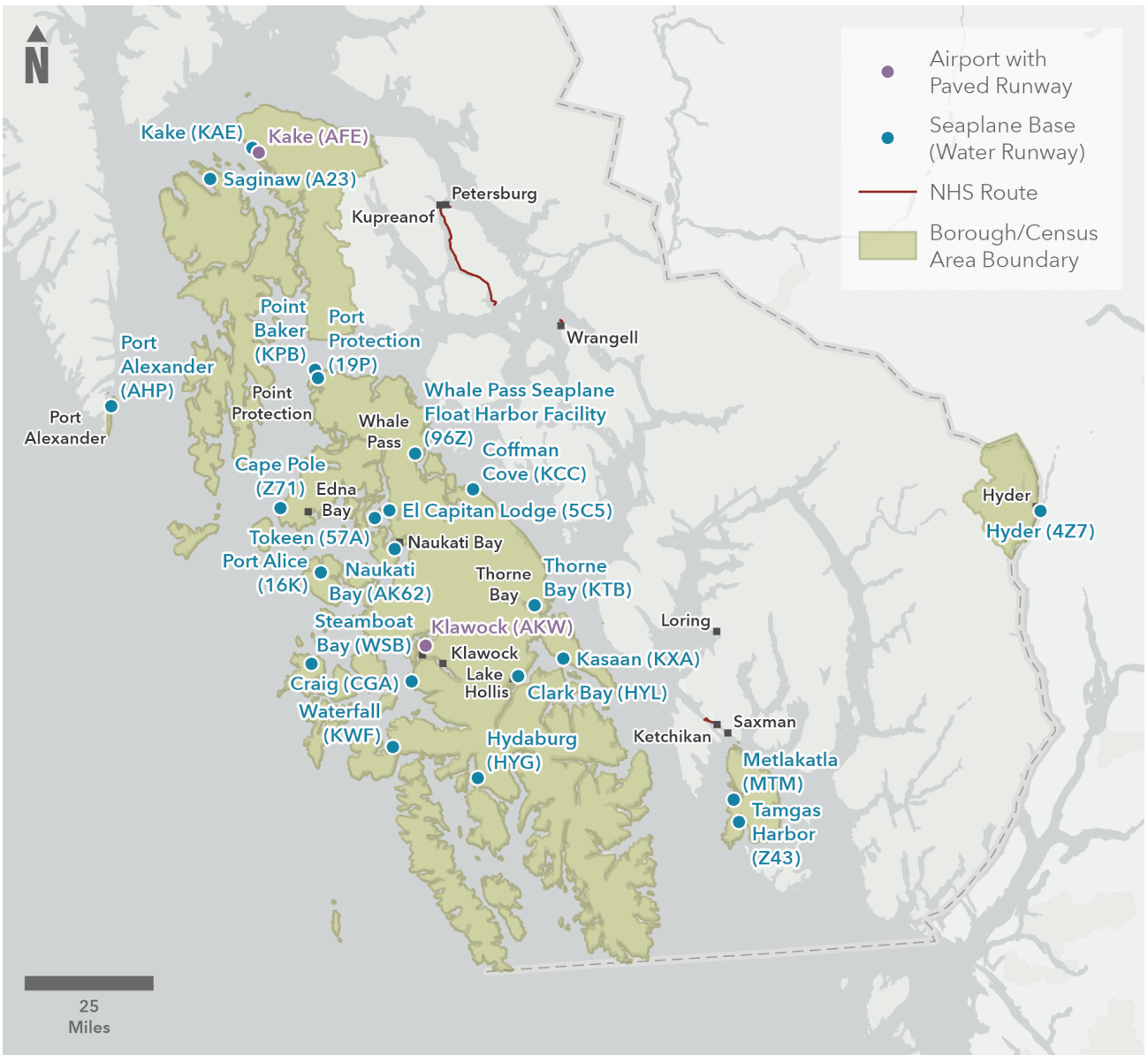


Figure 10: Prince of Wales-Hyder Census Area Airports

3.6.1 Assets

Key features and existing conditions of the airports within the CBS are presented in Table 25 and Table 26.

Table 25: Prince of Wales-Hyder Census Area Airports – Runway Characteristics

AIRPORT NAME	ID	OWNER	AASP CLASS	NPIAS CLASS	RUNWAY SIZE (L X W) [FT]	RUNWAY SURFACE CONDITION – PCI ¹	PAVEMENT AGE (2026)
Kake	AFE	DOT&PF	Community Off-Road	Nonprimary CS	4,000 x 100	Paved - 91	8
Klawock	AKW	DOT&PF	Community Off-Road	Primary CS	5,000 x 100	Paved - 75	18
Port Alexander	AHP	DOT&PF	Community Off-Road / Harbor Float	GA-Basic	3,000 x 300	Water	N/A
Port Protection	19P	DOT&PF	Community Off-Road / Harbor Float	GA-Basic	4,000 x 1,000	Water	N/A
Whale Pass Seaplane Float Harbor Facility	96Z	City of Whale Pass	Community Off-Road ²	GA-Basic	10,000 x 1,000	Water	N/A
Craig	CGA	City of Craig	Community Off-Road ²	GA-Basic	10,000 x 2,000	Water	N/A
Naukatli Bay	AK62	Naukatli Bay Community	Community Off-Road ²	Unclassified	10,000 x 1,000 10,000 x 300	Water Water	N/A
Thorne Bay	KTB	City of Thorne Bay	Community Off-Road ²	GA-Basic	5,000 x 2,000	Water	N/A
Clark Bay	HYL	DOT&PF	Community Off-Road / SPF	GA-Basic	10,000 x 500	Water	N/A
Coffman Cove	KCC	DOT&PF	Community Off-Road / SPF	GA-Basic	5,000 x 2,000	Water	N/A
Hydaburg	HYG	DOT&PF	Community Off-Road / SPF	GA-Basic	5,000 x 2,000	Water	N/A
Metlakatla	MTM	DOT&PF	Community Off-Road / SPF	GA-Basic	5,000 x 5,000 5,000 x 5,000	Water Water	N/A
Hyder	4Z7	DOT&PF	Community On-Road / Harbor Float	GA-Basic	10,000 x 1,000	Water	N/A
Kasaan	KXA	DOT&PF	Local Low Activity / Harbor Float	GA-Basic	2,000 x 2,000	Water	N/A
Point Baker	KPB	DOT&PF	Local Low Activity / Harbor Float	GA-Unclassified	4,000 x 250	Water	N/A
Kake	KAE	City of Kake	Local Low Activity ²	GA-Basic	10,000 x 4,000	Water	N/A
Waterfall	KWF	Waterfall Cannery Resort	Local Low Activity ²	Unclassified	10,000 x 1,000	Water	N/A
Cape Pole	Z71	L.O.G. LOG CO	Unclassified	Unclassified	10,000 x 500	Water	N/A
El Capitan Lodge	5C5	Scott Van Valin	Unclassified	Unclassified	7,205 x 150	Water	N/A

AIRPORT NAME	ID	OWNER	AASP CLASS	NPIAS CLASS	RUNWAY SIZE (L X W) [FT]	RUNWAY SURFACE CONDITION – PCI ¹	PAVEMENT AGE (2026)
Port Alice	16K	Alaska Logging & Pulp	Unclassified	Unclassified	10,000 x 1,000	Water	N/A
Saginaw	A23	No Listed Owner	Unclassified	Unclassified	10,000 x 1,000	Water	N/A
Steamboat Bay	WSB	Steamboat Bay Resort	Unclassified	Unclassified	6,000 x 2,000	Water	N/A
Tamgas Harbor	Z43	Council of Annette Island	Unclassified	Unclassified	10,560 x 1,500	Water	N/A
Tokeen	57A	No Listed Owner	Unclassified	Unclassified	6,000 x 400	Water	N/A

1. PCI as of latest pavement inspection report. Kake last inspected in 2024. Klawock last inspected in 2022.
2. The AASP only classifies seaplane facilities owned by State agencies, so Whale Pass, Craig, Kake, and Waterfall have no seaplane class designation.

Table 26: Prince of Wales-Hyder Census Area Airports – Weather, NAVAIDs, and Services

AIRPORT NAME	ID	WEATHER REPORTING	WEATHER CAMERA	LIGHTING	AGE OF LIGHTING	NAVAIDS	INSTRUMENT APPROACH	EAS
Kake	AFE	AWOS-3P	Yes	MIRL	8	Wind cone & segmented circle	RNAV	No
Klawock	AKW	ASOS	Yes	MIRL	34	Wind cone & segmented circle	RNAV	No
Port Alexander	AHP	None	Yes	None	N/A	Wind cone	None	Yes
Port Protection	19P	None	No	None	N/A	VOR, NDB	None	No
Whale Pass Seaplane Float Harbor Facility	96Z	None	No	None	N/A	Wind cone, VOR, NDB	None	No
Craig	CGA	ASOS (at AKW)	Yes	None	N/A	Wind cone	None	No
Naukatli Bay	AK62	ASOS (at AKW)	No	None	N/A	Wind cone, VOR, NDB	None	No
Thorne Bay	KTB	ASOS (at AKW)	No	None	N/A	Wind cone, NDB	None	No
Clark Bay	HYL	ASOS (at AKW)	No	None	N/A	Wind cone, NDB	None	No
Coffman Cove	KCC	None	Yes	None	N/A	Wind cone, VOR	None	No
Hydaburg	HYG	AWOS-3P	Yes	None	N/A	Wind cone, NDB	None	Yes
Metlakatla	MTM	AWOS-3P	Yes	None	N/A	Wind cone, VOR, NDB	None	Yes
Hyder	4Z7	None	No	None	N/A	Wind cone	None	No
Kasaan	KXA	None	Yes	None	N/A	Wind cone, NDB	None	No

AIRPORT NAME	ID	WEATHER REPORTING	WEATHER CAMERA	LIGHTING	AGE OF LIGHTING	NAVAIDS	INSTRUMENT APPROACH	EAS
Point Baker	KPB	None	No	None	N/A	Wind cone, VOR, NDB	None	No
Kake	KAE	AWOS (at AFE)	Yes	None	N/A	Wind cone	None	Yes
Waterfall	KWF	AWOS (at HYG)	No	None	N/A	Wind cone	None	No
Cape Pole	Z71	None	No	None	N/A	VOR, NDB	None	No
El Capitan Lodge	5C5	None	No	None	N/A	VOR, NDB	None	No
Port Alice	16K	None	No	None	N/A	None	None	No
Saginaw	A23	AWOS (at AFE)	No	None	N/A	None	None	No
Steamboat Bay	WSB	ASOS (at AKW)	No	None	N/A	None	None	No
Tamgas Harbor	Z43	AWOS (at MTM)	No	None	N/A	VOR, NDB	None	No
Token	57A	None	No	None	N/A	VOR, NDB	None	No

Kake (AFE) and Klawock (AKW) are the Prince of Wales-Hyder Census Area's only airports with paved runways. Both of the airports have robust infrastructure in good condition. They both have pavements in good condition, weather reporting systems, weather cameras, and runway lighting. The lighting system at Klawock (AKW) is 34 years old and has far exceeded expected useful life.

The fifteen seaplane facilities providing community access are classified as Community or Local facilities. Condition and availability of wind or weather information varies across this group of airports, as indicated in Table 26. Eight Community/Local facilities lack a weather camera. Only one of the Community/Local facilities lacks a wind cone. There are a few weather reporting stations at facilities on and near the island, and some airports are able to use weather information provided by these stations if in close enough proximity, but many lack any available local weather information. Only four of the 24 Prince of Wales-Hyder Census Area airports have a weather reporting station on site.

The seven seaplane facilities providing access to recreational areas are unclassified. None of these facilities have local weather reporting systems or weather cameras, and none have wind cones.

3.6.2 Users and Tourism

Residents of Prince of Wales Island use the area's airports for access and recreation. Several of the communities receive EAS provided by floatplane operators. The island – the third largest in America – is a tourist destination, offering cultural, scenic, adventure, and wildlife viewing attractions.

3.6.3 Intermodality

The community of Hyder is distinct from the other communities of the Prince of Wales-Hyder Census Area – it is geographically separate from the other communities, it does not receive AMHS service, and it is connected to the roadway system via Canada. Otherwise, the communities of the census area are only accessible from off-island locations by air and sea. Most communities can be reached by floatplane or boat. Kake and Klawock have the island's only surface runways. On Prince of Wales Island itself, most of the communities are connected by the island road system.

3.6.4 Key Issues and Opportunities

The lighting system at Klawock (AKW) is 34 years old and has far exceeded expected useful life. Although the pavement is currently in good condition, it is 18 years old, and its PCI is approaching the critical value of 70. The age and condition of the airport features indicates that a pavement and lighting rehabilitation project for Klawock (AKW) may be needed in the near term. Additionally, the Prince of Wales Chamber of Commerce has formally requested the development of designated vehicle parking at the Klawock Airport (a need that is not currently reflected in the AASP performance measures or needs list).

Having certified weather reporting and a weather camera is an AASP performance measure for Community and most Local facilities. Eight Community/Local facilities in the Prince of Wales-Hyder Census Area currently lack a weather camera and installation of weather cameras is recommended at these locations. Installation of a wind cone at Port Protection (19P) – the single Community/Local facility missing this feature – is recommended. Only four of the 24 Prince of Wales-Hyder Census Area airports have a weather reporting station on site. Some of the area's airports are able to use weather information provided by these or other geographically nearby stations, if in close enough proximity, but local weather information is sparse across this large island. Although it is likely impractical to install weather reporting stations at every facility currently without one, installation of additional weather stations to provide better overall coverage of the Prince of Wales-Hyder Census Area is recommended.

DOT&PF records for the Hyder harbor facility – which includes the seaplane float and boat harbor facilities – note that the existing facility is in very poor condition, specifically remarking that the failed floating breakwater and siltation in the harbor basin is rapidly rendering the facility unusable at lower tides. A remark in the Airport Master Record reads, "Caution advised with tides below 0 ft. May cause insufficient water depths and prevent use of this facility." Replacement of the Port Protection seaplane float is identified as a need in the AASP facilities database, and the dock is noted as being in disrepair in its 2024 inspection report.

The seven unclassified seaplane facilities providing access to recreational areas lack local weather reporting systems or weather cameras, but these areas may also lack electrical power and/or internet connectivity, and those constraints would challenge installation of any weather reporting infrastructure. None of the facilities have a wind cone, and installation of wind cones is recommended to provide at least a basic navigational aid to pilots using the facilities.

3.7 City and Borough of Sitka

There are five registered public-use airports within the City and Borough of Sitka (CBS) (Figure 11). Two of the facilities provide access to the community of Sitka, two provide access to recreational areas within the CBS boundary, and one facility is actively used by its agency owner to support agency activities. Sitka Rocky Gutierrez (SIT) is the primary airport providing access to the CBS, and the other four facilities are seaplane bases. Sitka is the only community in the CBS, but the area includes many recreational destinations.

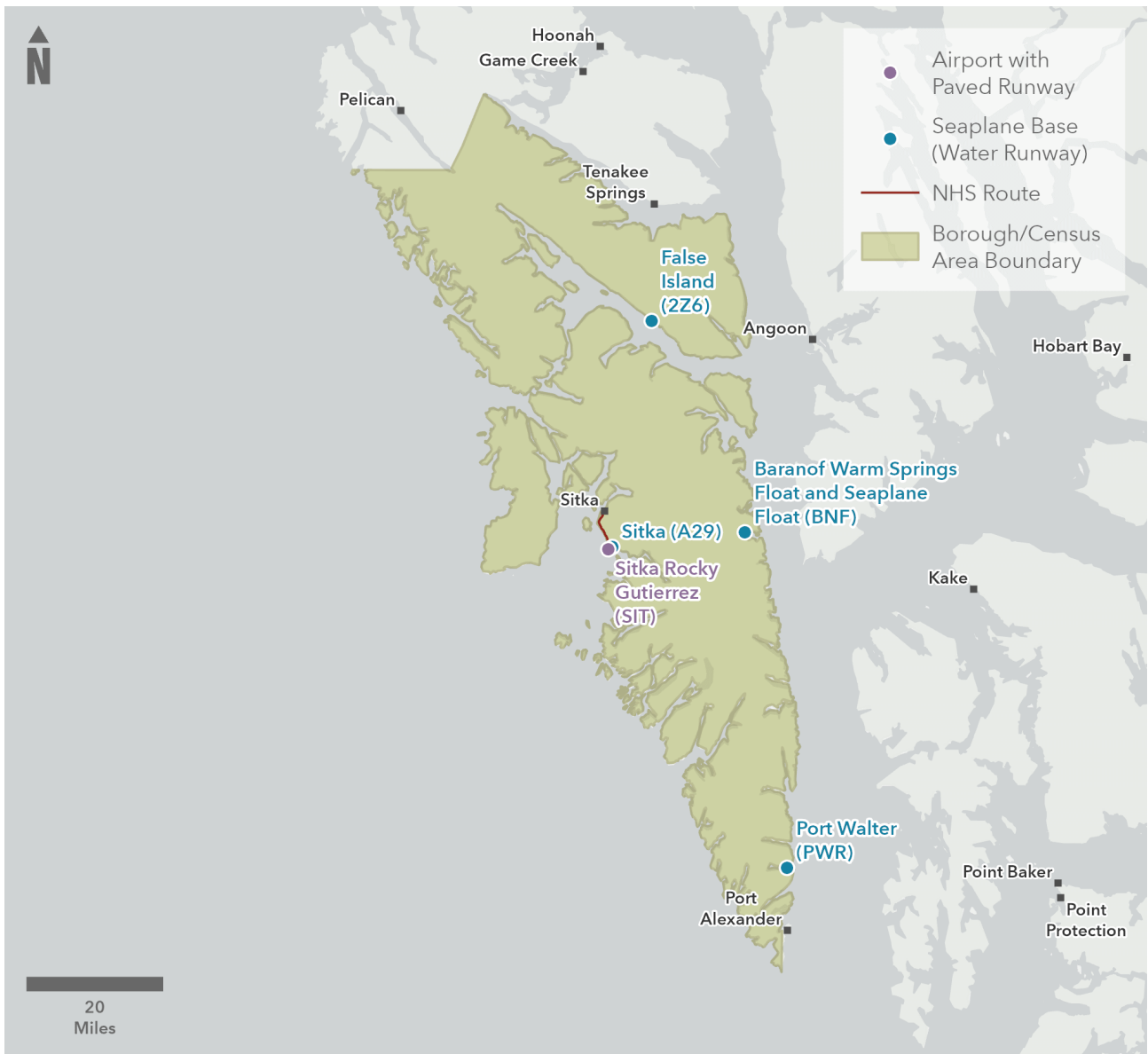


Figure 11: City and Borough of Sitka Airports

3.7.1 Assets

Key features and existing conditions of the airports within the CBS are presented in Table 27 and Table 28.

Table 27: City and Borough of Sitka Airports – Runway Characteristics

AIRPORT NAME	ID	OWNER	AASP CLASS	NPIAS CLASS	RUNWAY SIZE (L X W) [FT]	RUNWAY SURFACE CONDITION – PCI ¹	PAVEMENT AGE (2026)
Sitka Rocky Gutierrez	SIT	DOT&PF	Regional Hub	Primary CS	7,200 x 150	Paved – 91	14
Baranof Warm Springs Float and Seaplane Float	BNF	CBS	Local Low Activity / Harbor Float	Unclassified	10,000 x 1,000	Water	N/A
Sitka	A29	CBS	Local Low Activity ¹	GA- Unclassified	4,000 x 200	Water	N/A
False Island	2Z6	USFS	Unclassified	Unclassified	4,000 x 500	Water	N/A
Port Walter	PWR	NOAA	Unclassified	Unclassified	3,000 x 400	Water	N/A

1. The AASP only classifies seaplane facilities owned by State agencies, so Sitka (A29) has no seaplane class designation.

Table 28: City and Borough of Sitka Airports – Weather, NAVAIDs, and Services

AIRPORT NAME	ID	WEATHER REPORTING	WEATHER CAMERA	LIGHTING	AGE OF LIGHTING	NAVAIDS	INSTRUMENT APPROACH	EAS
Sitka Rocky Gutierrez	SIT	ASOS	Yes	HIRL	32	Wind cone & segmented circle, VOR	RNAV, LDA	No
Baranof Warm Springs Float and Seaplane Float	BNF	None	No	None	N/A	Wind cone, VOR	None	No
Sitka	A29	ASOS (at SIT)	Yes	None	N/A	VOR	None	No
False Island	2Z6	None	No	None	N/A	None	None	No
Port Walter	PWR	None	No	None	N/A	None	None	No

Sitka Rocky Gutierrez (SIT) is the City and Borough of Sitka’s Regional Hub. The DOT&PF-owned airport is a Part 139 certificated, commercial service airport, supporting scheduled passenger service to the community. The runway pavement is in excellent condition, boasting a PCI of 91. The lighting system, however, is 32 years old, well beyond the FAA-designated useful life of 10 years for airfield lighting. SIT has both a weather reporting station (ASOS) and a weather camera to provide weather information to pilots. SIT is one of the airports with historical AFFF use and PFAS contamination. The SIT runway is built partially out into the ocean, protected by a seawall. The AASP needs list indicates that seawall improvements are a near-term need to protect and preserve the runway.

Two seaplane facilities in the CBS are Local Low Activity airports. Baranof Warm Springs Float and Seaplane Float (BNF) and Sitka (A29) are CBS-owned seaplane facilities. BNF was formerly owned by DOT&PF and transferred to CBS as part of the State Harbor Transfer Program. BNF provides access to recreational area on the opposite side of Baranof Island from Sitka. The facility is in generally good condition, but it lacks access to weather reporting information and a weather camera. Sitka (A29) is a seaplane facility that supports floatplane activity in the community of Sitka. Inspection remarks note the float is in poor condition, and there is only one space for public floatplane parking. CBS has plans to construct a new seaplane base that would replace the existing and deteriorating A29 facility, which has been in its current location and operational as a seaplane base for nearly 65 years. A29 is near enough to SIT to get weather information from the SIT ASOS and weather camera, however it lacks a wind cone.

Two seaplane facilities in the CBS are unclassified public-use facilities. False Island (2Z6) is a USFS-owned facility providing access to a former USFS work camp. The facility is nearer to Angoon than to Sitka, and now provides recreational access to USFS land, since the work camp is no longer in operation. Inspection reports remark that the wind sock is missing, which indicates the facility typically has a wind sock, but the cone/sock is gone and should be replaced. Port Walter (PWR) is a National Oceanic and Atmospheric Administration (NOAA)-owned facility that supports NOAA's Little Port Walter research station, the oldest year-round biological research station in Alaska. The facility has no weather reporting system or weather camera, and it lacks a wind cone.

3.7.2 Users and Tourism

SIT is one of the major aviation activity hubs in the Southeast. The airport and seaplane base support jet and air taxi connections to many other communities in the region. The SEARHC Mt. Edgecumbe Medical Center in Sitka is a medical care destination for the region.

Sitka has year-round access to outdoor recreation in the Gulf of Alaska and Tongass National Forest. Sitka National Historical Park is a major attraction, and it has seen a 58.7 percent increase in visitors since 2017.

3.7.3 Intermodality

CBS is on Baranof Island and accessible only by air and sea. The Sitka airports support scheduled jet service, air taxi service, and floatplane activity. The CBS has small boat harbors and cruise ships are able to dock at the large cruise ship terminal north of town or anchor in the harbor and lighter visitors to shore. The AMHS ferry serves Sitka several times a week. Freight arrives by barge and cargo plane.

3.7.4 Key Issues and Opportunities

Sitka Rocky Gutierrez (SIT) airfield lighting, at 32 years old, has greatly exceeded expected useful life and needs to be replaced. The AASP needs list includes a near-term need for seawall improvements to preserve and protect the runway. There is reported demand for additional lease lots, tie downs, and vehicle parking. Due to the airport's use of AFFF in firefighting training and fire suppression activity, PFAS monitoring and mitigation will continue to be needed, as well as removal, disposal, and replacement of AFFF from the ARFF vehicles.

Sitka (A29) is in poor condition and space-constrained. Rehabilitation and expansion of the seaplane facility is recommended, in accordance with CBS's plans underway to replace the facility. The June 2021 *New Sitka Seaplane Base Final Environmental Assessment* describes the purpose of the proposed new facility is to address capacity, safety, and operational and condition deficiencies at the existing Sitka Seaplane Base (A29). Seaplanes provide essential transportation services for Sitka residents and regional communities in Southeast Alaska, where communities are scattered among a number of islands with no road access or land airports. The current base has insufficient capacity and space to accommodate current and future demand; a congested location with conflicting adjacent uses; poor, unsafe dock conditions for fueling and maneuvering on the docks; and congested sea lane and bird hazard conditions.

Sitka (A29), False Island (2Z6), and Port Walter (PWR) need wind cones. Baranof Warm Spring Float and Seaplane Float (BNF) and Port Walter (PWR) would benefit from the installation of weather cameras. Neither facility has access to local weather information, and it is unlikely that expensive weather reporting stations would be installed at these locations, but weather cameras may be a cost-effective way to provide some weather condition awareness where there currently is none.

3.8 Municipality of Skagway Borough

The Municipality of Skagway Borough has only a single community and a single airport (Figure 12).

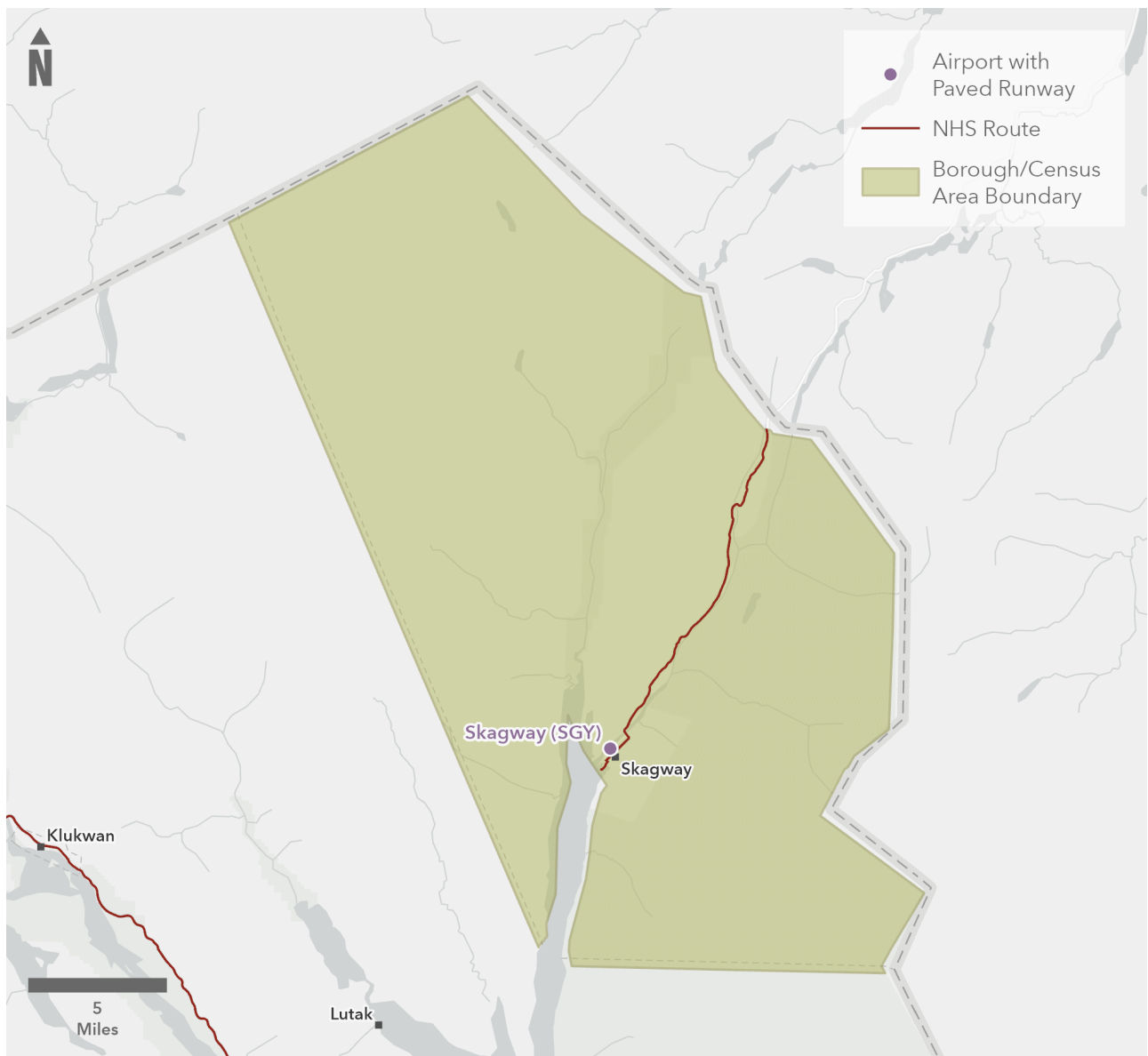


Figure 12: Municipality of Skagway Airports

3.8.1 Assets

Key features and existing conditions of Municipality of Skagway airport are presented in Table 29 and Table 30.

Table 29: Municipality of Skagway Borough Airports – Runway Characteristics

AIRPORT NAME	ID	OWNER	AASP CLASS	NPIAS CLASS	RUNWAY SIZE (L X W) [FT]	RUNWAY SURFACE CONDITION – PCI ¹	PAVEMENT AGE (2026)
Skagway	SGY	DOT&PF	Community On-Road	Nonprimary CS	3,550 x 75	Paved – 63	26

1. PCI as of latest pavement inspection report. SGY last inspected in 2024.

Table 30: Municipality of Skagway Borough Airports – Weather, NAVAIDs, and Services

AIRPORT NAME	ID	WEATHER REPORTING	WEATHER CAMERA	LIGHTING	AGE OF LIGHTING	NAVAIDS	INSTRUMENT APPROACH	EAS
Skagway	SGY	ASOS	Yes	MIRL	26	Wind cone	None	No

Skagway (SGY) is a DOT&PF-owned, paved airport serving the community of Skagway. The runway pavement is 26 years old with a PCI of 63, below the critical value of 70. The lighting system is also 26 years old, exceeding the FAA-designated useful life of 10 years for airfield lighting. SGY has both a weather reporting station (ASOS) and a weather camera to provide weather information to pilots. The Skagway River is immediately adjacent to SGY, and a significant section of the Skagway River Levee is part of the runway embankment. The levee was damaged by flood events in 2022, causing erosion to threaten the runway and other public infrastructure.

3.8.2 Users and Tourism

The Klondike Gold Rush National Historical Park is one of the busiest national parks in Alaska, with over 1.3 million visitors in 2024. The park has experienced a 47.4 percent increase in visitors since 2017. Although residents and visitors are able to access Skagway and its attractions by road, the airport supports flightseeing opportunities and access to scenic and recreational areas not reachable by road.

3.8.3 Intermodality

The Municipality of Skagway is accessible by road via the Klondike Highway, which provides a connection through Canada to the NHS. Skagway is accessed by air, road, and marine modes. Skagway has a port and receives regular state ferry and barge services. Freight arrives by barge, ferry and truck. Although road-accessible, reaching the Municipality of Skagway by road requires traveling through Canada and border crossing. A significant volume of mail and freight – especially time sensitive goods – are delivered by aircraft to the community.

3.8.4 Key Issues and Opportunities

Skagway (SGY) runway pavement and airfield lighting, at 26 years old, has exceeded expected useful life and needs to be rehabilitated/replaced. Any major improvements to the airport will need to consider the impacts and potential mitigation of river erosion and levee integrity at the airport. The United States Army Corps of Engineers (USACE) has a project anticipated to begin in late 2026 to construct emergency repairs to the Skagway River Levee to restore flood risk management capabilities. The proposed repairs would include the placement of new rock to restore the level of protection to that of the original design (protecting against overtopping up to the one percent annual exceedance probability flood event).

3.9 City and Borough of Wrangell

There are three registered public-use airports within the City and Borough of Wrangell (CBW) (Figure 13). Two of the facilities provide access to the community of Wrangell, and one facility provides access to the seasonally populated area of Meyers Chuck.

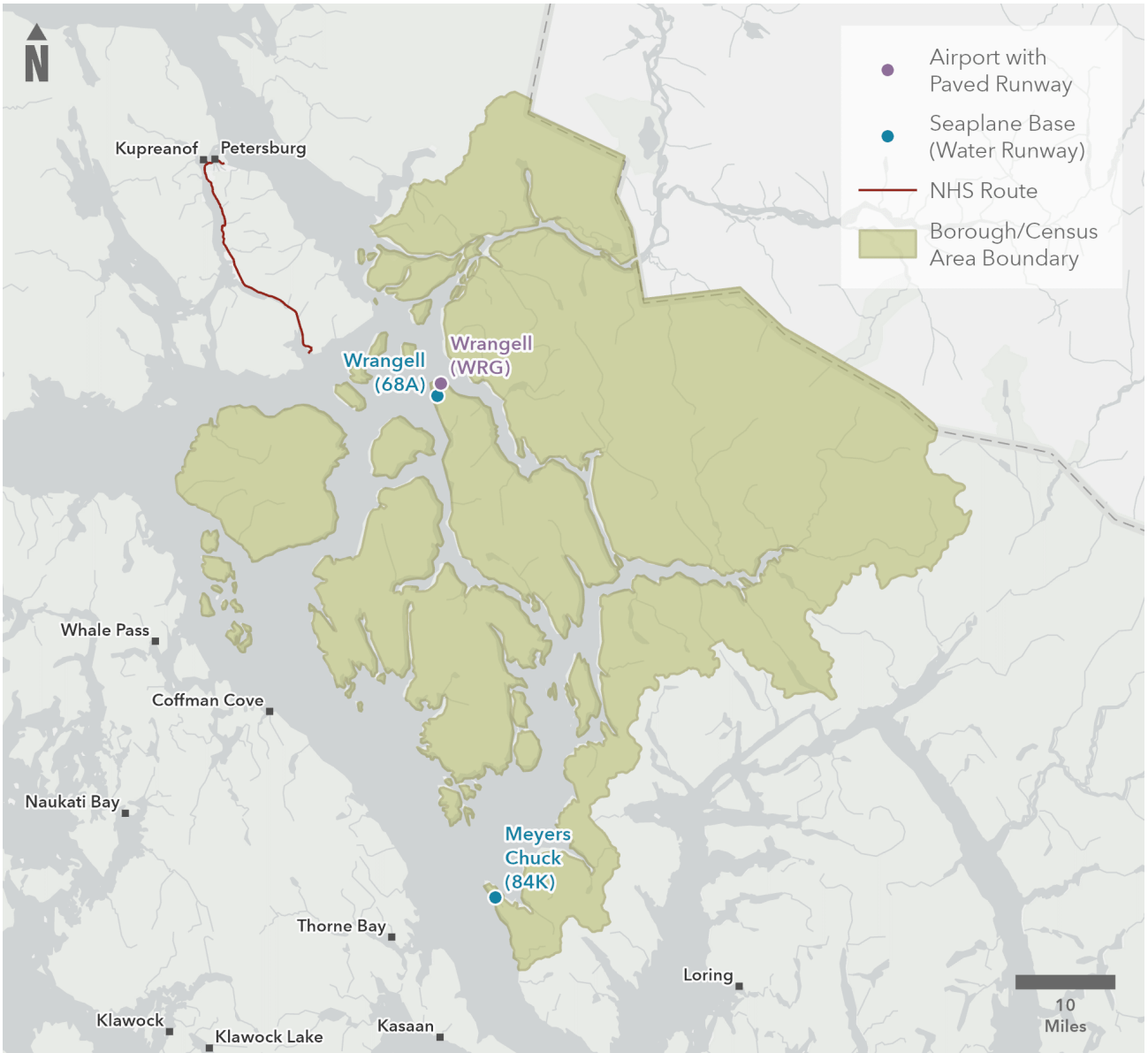


Figure 13: City and Borough of Wrangell Airports

3.9.1 Assets

Key features and existing conditions of CBW airports are presented in Table 31 and Table 32.

Table 31: City and Borough of Wrangell Airports – Runway Characteristics

AIRPORT NAME	ID	OWNER	AASP CLASS	NPIAS CLASS	RUNWAY SIZE (L X W) [FT]	RUNWAY SURFACE CONDITION – PCI ¹	PAVEMENT AGE (2026)
Wrangell	WRG	DOT&PF	Regional Hub	Primary CS	6,000 x 150	Paved – 74	19
Meyers Chuck	84K	CBW	Local Low Activity ²	Unclassified	7,000 x 200	Water	N/A
Wrangell	68A	CBW	Local Low Activity ²	GA-Basic	9,000 x 360	Water	N/A

1. PCI as of latest pavement inspection report. WRG last inspected in 2022.
2. The AASP only classifies seaplane facilities owned by State agencies, so Meyers Chuck and Wrangell (68A) have no seaplane class designation.

Table 32: City and Borough of Wrangell Airports – Weather, NAVAIDs, and Services

AIRPORT NAME	ID	WEATHER REPORTING	WEATHER CAMERA	LIGHTING	AGE OF LIGHTING	NAVAIDS	INSTRUMENT APPROACH	EAS
Wrangell	WRG	AWOS	Yes	HIRL	20	Wind cone & segmented circle, VOR, NDB	RNAV, LDA-C, LDA-D	Yes
Meyers Chuck	84K	None	Yes	None	N/A	NDB	None	No
Wrangell	68A	AWOS (at WRG)	Yes	None	N/A	Wind cone, VOR, NDB	None	No

Wrangell (WRG) is the City and Borough of Wrangell's Regional Hub. The DOT&PF-owned airport is a Part 139 certificated, commercial service airport, supporting scheduled passenger service to the community. The runway pavement is in good condition, boasting a PCI of 74 at 19 years of age. The lighting system is 20 years old, beyond the FAA-designated useful life of 10 years for airfield lighting. WRG has both a weather reporting station (AWOS) and a weather camera to provide weather information to pilots. WRG is one of the airports with historical AFFF use and PFAS contamination.

The two seaplane facilities in the CBW are Local Low Activity airports. Meyers Chuck (84K) and Wrangell (68A) are CBW-owned seaplane facilities. 84K was formerly owned by DOT&PF and transferred to CBW as part of the State Harbor Transfer Program. 84K provides access to recreational area and seasonal residents of Meyers Chuck. The facility was improved in January 2026, although the airport master record still contains a remark noting the facility is “in poor condition and sinking,” which should be removed. There is a weather camera at Meyers Chuck, but the facility lacks a wind cone and access to weather reporting. Wrangell (68A) is a seaplane facility that supports floatplane activity in the community of Wrangell. The float is in generally good condition, it has a wind cone, and it is near enough to WRG to get weather information from WRG's AWOS and weather camera.

3.9.2 Users and Tourism

Residents of Wrangell rely on the airport for access and delivery of freight and mail. Wrangell is an EAS community. EAS flights are provided by Alaska Airlines, using Boeing 737 aircraft for both passenger and freight service supported by EAS. Similar to Petersburg and Yakutat, EAS supports a large amount of commercial air service to the community of Wrangell, and residents and businesses rely on this regular service to meet everyday transportation and delivery needs for the community.

Tourism is one of the backbones of the Wrangell economy, and the airports support tourist activity with passenger jet service to the community and the availability of air taxis and floatplanes to transport visitors to remote and recreational destinations in the area.

3.9.3 Intermodality

The communities in the CBW are only accessible by air and sea. The Wrangell airports support jet service, air taxis, and floatplane activity and access. Marine facilities include a breakwater, boat harbors, a deep draft dock, and the AMHS terminal. Freight arrives by barge, ship, ferry, and cargo plane.

3.9.4 Key Issues and Opportunities

Although Wrangell (WRG) lighting and pavement are in reasonably good condition for being 20 years old, the runway PCI is approaching the critical value of 70, and the lighting has exceeded expected useful life. The need for pavement and lighting rehabilitation can be expected in the near term. Due to the airport's use of AFFF in firefighting training and fire suppression activity, PFAS monitoring and mitigation will continue to be needed, as well as removal, disposal, and replacement of AFFF from the ARFF vehicles.

Meyers Chuck (84K) was improved in January 2026, but the airport master record still reflects the facility is in poor condition and lacks a wind cone. Updating the airport master record to reflect current conditions is recommended.

3.10 Yakutat City and Borough

There are eight registered public-use airports within the Yakutat City and Borough (Figure 14). Two of the facilities provide access to the community of Yakutat, and the other six facilities provide access to recreational destinations in the borough. Unlike most other areas of the Southeast, the Yakutat City and Borough airports include several landing strips with gravel or turf runways.

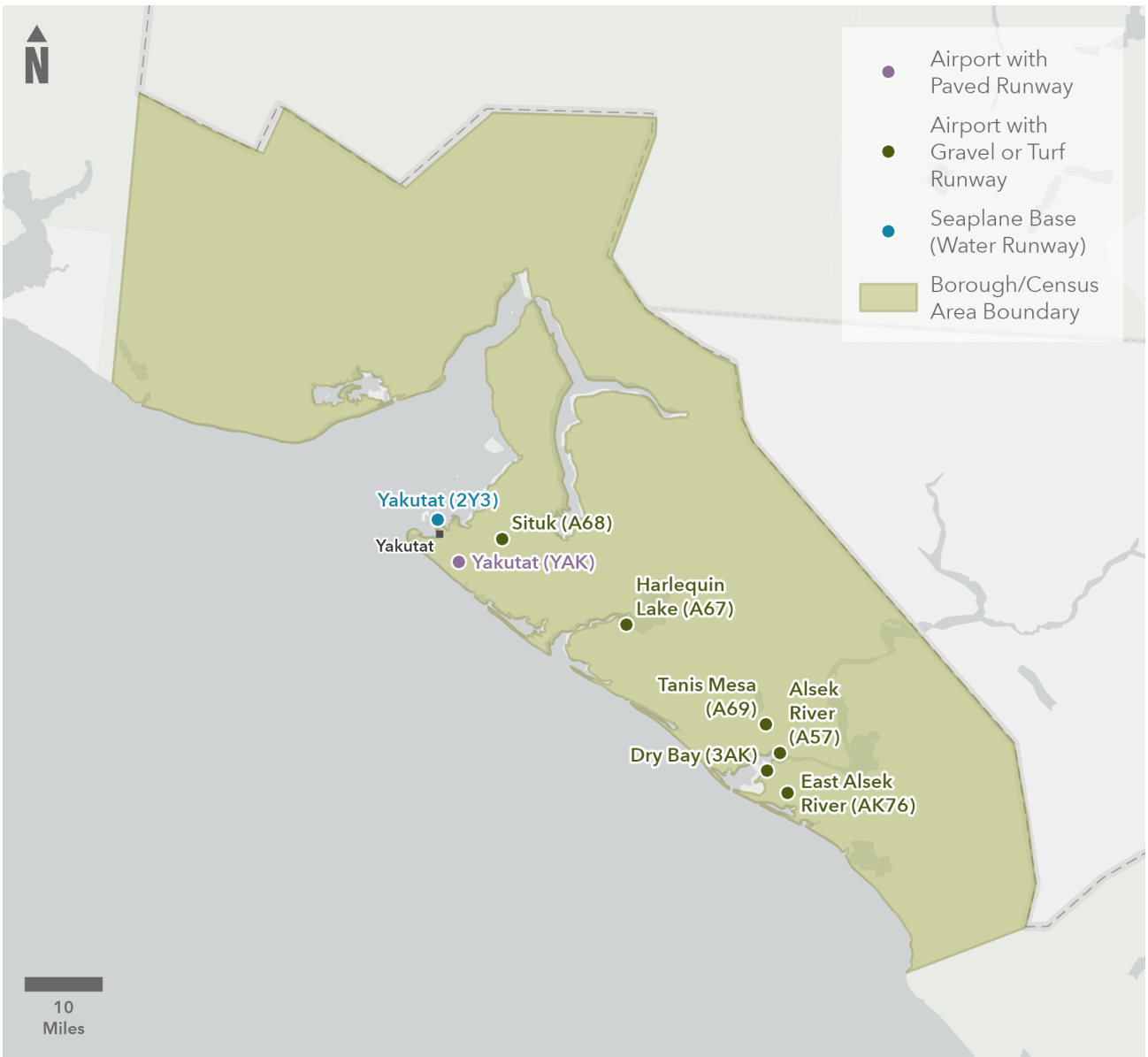


Figure 14: Yakutat City and Borough Airports

3.10.1 Assets

Key features and existing conditions of Yakutat City and Borough airports are presented in Table 33 and Table 34.

Table 33: Yakutat City and Borough Airports – Runway Characteristics

AIRPORT NAME	ID	OWNER	AASP CLASS	NPIAS CLASS	RUNWAY SIZE (L X W) [FT]	RUNWAY SURFACE CONDITION – PCI ¹	PAVEMENT AGE (2026)
Yakutat	YAK	DOT&PF	Regional Hub	Primary CS	7,732 x 150 6,475 x 150	Paved - 84 Concrete - 46	10 83
Yakutat	2Y3	CBY	Local Low Activity ²	GA- Unclassified	7,500 x 2,000	Water	N/A
Alsek River	A57	USFS	Unclassified Landing Strip	Unclassified	1,860 x 12	Turf	N/A
Dry Bay	3AK	NPS	Unclassified Landing Strip	Unclassified	3,600 x 170	Gravel	N/A
East Alsek River	AK76	NPS	Unclassified Landing Strip	Unclassified	1,500 x 10	Turf	N/A
Harlequin Lake	A67	USFS	Unclassified Landing Strip	Unclassified	2,100 x 35	Turf	N/A
Situk	A68	USFS	Unclassified Landing Strip	Unclassified	2,150 x 10	Turf	N/A
Tanis Mesa	A69	USFS	Unclassified Landing Strip	Unclassified	1,900 x 10	Turf	N/A

1. PCI as of latest pavement inspection report. Yakutat last inspected in 2024.
2. The AASP only classifies seaplane facilities owned by State agencies, so Yakutat (2Y3) has no seaplane class designation.

Table 34: Yakutat City and Borough Airports – Weather, NAVAIDs, and Services

AIRPORT NAME	ID	WEATHER REPORTING	WEATHER CAMERA	LIGHTING	AGE OF LIGHTING	NAVAIDS	INSTRUMENT APPROACH	EAS
Yakutat	YAK	ASOS	Yes	HIRL	27	Wind cone & segmented circle, VOR, NDB	ILS/LOC, RNAV, LOC BC, VOR/DME	Yes
Yakutat	2Y3	ASOS (at YAK)	Yes	None	N/A	VOR, NDB	None	No
Alsek River	A57	None	No	None	N/A	Wind cone	None	No
Dry Bay	3AK	None	No	None	N/A	Wind cone	None	No
East Alsek River	AK76	None	No	None	N/A	Wind cone	None	No
Harlequin Lake	A67	ASOS (at YAK)	No	None	N/A	Wind cone, VOR, NDB	None	No
Situk	A68	ASOS (at YAK)	No	None	N/A	Wind cone, VOR, NDB	None	No
Tanis Mesa	A69	None	No	None	N/A	Wind cone, VOR	None	No

Yakutat (YAK) is the Yakutat City and Borough's Regional Hub. The DOT&PF-owned airport is a Part 139 certificated, commercial service airport, supporting scheduled passenger service to the community. The primary runway pavement is in good condition, most recently reconstructed in 2016 and boasting a PCI of 84. YAK has a crosswind runway, constructed of concrete with a PCI of 46. The crosswind runway is not eligible for AIP funding and is not available for certificated air carrier use. The lighting system is 27 years old, beyond the FAA-designated useful life of 10 years for airfield lighting. YAK has both a weather reporting station (ASOS) and a weather camera to provide weather information to pilots. YAK has one of the most capable runways in the region with an ILS instrument approach. YAK is one of the airports with historical AFFF use and PFAS contamination.

The Yakutat seaplane facility (2Y3) is a Local Low Activity airport providing floatplane access to the community of Yakutat. It is within the community's harbor and has limited space for floatplane parking. 2Y3 is near enough to YAK to get weather information from YAK's ASOS and weather camera. The seaplane base lacks a wind cone.

The six unclassified public-use facilities in the Yakutat City and Borough are surface-based runways owned by either the USFS or NPS. These turf or gravel runways provide access to remote recreational areas and support visitor access and agency activities. Other than the gravel runway at Dry Bay, the runways are narrow and subject to vegetation encroachment. Each of the unclassified facilities has a wind cone, but none have lighting or weather information reporting.

3.10.2 Users and Tourism

Residents of Yakutat rely on the airport for access and delivery of freight and mail. Yakutat is an EAS community. EAS flights are provided by Alaska Airlines, using Boeing 737 aircraft for both passenger and freight service. Similar to Petersburg and Wrangell, EAS supports a large amount of commercial air service to the community of Yakutat, and residents and businesses rely on this regular service to meet everyday transportation and delivery needs for the community.

Tourism and sport fishing is one of the backbones of the Yakutat economy, and the airports support tourist activity with passenger jet service to the community and the availability of air taxis and floatplanes to transport visitors to remote lodges and recreational destinations in the area. The four USFS-owned facilities provide access to USFS cabins near each airport. The NPS-owned facilities provide access to national park areas, and there is a NPS cabin at East Alsek River.

3.10.3 Intermodality

Yakutat is only accessible by air and sea. The community's airports support daily commercial jet service, air taxi operations, and floatplane activity for residents and visitors. Marine facilities include the boat harbor, the Ocean Cape Dock, and an AMHS terminal. Yakutat has historically received ferry service, but the community has been without ferry service since the last call to port in 2022, making aviation the only mode by which passengers can currently travel in and out of the community. Barges deliver goods year-round.

3.10.4 Key Issues and Opportunities

Yakutat (YAK) lighting is 27 years old and rehabilitation or replacement is recommended. Due to the airport's use of AFFF in firefighting training and fire suppression activity, PFAS monitoring and mitigation will continue to be needed, as well as removal, disposal, and replacement of AFFF from the ARFF vehicles. The ASOS at YAK repeatedly suffers service interruptions due to power, connectivity, or equipment failures, and power reliability is a community-wide concern. There is interest from airport users in additional lease lots, expanded apron space, and improved vehicle parking and access. The Situk River estuary is migrating northwards, and at the current rate of movement, it may impact the airport within the next 20 years. An update to YAK's Airport Master Plan is underway, and this plan will examine specific and current needs for the airport. Completion of the master plan update is anticipated by the end of 2027.

Installation of a wind cone at Yakutat (2Y3) seaplane base is recommended.

The six unclassified facilities are surface runways without lighting or weather reporting. Since these facilities serve almost exclusively recreational roles, it is unlikely that investments in lighting or weather reporting infrastructure are reasonable.

4.0 KEY RECOMMENDATIONS

Similar to the assessment of the aviation transportation system in previous plans, the aviation system of the Southeast remains well built-out, and recommended actions are primarily to maintain and preserve the existing system of airports to support the reliability and serviceability of the region's aviation facilities.

4.1 Programmatic and Funding Recommendations

The DOT&PF maintains the Airport Capital Improvement Program (ACIP) – a publicly available three-year program for anticipated airport improvement projects – and a draft 10-year plan for airport capital improvements. Nearly all of the needs and recommendations identified by this memo are accounted for in one or both plans already. The ultimate list of recommended capital projects for the Southeast Region should be evaluated for projects to include in the AASP Needs List, the ACIP, and/or 10-year capital programs.

The Harbor Transfer Program resulted in DOT&PF transferring ownership of several seaplane facilities to local ownership. The ownership transfer did not, however, necessarily result in the appropriate sponsorship changes necessary for FAA participation in airport funding and development. Resolving the sponsorship circumstances is critical to enabling locally-owned seaplane facilities to receive AIP funding for seaplane facility improvements.

Seaplane facilities, overall, are recommended to be considered more specifically in future phases of the AASP and in regional planning efforts. Inventory, needs assessment, programming and funding, and tracking improvements to seaplane facilities are complicated by the many different owners throughout the region and the circumstance that many seaplane bases are features of mixed-used harbors, among other factors. To ensure that the needs of seaplane bases are adequately identified and addressed and to ensure continued reliable aviation access to communities (some of which receive EAS by seaplane), this memo recommends seaplane facilities be given dedicated consideration in future planning, programming, and funding decisions.

4.2 Policy and Planning Engagement Recommendations

Continuing to advocate for EAS will remain an important action for the Southeast region, and for Alaska as a whole. Many communities rely on this program to support every day, basic transportation and delivery needs, and program funding cuts would be critically impactful to the region's communities who receive EAS.

The AASP classifications and performance measures do not adequately characterize or reflect the conditions and needs of seaplane facilities. Classifications and performance measures have evolved with each phase of the AASP, and this memo recommends that they be reevaluated in the next phase to include classifications and measures that better suit seaplane facilities. The AASP has already done substantial work examining seaplane facilities through the July 2016 *Seaplane Facilities Plan: Classifications and Performance Measures* and integrating the work of that document with future planning efforts would better characterize and define needs for the many seaplane facilities supporting aviation access in the Southeast region.

4.3 Recommended Plans and Studies

Many (if not most) of the region's airport master plans (AMPs) and airport layout plans (ALPs) are 20 years old or older and should be updated to reflect current conditions and needs at the region's airports. These airport-specific plans involve focused and sometimes comprehensive studies to engage local communities and airport users, better determine the needs at individual airports, and make improvement recommendations. Table 35 includes the airports with plans over 20 years old.

Table 35: Southeast Airport Master Plans and Airport Layout Plans over 20 Years Old

AIRPORT NAME	LOCATION ID	TYPE OF EXISTING PLAN	DATE	AGE	UPDATE UNDERWAY OR PLANNED
Angoon	AGN	AMP	2007	19*	No
Clark Bay	HYL	ALP	2006	20	No
Gustavus	GST	AMP	1996	30	Yes
Haines	HNS	ALP	2004	22	Yes
Hoonah	HNH	AMP	2004	22	No
Hoonah	OOH	ALP	2006	20	No
Hydaburg	HYG	ALP	1993	33	No
Hyder	4Z7	ALP	2002	24	No
Kake	AFE	AMP	1993	33	No
Kasaan	KXA	ALP	1989	37	No
Ketchikan International	KTN	AMP	2003	33	Yes
Klawock	AKW	AMP	2006	20	Yes
Lloyd R Roundtree Seaplane Facility	63A	ALP	2005	21	No
Metlakatla	MTM	ALP	1995	31	No
Petersburg James A Johnson	PSG	AMP	2004	22	Yes
Point Baker	KPB	ALP	1994	32	No
Sitka Rocky Gutierrez	SIT	AMP	2005	21	Yes
Skagway	SGY	AMP	1999	27	Yes
Tenakee	TKE	AMP	1967	59	No
Thorne Bay	KTB	ALP	1995	31	No
Wrangell	WRG	AMP	2004	22	Yes
Yakutat	YAK	AMP	2006	20	Yes

Source: Date of ALPs and AMPs sourced from the AASP Facilities Database. DOT&PF Southcoast Planning shared intended plans for updates to some facilities' AMPs, but most facilities have no known timeline expectation of AMP/ALP update.

*Although Angoon's master plan is not quite 20 years old, its result is the recommendation for a new land-based facility, and a plan for the future of the existing seaplane facility should be conducted.

4.4 Recommended Capital Projects

4.4.1 New Airports

Construction of a surface-based airport for the community of Angoon is recommended again by this SEATP update analysis. The construction of an airport at Angoon has been a recommendation of every regional transportation plan since as far back as 1980, as well as the 2007 *Angoon Airport Master Plan*. Benefits of a surface airport include improving air travel safety, reliability, and frequency; supporting emergency medical transportation needs; better meeting current travel needs; reducing the community's isolation; improving access to the Admiralty Island National Monument; and supporting economic development. Improvements to the system include providing a new surface runway in the middle of a long expanse without one – expanding carrier options for routing and for emergency/ weather diversions.

Although the seaplane base at Edna Bay is not a new airport, the facility is not currently registered with the FAA. DOT&PF completed construction of a harbor with a seaplane float for the community in 2021 and is in the process of transferring ownership to the City of Edna Bay. It is recommended this ownership transfer process also include facility registration so that the seaplane base is charted and included in official publications for pilots and air carriers.

4.4.2 Airport Pavements

There are twelve airports with paved runways in the Southeast Region. Routine pavement preservation efforts have regularly been undertaken to maximize the life of airport pavements, and these efforts should continue. However, rehabilitation or reconstruction projects should be planned and programmed for pavements that have deteriorated beyond the point at which preservation efforts are effective. Runway pavements with measured PCIs below the critical value of 70 are recommended for rehabilitation. Airports with runway PCIs currently measuring below 70 are included in Table 36. By 2031, an additional three airports' runway pavements are forecast to fall below the critical PCI value of 70 without corrective or preservation action: Juneau International (JNU), Klawock (AKW), and Wrangell (WRG). It is critical that pavement conditions be maintained at acceptable levels to meet safety standards, especially at the seven Part 139-certificated airports in the region.

Table 36: Southeast Airport Pavements Below PCI of 70

AIRPORT NAME	LOCATION ID	RUNWAY PCI	PAVEMENT AGE (YEARS)
Haines	HNS	57	34
Hoonah	HNH	52	24
Ketchikan International	KTN	66	18
Petersburg James A Johnson	PSG	68	16
Skagway	SGY	63	26

4.4.3 Airfield Lighting

Runway lighting systems at Southeast airports range from 20-39 years old, much older than the FAA-designated minimum useful life of 10 years. Although many of the lighting systems are in acceptable working condition, lighting system replacements should be planned and programmed to ensure continued functionality of the lighted runways. Lighting projects would most often be included with runway rehabilitation, but some of the lighting systems may need standalone work or inclusion with other types of improvement projects. Airports with anticipated lighting improvement needs are included in Table 37.

Table 37: Southeast Airport Lighting Systems Exceeding 10-Year Minimum Useful Life

AIRPORT NAME	LOCATION ID	AGE OF LIGHTING (YEARS)
Gustavus	GST	38
Haines	HNS	36
Hoonah	HNH	24
Ketchikan International	KTN	26
Klawock	AKW	34
Petersburg James A Johnson	PSG	29
Sitka Rocky Gutierrez	SIT	32
Skagway	SGY	26
Wrangell	WRG	20
Yakutat	YAK	27

4.4.4 Lease Lots, Aircraft Parking, and Vehicle Parking

Southeast aviation system users have interest in lease lot development and improvements to landside infrastructure, such as vehicle parking. These improvements should be evaluated in airport master plans and layout plans, and airports with documented interest include those listed in Table 38.

Table 38: Airports with Documented Interest in Additional Lease Lots, Aircraft Parking, and/or Vehicle Parking

AIRPORT NAME	LOCATION ID	INTEREST
Gustavus	GST	AASP Performance Measure: Need for additional lease lots and vehicle parking
Hoonah	HNH	AASP Performance Measure: Need for additional lease lots and vehicle parking
Ketchikan International	KTN	AASP Performance Measure: Need for additional lease lots and vehicle parking
Klawock	AKW	Prince of Wales Chamber of Commerce Letter: Need for vehicle parking AASP Performance Measure: Need for additional lease lots
Petersburg James A Johnson	PSG	AASP Performance Measure: Need for additional lease lots and vehicle parking
Sitka Rocky Gutierrez	SIT	AASP Performance Measure: Need for additional lease lots and vehicle parking
Yakutat	YAK	Master Plan Update underway has identified interest in additional lease lots, aircraft parking, and vehicle parking

Documented interest at these airports is recorded in the AASP Performance Measures, Master Planning efforts, or other airport/community planning documents.

4.4.5 Seaplane Facility Rehabilitation

Seaplane facilities provide critical access to communities and other areas of the Southeast. Maintaining them in a state of good repair and ensuring they are useable and safe is important to preserving access to areas without roads or surface runways. Seaplane bases noted in inspections as being in poor condition or inadequate for aviation needs which are in need of rehabilitation or reconstruction are included in Table 39.

Table 39: Southeast Seaplane Facilities in Need of Rehabilitation or Reconstruction

AIRPORT NAME	LOCATION ID	EAS	CONDITION
Excursion Inlet	EXI	Yes	Facility is over 30 years old, in poor condition
Funter Bay	FNR	No	Dock in very poor condition, remarked unsafe in master record
Hydaburg	HYG	Yes	In poor condition, ACIP includes rehab project
Hyder	4Z7	No	Facility in very poor condition, failed floating breakwater and siltation in the harbor basin is rapidly rendering the facility unusable at lower tides
Loring	13Z	No	Dock unsuitable for aircraft use
Metlakatla	MTM	Yes	AASP-identified short-term need
Murphy's Pullout	8K9	No	No public floatplane parking available. Reconstruction/expansion is an AASP-identified near-term need
Point Baker	KPB	No	Float deteriorated
Port Protection	19P	No	Dock in disrepair. Seaplane float replacement an AASP identified need.
Sitka	A29	No	Poor condition, insufficient capacity and space for current and future demand, in a congested location with conflicting adjacent uses. CBS has plans to replace the facility (no anticipated date of construction at this time).

Source: Condition derived from 5010 Inspection reports, Airport Master Records remarks, ACIP, AASP Needs, and airport/harbor facility planning documents provided by DOT&PF.

Several of the seaplane facilities in Table 39 support EAS, and preserving the safe and operational condition of the facilities is important for supporting that service. Meyers Chuck (84K) was recently improved, and its airport master record should be updated to reflect current conditions. Although CBS has plans for a completely new seaplane base to replace Sitka (A29), A29 remains the community's primary public seaplane facility until such time as a new base is constructed and should be retained in a safe and operational condition.

4.4.6 Weather Reporting Stations

Weather reporting stations are recommended to "fill in the gaps" at the airports listed in Table 40. Pelican (PEC) and Tenakee (TKE) are locations identified and proposed by the Weather Working Group for AWOS installation using DYAASI funding (Figure 15). Kasaan (KXA), Port Alexander (AHP), and Whale Pass Seaplane Float Harbor Facility (96Z) are locations identified and proposed for VWOS installation. Craig (CGA) and Thorne Bay (KTB) are additional proposed locations for VWOS installation – these two facilities are not listed in Table 40 because availability of weather reporting from nearby stations is remarked in published aeronautical charts. However, neither of these locations has on-site weather reporting, so the addition of VWOS systems at these airports would be beneficial.

Coffman Cove (KCC), Elfin Cove (ELV), Hyder (4Z7), Point Baker (KPB), and Port Protection (19P) are not included in the current list of proposed AWOS or VWOS sites and should be evaluated for their inclusion in future iterations of the list of proposed new sites.

Table 40: Weather Reporting Station Recommendations

AIRPORT NAME	LOCATION ID	AIRPORT NAME	LOCATION ID
Coffman Cove	KCC	Port Alexander	AHP
Elfin Cove	ELV	Port Protection	19P
Hyder	4Z7	Whale Pass Seaplane Float Harbor Facility	96Z
Kasaan	KXA	Pelican	PEC
Point Baker	KPB	Tenakee	TKE

While DYAASI is focused on installing new weather reporting systems, hardening the existing weather stations is very important, as seen in the poor performance and frequent, extended outages of many weather stations in the Southeast (see Section 2.1.2). Coordination should occur with the FAA to advocate for satellite-based communications (such as the Starlink™ systems deployed at select airports to date) to be used at all weather stations in Southeast Alaska. Additionally, further analysis of weather systems that have experienced power quality issues should be conducted and documented, and a return-to-health plan should be created with the FAA and NWS to address the power conditioning characteristics at the sites. DOT&PF leadership should continue to work with FAA and NWS partners to improve the equipment restoration timeline at Alaska airports (i.e., equipment repairs would happen more expediently) and gain access to the weather station performance data that supports better data analysis and performance planning. DOT&PF, FAA, and NWS have worked together to successfully tackle many issues in the State of Alaska, and a collaborative effort applied to weather station hardening should be added to this group's successes.

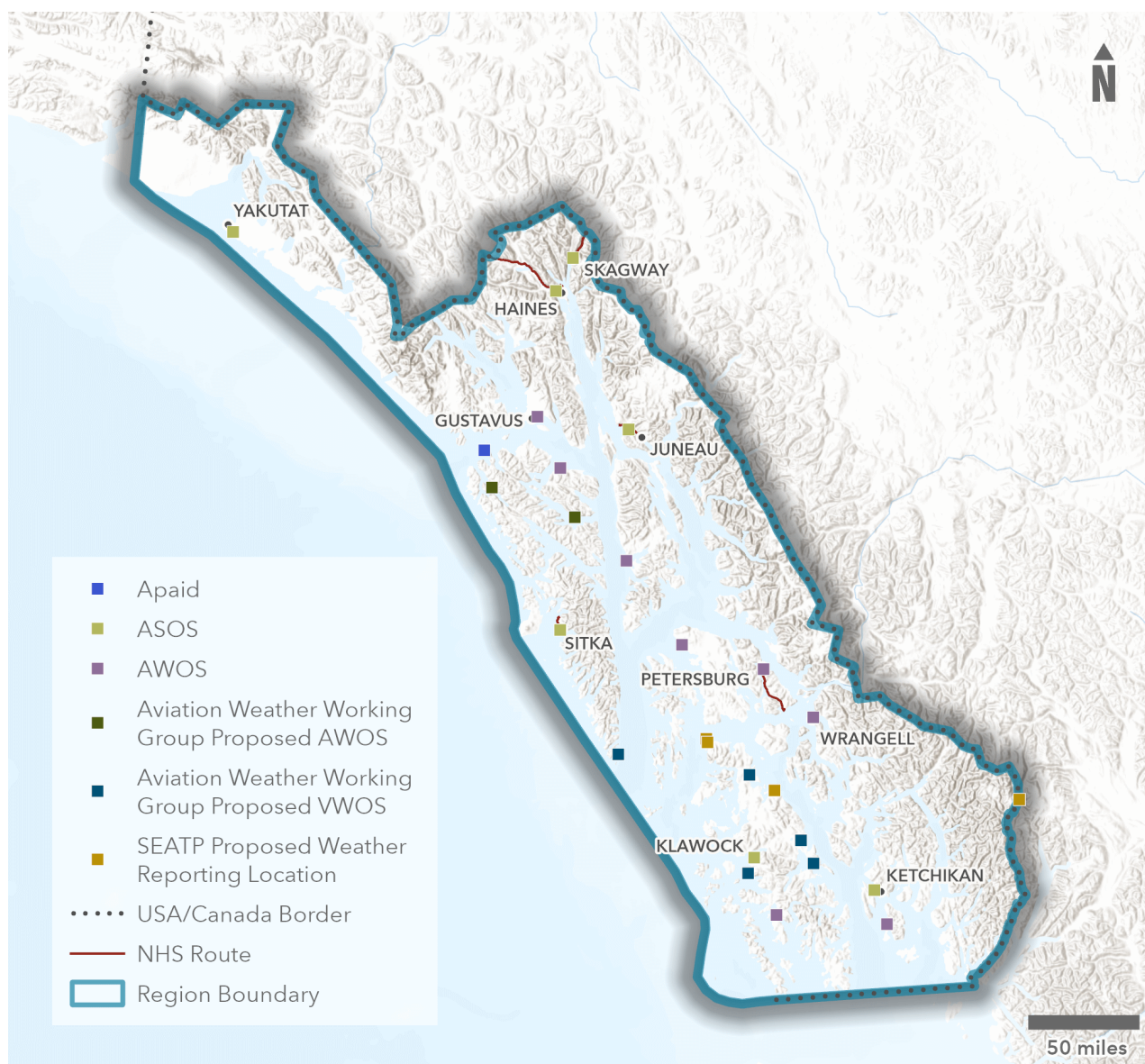


Figure 15: Southeast Weather Reporting Stations

4.4.7 Weather Cameras

Weather cameras are a relatively inexpensive way to provide local weather information. Although not an FAA-approved official weather information source, they provide valuable information to pilots when flying from point to point or en route. Consideration should be given to the installation of weather cameras at the facilities listed in Table 41. The availability of electrical power and internet connectivity to some of these locations is unknown, and it is recognized that lack of power and/or internet would be a constraint to installation of weather cameras.

Table 41: Weather Camera Installation Recommendations

AIRPORT NAME	LOCATION ID	AIRPORT NAME	LOCATION ID
Baranof Warm Spring Float and Seaplane Float	BNF	Naukati Bay	AK62
Clark Bay	HYL	Point Baker	KPB
Elfin Cove	ELV	Port Protection	19P
Funter Bay	FNR	Port Walter	PWR
Hoonah ¹	OOH	Thorne Bay	KTB
Hyder	4Z7	Waterfall	KWF

1. The nearby Hoonah Airport (HHH) has a weather camera, but it does not provide a view of the seaplane facility operating area.

4.4.8 Wind Cones

Wind cones are an inexpensive feature to aid pilots when making landing and takeoff decisions. Many seaplane facilities in the Southeast lack this basic visual aid to navigation. Consideration should be given to the installation of wind cones at the facilities listed in Table 42.

Table 42: Wind Cone Installation Recommendations

AIRPORT NAME	LOCATION ID	AIRPORT NAME	LOCATION ID
Cape Pole	Z71	Port Protection	19P
El Capitan Lodge	5C5	Port Walter	PWR
False Island	2Z6	Saginaw	A23
Funter Bay	FNR	Sitka	A29
Lloyd R Roundtree Seaplane Facility	63A	Steamboat Bay	WSB
Loring	13Z	Taku Harbor	A43
Meyers Chuck	84K	Taku Lodge	TKL
Pelican	PEC	Tamgas Harbor	Z43
Peninsula Point Pullout	9C0	Tokeen	57A
Port Alice	16K	Yakutat	2Y3
Cape Pole	Z71	Port Protection	19P

4.4.9 Changing Environment

The changing environment is known to be impacting several of the Southeast airports. Coastal and river erosion and migration are natural actions that challenge infrastructure. Airports with known impacts are listed in Table 43. Capital improvements may be needed to address and mitigate the effects of the changing environment at these airports.

Table 43: Airports Known to Be Impacted by the Changing Environment

AIRPORT NAME	LOCATION ID	IMPACT
Hoonah	OOH	Sediment deposit from a nearby creek is impacting the seaplane dock
Sitka Rocky Gutierrez	SIT	Seawall improvements to preserve and protect the runway are an AASP-identified need
Skagway	SGY	Skagway River erosion is threatening the runway. A 2026 USACE project to repair the Skagway River Levee is anticipated to mitigate the existing erosion threat.
Tenakee	TKE	Floating breakwaters that protect the seaplane base and other inner harbor facilities are in very poor condition, beyond repair. Should the breakwaters fail, significant damage to inner harbor facilities is expected.
Yakutat	YAK	Migration of the Situk River estuary could impact the airport within the next 20 years

4.4.10 PFAS

Addressing PFAS contamination and removing and replacing the AFFF supply will be required at each of the airports with historical use of AFFF. The Part 139-certificated airports in the region have historically used AFFF in fire suppression and training activities. Table 44 lists the seven certificated airports at which PFAS mitigation will be needed.

Table 44: Southeast Part 139-Certificated Airports with PFAS Mitigation Needs

AIRPORT NAME	LOCATION ID
Gustavus	GST
Juneau International	JNU
Ketchikan International	KTN
Petersburg James A Johnson	PSG
Sitka Rocky Gutierrez	SIT
Wrangell	WRG
Yakutat	YAK



APPENDIX 1:

Aviation Demand Forecast



AVIATION DEMAND FORECAST

Southeast Alaska Airport

March 2026



TABLE OF CONTENTS

ACRONYMS & ABBREVIATIONS	IV
1.0 INTRODUCTION	1
2.0 REGIONAL SETTING	2
2.1 Geographic and Transportation Context.....	2
2.2 Southeast Alaska Aviation System Overview	2
2.2.1 Southeast Alaska Airport	4
2.2.2 Interconnection with Airports.....	4
2.2.2.1 Hub-and-Spoke	4
2.2.2.2 On-Demand Charter	5
2.2.2.3 Freight and Mail Interdependence	5
3.0 SOCIOECONOMIC CONDITIONS	6
3.1 Population	6
3.2 Economic Drivers	7
4.0 HISTORICAL & BASE YEAR AVIATION ACTIVITY.....	9
4.1 Historical Operations	9
4.2 Historical Passenger Enplanements	12
4.3 Historical Freight & Mail	13
4.4 Historical Based Aircraft	14
4.5 Base Year Summary	15
5.0 FORECAST	17
5.1 Forecast Methodology	17
5.2 Borough/Census Area Forecasts.....	18
5.2.1 Haines Borough.....	19
5.2.2 Hoonah-Angoon Census Area	20
5.2.3 City & Borough of Juneau	21
5.2.4 Ketchikan Gateway Borough	22
5.2.5 Petersburg Borough.....	23
5.2.6 Prince of Wales-Hyder Census Area	24
5.2.7 City & Borough of Sitka.....	25
5.2.8 Municipality of Skagway Borough	26
5.2.9 City & Borough of Wrangell.....	27
5.2.10 Yakutat City & Borough	28
5.3 Review of Published Forecasts	29
5.3.1 FAA Terminal Area Forecasts.....	29

FIGURES

Figure 1: Southeast Alaska Airports	3
Figure 2: Southeast Alaska Cruise Passenger Volumes, 2009-2025.....	8
Figure 3: BTS T-100 Historical Aircraft Operations, FFY 2005 through FFY 2024	10
Figure 4: TFMSC Historical Aircraft Operations, FFY 2005 through FFY 2024.....	11
Figure 5: BTS T-100 Historical Freight & Mail, FFY 2005 through FFY 2024	14
Figure 6: FAA TAF Historical Based Aircraft, FFY 2005 through FFY 2024.....	15

TABLES

Table 1: Population Projections.....	6
Table 2: TFMSC Historical Operations by User Class Category, FFY 2005 through FFY 2024 .	11
Table 3: FAA ACAIS Historical Passenger Enplanements, 2005 through 2024	13
Table 4: FFY 2024 Southeast Alaska Base Year Aviation Activity Summary.....	16
Table 5: Historical Trend CAGR Long-Term Growth Rates	17
Table 6: Southeast Alaska Airports Forecast & FAA TAF Comparison.....	29

APPENDICES

Appendix 1: Southeast Alaska Airports	
Appendix 2: Southeast Alaska Airports – Historical Analysis	
Appendix 3: FAA Published TAF	

ACRONYMS & ABBREVIATIONS

ACAIS	Air Carrier Activity Information System
AIP	Airport Improvement Program
AMHS	Alaska Marine Highway System
BIL	Bipartisan Infrastructure Law
BTS	Bureau of Transportation Statistics
CAGR	Compound Annual Growth Rate
CFR	Code of Federal Regulations
EAS	Essential Air Service
FAA	Federal Aviation Administration
FFY	Federal Fiscal Year
GA	General Aviation
IFR	Instrument Flight Rules
IT	Itinerant Operations
LOC	Local Operations
NAS	National Airspace System
NPIAS	National Plan of Integrated Airport Systems
SEATP	Southeast Alaska Transportation Plan
TAF	Terminal Area Forecast
TFMSC / TFMS	Traffic Flow Management System Counts
VFR	Visual Flight Rules

1.0 INTRODUCTION

Aviation plays a critical role in the movement of people, goods, and services throughout Southeast Alaska. The region's unique geography - an island archipelago with rugged terrain, extensive coastline, and limited roads – places a heavy reliance on air transportation for access to employment, healthcare, goods and services, education, and emergency response. Airports and seaplane bases provide year-round connectivity that cannot be replicated by any other mode. This Regional Aviation Demand Forecast supports the 2025 update of the Southeast Alaska Transportation Plan (SEATP) and provides projections of aviation activity through the year 2045. The forecast is prepared in accordance with FAA system planning guidance, including Advisory Circulars 150/5070-1 and 150/5070-6B, and conforms to FAA expectations for regional-level forecasting.

The forecast evaluates aviation demand beginning with a base year of Federal Fiscal Year (FFY) 2024, through a near-term forecast (FFY 2029), a mid-term forecast (FFY 2034), and a long-term forecast (FFY 2045). Elements examined and forecasted include based aircraft, total and categorized operations, enplanements, and freight and mail. This forecast will not identify specific critical aircraft for each airport inside the region; however, it will discuss and consider the various aircraft that use and will likely be considered for facilities within the region regarding identification of critical aircraft.

2.0 REGIONAL SETTING

2.1 Geographic and Transportation Context

The SEATP planning boundary encompasses eight boroughs and two census areas. The region spans a vast archipelago of islands, fjords, and mountainous terrain extending along Alaska's Inside Passage. With the exception of Haines, Skagway, and Hyder, Southeast communities are off the road system and are accessible only by air or marine transportation. This geographic isolation establishes aviation not as a supplemental mode, but as a primary and often essential transportation mode for residents, freight movements, medical access, and tourism. The region's transportation network is inherently multimodal, with aviation functioning in coordination with the Alaska Marine Highway System (AMHS), local harbors and ports, and the limited surface transportation networks within the individual communities. Weather fluctuations, terrain constraints, and marine conditions further reinforce the importance of modal redundancy. When marine service is delayed or suspended, aviation frequently serves as the only viable transportation alternative.

2.2 Southeast Alaska Aviation System Overview

Southeast Alaska is made up of 10 borough/census areas and contains 18 publicly accessible airports and 45 seaplane bases. These airport facilities range from fully equipped paved commercial service airports with instrument approach capability to small general aviation airstrips and minimally improved water landing areas serving remote villages. Although physically dispersed, Southeast Alaska's airports operate as a tightly integrated aviation network characterized by hub-and-spoke passenger connectivity, air taxi and on-demand charter, and freight and mail interdependence.

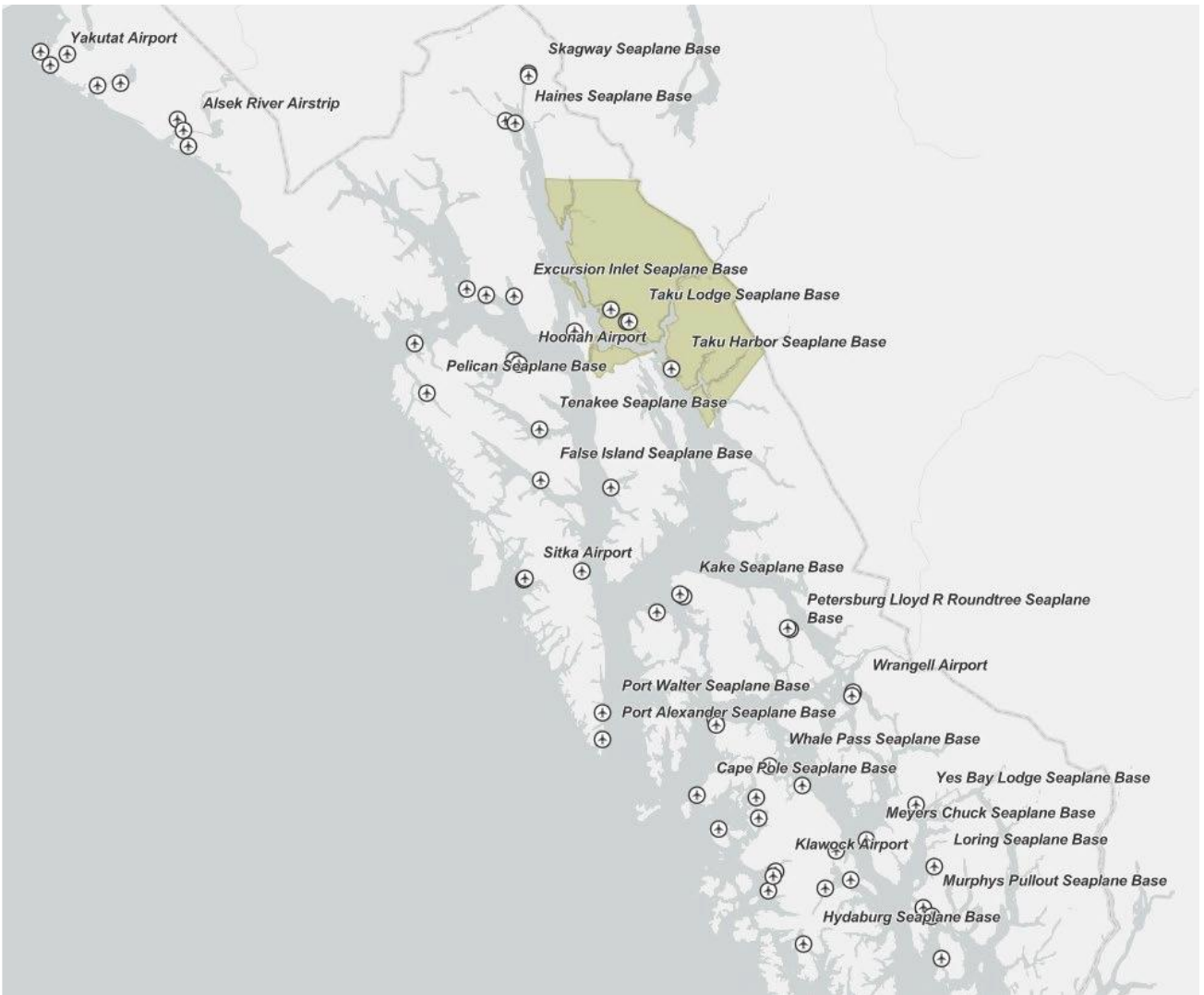


Figure 1: Southeast Alaska Airports

Together, the 63 airports that make up the Southeast aviation system support:

- Scheduled commercial passenger service
- Essential Air Service (EAS) communities
- Air taxi and charter operations
- General aviation
- Freight and mail movement
- Medevac and emergency services
- Federal and state agency operations
- Tourism and seasonal flightseeing activities

The aviation industry is widely known for this charming adage, “if you’ve seen one airport, then you’ve seen one airport.” This popular saying speaks to just how unique each airport is, reflecting differences in physical constraints, fleet mix, service patterns, climate, and community dependence. In Southeast Alaska, this uniqueness is amplified by the region’s island communities, seasonal tourism, and heavy reliance on both land-based and seaplane operations. While each facility serves its own distinct community needs, collectively they form an interconnected system that must be evaluated both individually and as part of a broader regional aviation network.

2.2.1 Southeast Alaska Airport

Despite their differences, the airports of Southeast Alaska share several common characteristics, including:

- High reliance on aviation for essential access due to limited road connectivity.
- Weather sensitivity, with frequent low ceilings, precipitation, and visibility constraints.
- Seasonal demand variability, largely driven by tourism.
- Strong general aviation presence.
- Critical role in medevac and emergency response.

Seaplane bases are a defining feature of the Southeast Alaska aviation system and represent one of its most distinctive characteristics nationally. Given the region’s extensive coastline and protected harbors, seaplane facilities act as a substitute for what would otherwise be a small community airport, allowing aviation access to be established in remote locations where large land-based construction may not be feasible.

A comprehensive list of the airports of Southeast Alaska and a few of their key characteristics is shown in Appendix 1.

2.2.2 Interconnection with Airports

2.2.2.1 Hub-and-Spoke

Southeast Alaska’s commercial service airports function as regional activity hubs; smaller community airports are connected to these hubs through scheduled commuter service, EAS-supported routes, and air taxi/air charter operators. These commercial service airports are:

- Juneau International Airport (JNU)
- Ketchikan International Airport (KTN)
- Sitka Rocky Gutierrez Airport (SIT)

Many itineraries involve short intra-regional flights that feed passengers into larger aircraft at hub airports for onward travel to Anchorage, Seattle, or beyond. As a result, enplanement levels at smaller airports are structurally linked to hub activity levels.

2.2.2.2 On-Demand Charter

In addition to scheduled commercial service, the region supports extensive Part 135 non-scheduled, on-demand air charter operations and commuter services. These services support the region by providing access to remote communities without scheduled service, fishing lodges and seasonal tourism destinations, and emergency medical evacuation. The on-demand charter system functions are an informal secondary layer of the aviation network, particularly important during peak tourism months and in areas with limited infrastructure.

2.2.2.3 Freight and Mail Interdependence

Freight that is moved by air within the region often relies on carefully coordinated air logistics. Cargo arrives JNU, KTN, or SIT and is then distributed to smaller communities via smaller aircraft. Remote seaplane bases frequently serve as the final delivery destination. Given limited road infrastructure and marine weather variability, aviation provides redundancy and reliability in freight distribution.

3.0 SOCIOECONOMIC CONDITIONS

3.1 Population

As documented in the Existing Conditions chapter, the population of Southeast Alaska was documented at 70,233 year-round residents in 2025. Nearly half of the region's population resides in Juneau, while the remaining population is distributed across several small communities, many with populations under 3,000. This population distribution produces a continued need for air taxi connectivity between communities and hub concentration effects at the three commercial service airports. Additionally, the Existing Conditions chapter documents the region's aging population, a median age of 41.9 years. In 2024, Southeast Alaska's 60+ population grew from 17 percent to 27 percent of total residents. This demographic shift has strong implications for increased demand for medical-related travel.

As published by the Alaska Department of Labor and Workforce Development, population projections within nearly all of the region's boroughs indicate gradual long-term decline, as shown in Table 1 below. The table indicates the compound annual growth rate (CAGR), or in this case the rate of decline, which measures the percentage of change over the 20-year time period. This projected decline may temper enplanement growth in some communities. However, aviation demand in Southeast Alaska is not solely population driven. Freight, tourism, and government activity frequently sustain operations independent of population growth trends.

Table 1: Population Projections

BOROUGH/CENSUS AREA	POPULATION			CAGR (2005-2024)
	2005	2025	2045*	
Haines Borough	2,312	2,447	2,231	0.3%
Hoonah-Angoon Census Area	2,225	2,228	2,078	0%
Juneau City and Borough	31,340	31,182	28,334	0%
Ketchikan Gateway Borough	13,331	13,377	11,408	-0%
Petersburg Borough	4,127	3,395	3,045	-1%
Prince of Wales-Hyder Census Area	5,546	5,768	4,973	0.2%
Sitka City and Borough	8,990	8,032	6,682	-0.6%
Skagway Municipality Borough	875	1,134	1,053	1.3%
Wrangell City and Borough	2,258	2,037	1,451	-0.5%
Yakutat City and Borough	708	633	665	-0.6%
Total/Average	71,712	70,233	61,920	-0.1%

*2045 Projected Population

Source: Alaska Department of Labor and Workforce Development

3.2 Economic Drivers

The regional economy of Southeast Alaska is supported by government employment, commercial fishing, construction, marine services, and logistics, and most notably, tourism. Seasonal tourism is the most influential aviation driver and this is evidenced by the peaks of commercial passenger traffic, air taxi and on-demand charter operations, and increased cargo volumes during the summer months. Unlike many U.S. regions where aviation demand correlates closely with permanent population growth, Southeast Alaska's regional aviation system is strongly influenced by seasonal visitation, freight and mail flows, subsistence, and commercial fishing logistics, and both federal and state government activity.

Tourism represents one of the most significant seasonal demand driver in Southeast Alaska's aviation system. Alaska visitor data indicated that the State hosted approximately 3.08 million visitors during the May 2024 to April 2025 period, with approximately 88 percent of visits occurring during the summer season. In 2024, the visitor sector was the region's top economic sector, both in terms of jobs and wages and the 2025 tourism season was project to closely mirror it.¹

Of the summer 2024 visitors, about 66 percent arrived via cruise ship and 31 percent by air, illustrating the dominant role of cruise tourism in shaping regional travel patterns.² Southeast Alaska contains the majority of Alaska's highest-volume cruise ports, including Juneau, Ketchikan, and Skagway, where cruise passenger volumes exceeded 1.2 million passengers in 2019. Because Southeast Alaska tourism growth is increasingly shaped by capacity management policies and cruise scheduling agreements, tourism scenarios factor heavily in the region's aviation demand forecasting.

¹ Southeast Conference, *SE by the Numbers 2025 (2025)*, <https://www.seconference.org/wp-content/uploads/SE-by-the-numbers-2025.pdf>

² Alaska Visitor Volume Reports (2024–2025), Alaska Travel Industry Association, <https://www.alaskatla.org/sites/default/files/2025-10/Alaska%20Visitor%20Volume%20Winter%20and%20Full%20Year%202024-25%207.8.25.pdf>

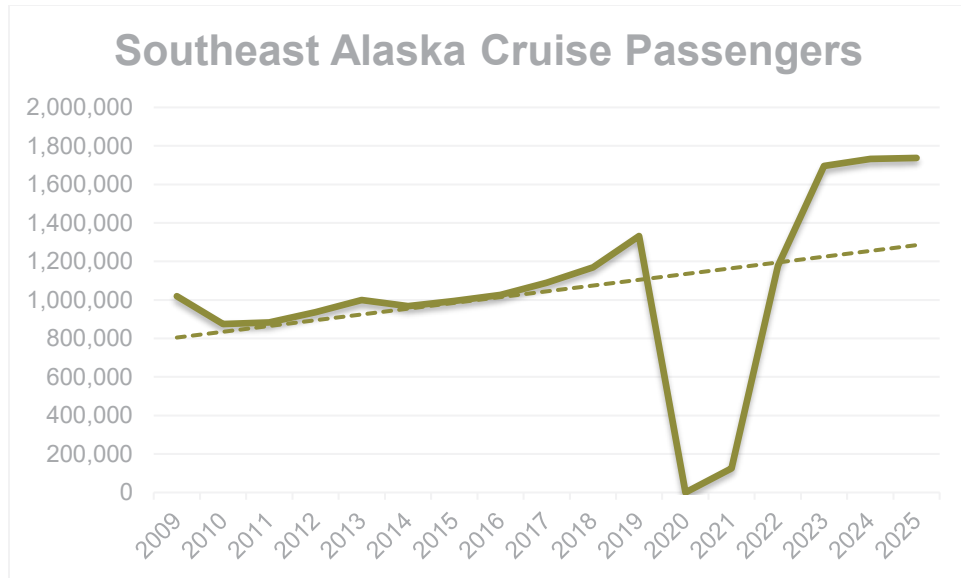


Figure 2: Southeast Alaska Cruise Passenger Volumes, 2009-2025

4.0 HISTORICAL & BASE YEAR AVIATION ACTIVITY

Historical aviation activity was gathered using the FAA Traffic Flow Management System Counts (TFMSC) database as well as the Bureau of Transportation Statistics (BTS) Air Carrier Statistics Form 41 traffic data. The FAA TFMSC data is created when pilots file flight plans and/or when flights are detected by the National Airspace System (NAS), usually via radar.³ While the TFMSC reliably captures the majority of Instrument Flight Rules (IFR) and some Visual Flight Rules (VFR) traffic, the data is limited by radar coverage and incomplete messaging, exclusions may occur with low-altitude flights or if the enroute airspace is missing from the flight plan. BTS Form 41 traffic data is reported by certificated U.S. and foreign air carriers on transported passengers and freight, and collected by BTS monthly, quarterly, semi-annually, and annually. Submission of BTS Form 41 is a requirement under 14 CFR 241.22 for large certified air carriers, and for this reason, has limitations in its ability to capture Part 135 activity. At least 20 years of historical data was gathered, where possible, for this historical analysis. See Appendix 2 for all available data reviewed and used in this historical analysis for each of the individual Southeast Alaska airports.

4.1 Historical Operations

Historical aircraft operations for Southeast Alaska airports were evaluated using TFMSC and BTS traffic data for FFY 2005 through FFY 2024. Flight operations in FFY 2004 were higher than normal due to new federal legislation that allowed foreign carriers to transfer cargo between Alaska and other U.S. points, and was intentionally omitted from the historical analysis. The BTS data captures certificated commercial carrier activity, while TFMSC reflects broader IFR flight activity. Together, these datasets provide complementary perspectives on aviation activity in the region.

As illustrated in Figure 3, BTS T-100 commercial operations remained relatively stable between FFY 2005 and FFY 2012, fluctuating between approximately 14,500 and 16,000 annual operations in the region. A temporary decline occurred in FFY 2013 – 2014, followed by a steady increase beginning in FFY 2015. Commercial operations peaked in FFY 2022 at approximately 19,000 annual operations in the region, reflecting strong post-pandemic recovery, and stabilized slightly lower in FFY 2023 and FFY 2024 at approximately 18,500 annual operations in the region. Over the full 20-year period, BTS data indicate modest long-term growth in certificated commercial carrier activity.

³ FAA. 2026. *TFMSX Help Index*. <https://www.aspm.faa.gov/aspmhelp/index/TFMSC.html>

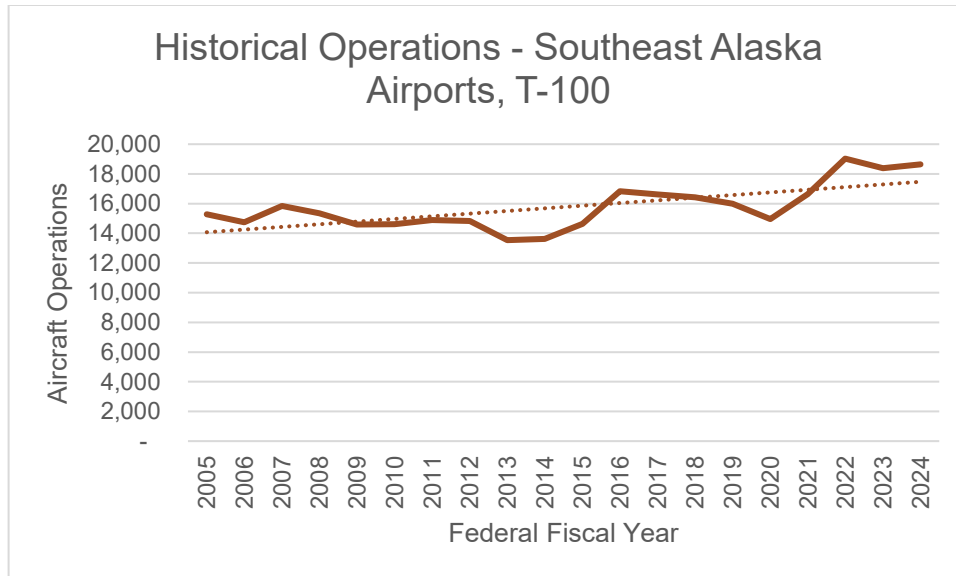


Figure 3: BTS T-100 Historical Aircraft Operations, FFY 2005 through FFY 2024

Figure 4 presents FAA TFMSC-derived IFR operations for the same period. Unlike BTS, TFMSC captures a broader cross-section of IFR flight activity, including commercial carriers, commuter and air taxi operations operating under IFR, certain military flights, and general aviation IFR activity. As shown, TFMSC operations increased from approximately 35,000 annual operations in FFY 2005 to approximately 58,000 annual operations in the region in FFY 2024. The upward trend is more pronounced than that observed in the BTS data, reflecting the broader scope of activity captured.

The long-term TFMSC trendline indicates an average annual growth rate exceeding that of BTS-reported commercial operations, suggesting that non-Part 121 IFR activity, particularly commuter, air taxi, and other IFR traffic, has contributed meaningfully to overall growth in Southeast Alaska. Additionally, the benefit of analyzing this TFMSC data is the ability to measure operations counts by the same categories that are forecast by the FAA Terminal Area Forecast (TAF).

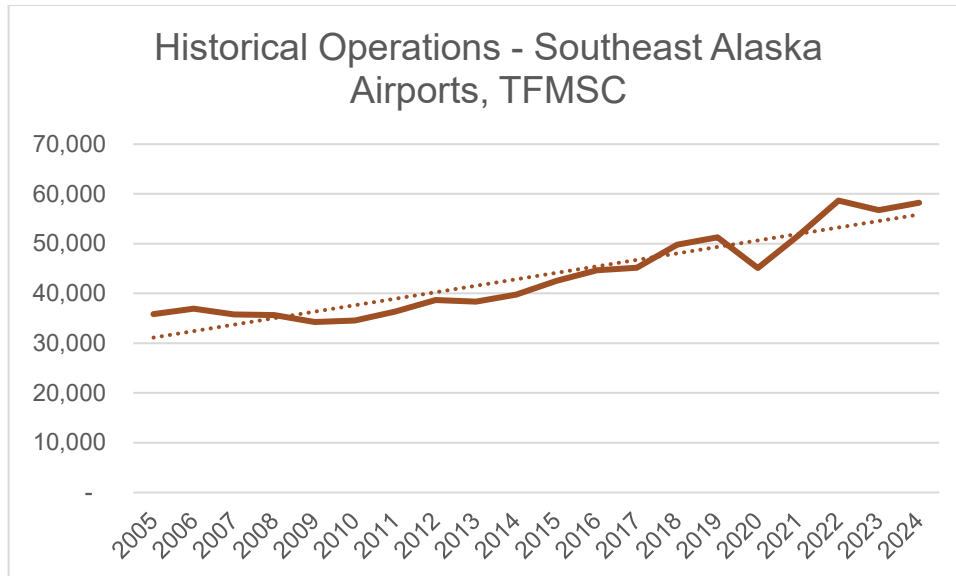


Figure 4: TFMSC Historical Aircraft Operations, FFY 2005 through FFY 2024

Table 2 summarizes TFMSC historical operations by user class category for the period FFY 2005 through FFY 2024. As shown, Air Carrier activity represents the largest share of IFR operations in the Southeast, accounting for nearly 70 percent of total recorded activity. General Aviation activity comprises roughly 19 percent, while Freight and Military operations collectively represent approximately five percent of the total. Air Taxi activity is reported at a comparatively low percentage within TFMSC, reflecting how many Part 135 operators in Southeast Alaska conduct operations under VFR and are therefore not fully captured in IFR-based datasets.

Table 2: TFMSC Historical Operations by User Class Category, FFY 2005 through FFY 2024

OPERATIONS BY USER CLASS CATEGORY 2002-2023, TFMSC		
Class	Operations	Percent
Air Carrier	606,800	69.8
Air Taxi	1,457	0.2
Freight	29,546	3.4
General Aviation	162,065	18.6
Military	11,497	1.3
Other	58,529	6.7
Total	869,894	100

When viewed collectively, BTS and TFMSC datasets consistently demonstrate a pattern of long-term growth in regional aviation activity, interrupted only temporarily by the FFY 2020 pandemic-related downturn. Post-pandemic recovery has returned activity levels to, and in some cases above, pre-disruption levels, indicating continued reliance on aviation as a critical component of Southeast Alaska's transportation network. For forecasting purposes, FFY2024 is identified as the base year, as it reflects stabilized post-recovery operating conditions. The historical trends documented in this section establish the foundation for the demand forecasting methodology described in Section 5.1 Forecast Methodology, including the development of categorized operations forecasts consistent with FAA TAF reporting conventions.

4.2 Historical Passenger Enplanements

Historical passenger enplanements were collected through the FAA Air Carrier Activity Information System (ACAIS) database. The ACAIS database supports the FAA airport categories for use in apportionment formula calculations under the Airport Improvement Program (AIP) and Bipartisan Infrastructure Law (BIL) programs.⁴ As such, ACAIS enplanement data, which is reported in calendar year rather than fiscal year, represent the official FAA-recognized passenger total used for federal funding eligibility and airport classification purposes.

As summarized in Table 3, total passenger enplanements across Southeast Alaska airport fluctuated between 2005 and 2014, followed by a period of sustained growth through 2019. Enplanements totaled approximately 717,000 in 2005, declined sharply by 21.1 percent in 2006, and rebounded back up 29.5 percent in 2007, reflecting airline service adjustments and broader economic variability during that period. Between 2008 and 2014, passenger activity remained relatively stable, generally ranging between 630,000 and 715,000 annual enplanements. Beginning in 2015, enplanements increased steadily for five consecutive years, reaching a pre-pandemic high of approximately 818,000 passengers in 2019. This period of growth corresponds with expanded seasonal tourism demand, strong economic conditions, and stable commercial air service patterns throughout the region. A significant disruption occurred in 2020, when enplanements declined by approximately 60 percent to 325,070 passengers due to widespread Covid-19-related travel restrictions and reductions in airline capacity. Passenger activity rebounded strongly in 2021, by nearly 85 percent, continued to recover in 2022, and approached pre-pandemic levels by 2023. In 2024, enplanements reached 769,819 passengers, representing a 0.1 percent increase over the prior year and reflecting stabilization near historic peak levels.

⁴ FAA. 2026. *Passenger Boarding (Enplanement) and All-Cargo Data for U.S. Airports*. https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger.

Table 3: FAA ACAIS Historical Passenger Enplanements, 2005 through 2024

HISTORICAL PASSENGER ENPLANEMENTS FAA ACAIS, 2005-2024					
Year	Passengers	Percent Change	Year	Passengers	Percent Change
2005	717,202		2015	758,499	6.2%
2006	565,824	-21.1%	2016	789,769	4.1%
2007	732,870	29.5%	2017	787,314	-0.3%
2008	695,842	-5.1%	2018	809,798	2.9%
2009	627,701	-9.8%	2019	817,730	1.0%
2010	650,961	3.7%	2020	325,070	-60.2%
2011	665,767	2.3%	2021	601,190	84.9%
2012	663,752	-0.3%	2022	753,843	25.4%
2013	684,417	3.1%	2023	795,961	5.6%
2014	714,005	4.3%	2024	796,819	0.1%
Total	13,954,334			Average	4.0%

When viewed over the full 20-year period, historical enplanements demonstrate moderate long-term growth despite short-term volatility. Excluding the anomalous 2020 disruption year, passenger activity reflects a steady upward trajectory beginning in the mid-2010s, culminating in a new plateau in the post-pandemic period. For forecasting purposes, 2024 is identified as the base year for passenger enplanements. This year reflect a stabilized post-recovery operating environment as aligns with the most recent complete FAA-recognized dataset. While 2019 represents the highest pre-pandemic level of passenger activity, 2024 provides a more representative baseline for projecting future demand through the 2045 planning horizon.

4.3 Historical Freight & Mail

Historical freight and mail activity for Southeast Alaska airports was evaluated using the BTS T-100 Segment data for FFY 2005 through FFY 2024. Freight and mail totals represent the combined weight of transported cargo and mail reported by certificated U.S. air carriers operating within the region. As illustrated in Figure 5, total freight and mail volumes remained relatively stable over the 20-year study period, fluctuating within a comparatively narrow range of approximately 40 million to 49 million pounds (lbs) annually. In the mid-2000s, freight activity was near the upper end of this range, reaching approximately 48-49 million lbs in FFY 2005 and FFY 2006. Volumes gradually declined through FFY 2010, reaching approximately 42 million lbs. Between FFY 2011 and FFY 2016, cargo volumes stabilized, generally ranging between 41 and 45 million lbs. This period reflects moderate year-to-year variability but no sustained directional trend. A temporary decline occurred in 2017, followed by modest recovery through FFY 2019. In FFY 2020, freight volumes declined again to approximately 40 million lbs, coinciding with pandemic-related disruptions to passenger networks and associated belly cargo capacity. However, unlike passenger enplanements, which experienced a severe contraction during this period, freight volumes demonstrated relative resilience, remaining within the historical range observed over the study period. Beginning in FFY 2021, freight activity rebounded steadily. By FFY 2022 and FFY 2023, volumes returned to the mid-to-upper portion of the historical range. In FFY 2024, freight and mail volumes increased to approximately 49 million pounds, representing the highest level observed in the past decade and slightly exceeding early-period volumes.

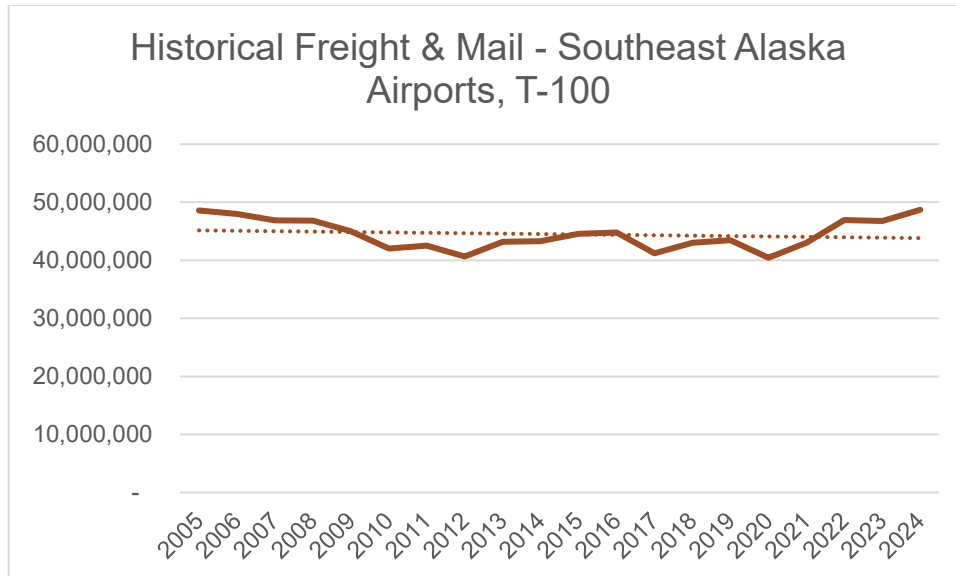


Figure 5: BTS T-100 Historical Freight & Mail, FFY 2005 through FFY 2024

The long-term trend line shown in Figure 5 indicates overall stability with only modest cyclical fluctuation rather than sustained growth or decline. Freight activity in Southeast Alaska is influenced by several unique regional factors including changes in aircraft fleet mix affecting belly cargo capacity, and seasonal tourism and commercial fishing activity and logistics, and thus, this freight activity reflects long-term stability with moderate fluctuations driven primarily by economic conditions and transportation network adjustments. The stability of freight and mail volumes over the study period highlight aviation's critical role in maintaining supply chains and supporting economic activity across Southeast Alaska's remote and geographically dispersed communities. For forecasting purposes, FFY 2024 is identified as the base year for freight and mail activity.

4.4 Historical Based Aircraft

Historically based aircraft counts for the 63 airports included in this forecast were obtained from the FAA TAF database for FFY 2005 through FFY 2024. Based aircraft represent aircraft permanently assigned to an airport and are an indicator of local aviation activity, aircraft ownership patterns, and hangar or storage demand.

As illustrated in Figure 6, total based aircraft across the Southeast Alaska system declined from 524 aircraft in FFY 2005 to 422 aircraft in FFY 2024, representing an overall decrease of approximately 19 percent over the 20-year period. The regional total peaked at 574 aircraft in FFY 2006 before declining during the late-2000s economic downturn and stabilizing between approximately 400 and 430 aircraft annually beginning in FFY 2015. The most significant single-airport influence on regional totals is Juneau International Airport (JNU). In FFY 2005, JNU accounted for 292 based aircraft, approximately 56 percent of the regional total. By FFY 2024, JNU reported 275 based aircraft, representing approximately 65 percent of all based aircraft in Southeast Alaska. This concentration highlights the dominant role of JNU as the region's primary GA and aircraft ownership hub. Excluding JNU, the remainder of the Southeast region collectively supports approximately 147 based aircraft in FFY 2024, indicating that most airports in the region maintain small, based aircraft fleets, often fewer than 10 aircraft per facility.

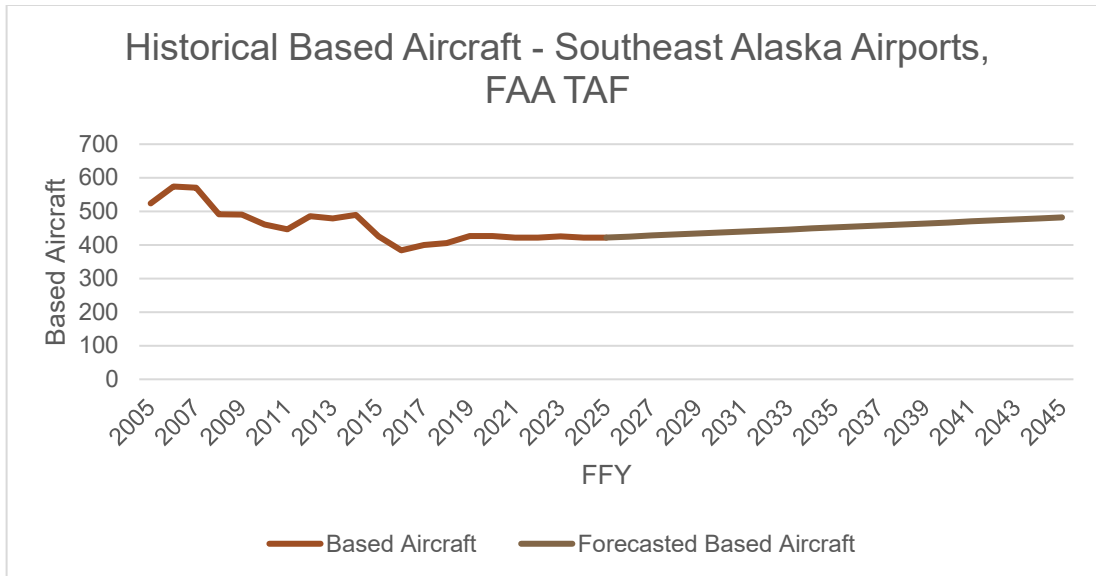


Figure 6: FAA TAF Historical Based Aircraft, FFY 2005 through FFY 2024

For forecasting purposes, FFY 2024 is identified as the base year for based aircraft. Given the historical stabilization observed over the past decade, and the concentration of aircraft at major hubs, long-term growth in based aircraft across the Southeast Alaska region is expected to remain modest and primarily concentrated at JNU and select commercial service airports.

4.5 Base Year Summary

As previously stated, FFY 2024 is identified as the base year for this Southeast Alaska regional aviation demand forecast. FFY 2024 is chosen as it represents the most recent complete dataset available across all activity measures and reflects stabilized post-pandemic operating conditions. While certain metrics exceeded FFY 2024 level in isolated pre-pandemic years, FFY 2024 most appropriately represents current equilibrium conditions for forecasting purposes. Base year activity levels established for the Southeast Alaska region are summarized in Table 4 below.

Table 4: FFY 2024 Southeast Alaska Base Year Aviation Activity Summary

	AIRCRAFT OPERATIONS				PASSENGER ENPLANEMENTS	FREIGHT & MAIL	BASED AIRCRAFT
	AIR CARRIER	AIR TAXI	GA	MILITARY			
Juneau, City & Borough	13,484	32	3,058	1,156	437,468	25,070,712	275
Sitka, City & Borough	5,768	18	2,099	791	98,167	2,563,353	30
Wrangell, City & Borough	2,171	2	97	7	14,561	1,137,598	9
Haines Borough	4	2	50	96	6,386	0	22
Hoonah-Angoon Census Area	238	4	210	154	19,821	0	16
Ketchikan Gateway Borough	12,582	23	1,653	157	157,880	14,078,009	12
Municipality of Skagway Borough	2	0	5	0	4,607	0	19
Petersburg Borough	2,221	2	149	19	25,209	1,556,790	18
Prince of Wales-Hyder Census Area	4,446	0	1,236	664	20,797	193,304	11
Yakutat City & Borough	2,193	0	194	63	11,923	4,097,568	10
Southeast Alaska Region Total	43,109	83	8,751	3,107	796,819	48,697,334	422

5.0 FORECAST

5.1 Forecast Methodology

This regional aviation demand forecast was developed in accordance with FAA guidance for aviation activity forecasting. The methodology is designed to be transparent, repeatable, and suitable for use in subsequent planning and project development efforts. It relies on historical trend analysis with smoothing, informed by national, regional, and local drivers that are most likely to influence aviation demand in Southeast Alaska through the 2045 planning horizon. This forecast is organized by borough and census area to reflect the geographic, economic, and governance structure of the region. Unlike many metropolitan regions where aviation demand is concentrated within a single urbanized area, Southeast Alaska consists of dispersed island communities separated by water and mountainous terrain. Each borough or census area functions as a distinct economic and demographic unit, with unique travel patterns, service dependencies, and infrastructure characteristics. A borough-based forecasting structure is particularly appropriate for Southeast due to the region's geographic fragmentation, economic diversity, and reliance on aviation as essential infrastructure. This approach means that aviation demand projections are responsive to local conditions while remaining consistent with regional and national aviation planning practices.

Long-term growth rates were derived from evaluation of 2005-2024 historical compound annual growth rates (CAGR), borough-level demographic projections, and documented regional economic drivers. Growth rates were selected within the observed historical range and moderated to reflect long-term structural conditions rather than short-term cyclical fluctuations. The following long-term growth rates applied are shown below in Table 5.

Table 5: Historical Trend CAGR Long-Term Growth Rates

METRIC	2005-2024 CAGR	METHOD
Passenger Enplanements	0.5%	Historical trend CAGR derived from ACAIS dataset
Commercial Operations	1.8%	Average of historical trend CAGRs derived from T-100 and TFMSC datasets
GA Operations	1.6%	Historical trend CAGR derived from TFMSC dataset and adjusted for demographic smoothing
Military Operations	0%	Flat projection, no structural growth assumed
Freight & Mail	0.01%	Historical trend CAGR derived from T-100 dataset
Based Aircraft	0%	Flat projection due to historical trend stability
Demographic Smoothing	-0.1%	Average of historical trend CAGRs derived from Alaska Department of Labor and Workforce Development data
Tourism Smoothing	3.4%	Historical trend CAGR derived from Alaska Visitor Volume Reports data

5.2 Borough/Census Area Forecasts

See the tables listed in Subsections 5.2.1 through 5.2.10 below for the aviation demand forecasts for each of the ten borough/census areas within Southeast Alaska.

5.2.1 Haines Borough

							COMPOUND ANNUAL GROWTH RATES				
	Base Yr. Level (2024)	Base Yr.+1yr. (2025)	Base Yr.+5yr. (2029)	Base Yr.+10yr. (2034)	Base Yr.+15yr. (2039)	Base Yr.+21yr. (2045)	Base Yr. to +1 (2025)	Base Yr. to +5 (2029)	Base Yr. to +10 (2034)	Base Yr. to +15 (2039)	Base Yr. to +18 (2045)
Passenger Enplanements	6,386	6,418	6,547	6,713	6,882	7,091	0.5%	0.5%	0.5%	0.5%	0.5%
Operations											
Commercial Operations	44	45	48	52	57	63	1.8%	1.8%	1.8%	1.8%	1.8%
General aviation	50	51	54	58	63	69	1.6%	1.6%	1.6%	1.6%	1.6%
Military	96	96	96	96	96	96	0.0%	0.0%	0.0%	0.0%	0.0%
TOTAL OPERATIONS	190	192	198	207	216	228	1.6%	1.6%	1.6%	1.6%	1.6%
Freight & Mail	244	244	244	244	244	244	0.01%	0.01%	0.01%	0.01%	0.01%
Based Aircraft	22	22	22	22	22	22	0%	0%	0%	0%	0%

5.2.2 Hoonah-Angoon Census Area

							COMPOUND ANNUAL GROWTH RATES				
	Base Yr. Level (2024)	Base Yr.+1yr. (2025)	Base Yr.+5yr. (2029)	Base Yr.+10yr. (2034)	Base Yr.+15yr. (2039)	Base Yr.+21yr. (2045)	Base Yr. to +1 (2025)	Base Yr. to +5 (2029)	Base Yr. to +10 (2034)	Base Yr. to +15 (2039)	Base Yr. to +18 (2045)
Passenger Enplanements	19,821	19,920	20,322	20,835	21,361	22,010	0.5%	0.5%	0.5%	0.5%	0.5%
Operations											
Commercial Operations	302	307	329	359	392	435	1.8%	1.8%	1.8%	1.8%	1.8%
General aviation	210	213	227	245	264	290	1.6%	1.6%	1.6%	1.6%	1.6%
Military	154	154	154	154	154	154	0.0%	0.0%	0.0%	0.0%	0.0%
TOTAL OPERATIONS	666	675	710	758	810	879	1.6%	1.6%	1.6%	1.6%	1.6%
Freight & Mail	1,350	1,350	1,351	1,352	1,352	1,353	0.01%	0.01%	0.01%	0.01%	0.01%
Based Aircraft	16	16	16	16	16	16	0%	0%	0%	0%	0%

5.2.3 City & Borough of Juneau

							COMPOUND ANNUAL GROWTH RATES				
	Base Yr. Level (2024)	Base Yr.+1yr. (2025)	Base Yr.+5yr. (2029)	Base Yr.+10yr. (2034)	Base Yr.+15yr. (2039)	Base Yr.+21yr. (2045)	Base Yr. to +1 (2025)	Base Yr. to +5 (2029)	Base Yr. to +10 (2034)	Base Yr. to +15 (2039)	Base Yr. to +18 (2045)
Passenger Enplanements	437,468	439,655	448,515	459,840	471,452	485,773	0.5%	0.5%	0.5%	0.5%	0.5%
Operations											
Commercial Operations	14,595	14,850	15,918	17,360	18,933	21,010	1.8%	1.8%	1.8%	1.8%	1.8%
General aviation	3,058	3,105	3,302	3,566	3,852	4,224	1.6%	1.6%	1.6%	1.6%	1.6%
Military	1,156	1,156	1,156	1,156	1,156	1,156	0.0%	0.0%	0.0%	0.0%	0.0%
TOTAL OPERATIONS	18,809	19,112	20,376	22,082	23,941	26,390	1.6%	1.6%	1.6%	1.6%	1.6%
Freight & Mail	25,070,712	25,073,219	25,083,250	25,095,794	25,108,344	25,123,413	0.01%	0.01%	0.01%	0.01%	0.01%
Based Aircraft	275	275	275	275	275	275	0%	0%	0%	0%	0%

5.2.4 Ketchikan Gateway Borough

							COMPOUND ANNUAL GROWTH RATES				
	Base Yr. Level (2024)	Base Yr.+1yr. (2025)	Base Yr.+5yr. (2029)	Base Yr.+10yr. (2034)	Base Yr.+15yr. (2039)	Base Yr.+21yr. (2045)	Base Yr. to +1 (2025)	Base Yr. to +5 (2029)	Base Yr. to +10 (2034)	Base Yr. to +15 (2039)	Base Yr. to +18 (2045)
Passenger Enplanements	157,880	158,669	161,867	165,954	170,145	175,313	0.5%	0.5%	0.5%	0.5%	0.5%
Operations											
Commercial Operations	13,292	13,525	14,496	15,810	17,243	19,134	1.8%	1.8%	1.8%	1.8%	1.8%
General aviation	1,653	1,679	1,785	1,928	2,082	2,283	1.6%	1.6%	1.6%	1.6%	1.6%
Military	157	157	157	157	157	157	0.0%	0.0%	0.0%	0.0%	0.0%
TOTAL OPERATIONS	15,102	15,360	16,439	17,895	19,482	21,575	1.6%	1.6%	1.6%	1.6%	1.6%
Freight & Mail	14,078,009	14,079,417	14,085,049	14,092,093	14,099,141	14,107,602	0.01%	0.01%	0.01%	0.01%	0.01%
Based Aircraft	12	12	12	12	12	12	0%	0%	0%	0%	0%

5.2.5 Petersburg Borough

							COMPOUND ANNUAL GROWTH RATES				
	Base Yr. Level (2024)	Base Yr.+1yr. (2025)	Base Yr.+5yr. (2029)	Base Yr.+10yr. (2034)	Base Yr.+15yr. (2039)	Base Yr.+21yr. (2045)	Base Yr. to +1 (2025)	Base Yr. to +5 (2029)	Base Yr. to +10 (2034)	Base Yr. to +15 (2039)	Base Yr. to +18 (2045)
Passenger Enplanements	157,880	158,669	161,867	165,954	170,145	175,313	0.5%	0.5%	0.5%	0.5%	0.5%
Operations											
Commercial Operations	13,292	13,525	14,496	15,810	17,243	19,134	1.8%	1.8%	1.8%	1.8%	1.8%
General aviation	1,653	1,679	1,785	1,928	2,082	2,283	1.6%	1.6%	1.6%	1.6%	1.6%
Military	157	157	157	157	157	157	0.0%	0.0%	0.0%	0.0%	0.0%
TOTAL OPERATIONS	2,508	2,551	2,732	2,976	3,242	3,593	1.6%	1.6%	1.6%	1.6%	1.6%
Freight & Mail	14,078,009	14,079,417	14,085,049	14,092,093	14,099,141	14,107,602	0.01%	0.01%	0.01%	0.01%	0.01%
Based Aircraft	18	18	18	18	18	18	0%	0%	0%	0%	0%

5.2.6 Prince of Wales-Hyder Census Area

							COMPOUND ANNUAL GROWTH RATES				
	Base Yr. Level (2024)	Base Yr.+1yr. (2025)	Base Yr.+5yr. (2029)	Base Yr.+10yr. (2034)	Base Yr.+15yr. (2039)	Base Yr.+21yr. (2045)	Base Yr. to +1 (2025)	Base Yr. to +5 (2029)	Base Yr. to +10 (2034)	Base Yr. to +15 (2039)	Base Yr. to +18 (2045)
Passenger Enplanements	20,797	20,901	21,322	21,861	22,413	23,093	0.5%	0.5%	0.5%	0.5%	0.5%
Operations											
Commercial Operations	4,732	4,815	5,161	5,628	6,138	6,812	1.8%	1.8%	1.8%	1.8%	1.8%
General aviation	1,236	1,255	1,335	1,442	1,557	1,707	1.6%	1.6%	1.6%	1.6%	1.6%
Military	664	664	664	664	664	664	0.0%	0.0%	0.0%	0.0%	0.0%
TOTAL OPERATIONS	6,632	6,734	7,160	7,734	8,359	9,183	1.6%	1.6%	1.6%	1.6%	1.6%
Freight & Mail	193,304	193,323	193,401	193,497	193,594	193,710	0.01%	0.01%	0.01%	0.01%	0.01%
Based Aircraft	11	11	11	11	11	11	0%	0%	0%	0%	0%

5.2.7 City & Borough of Sitka

							COMPOUND ANNUAL GROWTH RATES				
	Base Yr. Level (2024)	Base Yr.+1yr. (2025)	Base Yr.+5yr. (2029)	Base Yr.+10yr. (2034)	Base Yr.+15yr. (2039)	Base Yr.+21yr. (2045)	Base Yr. to +1 (2025)	Base Yr. to +5 (2029)	Base Yr. to +10 (2034)	Base Yr. to +15 (2039)	Base Yr. to +18 (2045)
Passenger Enplanements	98,167	98,658	100,646	103,187	105,793	109,007	0.5%	0.5%	0.5%	0.5%	0.5%
Operations											
Commercial Operations	6,442	6,555	7,026	7,662	8,357	9,273	1.8%	1.8%	1.8%	1.8%	1.8%
General aviation	2,099	2,132	2,267	2,448	2,644	2,899	1.6%	1.6%	1.6%	1.6%	1.6%
Military	791	791	791	791	791	791	0.0%	0.0%	0.0%	0.0%	0.0%
TOTAL OPERATIONS	9,332	9,477	10,084	10,901	11,791	12,964	1.6%	1.6%	1.6%	1.6%	1.6%
Freight & Mail	2,563,353	2,563,609	2,564,635	2,565,918	2,567,201	2,568,741	0.01%	0.01%	0.01%	0.01%	0.01%
Based Aircraft	30	30	30	30	30	30	0%	0%	0%	0%	0%

5.2.8 Municipality of Skagway Borough

							COMPOUND ANNUAL GROWTH RATES				
	Base Yr. Level (2024)	Base Yr.+1yr. (2025)	Base Yr.+5yr. (2029)	Base Yr.+10yr. (2034)	Base Yr.+15yr. (2039)	Base Yr.+21yr. (2045)	Base Yr. to +1 (2025)	Base Yr. to +5 (2029)	Base Yr. to +10 (2034)	Base Yr. to +15 (2039)	Base Yr. to +18 (2045)
Passenger Enplanements	4,607	4,630	4,723	4,843	4,965	5,116	0.5%	0.5%	0.5%	0.5%	0.5%
Operations											
Commercial Operations	21	21	23	25	27	30	1.8%	1.8%	1.8%	1.8%	1.8%
General aviation	5	5	5	6	6	7	1.6%	1.6%	1.6%	1.6%	1.6%
Military	2	2	2	2	2	2	0.0%	0.0%	0.0%	0.0%	0.0%
TOTAL OPERATIONS	28	28	30	33	35	39	1.6%	1.6%	1.6%	1.6%	1.6%
Freight & Mail	0	0	0	0	0	0	0%	0%	0%	0%	0%
Based Aircraft	19	19	19	19	19	19	0%	0%	0%	0%	0%

5.2.9 City & Borough of Wrangell

							Compound Annual Growth Rates				
	Base Yr. Level (2024)	Base Yr+1yr (2025)	Base Yr+5yr (2029)	Base Yr+10yr (2034)	Base Yr+15yr (2039)	Base Yr+21yr (2045)	Base Yr. to +1 (2025)	Base Yr. to +5 (2029)	Base Yr. to +10 (2034)	Base Yr. to +15 (2039)	Base Yr. to +18 (2045)
Passenger Enplanements	14,561	14,634	14,929	15,306	15,692	16,169	0.5%	0.5%	0.5%	0.5%	0.5%
Operations											
Commercial Operations	2,305	2,345	2,514	2,742	2,990	3,318	1.8%	1.8%	1.8%	1.8%	1.8%
General aviation	97	99	105	113	122	134	1.6%	1.6%	1.6%	1.6%	1.6%
Military	7	7	7	7	7	7	0.0%	0.0%	0.0%	0.0%	0.0%
TOTAL OPERATIONS	2,409	2,451	2,626	2,862	3,119	3,459	1.6%	1.6%	1.6%	1.6%	1.6%
Freight & Mail	1,137,598	1,137,712	1,138,167	1,138,736	1,139,306	1,139,989	0.01%	0.01%	0.01%	0.01%	0.01%
Based Aircraft	9	9	9	9	9	9	0%	0%	0%	0%	0%

5.2.10 Yakutat City & Borough

							COMPOUND ANNUAL GROWTH RATES				
	Base Yr. Level (2024)	Base Yr.+1yr. (2025)	Base Yr.+5yr. (2029)	Base Yr.+10yr. (2034)	Base Yr.+15yr. (2039)	Base Yr.+21yr. (2045)	Base Yr. to +1 (2025)	Base Yr. to +5 (2029)	Base Yr. to +10 (2034)	Base Yr. to +15 (2039)	Base Yr. to +18 (2045)
Passenger Enplanements	11,923	11,983	12,224	12,533	12,849	13,240	0.5%	0.5%	0.5%	0.5%	0.5%
Operations											
Commercial Operations	2,279	2,319	2,486	2,711	2,956	3,281	1.8%	1.8%	1.8%	1.8%	1.8%
General aviation	194	197	210	226	244	268	1.6%	1.6%	1.6%	1.6%	1.6%
Military	63	63	63	63	63	63	0.0%	0.0%	0.0%	0.0%	0.0%
TOTAL OPERATIONS	2,536	2,579	2,758	3,000	3,264	3,612	1.6%	1.6%	1.6%	1.6%	1.6%
Freight & Mail	193,304	193,323	193,401	193,497	193,594	193,710	0.01%	0.01%	0.01%	0.01%	0.01%
Based Aircraft	10	10	10	10	10	10	0%	0%	0%	0%	0%

5.3 Review of Published Forecasts

5.3.1 FAA Terminal Area Forecasts

The Terminal Area Forecast (TAF) is the official FAA forecast of aviation activity for U.S. airports. Used for budgeting, staffing, and planning needs by the FAA and used by major users of the National Airspace System. The TAF contains forecasts for active airports in the National Plan of Integrated Airport Systems (NPIAS), FAA towered airports, federally contracted towered airports, non-federal towered airports, and non-towered airports. The airport activity data contained in the TAF consist of the following:

- Enplanements
- Itinerant Operations
- Local Operations

See Appendix 3 for each FAA published TAF for the Southeast Alaska airports. FAA guidance requires comparison of the airport forecasts with that of the TAF. FAA will find aviation demand forecasts to be generally acceptable if the five-year, 10-year, and 15-year forecast levels are within 10 percent of the published TAF. It is important to note that in Alaska, the TAF is not often updated and the data provided is infrequently accurate at non-towered airports.

Table 6: Southeast Alaska Airports Forecast & FAA TAF Comparison

SOUTHEAST ALASKA AIRPORTS FORECAST & FAA TAF COMPARISON				
	FFY	Airport Forecast	TAF	AF/TAF % Difference
Enplanements	FFY2029	816,940	753,695	8%
	FFY2034	837,568	814,882	3%
	FFY2039	858,718	883,409	3%
	FFY2045	884,804	973,698	9%
Total Operations (IT & LOC)	FFY2029	63,111	66,267	5%
	FFY2034	68,448	73,924	7%
	FFY2039	74,260	80,201	7%
	FFY2045	81,922	90,114	9%
Based Aircraft	FFY2029	422	434	3%
	FFY2034	422	449	6%
	FFY2039	422	464	9%
	FFY2045	422	482	12%



APPENDIX 1:

Southeast Alaska Airports

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

Loc ID	Borough/Census Area	Airport Name	Community	Owner	Type SEATP Designation	T-100 Data (Y/N)	TFMSC Data (Y/N)	ACAIS Data (Y/N)	TAF (Y/N)	Forecast Data Source				
										A/C Ops	Enplanements	Freight & Mail	Based Aircraft	Fleet Mix
13Z	Ketchikan Gateway Borough	Loring	Loring	KGB	GA / SPB	N	N	N	N	N/A	N/A	N/A	N/A	N/A
16K / PTC	Prince of Wales-Hyder CA	Port Alice	Port Alice	Alaska Logging & Pulp	GA / SPB	Y	N	N	N	N/A	N/A	N/A	N/A	N/A
19P / PPV	Prince of Wales-Hyder CA	Port Protection	Port Protection	DOT&PF	GA / SPB	Y	Y	Y	Y	N/A	N/A	N/A	TAF	N/A
2Y3	Yakutat City & Borough	Yakutat	Yakutat	City & Borough of Yakutat	GA / SPB	N	Y	N	Y	TFMSC	N/A	N/A	TAF	N/A
2Z6 / FAK	City & Borough of Sitka	False Island	False Island	US Forest Service	GA / SPB	Y	Y	Y	N	TFMSC	ACAIS	T-100	N/A	TFMSC
3AK	Yakutat City & Borough	Dry Bay	Yakutat	Glacier Bay NPS	GA	N	N	N	N	T-100	N/A	N/A	N/A	N/A
4Z7 / WFB	Prince of Wales-Hyder CA	Hyder	Hyder	DOT&PF	GA / SPB	Y	Y	Y	Y	T-100	ACAIS	T-100	TAF	T-100
57A	Prince of Wales-Hyder CA	Tokeen	Tokeen	--	GA / SPB	N	Y	Y	N	TFMSC	ACAIS	N/A	N/A	N/A
5C5	Prince of Wales-Hyder CA	El Capitan Lodge	Craig	Scott Van Valin	GA / SPB	N	N	Y	N	N/A	ACAIS	N/A	N/A	N/A
5KE	Ketchikan Gateway Borough	Ketchikan Harbor	Ketchikan	Promech Air	GA / SPB	N	N	Y	N	N/A	ACAIS	N/A	N/A	N/A
63A	Petersburg Borough	Lloyd R Roundtree Seaplane Facility	Petersburg	DOT&PF	GA / SPB	N	N	Y	Y	N/A	ACAIS	N/A	TAF	N/A
68A	City & Borough of Wrangell	Wrangell	Wrangell	City of Wrangell	GA / SPB	N	Y	N	Y	TFMSC	N/A	N/A	TAF	N/A
78K / WYB	Ketchikan Gateway Borough	Yes Bay Lodge	Yes Bay	Kevin Hack	GA / SPB	Y	Y	Y	N	T-100	ACAIS	T-100	N/A	N/A
84K / WMK	City & Borough of Wrangell	Meyers Chuck	Meyers Chuck	City and Borough of Wrangell	GA / SPB	Y	N	Y	N	T-100	ACAIS	T-100	N/A	N/A
8K9	Ketchikan Gateway Borough	Murphys Pullout	Ketchikan	KGB	GA / SPB	N	N	N	Y	N/A	N/A	N/A	TAF	N/A
96Z / WWP	Prince of Wales-Hyder CA	Whale Pass Seaplane Float Harbor Facility	Whale Pass	City of Whale Pass	GA / SPB	Y	Y	Y	Y	T-100	ACAIS	T-100	TAF	T-100
9C0	Ketchikan Gateway Borough	Peninsula Point Pullout	Ketchikan	DOT&PF	GA / SPB	N	N	N	N	N/A	N/A	N/A	N/A	N/A
A23 / SGW	Prince of Wales-Hyder CA	Saginaw	Saginaw Bay	--	GA / SPB	Y	N	Y	N	T-100	ACAIS	T-100	N/A	N/A
A29	City & Borough of Sitka	Sitka	Sitka	CBS	GA / SPB	Y	N	Y	Y	TFMSC	ACAIS	T-100	TAF	N/A
A43	City & Borough of Juneau	Taku Harbor	Taku Harbor	CBJ	GA / SPB	Y	N	Y	N	T-100	ACAIS	T-100	N/A	T-100
A57	Yakutat City & Borough	Alsek River	Yakutat	USFS	GA	Y	Y	Y	N	T-100 / TFMSC	ACAIS	T-100	N/A	N/A
A67	Yakutat City & Borough	Harlequin Lake	Yakutat	USFS	GA	N	N	N	N	T-100	N/A	N/A	N/A	N/A
A68	Yakutat City & Borough	Situk	Yakutat	USFS	GA	N	N	N	N	N/A	N/A	N/A	N/A	N/A
A69	Yakutat City & Borough	Tanis Mesa	Yakutat	USFS	GA	N	N	N	N	T-100	N/A	N/A	N/A	N/A
AFE	Prince of Wales-Hyder CA	Kake	Kake	DOT&PF	Nonhub CS	N	Y	Y	Y	TFMSC	ACAIS	N/A	TAF	TFMSC
AGN	Hoonah-Angoon CA	Angoon	Angoon	DOT&PF	GA / SPB	Y	Y	Y	Y	T-100 / TFMSC	ACAIS	T-100	N/A	T-100

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

Loc ID	Borough/Census Area	Airport Name	Community	Owner	Type SEATP Designation	T-100 Data (Y/N)	TFMSC Data (Y/N)	ACAIS Data (Y/N)	TAF (Y/N)	Forecast Data Source				
										A/C Ops	Enplanements	Freight & Mail	Based Aircraft	Fleet Mix
AHP / PTD	Prince of Wales-Hyder CA	Port Alexander	Port Alexander	DOT&PF	GA / SPB	Y	N	Y	Y	T-100	ACAIS	T-100	TAF	T-100
AK62 / NKI	Prince of Wales-Hyder CA	Naukati Bay	Tuxecan Island	Naukati Bay Community	GA / SPB	Y	Y	N	N	T-100	N/A	T-100	N/A	T-100
AK76	Yakutat City & Borough	East Alsek River	Yakutat	NPS	GA	N	N	N	N	N/A	N/A	N/A	N/A	N/A
AKW / KLW	Prince of Wales-Hyder CA	Klawock	Klawock	DOT&PF	Nonhub CS	Y	Y	Y	Y	TFMSC	ACAIS	T-100	TAF	TFMSC
BNF	City & Borough of Sitka	Baranof Warm Springs Float and Seaplane Float	Baranof	CBS	GA / SPB	Y	Y	Y	N	TFMSC	ACAIS	N/A	N/A	N/A
BQV	Hoonah-Angoon CA	Bartlett Cove	Bartlett Cove	Glacier Bay NPS	GA / SPB	Y	Y	Y	N	TFMSC	ACAIS	T-100	N/A	T-100
CGA	Prince of Wales-Hyder CA	Craig	Craig	City of Craig	GA / SPB	Y	Y	Y	Y	T-100 / TFMSC	ACAIS	T-100	TAF	T-100
ELV	Hoonah-Angoon CA	Elfin Cove	Elfin Cove	DOT&PF	GA / SPB	Y	Y	Y	Y	T-100 / TFMSC	ACAIS	T-100	N/A	N/A
EXI	Haines Borough	Excursion Inlet	Excursion Inlet	DOT&PF	GA / SPB	Y	N	Y	Y	TFMSC	ACAIS	T-100	TAF	TFMSC
FNR	Hoonah-Angoon CA	Funter Bay	Funter Bay	DOT&PF	GA / SPB	Y	Y	Y	Y	T-100 / TFMSC	ACAIS	T-100	TAF	T-100
GST	Hoonah-Angoon CA	Gustavus	Gustavus	DOT&PF	Nonhub CS	Y	Y	Y	Y	TFMSC	ACAIS	T-100	TAF	TFMSC
HNH	Hoonah-Angoon CA	Hoonah	Hoonah	DOT&PF	Nonhub CS	Y	Y	Y	Y	T-100 / TFMSC	ACAIS	T-100	TAF	TFMSC
HNS	Haines Borough	Haines	Haines	DOT&PF	Nonhub CS	Y	Y	Y	Y	TFMSC	ACAIS	T-100	TAF	TFMSC
HYG	Prince of Wales-Hyder CA	Hydaburg	Hydaburg	DOT&PF	GA / SPB	Y	N	Y	Y	T-100	ACAIS	T-100	TAF	T-100
HYL	Prince of Wales-Hyder CA	Clark Bay	Hollis	DOT&PF	GA / SPB	Y	Y	Y	Y	T-100 / TFMSC	ACAIS	T-100	TAF	T-100
JNU	City & Borough of Juneau	Juneau International	Juneau	CBJ	Nonhub CS	Y	Y	Y	Y	TFMSC	ACAIS	T-100	TAF	TFMSC
KAE	Prince of Wales-Hyder CA	Kake	Kake	City of Kake	GA / SPB	Y	Y	Y	Y	T-100 / TFMSC	ACAIS	T-100	TAF	N/A
KCC	Prince of Wales-Hyder CA	Coffman Cove	Coffman Cove	DOT&PF	GA / SPB	Y	Y	Y	Y	T-100 / TFMSC	ACAIS	T-100	TAF	100 / TFMS
KPB	Prince of Wales-Hyder CA	Point Baker	Point Baker	DOT&PF	GA / SPB	Y	Y	Y	Y	T-100 / TFMSC	ACAIS	T-100	TAF	T-100
KTB	Prince of Wales-Hyder CA	Thorne Bay	Thorne Bay	City of Thorne Bay	GA / SPB	Y	Y	Y	Y	T-100 / TFMSC	ACAIS	T-100	TAF	T-100
KTN	Ketchikan Gateway Borough	Ketchikan International	Ketchikan	DOT&PF	Nonhub CS	Y	Y	Y	Y	TFMSC	ACAIS	T-100	TAF	TFMSC
KWF	Prince of Wales-Hyder CA	Waterfall	Waterfall	Waterfall Cannery Resort	GA / SPB	Y	Y	Y	N	TFMSC	ACAIS	T-100	N/A	N/A
KXA	Prince of Wales-Hyder CA	Kasaan	Kasaan	DOT&PF	GA / SPB	Y	Y	Y	Y	T-100 / TFMSC	ACAIS	T-100	TAF	N/A
MTM	Prince of Wales-Hyder CA	Metlakatla	Metlakatla	DOT&PF	GA / SPB	Y	Y	Y	Y	T-100 / TFMSC	ACAIS	T-100	TAF	T-100
OOH	Hoonah-Angoon CA	Hoonah	Hoonah	DOT&PF	GA / SPB	N	Y	N	Y	TFMSC	ACAIS	T-100	TAF	N/A
PEC	Hoonah-Angoon CA	Pelican	Pelican	City of Pelican	GA / SPB	Y	Y	Y	Y	T-100 / TFMSC	ACAIS	T-100	TAF	N/A
PSG	Petersburg Borough	Petersburg James A Johnson	Petersburg	DOT&PF	Nonhub CS	Y	Y	Y	Y	TFMSC	ACAIS	T-100	TAF	TFMSC
PWR / LPW	City & Borough of Sitka	Port Walter	Port Walter	US Department of Commerce, NOAA, NMFS	GA / SPB	Y	Y	Y	N	T-100 / TFMSC	ACAIS	T-100	N/A	T-100
SGY	Municipality of Skagway Borough	Skagway	Skagway	DOT&PF	Nonhub CS	Y	Y	Y	Y	TFMSC	ACAIS	T-100	TAF	TFMSC

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

Loc ID	Borough/Census Area	Airport Name	Community	Owner	Type SEATP Designation	T-100 Data (Y/N)	TFMSC Data (Y/N)	ACAIS Data (Y/N)	TAF (Y/N)	Forecast Data Source				
										A/C Ops	Enplanements	Freight & Mail	Based Aircraft	Fleet Mix
SIT	City & Borough of Sitka	Sitka Rocky Gutierrez	Sitka	DOT&PF	Nonhub CS	Y	Y	Y	Y	TFMSC	ACAIS	T-100	TAF	TFMSC
TKE	Hoonah-Angoon CA	Tenakee	Tenakee Springs	DOT&PF	GA / SPB	Y	Y	Y	Y	T-100 / TFMSC	ACAIS	T-100	TAF	N/A
TKL	City & Borough of Juneau	Taku Lodge	Taku Lodge	Taku Glacier Lodge	GA / SPB	Y	Y	Y	N	TFMSC	N/A	N/A	N/A	N/A
WRG	City & Borough of Wrangell	Wrangell	Wrangell	DOT&PF	Nonhub CS	Y	Y	Y	Y	TFMSC	ACAIS	T-100	TAF	TFMSC
WSB	Prince of Wales-Hyder CA	Steamboat Bay	Steamboat Bay	Steamboat Bay Resort	GA / SPB	N	N	Y	N	N/A	ACAIS	N/A	N/A	N/A
YAK	Yakutat City & Borough	Yakutat	Yakutat	DOT&PF	Nonhub CS	Y	Y	Y	Y	TFMSC	ACAIS	T-100	TAF	TFMSC
Z43	Prince of Wales-Hyder CA	Tamgas Harbor	Annette	Council of Annette Island	GA / SPB	N	N	N	N	N/A	N/A	N/A	N/A	N/A
Z71	Prince of Wales-Hyder CA	Cape Pole	Cape Pole	L.O.G. LOG CO	GA / SPB	N	N	N	N	N/A	N/A	N/A	N/A	N/A



APPENDIX 2:

Southeast Alaska Airports – Historical Analysis

Southeast Alaska Transportation Plan Aviation Demand Forecast																											
	Loc ID	Airport Name		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Base Year 2024		CAGR		
City & Borough of Juneau	A43	Taku Harbor	Air Carrier	214	-	-	-	-	-	-	-	-	-	-	12	660	779	844	1,906	2,589	2,171	2,040	1,898		11.5%		
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
			Total Ops	214	-	-	-	-	-	-	-	-	-	-	-	-	12	660	779	844	1,906	2,589	2,171	2,040	1,898		11.5%
			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	21	614	733	775	1,428	2,111	1,538	1,356	1,011		0.0%
			Freight	15,014	-	-	-	-	-	-	-	-	-	-	-	-	-	52,123	42,725	42,988	125,290	165,211	163,642	180,401	203,416		13.9%
			Mail	18,906	-	-	-	-	-	-	-	-	-	-	-	-	-	26,571	26,040	20,562	23,070	33,943	35,569	27,911	21,050		0.5%
			Total Freight & Mail	33,920	-	-	-	-	-	-	-	-	-	-	-	-	-	78,694	68,765	63,550	148,360	199,154	199,211	208,312	224,466		9.9%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Fleet Mix																								
			Cessna C206/207/209/210 Stationair																						312		
			De Havilland DHC2 Beaver																						1586		
	JNU	Juneau International Airport	Air Carrier	11,036	11,065	11,026	10,880	10,395	10,047	10,216	10,417	10,391	10,477	10,978	11,504	11,631	12,644	12,940	11,165	11,544	13,509	13,347	13,484		1.0%		
			Air Taxi	24	191	77	74	13	5	8	13	12	12	16	13	16	4	7	12	25	33	23	32		1.4%		
			GA	967	1,137	980	861	913	1,113	1,104	1,200	1,235	1,591	2,022	2,509	3,075	3,829	3,992	2,904	4,363	4,175	3,870	3,058		5.9%		
			Military	175	219	166	179	175	179	238	187	181	105	74	83	85	92	108	65	118	158	187	1,153		9.9%		
			Total Ops	12,202	12,612	12,249	11,994	11,496	11,344	11,566	11,817	11,819	12,185	13,090	14,109	14,807	16,569	17,047	14,146	16,050	17,875	17,427	17,727		1.9%		
			Enplanements	393,453	301,037	403,825	378,741	337,038	344,057	355,499	353,048	359,291	375,828	403,538	420,442	422,266	440,277	459,191	164,447	306,512	403,587	440,279	436,457		0.5%		
			Freight	18,046,926	20,473,267	19,318,906	19,245,537	17,347,959	15,658,437	16,674,828	15,516,409	22,464,488	22,354,745	22,775,429	23,599,241	20,314,594	21,758,969	22,283,953	16,904,670	17,329,130	18,890,031	19,446,809	20,425,821		0.6%		
			Mail	5,174,412	5,260,708	4,685,444	4,097,980	3,526,589	3,413,524	3,531,534	3,616,675	3,404,966	3,356,234	3,167,453	3,374,777	3,361,816	4,041,633	3,057,350	5,017,929	5,228,586	5,083,554	4,616,077	4,420,425		-0.8%		
			Total Freight & Mail	23,221,338	25,733,975	24,004,350	23,343,517	20,874,548	19,071,961	20,206,362	19,133,084	25,869,454	25,710,979	25,942,882	26,974,018	23,676,410	25,800,602	25,341,303	21,922,599	22,557,716	23,973,585	24,062,886	24,846,246		0.3%		
			Based A/C	292	341	341	341	339	335	321	325	325	325	321	275	272	275	275	275	275	275	275	279	275		-0.3%	
			Fleet Mix																								
			A-I																					64			
			A-II																					2,837			
			B-I																					12			
			B-II																					2,413			
			B-III																					13			
			B-IV																					2			
			C-I																					1,718			
			C-II																					145			
			C-III																					5,736			
			C-IV																					25			
			D-II																					20			
			D-III																					5,699			
			E-III																					3			
	TKL	Taku Lodge	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			GA	-	-	-	-	-	-	-	-	2	2	1	-	-	-	-	-	-	-	-	-	-		0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Total Ops	-	-	-	-	-	-	-	-	2	2	1	-	-	-	-	-	-	-	-	-	-		0.0%	
			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Fleet Mix																								
			No base year activity																								
	226 / FAK	False Island	Air Carrier	-	1	-	4	4	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%		
			Air Taxi	2	1	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-100.0%		
			GA	20	12	18	57	51	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-100.0%		
			Military	30	39	34	35	51	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-100.0%		
			Total Ops	52	53	54	97	106	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-100.0%	
			Enplanements	-	-	-	-	-	-	3	5	-	-	-	-	-	-	-	-	-	-	7	2	4		0.0%	

Southeast Alaska Transportation Plan Aviation Demand Forecast																										
	Loc ID	Airport Name		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Base Year 2024		CAGR	
City & Borough of Sitka			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Fleet Mix																							
			No base year activity																							
	A29	Sitka	Air Carrier	2	4	-	18	32	69	103	108	84	76	82	93	33	5	3	-	-	4	1	-		-100.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Total Ops	2	4	-	18	32	69	103	108	84	76	82	93	33	5	3	-	-	4	1	-		-100.0%	
			Enplanements	-	-	-	32	22	41	52	65	-	-	2	-	-	1,252	77	74	111	96	100	81		0.0%	
			Freight	-	-	-	-	100	646	535	20	-	1,340	6,306	4,497	1,687	266	178	-	-	29	-	-		0.0%	
			Mail	-	-	-	-	58	365	169	40	-	70	-	1	240	72	5	-	-	-	-	-		0.0%	
			Total Freight & Mail	-	-	-	-	158	1,011	704	60	-	1,410	6,306	4,498	1,927	338	183	-	-	29	-	-		0.0%	
			Based A/C	10	10	10	9	9	9	9	9	6	6	5	5	5	5	5	2	2	2	2	2		-7.7%	
			Fleet Mix																							
			No base year activity																							
	BNF	Baranof Warm Springs Float and Seaplane Float	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			GA	-	-	-	-	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-		0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Total Ops	-	-	-	-	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-		0.0%	
			Enplanements	-	-	-	-	-	-	-	-	121	-	-	-	-	-	-	-	-	60	37	10	16		0.0%
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Fleet Mix																							
			No base year activity																							
	PWR / LPW	Port Walter	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	2		0.0%
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			GA	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Total Ops	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	2		0.0%
			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	300		0.0%	
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	150	2	475		0.0%
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	150	52	835		0.0%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Fleet Mix																							
			Cessna 185A/B/C Skywagon																				2			
	SIT	Sitka Rocky Gutierrez	Air Carrier	3,958	3,993	3,988	4,016	3,821	3,688	3,607	3,571	3,862	3,788	4,362	4,164	4,393	4,609	4,753	4,619	4,767	5,823	5,727	5,768		1.9%	
			Air Taxi	-	7	24	39	6	12	4	6	7	9	5	11	4	5	2	20	20	21	12	18		0.0%	
			GA	1,171	1,517	1,309	1,300	1,104	1,233	1,263	1,508	1,498	1,994	2,033	2,533	2,895	3,085	3,161	2,457	3,207	3,430	2,955	2,099		3.0%	
			Military	191	252	176	130	113	117	146	107	115	108	85	84	111	143	149	121	110	96	165	791		7.4%	
			Total Ops	5,320	5,769	5,497	5,485	5,044	5,050	5,020	5,192	5,482	5,899	6,485	6,792	7,403	7,842	8,065	7,217	8,104	9,370	8,859	8,676		2.5%	
			Enplanements	73,882	71,299	74,518	68,197	62,498	64,536	65,193	68,222	67,989	72,027	81,019	83,404	83,598	87,119	90,839	38,343	80,366	94,648	96,214	98,066		1.4%	
			Freight	4,341,962	2,914,864	2,738,298	2,291,859	1,789,012	1,323,149	810,976	809,551	894,201	1,382,769	1,688,592	1,106,093	1,674,952	1,281,238	1,019,009	2,181,663	1,673,335	1,922,185	2,153,958	2,371,612		-3.0%	

Southeast Alaska Transportation Plan Aviation Demand Forecast																										
	Loc ID	Airport Name		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Base Year 2024		CAGR	
			Mail	235,808	232,227	353,045	270,572	189,203	291,035	225,964	216,214	322,460	298,668	187,354	110,975	132,056	561,089	180,770	314,580	315,876	417,060	261,041	191,231		-1.0%	
			Total Freight & Mail	4,577,770	3,147,091	3,091,343	2,562,431	1,978,215	1,614,184	1,036,940	1,025,765	1,216,661	1,681,437	1,875,946	1,217,068	1,807,008	1,842,327	1,199,779	2,496,243	1,989,211	2,339,245	2,414,999	2,562,843		-2.9%	
			Based A/C	30	30	30	30	30	23	23	28	28	28	25	28	25	28	28	28	28	28	28	28	28		-0.3%
			Fleet Mix																							
			A-I																					75		
			A-II																					1,944		
			B-I																					44		
			B-II																					2,529		
			B-III																					3		
			B-IV																					17		
			C-I																					432		
			C-II																					97		
			C-III																					2,021		
			C-IV																					57		
			D-II																					21		
			D-III																					1,963		
			E-III																					9		
City & Borough of Wrangell	68A	Wrangell	Air Carrier	-	1	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-		0.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			GA	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-		-100.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Total Ops	1	1	1	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-		-100.0%
			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Based A/C	2	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-100.0%
			Fleet Mix																							
			No base year activity																							
	84K / WMK	Meyers Chuck	Air Carrier	2	1	3	9	12	3	1	1	7	3	5	4	1	-	3	-	1	-	-	-		-100.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Total Ops	2	1	3	9	12	3	1	1	7	3	5	4	1	-	3	-	1	-	-	-	-		-100.0%
			Enplanements	77	92	217	174	152	161	159	161	158	160	125	184	99	71	67	3	4	-	1	1		-19.5%	
			Freight	3	1	79	-	55	-	11	-	-	15	-	-	-	-	86	-	167	-	-	-		-100.0%	
			Mail	37	771	-	-	311	415	147	-	195	182	-	-	-	-	316	-	614	-	-	-		-100.0%	
			Total Freight & Mail	40	772	79	-	366	415	158	-	195	197	-	-	-	-	402	-	781	-	-	-		-100.0%	
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Fleet Mix																							
			No base year activity																							
	WRG	Wrangell	Air Carrier	1,074	1,115	1,119	1,123	1,163	1,108	1,136	1,286	1,236	1,129	1,314	1,339	1,338	1,351	1,542	1,914	2,043	2,046	2,062	2,171		3.6%	
			Air Taxi	1	1	4	-	4	-	-	-	-	-	-	-	1	3	-	-	-	-	-	2		3.5%	
			GA	62	68	70	54	57	77	58	70	143	134	121	129	76	59	58	64	46	157	182	97		2.3%	
			Military	3	6	-	5	5	3	4	2	4	3	3	5	2	5	7	2	4	4	6	7		4.3%	
			Total Ops	1,140	1,190	1,193	1,182	1,229	1,188	1,198	1,358	1,383	1,266	1,438	1,474	1,419	1,415	1,607	1,980	2,093	2,207	2,250	2,277		3.5%	
			Enplanements	10,740	10,509	11,588	10,601	10,790	10,882	11,674	11,434	11,807	11,828	12,588	12,569	13,160	14,033	14,776	7,102	12,100	13,337	14,323	14,560		1.5%	
			Freight	141,626	76,190	16,197	21,447	78,670	20,359	7,361	11,921	42,238	60,170	23,806	21,495	5,194	502,504	572,600	368,969	471,479	733,816	580,725	908,659		9.7%	
			Mail	12,727	4,986	8,122	2,451	18,800	4,464	2,291	117	4,681	19,009	4,286	3,475	5,468	135,082	116,688	10,605	150,443	344,208	388,583	228,939		15.5%	
			Total Freight & Mail	154,353	81,176	24,319	23,898	97,470	24,823	9,652	12,038	46,919	79,179	28,092	24,970	10,662	637,586	689,288	379,574	621,922	1,078,024	969,308	1,137,598		10.5%	
			Based A/C	16	16	16	13	13	13	13	11	12	12	12	12	9	9	9	9	9	9	9	9	9		-2.8%
			Fleet Mix																							
			A-I																					2		
			A-II																					38		
			B-I																					10		

Southeast Alaska Transportation Plan Aviation Demand Forecast																										
	Loc ID	Airport Name		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Base Year 2024		CAGR	
			B-II																				675			
			C-I																				130			
			C-II																				10			
			C-III																				945			
			C-IV																				4			
			D-III																					576		
Haines Borough	EXI	Excursion Inlet	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-	3	-	-	-	0.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Ops	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	-	-	3	-	-	-	0.0%
			Enplanements	386	26	126	69	68	30	75	69	65	37	149	539	304	204	228	80	98	100	15	24		-13.0%	
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Fleet Mix																							
			No base year data																							
	HNS	Haines	Air Carrier	2	1	3	-	30	19	-	-	-	-	3	3	4	3	6	8	8	5	9	4		3.5%	
			Air Taxi	1	28	16	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2		3.5%	
			GA	11	41	18	11	5	21	19	18	51	35	63	66	69	133	208	164	205	60	46	50		7.9%	
			Military	3	-	-	1	-	1	-	-	-	-	-	-	-	-	3	-	3	-	1	96		18.9%	
			Total Ops	17	70	37	23	35	41	19	18	51	35	66	69	73	136	217	172	216	65	57	152		11.6%	
			Enplanements	8,054	6,435	7,554	7,035	7,099	9,534	8,618	10,093	10,106	8,368	8,945	8,936	7,864	8,026	10,013	4,093	7,206	7,253	6,306	6,362		-1.2%	
			Freight	-	-	-	-	-	650	-	-	-	-	-	-	-	-	1,210	-	-	-	819	-	-	0.0%	
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Freight & Mail	-	-	-	-	-	650	-	-	-	-	-	-	-	-	1,210	-	-	-	819	-	-	0.0%	
			Based A/C	34	34	34	6	6	6	6	27	27	27	-	-	-	-	23	22	22	22	22	22		-2.2%	
			Fleet Mix																							
			A-II																				152		0.0%	
			B-I																				3			
			B-II																				31			
			C-II																				1			
AGN	Angoon	Air Carrier	6	10	-	3	1	1	-	3	13	-	9	7	4	7	4	1	7	2	-	1		-8.6%		
		Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%		
		GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	2	2	2	1	0.0%		
		Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%		
		Total Ops	6	10	-	3	1	1	-	3	13	-	9	7	4	7	6	3	9	4	2	2		-5.3%		
		Enplanements	2,307	2,060	1,896	1,770	1,750	1,680	1,819	1,743	1,734	1,670	2,189	2,152	2,107	2,389	2,466	1,171	1,839	2,208	2,256	2,216		-0.2%		
		Freight	-	52	-	-	-	4	-	-	-	-	-	-	-	-	3	-	-	-	-	-	-	0.0%		
		Mail	-	199	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%		
		Total Freight & Mail	-	251	-	-	-	4	-	-	-	-	-	-	-	-	3	-	-	-	-	-	-	0.0%		
		Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%		
		Fleet Mix																								
		De Havilland DHC2 Beaver																				1				
		A-II																				1				
	BQV	Bartlett Cove	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			GA	-	-	-	-	2	1	-	-	1	-	1	-	-	-	-	-	-	-	-	-	-	0.0%	
			Military	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Ops	-	-	-	-	2	1	2	-	1	-	1	-	-	-	-	-	-	-	-	-	-	0.0%	
			Enplanements	39	1	-	-	-	-	146	124	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100.0%
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	

Southeast Alaska Transportation Plan Aviation Demand Forecast																										
	Loc ID	Airport Name		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Base Year 2024		CAGR	
Angoon Cer			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Fleet Mix																							
			No base year data																							
	ELV	Elfin Cove	Air Carrier	-	1	-	-	-	-	-	1	-	-	-	-	1	3	4	1	-	1	-	-	-	-	0.0%
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			GA	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Military	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	1	-	-	-	-	-	-	0.0%
			Total Ops	-	1	-	-	1	-	1	-	2	-	1	-	-	1	3	5	2	-	1	-	-	-	0.0%
			Enplanements	340	305	314	196	265	305	358	426	453	546	593	608	578	702	519	190	462	469	412	459		1.5%	
			Freight	-	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Mail	-	205	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Total Freight & Mail	-	261	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Fleet Mix																							
			No base year data																							
	FNR	Funter Bay	Air Carrier	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-16.2%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			GA	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Ops	34	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-16.2%	
			Enplanements	340	305	314	196	265	305	358	426	453	546	593	608	578	702	519	190	462	469	412	459		1.5%	
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Mail	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100.0%	
			Total Freight & Mail	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100.0%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Fleet Mix																							
			Cessna C206/207/209/210 Stationair																					1		
	GST	Gustavus	Air Carrier	120	129	133	135	104	102	117	135	101	109	120	132	144	120	140	153	194	232	165	195		2.5%	
			Air Taxi	2	12	9	1		2	2				2				2	4			10	4		3.5%	
			GA	93	69	94	66	46	45	57	63	67	93	142	133	181	273	457	105	214	201	196	168		3.0%	
			Military	1	2	3	3	11	1	6	3	15	5	1	3		4	4	8	8	6	15	98		25.8%	
			Total Ops	216	212	239	205	161	150	182	201	183	207	265	268	325	397	603	270	416	439	386	465		3.9%	
			Enplanements	11,579	4,302	5,197	11,828	8,822	9,996	11,537	9,509	10,076	9,484	11,189	11,438	9,061	11,023	11,130	2,959	10,305	10,179	9,584	10,074		-0.7%	
			Freight	-	-	-	23	-	-	-	-	-	-	-	-	-	-	-	-	-	520	-	-	-	-	0.0%
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Total Freight & Mail	-	-	-	23	-	-	-	-	-	-	-	-	-	-	-	-	-	520	-	-	-	-	0.0%
			Based A/C	29	30	30	28	28	25	21	19	14	21	0	0	25	25	17	17	13	13	13	13		-3.9%	
			Fleet Mix																							
			A-I																					21		
			A-II																					192		
			B-II																					45		
			C-I																					33		
			C-II																					8		
			C-III																					184		
			C-IV																					7		
			D-II																					5		
	HNH	Hoonah	Air Carrier	-	-	-	1	7	5	2	-	1	2	2	2	3	2	19	2	3	15	23	43		0.0%	
			Air Taxi	2	7	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100.0%	
			GA	38	35	29	31	20	57	33	82	117	171	145	181	98	40	21	28	34	21	8	41		0.4%	
			Military	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	2	-	1	56		22.3%
			Total Ops	41	42	30	32	20	57	33	82	117	171	145	181	98	40	23	28	36	21	9	97		4.4%	

Southeast Alaska Transportation Plan Aviation Demand Forecast																										
	Loc ID	Airport Name		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Base Year 2024		CAGR	
			Enplanements	9,499	7,629	8,482	7,680	7,651	10,759	10,815	9,564	10,468	9,849	10,050	8,809	6,820	6,817	8,056	4,472	5,575	5,950	5,790	5,667		-2.5%	
			Freight	-	-	1,916	-	2,200	-	4,609	-	3,760	2,244	-	2,849	-	-	-	-	-	-	-	-	-		0.0%
			Mail	-	-	122	-	-	-	1,622	-	910	7	-	3,415	-	-	-	-	-	-	-	-	-		0.0%
			Total Freight & Mail	-	-	2,038	-	2,200	-	6,231	-	4,670	2,251	-	6,264	-	-	-	-	-	-	-	-	-		0.0%
			Based A/C	5	5	5	3	3	3	3	3	2	2	0	0	0	0	3	3	3	3	3	3	3		-2.5%
			Fleet Mix																							
			A-I																					1		
			A-II																					136		
			B-II																					17		
			C-II																					1		
	OOH	Hoonah	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-		0.0%
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Total Ops	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-		0.0%
			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Fleet Mix																							
			No base year data																							
	PEC	Pelican	Air Carrier	-	1	-	-	-	-	-	-	1	-	1	1	4	-	2	-	5	4	3	-		0.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			GA	-	-	-	-	2	2	-	1	2	2	1	1	-	-	-	-	-	-	-	-		0.0%	
			Military	-	-	1	-	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Total Ops	-	-	1	-	3	2	-	2	2	2	1	1	-	1	-	-	-	-	-	-	-		0.0%
			Enplanements	949	989	1,011	744	550	652	832	859	850	996	1,164	1,084	1,185	1,504	1,390	809	1,637	1,429	1,227	892		-0.3%	
			Freight	-	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Mail	-	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Total Freight & Mail	-	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Based A/C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.0%
			Fleet Mix																							
			No base year data																							
	TKE	Tenakee	Air Carrier	3	7	1	1	-	2	-	-	-	-	-	6	1	1	3	1	2	-	2	-	-		-100.0%
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			GA	-	-	-	1	1	1	1	1	1	-	-	-	1	-	1	-	-	-	-	-	-		0.0%
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Total Ops	-	-	-	1	1	1	1	1	1	-	-	-	-	1	-	1	-	-	-	-	-		0.0%
			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Freight	-	34	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	139	-	-	-		0.0%
			Mail	-	259	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	412	-	-	-		0.0%
			Total Freight & Mail	-	293	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	551	-	-	-		0.0%
			Based A/C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.0%
			Fleet Mix																							
			No base year data																							
13Z	Loring	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%		
		Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%		
		GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%		
		Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
		Total Ops	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	

Southeast Alaska Transportation Plan Aviation Demand Forecast																										
	Loc ID	Airport Name		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Base Year 2024		CAGR	
Ketchikan Gateway Borough			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Fleet Mix																							
			No base year data																							
	5KE	Ketchikan Harbor	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Total Ops	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Enplanements	37,252	5,365	41,085	38,945	40,462	43,737	43,858	42,050	45,477	46,483	38,946	44,372	42,492	30,172	12,516	1,392	1,723	6,453	5,556	5,798		-8.9%	
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Fleet Mix																							
			No base year data																							
	78K / WYB	Yes Bay Lodge	Air Carrier	71	74	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100.0%
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Total Ops	71	74	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100.0%
			Enplanements	467	-	5	185	196	40	-	-	1	12	-	-	1	-	-	-	-	-	-	-	-	-	-100.0%
			Freight	1,514	2,626	481	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100.0%
			Mail	4,048	1,547	624	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100.0%
			Total Freight & Mail	5,562	4,173	1,105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100.0%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Fleet Mix																							
			No base year data																							
	8K9	Murphys Pullout	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Total Ops	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Based A/C	4	4	4	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	2.8%
			Fleet Mix																							
			No base year data																							
	9C0	Peninsula Point Pullout	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-												

Southeast Alaska Transportation Plan Aviation Demand Forecast																												
	Loc ID	Airport Name		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Base Year 2024		CAGR			
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%			
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%			
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%		
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%		
			Fleet Mix																									
			No base year data																									
	KTN	Ketchikan International	Air Carrier	6,104	5,930	5,862	5,903	5,679	5,683	5,663	5,482	5,606	6,616	7,912	8,326	8,480	9,347	9,622	8,724	9,767	11,955	11,972	12,582		3.7%			
			Air Taxi	-	4	20	28	5	8	-	7	9	17	13	9	13	4	3	11	13	21	6	23		0.0%			
			GA	1,286	1,415	1,405	1,236	1,218	1,431	1,938	2,836	2,588	2,306	1,245	1,184	1,176	1,579	1,441	1,320	1,729	1,836	1,564	1,653		1.3%			
			Military	147	121	89	93	79	81	119	125	111	55	88	75	76	65	124	49	93	158	150	157		0.3%			
			Total Ops	7,537	7,470	7,376	7,260	6,981	7,203	7,720	8,450	8,314	8,994	9,258	9,594	9,745	10,995	11,190	10,104	11,602	13,970	13,692	14,415		3.3%			
			Enplanements	110,211	107,217	111,048	108,837	96,996	100,138	102,086	103,136	109,433	115,948	124,747	127,881	131,144	135,389	137,090	65,793	117,728	143,786	148,645	152,082		1.6%			
			Freight	10,612,240	11,396,481	10,750,494	11,673,991	11,966,628	11,653,430	11,055,705	11,288,412	6,718,785	6,543,362	6,760,030	5,997,443	6,057,658	4,626,052	4,649,302	5,602,584	5,499,598	6,264,817	6,618,312	7,210,565		-1.9%			
			Mail	5,214,489	4,288,983	5,533,701	5,222,899	4,789,187	4,865,815	4,755,395	4,541,471	4,578,709	4,754,330	5,367,376	5,565,259	5,172,016	5,274,848	6,386,740	5,119,514	7,358,955	7,643,380	7,344,529	6,867,444		1.4%			
			Total Freight & Mail	15,826,729	15,685,464	16,284,195	16,896,890	16,755,815	16,519,245	15,811,100	15,829,883	11,297,494	11,297,692	12,127,406	11,562,702	11,229,674	9,900,900	11,036,042	10,722,098	12,858,553	13,908,197	13,962,841	14,078,009		-0.6%			
			Based A/C	13	13	13	13	13	13	13	5	5	5	5	5	5	5	5	5	5	5	5	5	5		-4.7%		
			Fleet Mix																									
			A-I																					205				
			A-II																					4387				
			B-I																					143				
			B-II																					2852				
			B-III																					26				
			B-IV																					2				
			C-I																					952				
			C-II																					150				
			C-III																					3458				
			C-IV																					18				
			D-II																					14				
			D-III																					2674				
			E-III																					10				
Municipality of Skagway Borough	SGY	Skagway	Air Carrier	-	-	2	-	-	2	-	-	5	2	-	-	1	2	4	-	-	2	9	2		0.0%			
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%		
			GA	3	11	3	3	3	2	6	7	5	9		2	8	94	103	83	43	13	6	5		2.6%			
			Military	-	1	-	1	-	-	-	-	2	-	-	-	3	1	-	-	1	-	-	-	-		0.0%		
			Total Ops	3	12	5	4	3	4	6	7	12	11	-	2	12	97	107	83	44	15	15	7		4.3%			
			Enplanements	9,385	7,273	13,156	10,727	6,468	8,531	8,244	7,532	8,050	7,296	8,239	8,714	7,380	7,324	8,044	1,807	3,082	5,293	4,953	4,607		-3.5%			
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%		
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%		
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Based A/C	17	17	17	13	13	0	0	18	18	18	17	18	18	18	18	20	19	19	19	19	19		0.6%		
			Fleet Mix																									
			A-I																					3				
			A-II																					6				
			B-II																					16				
	63A	Lloyd R Roundtree Seaplane Facility	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%			
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%		
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%		
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Total Ops	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Enplanements	-	-	-	-	-	-	-	-	-	-	404	-	-	900	1,047	1,376	1,059	-	-	-	-	-		0.0%	
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Based A/C	7	7	7	0	0	0	0	4	4	4	4	4	4	4	4	4	6	6	6	6	6	6		-0.8%	
			Fleet Mix																									

Southeast Alaska Transportation Plan Aviation Demand Forecast																									
	Loc ID	Airport Name		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Base Year 2024		CAGR
Petersburg Borough			No base year data																						
	PSG	Petersburg James A Johnson																							
			Air Carrier	1,271	1,244	1,220	1,288	1,198	1,261	1,246	1,184	1,168	1,394	1,611	1,615	1,645	1,907	2,122	2,240	2,293	2,198	2,103	2,221		2.8%
			Air Taxi	1	11	4	6	1	-	-	-	-	3	1	2	-	1	1	1	-	-	-	2		3.5%
			GA	80	116	106	133	72	99	114	145	142	176	187	158	197	110	121	101	329	369	384	149		3.2%
			Military	-	5	2	5	4	2	8	2	4	10	3	-	3	10	7	9	12	2	7	19		0.0%
			Total Ops	1,352	1,376	1,332	1,432	1,275	1,362	1,368	1,331	1,314	1,583	1,802	1,775	1,845	2,027	2,251	2,351	2,634	2,569	2,494	2,391		2.9%
			Enplanements	19,657	18,900	20,543	19,901	17,988	18,468	18,318	18,800	20,046	19,065	20,477	21,896	22,915	24,520	23,479	11,726	20,690	23,955	24,921	25,209		1.3%
			Freight	778,578	269,304	105,174	85,664	31,993	56,034	22,653	12,830	11,456	37,247	99,089	154,434	31,887	783,301	1,233,364	928,760	1,160,913	1,206,212	1,151,602	1,326,442		2.7%
			Mail	61,366	37,699	13,285	22,605	10,214	6,544	7,338	1,829	6,483	159,232	155,860	145,693	107,235	245,579	159,100	79,113	176,100	197,515	202,634	230,348		6.8%
			Total Freight & Mail	839,944	307,003	118,459	108,269	42,207	62,578	29,991	14,659	17,939	196,479	254,949	300,127	139,122	1,028,880	1,392,464	1,007,873	1,337,013	1,403,727	1,354,236	1,556,790		3.1%
			Based A/C	26	26	22	14	14	14	18	18	18	18	12	12	12	12	12	12	12	12	12	12		-3.8%
			Fleet Mix																						
			A-I																				24		
			A-II																				59		
			B-I																				2		
			B-II																				700		
			C-I																				116		
			C-II																				20		
			C-III																				952		
			C-IV																				9		
			D-III																				565		
	16K / PTC	Port Alice	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Ops	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Fleet Mix																						
			No base year data																						
	19P / PPV	Port Protection	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Total Ops	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Based A/C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
			Fleet Mix																						
			No base year data																						
	427 / WFB	Hyder	Air Carrier	467	422	971	827	782	812	855	876	789	699	697	1,489	1,361	1,273	1,038	257	260	516	187	209		-3.9%
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Total Ops	467	422	971	827	782	812	855	876	789	699	697	1,489	1,361	1,273	1,038	257	260	516	187	209		-3.9%
			Enplanements	133	143	129	123	119	101	92	215	154	110	119	146	89	58	49	39	74	55	58	56		-4.2%
			Freight	22,241	28,939	29,570	26,327	34,434	41,522	45,894	66,564	36,204	47,284	49,962	46,803	54,852	51,356	55,032	53,101	45,926	40,238	53,656	50,073		4.1%
			Mail	193,257	167,007	203,412	229,261	199,634	182,416	207,911	202,070	166,109	162,730	155,871	156,425	152,832	121,967	124,998	125,836	137,756	122,896	113,695	104,763		-3.0%

Southeast Alaska Transportation Plan Aviation Demand Forecast																										
	Loc ID	Airport Name		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Base Year 2024		CAGR	
			Total Freight & Mail	215,498	195,946	232,982	255,588	234,068	223,938	253,805	268,634	202,313	210,014	205,833	203,228	207,684	173,323	180,030	178,937	183,682	163,134	167,351	154,836		-1.6%	
			Based A/C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
			Fleet Mix																							
			De Havilland DHC2 Beaver																					275		
			De Havilland DHC3 Otter																					108		
	57A	Tokenen																								
			Air Carrier	-	-	-	-	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			GA	-	-	-	-	-	1	2	1	1	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Military	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Ops	-	-	-	-	3	4	2	1	1	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Enplanements	-	-	-	-	-	-	5	-	4	-	-	2	5	-	4	17	1	4	-	-	-	0.0%	
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Fleet Mix																							
			No base year data																							
	5C5	El Capitan Lodge																								
			Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Ops	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Enplanements	40	-	627	86	-	-	4	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-100.0%
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Fleet Mix																							
			No base year data																							
	96Z / WWP	Whale Pass Seaplane Float Harbor Facility																								
			Air Carrier	14	10	15	12	9	17	6	8	11	9	4	7	6	8	6	7	5	4	6	8		-2.8%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Ops	14	10	15	12	9	17	6	8	11	9	4	7	6	8	6	7	5	4	6	8		-2.8%	
			Enplanements	23	29	189	204	105	99	96	134	189	138	126	88	57	71	51	12	13	11	3	2		-11.5%	
			Freight	589	202	208	182	338	419	106	89	459	843	195	158	690	1,557	294	922	741	872	1,938	2,819		8.1%	
			Mail	5,010	2,473	3,436	3,507	3,114	4,426	1,973	2,280	2,915	4,547	2,605	3,114	3,163	3,939	2,942	4,418	3,893	2,378	2,200	3,198		-2.2%	
			Total Freight & Mail	5,599	2,675	3,644	3,689	3,452	4,845	2,079	2,369	3,374	5,390	2,800	3,272	3,853	5,496	3,236	5,340	4,634	3,250	4,138	6,017		0.4%	
			Based A/C	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-100.0%	
			Fleet Mix																							
			De Havilland DHC3 Otter																					6		
	De Havilland DHC2 Beaver																					2				
	A23 / SGW	Saginaw																								
			Air Carrier	-	-	-	194	591	703	387	388	40	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Ops	-	-	-	194	591	703	387	388	40	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Enplanements	-	-	-	-	330	418	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Freight	-	-	-	735	4,225	2,556	1,715	3,531	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	

Southeast Alaska Transportation Plan Aviation Demand Forecast																											
	Loc ID	Airport Name		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Base Year 2024		CAGR		
			Total Freight & Mail	-	-	-	735	4,225	2,556	1,715	3,531	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%		
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Fleet Mix																								
			No base year data																								
	AFE	Kake	Air Carrier	1		5	8	48	24	5	1		4	3	5	4	15	19	17	6	225	202	238		31.5%		
			Air Taxi	21	133	27	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100.0%
			GA	224	318	208	230	181	198	227	275	240	515	750	828	783	1,005	838	836	759	785	741	494		4.0%		
			Military	1	-	-	-	-	-	1	-	-	-	-	-	-	6	6	9	4	4	6	254		31.9%		
			Total Ops	247	451	240	263	229	222	233	276	240	519	753	833	787	1,026	863	862	769	1,014	949	986		7.2%		
			Enplanements	299	-	-	30	38	-	-	-	-	-	-	-	-	-	3,509	1,642	2,552	-	3,605	3,372		12.9%		
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Based A/C	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-100.0%
			Fleet Mix																								
			A-II																					949			
			B-II																					54			
			C-II																					1			
	AHP / PTD	Port Alexander	Air Carrier	6	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	15	45	33	28		8.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Total Ops	6	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	15	45	33	28		8.0%	
			Enplanements	223	1	183	139	189	146	176	266	16	355	14	15	3	11	188	210	123	127	-	-		-	-	-100.0%
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	61	20	10		0.0%		
			Mail	-	308	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	180	770	1,785		0.0%	
			Total Freight & Mail	-	308	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	241	790	1,795		0.0%	
			Based A/C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
			Fleet Mix																								
			Cessna 185A/B/C Skywagon																					28			
	NKI	Naukatli Bay	Air Carrier	68	70	78	53	65	62	67	61	65	56	44	26	24	21	21	22	16	22	9	13		-7.9%		
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	0.0%
			Total Ops	68	70	78	53	65	62	67	61	65	56	44	27	24	21	21	22	16	22	9	13		-7.9%		
			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Freight	1,526	1,870	1,661	1,703	4,099	3,159	4,458	3,410	5,268	7,281	7,706	3,877	5,914	6,342	3,264	5,708	6,666	5,455	3,963	6,675		7.7%		
			Mail	32,463	34,801	43,556	34,252	46,220	33,324	34,961	32,846	30,102	28,496	30,291	22,650	18,223	22,681	25,413	22,045	22,390	21,655	14,010	14,011		-4.1%		
			Total Freight & Mail	33,989	36,671	45,217	35,955	50,319	36,483	39,419	36,256	35,370	35,777	37,997	26,527	24,137	29,023	28,677	27,753	29,056	27,110	17,973	20,686		-2.5%		
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Fleet Mix																								
			De Havilland DHC3 Otter																					35			
			De Havilland DHC2 Beaver																					32			
	AKW / KIW	Klawock	Air Carrier	9	3	5	3	2	4	23	13	5	509	1,305	1,756	1,575	2,259	2,466	2,078	2,513	3,569	3,587	4,208		36.0%		
			Air Taxi	-	2	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			GA	272	471	387	256	384	443	1,220	2,201	2,027	1,644	510	455	627	760	910	692	1,437	1,397	1,217	742		5.1%		
			Military	1	6	1	-	1	-	1	2	2	1	1	4	-	2	3	1	6	8	19	409		35.1%		
			Total Ops	282	482	393	260	387	447	1,244	2,216	2,034	2,154	1,816	2,215	2,202	3,021	3,379	2,771	3,956	4,974	4,823	5,359		15.9%		
			Enplanements	789	394	27	4	9	15	16	79	1,550	7,780	9,966	10,628	10,923	13,503	12,980	10,077	14,157	16,167	16,733	16,224		16.3%		
			Freight	-	-	-	7,017	2,925	5,500	36,382	15,878	-	-	27,754	48,869	46,045	52,709	28,452	33,089	42,843	9,456	24,009	6,565		0.0%		

Southeast Alaska Transportation Plan Aviation Demand Forecast																										
	Loc ID	Airport Name		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Base Year 2024		CAGR	
Prince of Wales-Hyder Census Area			Mail	-	-	-	208	-	-	-	10,788	-	-	9,400	10,825	7,748	12,400	11,085	-	6,203	2,335	5,777	1,398	0.0%		
			Total Freight & Mail	-	-	-	7,225	2,925	5,500	36,382	26,666	-	-	37,154	59,694	53,793	65,109	39,537	33,089	49,046	11,791	29,786	7,963	0.0%		
			Based A/C	1	1	1	4	4	4	4	3	4	7	7	7	7	7	7	7	7	7	7	7	7	10.2%	
			Fleet Mix																							
			A-I																					12		
			A-II																					5119		
			B-I																					3		
			B-II																					254		
			B-III																					6		
			C-I																					123		
			C-II																					35		
			C-III																					2		
			C-IV																					1		
	CGA	Craig	Air Carrier	37	48	147	112	131	167	169	134	106	123	125	91	120	66	48	2		2	1	-	2	-13.6%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			GA	-	1	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Ops	37	49	147	112	133	167	169	134	106	123	125	91	120	66	48	2		2	1	-	2	-13.6%	
			Enplanements	3,088	2,383	6,300	5,844	4,470	4,368	3,470	3,246	3,387	2,869	2,573	2,581	1,928	1,702	1,245	204		125	77	80	102	-15.7%	
			Freight	2,861	3,261	7,550	669	2,779	2,319	3,039	4,464	2,311	3,592	3,604	1,534	3,689	2,667	2,757	150		35	851	-	681	-6.9%	
			Mail	3,842	5,410	5,105	2,922	5,357	5,342	7,258	5,830	3,004	2,331	1,777	351	1,645	458	25	-		52	100	-	465	-10.0%	
			Total Freight & Mail	6,703	8,671	12,655	3,591	8,136	7,661	10,297	10,294	5,315	5,923	5,381	1,885	5,334	3,125	2,782	150		87	951	-	1,146	-8.5%	
			Based A/C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	1	1	1	1	0.0%
			Fleet Mix																							
			De Havilland DHC3 Otter																						2	
			HYG	Hydaburg	Air Carrier	74	78	72	81	85	80	98	97	64	44	29	39	36	20	24	14		23	15	6	8
	Air Taxi	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
	GA	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
	Military	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
	Total Ops	74			78	72	81	85	80	98	97	64	44	29	39	36	20	24	14		23	15	6	8	-10.5%	
	Enplanements	21			8	16	13	37	38	74	16	24	32	19	16	23	15	14	6		5	4	1	-	-100.0%	
	Freight	2,474			1,322	3,827	2,179	4,733	5,101	5,468	6,579	2,264	2,482	1,049	1,425	1,752	2,258	3,969	1,626		1,935	916	7	1,131	-3.8%	
	Mail	14,987			13,611	12,439	15,080	11,534	11,190	10,571	12,669	8,975	4,973	3,550	3,564	4,655	3,032	2,213	1,847		3,099	2,085	359	1,198	-11.9%	
	Total Freight & Mail	17,461			14,933	16,266	17,259	16,267	16,291	16,039	19,248	11,239	7,455	4,599	4,989	6,407	5,290	6,182	3,473		5,034	3,001	366	2,329	-9.6%	
	Based A/C	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0.0%
	Fleet Mix																									
	De Havilland DHC3 Otter																							2		
	De Havilland DHC2 Beaver																							6		
	HYL	Clark Bay	Air Carrier	56	35	63	67	49	64	54	43	28	71	65	74	58	36	36	11		10	5	2	3	-13.6%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	0.0%	
			GA	-	-	-	3	-	1	-	-	-	-	-	1	-	-	-	-		-	-	-	-	0.0%	
			Military	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	0.0%
			Total Ops	56	35	63	71	49	65	54	43	28	71	65	75	58	36	36	11		10	5	2	3	-13.6%	
			Enplanements	1,346	918	1,274	1,661	1,820	1,965	1,650	1,577	1,360	1,326	947	1,103	1,203	1,027	868	135		164	88	90	56	-14.7%	
			Freight	1,442	1,175	4,060	1,018	241	222	1,527	1,073	1,578	2,784	987	2,150	1,971	692	2,240	1,037		452	217	11	704	-3.5%	
			Mail	2,290	2,469	6,951	6,059	2,553	635	2,418	1,180	910	2,386	1,465	1,378	1,618	1,090	1,718	1,145		552	384	77	226	-10.9%	
			Total Freight & Mail	3,732	3,644	11,011	7,077	2,794	857	3,945	2,253	2,488	5,170	2,452	3,528	3,589	1,782	3,958	2,182		1,004	601	88	930	-6.7%	
			Based A/C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0.0%
			Fleet Mix																							
			De Havilland DHC2 Beaver																					3		
			KAE	Kake	Air Carrier	-	2	1	5	1	3	-	-	-	3	-	4	1	2	-		1	-	-	-	-
	Air Taxi	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		1	-	-	-	0.0%	

Southeast Alaska Transportation Plan Aviation Demand Forecast																										
	Loc ID	Airport Name		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Base Year 2024		CAGR	
			GA	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	1	1	-	-		0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Total Ops	-	2	1	5	1	3	2	-	-	3	-	4	1	2	-	1	2	1	-	-		0.0%	
			Enplanements	2,270	2,128	2,233	1,564	1,255	1,440	1,469	1,598	1,723	1,883	2,273	3,227	3,087	3,309	-	-	-	3,431	-	-		-100.0%	
			Freight	-	-	-	4,715	1,725	6,445	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Mail	-	-	-	2,594	-	-	-	-	-	5,257	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Total Freight & Mail	-	-	-	7,309	1,725	6,445	-	-	-	5,257	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Based A/C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.0%
			Fleet Mix																							
			No base year data																							
	KCC	Coffman Cove	Air Carrier	50	51	40	31	38	36	37	37	35	44	27	44	86	28	25	22	27	15	23	22		-4.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			GA	-	1	-	-	-	1	-	-	1	-	1	-	-	-	-	-	-	1	1	-		0.0%	
			Military	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1		0.0%	
			Total Ops	51	52	40	31	38	37	37	37	36	44	28	44	86	28	25	22	27	16	24	23		-3.9%	
			Enplanements	148	105	107	126	125	74	127	79	155	138	58	86	127	110	111	32	54	30	20	42		-6.1%	
			Freight	755	1,162	533	1,074	1,276	910	1,639	1,565	2,120	2,413	1,576	1,806	4,596	4,303	2,937	3,054	3,644	3,096	4,394	5,181		10.1%	
			Mail	12,792	13,705	13,509	10,571	8,097	10,478	8,647	8,070	13,777	14,516	8,923	13,738	19,031	9,202	10,385	7,566	10,566	5,228	9,587	10,765		-0.9%	
			Total Freight & Mail	13,547	14,867	14,042	11,645	9,373	11,388	10,286	9,635	15,897	16,929	10,499	15,544	23,627	13,505	13,322	10,620	14,210	8,324	13,981	15,946		0.8%	
			Based A/C	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		-100.0%	
			Fleet Mix																							
			C-IV																				1			
			De Havilland DHC3 Otter																				18			
			De Havilland DHC2 Beaver																				4			
	KPB	Point Baker	Air Carrier	18	13	15	10	14	13	12	14	15	19	13	6	8	15	10	5	4	4	3	1		-13.5%	
			Air Taxi	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			GA	-	1	-	1	4	1	-	-	-	-	1	2	-	-	-	-	-	-	-	-		0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Total Ops	18	14	15	11	18	17	12	14	15	19	14	8	8	15	10	5	4	4	3	1		-13.5%	
			Enplanements	23	15	30	25	27	23	23	33	16	32	24	23	26	54	34	14	9	8	3	7		-5.8%	
			Freight	148	127	164	71	569	125	598	314	478	1,095	342	177	449	2,100	1,280	621	570	416	1,137	3		-17.7%	
			Mail	4,885	1,728	3,883	1,500	3,915	2,276	1,303	4,283	4,643	5,624	3,664	1,336	3,064	8,358	4,623	2,278	1,459	1,521	660	170		-15.5%	
			Total Freight & Mail	5,033	1,855	4,047	1,571	4,484	2,401	1,901	4,597	5,121	6,719	4,006	1,513	3,513	10,458	5,903	2,899	2,029	1,937	1,797	173		-15.5%	
			Based A/C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.0%	
			Fleet Mix																							
			De Havilland DHC2 Beaver																				1			
	KTB	Thorne Bay	Air Carrier	48	57	143	191	137	145	214	184	135	191	121	221	156	113	95	12	5	6	4	6		-9.9%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			GA	-	-	-	-	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Total Ops	48	57	143	191	140	148	214	184	135	191	121	221	156	113	95	12	5	6	4	6		-9.9%	
			Enplanements	1,828	1,367	2,648	2,640	2,283	2,608	2,621	2,799	2,681	2,744	2,377	2,351	2,004	2,075	1,868	232	304	215	218	210		-10.3%	
			Freight	1,185	759	1,066	1,690	1,417	1,302	1,125	1,580	2,148	1,526	286	1,032	743	1,797	760	438	706	518	309	409		-5.2%	
			Mail	1,910	4,124	5,036	5,688	7,033	1,331	6,764	7,282	6,102	4,540	1,601	2,254	3,000	3,862	2,554	438	2,444	1,227	1,080	358		-8.0%	
			Total Freight & Mail	3,095	4,883	6,102	7,378	8,450	2,633	7,889	8,862	8,250	6,066	1,887	3,286	3,743	5,659	3,314	876	3,150	1,745	1,389	767		-6.7%	
			Based A/C	2	2	2	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3		2.0%	
			Fleet Mix																							
			De Havilland DHC2 Beaver																				3			
	KWF	Waterfall	Air Carrier	1	-	1	-	1	1	5	1	-	-	-	-	-	-	-	-	-	-	-	-		-100.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-		0.0%	

Southeast Alaska Transportation Plan Aviation Demand Forecast																											
	Loc ID	Airport Name		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Base Year 2024		CAGR		
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%		
			Military	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	0.0%	
			Total Ops	1	1	1	-	1	1	5	1	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-100.0%	
			Enplanements	1,498	26	2,237	2,072	1,158	1,079	1,148	1,284	1,175	1,510	1,175	1,383	1,299	351	171	79	29	6	-	-	-	-	-100.0%	
			Freight	-	-	260	-	22	-	2,857	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Mail	-	-	-	-	-	-	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Total Freight & Mail	-	-	260	-	22	-	2,894	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Fleet Mix																								
			No base year data																								
	KXA	Kasaan	Air Carrier	8	14	18	8	10	10	8	4	12	11	10	14	5	1	4	3	-	-	-	-	-	-	-100.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			GA	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Ops	8	14	18	8	11	10	8	4	12	11	10	14	5	1	4	3	-	-	-	-	-	-	-100.0%	
			Enplanements	65	88	148	58	77	125	97	127	139	123	106	85	33	50	38	3	9	1	3	2	-	-	-16.0%	
			Freight	25	347	1,342	1,089	-	214	60	9	31	145	89	478	213	-	234	11	-	-	-	-	-	-	-100.0%	
			Mail	392	369	1,853	1,206	844	1,039	337	319	412	359	-	541	524	44	439	18	-	-	-	-	-	-	-100.0%	
			Total Freight & Mail	417	716	3,195	2,295	844	1,253	397	328	443	504	89	1,019	737	44	673	29	-	-	-	-	-	-	-100.0%	
			Based A/C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
			Fleet Mix																								
			No base year data																								
	MTM	Metlakatla	Air Carrier	-	1	2	2	2	3	2	4	-	-	-	-	6	1	1	4	-	-	-	-	3	-	0.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			GA	1	-	-	-	-	1	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-100.0%	
			Military	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Ops	1	1	2	2	3	4	3	5	-	1	-	6	1	1	4	-	-	-	-	3	-	5.6%		
			Enplanements	3,821	2,247	3,932	3,344	3,403	4,140	3,657	3,927	4,243	4,057	2,880	2,527	2,201	1,868	1,381	274	389	493	493	569	-	-9.1%		
			Freight	-	-	-	7	18	13	-	-	-	-	-	-	-	-	293	-	-	-	-	43	-	0.0%		
			Mail	-	-	-	-	55	238	-	-	-	-	-	-	42	-	283	-	-	-	-	-	-	0.0%		
			Total Freight & Mail	-	-	-	7	73	251	-	-	-	-	-	-	42	-	576	-	-	-	-	43	-	0.0%		
			Based A/C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%		
			Fleet Mix																								
			De Havilland DHC2 Beaver																				2				
	WSB	Steamboat Bay	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Ops	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Enplanements	-	-	-	-	3	-	2	79	163	334	399	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Fleet Mix																								
			No base year data																								
	Z43	Tamgas Harbor	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	

Southeast Alaska Transportation Plan Aviation Demand Forecast																											
	Loc ID	Airport Name		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Base Year 2024		CAGR		
			Total Ops	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Fleet Mix																								
	No base year data																										
	Z71	Cape Pole	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Total Ops	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Fleet Mix																								
No base year data																											
	2Y3	Yakutat	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-		0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Total Ops	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-		0.0%
			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Based A/C	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		-100.0%
			Fleet Mix																								
			No base year data																								
	3AK	Dry Bay	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-		0.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Total Ops	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-		0.0%
			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13,818	-		0.0%	
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13,818	-		0.0%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Fleet Mix																								
			No base year data																								
	A57	Alsek River	Air Carrier	509	444	572	702	775	782	884	686	-	-	-	-	-	-	-	-	-	-	-	-	-		-100.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-		0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%	
			Total Ops	509	444	572	702	775	782	884	686	-	-	-	-	-	-	2	-	-	-	-	-	-	-		-100.0%
			Enplanements	-	-	-	507	560	-	465	465	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%

Southeast Alaska Transportation Plan Aviation Demand Forecast																											
	Loc ID	Airport Name		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Base Year 2024		CAGR		
Yakutat City & Borough			Freight	30,667	55,479	78,023	155,005	261,284	163,270	381,235	208,978	-	-	-	-	-	-	-	-	-	-	-	-	-	-100.0%		
			Mail	19,040	12,624	25,522	19,950	12,396	25,248	14,829	15,287	-	-	-	-	-	-	-	-	-	-	-	-	-	-100.0%		
			Total Freight & Mail	49,707	68,103	103,545	174,955	273,680	188,518	396,064	224,265	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100.0%	
			Based A/C	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-100.0%	
			Fleet Mix																								
			No base year data																								
	A67	Harlequin Lake	Air Carrier	2	2	8	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-100.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Ops	2	2	8	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-100.0%
			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Fleet Mix																								
			No base year data																								
	A68	Situk	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Ops	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Fleet Mix																								
			No base year data																								
	A69	Tanis Mesa	Air Carrier	-	14	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Ops	-	14	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
			Fleet Mix																								
			No base year data																								
	AK76	East Alsek River	Air Carrier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Air Taxi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%		
			Military	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Total Ops	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Enplanements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	
			Freight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	

Southeast Alaska Transportation Plan
Aviation Demand Forecast

	Loc ID	Airport Name		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Base Year 2024		CAGR
			Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Total Freight & Mail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Based A/C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.0%
			Fleet Mix																						
			No base year data																						
	YAK	Yakutat	Air Carrier	2,072	2,009	1,955	2,008	2,106	2,088	2,046	2,038	2,100	2,076	2,120	2,117	2,158	2,243	2,341	2,287	2,396	2,239	2,171	2,193		0.3%
			Air Taxi	-	-	-	-	-	1	-	-	1	2	1	-	4	-	-	-	2	-	-	-		0.0%
			GA	245	169	152	124	167	135	108	128	125	98	177	143	196	248	257	168	221	216	231	194		-1.2%
			Military	22	24	32	27	13	33	17	18	44	32	26	23	18	27	47	37	49	44	40	63		5.4%
			Total Ops	2,339	2,202	2,139	2,159	2,286	2,257	2,171	2,184	2,270	2,208	2,324	2,283	2,376	2,518	2,645	2,492	2,668	2,499	2,442	2,450		0.2%
			Enplanements	11,989	11,586	11,443	11,028	12,158	10,035	10,517	10,100	10,135	10,619	10,230	10,756	10,886	11,800	12,808	5,959	10,899	12,139	12,105	11,923		0.0%
			Freight	2,938,362	2,362,567	2,609,137	2,667,153	3,733,115	3,381,673	3,575,091	3,165,083	3,576,501	3,226,322	3,230,534	3,362,091	2,919,888	2,611,268	2,702,440	2,725,823	2,615,391	2,960,203	2,737,093	3,243,803		0.5%
			Mail	679,071	345,116	359,614	755,543	934,747	891,541	1,107,546	920,729	895,269	853,387	855,381	1,049,720	1,045,298	840,481	758,561	805,087	590,506	853,761	822,378	853,765		1.2%
			Total Freight & Mail	3,617,433	2,707,683	2,968,751	3,422,696	4,667,862	4,273,214	4,682,637	4,085,812	4,471,770	4,079,709	4,085,915	4,411,811	3,965,186	3,451,749	3,461,001	3,530,910	3,205,897	3,813,964	3,559,471	4,097,568		0.6%
			Based A/C	27	27	27	7	8	8	8	8	8	8	10	10	10	10	10	10	10	10	10	10		-4.8%
			Fleet Mix																						
			A-I																				69		
			A-II																				82		
			B-I																				35		
			B-II																				722		
			B-III																				1		
			B-IV																				5		
			C-I																				49		
			C-II																				15		
			C-III																				950		
			C-IV																				5		
			D-II																				2		
			D-III																				578		
			E-III																				3		



APPENDIX 3:

FAA Published TAF

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

19P Port Protection

Fiscal Year	AIRCRAFT OPERATIONS											Total Ops	Total Tracon Ops	Based Aircraft
	Enplanements			Itinerant Operations				Local Operations						
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	76	76	0	100	150	0	250	0	0	0	250	0	0
2006	0	69	69	0	100	150	0	250	0	0	0	250	0	0
2007	0	71	71	0	100	150	0	250	0	0	0	250	0	0
2008	0	70	70	0	300	30	0	330	0	0	0	330	0	0
2009	0	82	82	0	300	30	0	330	0	0	0	330	0	0
2010	0	83	83	0	300	30	0	330	0	0	0	330	0	0
2011	0	72	72	0	300	30	0	330	0	0	0	330	0	0
2012	0	81	81	0	300	30	0	330	0	0	0	330	0	0
2013	0	91	91	0	300	30	0	330	0	0	0	330	0	0
2014	0	76	76	0	300	30	0	330	0	0	0	330	0	0
2015	0	44	44	0	300	30	0	330	0	0	0	330	0	0
2016	0	68	68	0	400	0	0	400	0	0	0	400	0	0
2017	0	63	63	0	400	0	0	400	0	0	0	400	0	0
2018	0	54	54	0	400	0	0	400	0	0	0	400	0	0
2019	0	48	48	0	400	0	0	400	0	0	0	400	0	0
2020	0	19	19	0	400	0	0	400	0	0	0	400	0	0
2021	0	45	45	0	400	0	0	400	0	0	0	400	0	0
2022	0	22	22	0	400	0	0	400	0	0	0	400	0	0
2023	0	23	23	0	400	0	0	400	0	0	0	400	0	0
2024	0	28	28	0	400	0	0	400	0	0	0	400	0	0
2025*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2026*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2027*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2028*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2029*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2030*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2031*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2032*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2033*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2034*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2035*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2036*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2037*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2038*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2039*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2040*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2041*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2042*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2043*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2044*	0	51	51	0	400	0	0	400	0	0	0	400	0	0
2045*	0	51	51	0	400	0	0	400	0	0	0	400	0	0

2Y3 Yakutat

Fiscal Year				AIRCRAFT OPERATIONS								Total Ops	Total Tracon Ops	Based Aircraft
	Enplanements			Itinerant Operations					Local Operations					
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	0	0	0	100	50	0	150	50	0	50	200	0	2
2006	0	0	0	0	100	50	0	150	50	0	50	200	0	2
2007	0	0	0	0	100	50	0	150	50	0	50	200	0	2
2008	0	0	0	0	100	50	0	150	50	0	50	200	0	2
2009	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2010	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2011	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2012	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2013	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2016	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2017	0	0	0	200	0	0	0	200	0	0	0	200	0	0

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2018	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2019	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2020	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2021	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2022	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2023	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2024	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2025	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2026	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2027	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2028	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2029	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2030	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2031	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2032	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2033	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2034	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2035	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2036	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2037	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2038	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2039	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2040	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2041	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2042	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2043	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2044	0	0	0	200	0	0	0	200	0	0	0	200	0	0
2045	0	0	0	200	0	0	0	200	0	0	0	200	0	0

4Z7 / WFB Hyder

Fiscal Year	AIRCRAFT OPERATIONS											Total Ops	Total Tracon Ops	Based Aircraft
	Enplanements			Itinerant Operations					Local Operations					
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	135	135	0	500	25	0	525	50	0	50	575	0	0
2006	0	156	156	0	500	25	0	525	50	0	50	575	0	0
2007	0	137	137	0	500	25	0	525	50	0	50	575	0	0
2008	0	120	120	0	100	5	0	105	0	0	0	105	0	0
2009	0	117	117	0	100	5	0	105	0	0	0	105	0	0
2010	0	105	105	0	100	5	0	105	0	0	0	105	0	0
2011	0	90	90	0	100	5	0	105	0	0	0	105	0	0
2012	0	215	215	0	100	5	0	105	0	0	0	105	0	0
2013	0	162	162	0	100	5	0	105	0	0	0	105	0	0
2014	0	92	92	0	100	5	0	105	0	0	0	105	0	0
2015	0	128	128	0	100	5	0	105	0	0	0	105	0	0
2016	0	141	141	0	210	0	0	210	0	0	0	210	0	0
2017	0	100	100	0	210	0	0	210	0	0	0	210	0	0
2018	0	57	57	0	210	0	0	210	0	0	0	210	0	0
2019	0	49	49	0	210	0	0	210	0	0	0	210	0	0
2020	0	38	38	0	210	0	0	210	0	0	0	210	0	0
2021	0	83	83	0	210	0	0	210	0	0	0	210	0	0
2022	0	54	54	0	210	0	0	210	0	0	0	210	0	0
2023	0	49	49	0	210	0	0	210	0	0	0	210	0	0
2024	0	61	61	0	210	0	0	210	0	0	0	210	0	0
2025	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2026	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2027	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2028	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2029	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2030	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2031	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2032	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2033	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2034	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2035	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2036	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2037	0	32	32	0	210	0	0	210	0	0	0	210	0	0

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2038	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2039	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2040	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2041	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2042	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2043	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2044	0	32	32	0	210	0	0	210	0	0	0	210	0	0
2045	0	32	32	0	210	0	0	210	0	0	0	210	0	0

63A Lloyd R Roundtree Seaplane Facility

Fiscal Year	AIRCRAFT OPERATIONS											Total Ops	Total Tracon Ops	Based Aircraft
	Enplanements			Itinerant Operations					Local Operations					
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	7
2006	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	7
2007	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	7
2008	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	0
2009	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	0
2010	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	0
2011	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	0
2012	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	4
2013	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	4
2014	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	4
2015	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	4
2016	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	4
2017	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	4
2018	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	4
2019	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	4
2020	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2021	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2022	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2023	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2024	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2025	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2026	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2027	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2028	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2029	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2030	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2031	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2032	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2033	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2034	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2035	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2036	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2037	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2038	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2039	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2040	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2041	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2042	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2043	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2044	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6
2045	0	0	0	0	5900	2000	0	7900	0	0	0	7900	0	6

68A Wrangell

Fiscal Year	Enplanements			AIRCRAFT OPERATIONS								Total Ops	Total Tracon Ops	Based Aircraft
	Air Carrier	Commuter	Total	Itinerant Operations					Local Operations					
				Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	0	0	0	1000	500	0	1500	500	0	500	2000	0	2
2006	0	0	0	0	1000	500	0	1500	500	0	500	2000	0	2
2007	0	0	0	0	1000	500	0	1500	500	0	500	2000	0	2
2008	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2009	0	0	0	0	100	200	0	300	40	0	40	340	0	0

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2010	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2011	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2012	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2013	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2014	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2015	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2016	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2017	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2018	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2019	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2020	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2021	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2022	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2023	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2024	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2025	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2026	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2027	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2028	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2029	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2030	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2031	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2032	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2033	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2034	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2035	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2036	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2037	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2038	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2039	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2040	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2041	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2042	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2043	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2044	0	0	0	0	100	200	0	300	40	0	40	340	0	0
2045	0	0	0	0	100	200	0	300	40	0	40	340	0	0

8K9 Murphys Pullout

Fiscal Year	AIRCRAFT OPERATIONS											Total Ops	Total Tracon Ops	Based Aircraft	
	Enplanements			Itinerant Operations					Local Operations						
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total				
2005	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2007	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2008	0	0	0	0	0	0	0	0	500	0	500	500	0	8	
2009	0	0	0	0	0	0	0	0	500	0	500	500	0	8	
2010	0	0	0	0	0	0	0	0	500	0	500	500	0	8	
2011	0	0	0	0	0	0	0	0	500	0	500	500	0	8	
2012	0	0	0	0	0	0	0	0	500	0	500	500	0	8	
2013	0	0	0	0	0	0	0	0	500	0	500	500	0	8	
2014	0	0	0	0	0	0	0	0	500	0	500	500	0	8	
2015	0	0	0	0	0	0	0	0	500	0	500	500	0	8	
2016	0	0	0	0	0	0	0	0	500	0	500	500	0	8	
2017	0	0	0	0	0	0	0	0	500	0	500	500	0	8	
2018	0	0	0	0	0	0	0	0	500	0	500	500	0	8	
2019	0	0	0	0	0	0	0	0	500	0	500	500	0	8	
2020	0	0	0	0	0	0	0	0	500	0	500	500	0	8	
2021	0	0	0	0	0	0	0	0	500	0	500	500	0	7	
2022	0	0	0	0	0	0	0	0	500	0	500	500	0	7	
2023	0	0	0	0	0	0	0	0	500	0	500	500	0	7	
2024	0	0	0	0	0	0	0	0	500	0	500	500	0	7	
2025	0	0	0	0	0	0	0	0	500	0	500	500	0	7	
2026	0	0	0	0	0	0	0	0	500	0	500	500	0	7	
2027	0	0	0	0	0	0	0	0	500	0	500	500	0	7	
2028	0	0	0	0	0	0	0	0	500	0	500	500	0	7	
2029	0	0	0	0	0	0	0	0	500	0	500	500	0	7	

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2030	0	0	0	0	0	0	0	0	500	0	500	500	0	7
2031	0	0	0	0	0	0	0	0	500	0	500	500	0	7
2032	0	0	0	0	0	0	0	0	500	0	500	500	0	7
2033	0	0	0	0	0	0	0	0	500	0	500	500	0	7
2034	0	0	0	0	0	0	0	0	500	0	500	500	0	7
2035	0	0	0	0	0	0	0	0	500	0	500	500	0	7
2036	0	0	0	0	0	0	0	0	500	0	500	500	0	7
2037	0	0	0	0	0	0	0	0	500	0	500	500	0	7
2038	0	0	0	0	0	0	0	0	500	0	500	500	0	7
2039	0	0	0	0	0	0	0	0	500	0	500	500	0	7
2040	0	0	0	0	0	0	0	0	500	0	500	500	0	7
2041	0	0	0	0	0	0	0	0	500	0	500	500	0	7
2042	0	0	0	0	0	0	0	0	500	0	500	500	0	7
2043	0	0	0	0	0	0	0	0	500	0	500	500	0	7
2044	0	0	0	0	0	0	0	0	500	0	500	500	0	7
2045	0	0	0	0	0	0	0	0	500	0	500	500	0	7

96Z / WWP Whale Pass Seaplane Float Harbor Facility

Fiscal Year	AIRCRAFT OPERATIONS											Total Ops	Total Tracon Ops	Based Aircraft
	Enplanements			Itinerant Operations					Local Operations					
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	0	0	0	100	100	0	200	150	0	150	350	0	1
2006	0	0	0	0	100	100	0	200	150	0	150	350	0	1
2007	0	0	0	0	100	100	0	200	150	0	150	350	0	1
2008	0	0	0	0	300	50	0	350	0	0	0	350	0	0
2009	0	0	0	0	300	50	0	350	0	0	0	350	0	0
2010	0	0	0	0	300	50	0	350	0	0	0	350	0	0
2011	0	88	88	0	300	50	0	350	0	0	0	350	0	0
2012	0	138	138	0	300	50	0	350	0	0	0	350	0	0
2013	0	184	184	0	300	50	0	350	0	0	0	350	0	0
2014	0	143	143	0	300	50	0	350	0	0	0	350	0	0
2015	0	128	128	0	300	50	0	350	0	0	0	350	0	0
2016	0	87	87	0	300	50	0	350	0	0	0	350	0	0
2017	0	58	58	0	300	50	0	350	0	0	0	350	0	0
2018	0	73	73	0	300	50	0	350	0	0	0	350	0	0
2019	0	46	46	0	300	50	0	350	0	0	0	350	0	0
2020	0	12	12	0	300	50	0	350	0	0	0	350	0	0
2021	0	19	19	0	300	50	0	350	0	0	0	350	0	0
2022	0	11	11	0	300	50	0	350	0	0	0	350	0	0
2023	0	2	2	0	300	50	0	350	0	0	0	350	0	0
2024	0	3	3	0	300	50	0	350	0	0	0	350	0	0
2025	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2026	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2027	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2028	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2029	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2030	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2031	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2032	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2033	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2034	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2035	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2036	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2037	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2038	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2039	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2040	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2041	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2042	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2043	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2044	0	8	8	0	300	50	0	350	0	0	0	350	0	0
2045	0	8	8	0	300	50	0	350	0	0	0	350	0	0

A29 Sitka

AIRCRAFT OPERATIONS											
Enplanements			Itinerant Operations						Local Operations		

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

Fiscal Year	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total	Total Ops	Total Tracon Ops	Based Aircraft
2005	0	0	0	0	2500	2000	0	4500	500	0	500	5000	0	10
2006	0	0	0	0	2500	2000	0	4500	500	0	500	5000	0	10
2007	0	0	0	0	2500	2000	0	4500	500	0	500	5000	0	10
2008	0	0	0	0	4000	250	0	4250	500	0	500	4750	0	9
2009	0	0	0	0	4000	250	0	4250	500	0	500	4750	0	9
2010	0	33	33	0	4000	250	0	4250	500	0	500	4750	0	9
2011	0	0	0	0	4000	250	0	4250	500	0	500	4750	0	9
2012	0	0	0	0	4000	250	0	4250	500	0	500	4750	0	9
2013	0	74	74	0	4000	250	0	4250	500	0	500	4750	0	6
2014	0	0	0	0	4000	250	0	4250	500	0	500	4750	0	6
2015	0	0	0	0	4000	250	0	4250	500	0	500	4750	0	5
2016	0	0	0	0	100	120	0	220	100	0	100	320	0	5
2017	0	0	0	0	100	120	0	220	100	0	100	320	0	5
2018	0	0	0	0	100	120	0	220	100	0	100	320	0	5
2019	0	0	0	0	100	120	0	220	100	0	100	320	0	5
2020	0	0	0	0	100	120	0	220	100	0	100	320	0	2
2021	0	0	0	0	100	120	0	220	100	0	100	320	0	2
2022	0	0	0	0	100	120	0	220	100	0	100	320	0	2
2023	0	0	0	0	100	120	0	220	100	0	100	320	0	2
2024	0	87	87	0	100	120	0	220	100	0	100	320	0	2
2025	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2026	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2027	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2028	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2029	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2030	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2031	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2032	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2033	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2034	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2035	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2036	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2037	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2038	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2039	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2040	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2041	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2042	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2043	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2044	0	102	102	0	100	120	0	220	100	0	100	320	0	2
2045	0	102	102	0	100	120	0	220	100	0	100	320	0	2

AFE Kake

AIRCRAFT OPERATIONS														
Enplanements				Itinerant Operations								Local Operations		
Fiscal Year	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total	Total Ops	Total Tracon Ops	Based Aircraft
2005	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	4
2006	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	4
2007	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	4
2008	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2009	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2010	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2011	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2012	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2013	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2014	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2015	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2016	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2017	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2018	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2019	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2020	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2021	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2022	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2023	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2024	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2025	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2026	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2027	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2028	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2029	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2030	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2031	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2032	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2033	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2034	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2035	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2036	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2037	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2038	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2039	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2040	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2041	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2042	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2043	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2044	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0
2045	0	0	0	0	4600	0	0	4600	0	0	0	4600	0	0

AGN Angoon

Fiscal Year	Enplanements			AIRCRAFT OPERATIONS								Total Ops	Total Tracon Ops	Based Aircraft
				Itinerant Operations					Local Operations					
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	2184	2184	0	1600	1500	0	3100	0	0	0	3100	0	0
2006	0	2227	2227	0	1600	1500	0	3100	0	0	0	3100	0	0
2007	0	1975	1975	0	1600	1500	0	3100	0	0	0	3100	0	0
2008	0	1755	1755	0	1000	150	0	1150	0	0	0	1150	0	0
2009	0	1714	1714	0	1000	150	0	1150	0	0	0	1150	0	0
2010	0	1746	1746	0	1000	150	0	1150	0	0	0	1150	0	0
2011	0	1761	1761	0	1000	150	0	1150	0	0	0	1150	0	0
2012	0	1758	1758	0	1000	150	0	1150	0	0	0	1150	0	0
2013	0	1661	1661	0	1000	150	0	1150	0	0	0	1150	0	0
2014	0	1758	1758	0	1000	150	0	1150	0	0	0	1150	0	0
2015	0	1772	1772	0	1000	150	0	1150	0	0	0	1150	0	0
2016	0	2080	2080	0	1700	0	0	1700	0	0	0	1700	0	0
2017	0	2118	2118	0	1700	0	0	1700	0	0	0	1700	0	0
2018	0	2334	2334	0	1700	0	0	1700	0	0	0	1700	0	0
2019	0	2385	2385	0	1700	0	0	1700	0	0	0	1700	0	0
2020	0	1553	1553	0	1700	0	0	1700	0	0	0	1700	0	0
2021	0	1705	1705	0	1700	0	0	1700	0	0	0	1700	0	0
2022	0	2068	2068	0	1700	0	0	1700	0	0	0	1700	0	0
2023	0	2311	2311	0	1700	0	0	1700	0	0	0	1700	0	0
2024	0	2313	2313	0	1700	0	0	1700	0	0	0	1700	0	0
2025	0	2237	2237	0	1700	0	0	1700	0	0	0	1700	0	0
2026	0	2249	2249	0	1700	0	0	1700	0	0	0	1700	0	0
2027	0	2261	2261	0	1700	0	0	1700	0	0	0	1700	0	0
2028	0	2273	2273	0	1700	0	0	1700	0	0	0	1700	0	0
2029	0	2285	2285	0	1700	0	0	1700	0	0	0	1700	0	0
2030	0	2297	2297	0	1700	0	0	1700	0	0	0	1700	0	0
2031	0	2309	2309	0	1700	0	0	1700	0	0	0	1700	0	0
2032	0	2321	2321	0	1700	0	0	1700	0	0	0	1700	0	0
2033	0	2333	2333	0	1700	0	0	1700	0	0	0	1700	0	0
2034	0	2345	2345	0	1700	0	0	1700	0	0	0	1700	0	0
2035	0	2357	2357	0	1700	0	0	1700	0	0	0	1700	0	0
2036	0	2369	2369	0	1700	0	0	1700	0	0	0	1700	0	0
2037	0	2381	2381	0	1700	0	0	1700	0	0	0	1700	0	0
2038	0	2393	2393	0	1700	0	0	1700	0	0	0	1700	0	0
2039	0	2405	2405	0	1700	0	0	1700	0	0	0	1700	0	0
2040	0	2419	2419	0	1700	0	0	1700	0	0	0	1700	0	0
2041	0	2433	2433	0	1700	0	0	1700	0	0	0	1700	0	0

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2042	0	2447	2447	0	1700	0	0	1700	0	0	0	1700	0	0
2043	0	2461	2461	0	1700	0	0	1700	0	0	0	1700	0	0
2044	0	2475	2475	0	1700	0	0	1700	0	0	0	1700	0	0
2045	0	2489	2489	0	1700	0	0	1700	0	0	0	1700	0	0

AHP Port Alexander

Fiscal Year	Enplanements			AIRCRAFT OPERATIONS									Total Ops	Total Tracon Ops	Based Aircraft
				Itinerant Operations					Local Operations						
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total				
2005	0	184	184	0	250	200	0	450	0	0	0	450	0	0	
2006	0	180	180	0	250	200	0	450	0	0	0	450	0	0	
2007	0	182	182	0	250	200	0	450	0	0	0	450	0	0	
2008	0	141	141	0	250	75	0	325	0	0	0	325	0	0	
2009	0	186	186	0	250	75	0	325	0	0	0	325	0	0	
2010	0	157	157	0	250	75	0	325	0	0	0	325	0	0	
2011	0	167	167	0	250	75	0	325	0	0	0	325	0	0	
2012	0	165	165	0	250	75	0	325	0	0	0	325	0	0	
2013	0	58	58	0	250	75	0	325	0	0	0	325	0	0	
2014	0	0	0	0	250	75	0	325	0	0	0	325	0	0	
2015	0	2	2	0	250	75	0	325	0	0	0	325	0	0	
2016	0	18	18	0	250	75	0	325	0	0	0	325	0	0	
2017	0	175	175	0	250	75	0	325	0	0	0	325	0	0	
2018	0	107	107	0	250	75	0	325	0	0	0	325	0	0	
2019	0	110	110	0	250	75	0	325	0	0	0	325	0	0	
2020	0	9	9	0	250	75	0	325	0	0	0	325	0	0	
2021	0	159	159	0	250	75	0	325	0	0	0	325	0	0	
2022	0	213	213	0	250	75	0	325	0	0	0	325	0	0	
2023	0	128	128	0	250	75	0	325	0	0	0	325	0	0	
2024	0	127	127	0	250	75	0	325	0	0	0	325	0	0	
2025	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2026	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2027	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2028	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2029	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2030	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2031	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2032	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2033	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2034	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2035	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2036	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2037	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2038	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2039	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2040	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2041	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2042	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2043	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2044	0	130	130	0	250	75	0	325	0	0	0	325	0	0	
2045	0	130	130	0	250	75	0	325	0	0	0	325	0	0	

AKW Klawock

Fiscal Year	Enplanements			AIRCRAFT OPERATIONS								Total Ops	Total Tracon Ops	Based Aircraft
				Itinerant Operations				Local Operations						
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	820	820	0	3300	500	0	3800	200	0	200	4000	0	1
2006	0	411	411	0	3300	500	0	3800	200	0	200	4000	0	1
2007	0	0	0	0	3300	500	0	3800	200	0	200	4000	0	1
2008	0	11	11	0	3300	500	0	3800	200	0	200	4000	0	4
2009	0	7	7	0	3300	500	0	3800	200	0	200	4000	0	4
2010	0	15	15	0	3300	500	0	3800	200	0	200	4000	0	4
2011	0	0	0	0	3300	500	0	3800	200	0	200	4000	0	4
2012	0	59	59	0	3300	500	0	3800	200	0	200	4000	0	3
2013	0	4	4	0	3300	500	0	3800	200	0	200	4000	0	4

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2014	0	7721	7721	0	3300	500	0	3800	200	0	200	4000	0	7
2015	0	8447	8447	0	3300	700	0	4000	200	0	200	4200	0	7
2016	0	9473	9473	0	3300	700	0	4000	200	0	200	4200	0	7
2017	0	11199	11199	0	3300	700	0	4000	200	0	200	4200	0	7
2018	0	12971	12971	0	3300	700	0	4000	200	0	200	4200	0	7
2019	0	13778	13778	0	3300	700	0	4000	200	0	200	4200	0	7
2020	0	9710	9710	0	3300	700	0	4000	200	0	200	4200	0	7
2021	0	14139	14139	0	3300	700	0	4000	200	0	200	4200	0	7
2022	0	15831	15831	0	3300	700	0	4000	200	0	200	4200	0	7
2023	0	16953	16953	0	3300	700	0	4000	200	0	200	4200	0	7
2024	0	16830	16830	0	3300	700	0	4000	200	0	200	4200	0	7
2025	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2026	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2027	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2028	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2029	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2030	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2031	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2032	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2033	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2034	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2035	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2036	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2037	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2038	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2039	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2040	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2041	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2042	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2043	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2044	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7
2045	0	16199	16199	0	3300	700	0	4000	200	0	200	4200	0	7

CGA Craig

Fiscal Year	AIRCRAFT OPERATIONS											Total Ops	Total Tracon Ops	Based Aircraft
	Enplanements			Itinerant Operations					Local Operations					
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	3271	3271	0	1754	500	0	2254	0	0	0	2254	0	0
2006	0	2481	2481	0	1754	500	0	2254	0	0	0	2254	0	0
2007	0	6188	6188	0	1754	500	0	2254	0	0	0	2254	0	0
2008	0	5816	5816	0	1754	500	0	2254	0	0	0	2254	0	0
2009	0	4498	4498	0	1754	500	0	2254	0	0	0	2254	0	0
2010	0	4450	4450	0	1754	500	0	2254	0	0	0	2254	0	0
2011	0	3520	3520	0	1754	500	0	2254	0	0	0	2254	0	0
2012	0	3148	3148	0	1754	500	0	2254	0	0	0	2254	0	0
2013	0	3586	3586	0	1754	500	0	2254	0	0	0	2254	0	0
2014	0	2918	2918	0	1754	500	0	2254	0	0	0	2254	0	0
2015	0	2665	2665	0	1754	500	0	2254	0	0	0	2254	0	0
2016	0	2552	2552	0	2000	200	0	2200	0	0	0	2200	0	0
2017	0	1940	1940	0	2000	200	0	2200	0	0	0	2200	0	0
2018	0	1762	1762	0	2000	200	0	2200	0	0	0	2200	0	0
2019	0	1282	1282	0	2000	200	0	2200	0	0	0	2200	0	0
2020	0	180	180	0	2000	200	0	2200	0	0	0	2200	0	0
2021	0	155	155	0	2000	200	0	2200	0	0	0	2200	0	1
2022	0	74	74	0	2000	200	0	2200	0	0	0	2200	0	1
2023	0	84	84	0	2000	200	0	2200	0	0	0	2200	0	1
2024	0	104	104	0	2000	200	0	2200	0	0	0	2200	0	1
2025	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2026	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2027	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2028	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2029	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2030	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2031	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2032	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2033	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2034	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2035	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2036	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2037	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2038	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2039	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2040	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2041	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2042	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2043	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2044	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1
2045	0	64	64	0	2000	200	0	2200	0	0	0	2200	0	1

ELV Elfin Cove

Fiscal Year	Enplanements			AIRCRAFT OPERATIONS								Total Ops	Total Tracon Ops	Based Aircraft
				Itinerant Operations				Local Operations						
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	345	345	0	196	200	0	396	0	0	0	396	0	0
2006	0	336	336	0	196	200	0	396	0	0	0	396	0	0
2007	0	317	317	0	196	200	0	396	0	0	0	396	0	0
2008	0	190	190	0	300	200	0	500	0	0	0	500	0	0
2009	0	269	269	0	300	200	0	500	0	0	0	500	0	0
2010	0	300	300	0	300	200	0	500	0	0	0	500	0	0
2011	0	359	359	0	300	200	0	500	0	0	0	500	0	0
2012	0	414	414	0	300	200	0	500	0	0	0	500	0	0
2013	0	453	453	0	300	200	0	500	0	0	0	500	0	0
2014	0	561	561	0	300	200	0	500	0	0	0	500	0	0
2015	0	591	591	0	300	200	0	500	0	0	0	500	0	0
2016	0	609	609	0	300	100	0	400	0	0	0	400	0	0
2017	0	580	580	0	300	100	0	400	0	0	0	400	0	0
2018	0	701	701	0	300	100	0	400	0	0	0	400	0	0
2019	0	517	517	0	300	100	0	400	0	0	0	400	0	0
2020	0	200	200	0	300	100	0	400	0	0	0	400	0	0
2021	0	461	461	0	300	100	0	400	0	0	0	400	0	0
2022	0	465	465	0	300	100	0	400	0	0	0	400	0	0
2023	0	413	413	0	300	100	0	400	0	0	0	400	0	0
2024	0	455	455	0	300	100	0	400	0	0	0	400	0	0
2025	0	510	510	0	300	100	0	400	0	0	0	400	0	0
2026	0	520	520	0	300	100	0	400	0	0	0	400	0	0
2027	0	530	530	0	300	100	0	400	0	0	0	400	0	0
2028	0	540	540	0	300	100	0	400	0	0	0	400	0	0
2029	0	550	550	0	300	100	0	400	0	0	0	400	0	0
2030	0	560	560	0	300	100	0	400	0	0	0	400	0	0
2031	0	570	570	0	300	100	0	400	0	0	0	400	0	0
2032	0	580	580	0	300	100	0	400	0	0	0	400	0	0
2033	0	590	590	0	300	100	0	400	0	0	0	400	0	0
2034	0	600	600	0	300	100	0	400	0	0	0	400	0	0
2035	0	610	610	0	300	100	0	400	0	0	0	400	0	0
2036	0	620	620	0	300	100	0	400	0	0	0	400	0	0
2037	0	630	630	0	300	100	0	400	0	0	0	400	0	0
2038	0	640	640	0	300	100	0	400	0	0	0	400	0	0
2039	0	650	650	0	300	100	0	400	0	0	0	400	0	0
2040	0	660	660	0	300	100	0	400	0	0	0	400	0	0
2041	0	670	670	0	300	100	0	400	0	0	0	400	0	0
2042	0	680	680	0	300	100	0	400	0	0	0	400	0	0
2043	0	692	692	0	300	100	0	400	0	0	0	400	0	0
2044	0	704	704	0	300	100	0	400	0	0	0	400	0	0
2045	0	716	716	0	300	100	0	400	0	0	0	400	0	0

EXI Excursion Inlet

Fiscal Year				AIRCRAFT OPERATIONS								Total Ops	Total Tracon Ops	Based Aircraft
	Enplanements			Itinerant Operations					Local Operations					
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	384	384	0	200	500	0	700	0	0	0	700	0	0

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2006	0	37	37	0	200	500	0	700	0	0	0	700	0	0
2007	0	127	127	0	200	500	0	700	0	0	0	700	0	0
2008	0	62	62	0	200	500	0	700	0	0	0	700	0	0
2009	0	33	33	0	200	500	0	700	0	0	0	700	0	0
2010	0	32	32	0	200	500	0	700	0	0	0	700	0	0
2011	0	71	71	0	200	500	0	700	0	0	0	700	0	0
2012	0	73	73	0	200	500	0	700	0	0	0	700	0	0
2013	0	63	63	0	200	500	0	700	0	0	0	700	0	0
2014	0	38	38	0	200	500	0	700	0	0	0	700	0	0
2015	0	141	141	0	200	500	0	700	0	0	0	700	0	0
2016	0	137	137	0	200	0	0	200	0	0	0	200	0	0
2017	0	297	297	0	200	0	0	200	0	0	0	200	0	0
2018	0	209	209	0	200	0	0	200	0	0	0	200	0	0
2019	0	231	231	0	200	0	0	200	0	0	0	200	0	0
2020	0	83	83	0	200	0	0	200	0	0	0	200	0	0
2021	0	97	97	0	200	0	0	200	0	0	0	200	0	0
2022	0	105	105	0	200	0	0	200	0	0	0	200	0	0
2023	0	16	16	0	200	0	0	200	0	0	0	200	0	0
2024	0	21	21	0	200	0	0	200	0	0	0	200	0	0
2025	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2026	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2027	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2028	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2029	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2030	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2031	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2032	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2033	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2034	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2035	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2036	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2037	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2038	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2039	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2040	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2041	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2042	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2043	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2044	0	23	23	0	200	0	0	200	0	0	0	200	0	0
2045	0	23	23	0	200	0	0	200	0	0	0	200	0	0

FNR Funtier Bay

Fiscal Year	AIRCRAFT OPERATIONS											Total Ops	Total Tracon Ops	Based Aircraft
	Enplanements			Itinerant Operations					Local Operations					
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	123	123	0	75	75	0	150	0	0	0	150	0	0
2006	0	22	22	0	75	75	0	150	0	0	0	150	0	0
2007	0	16	16	0	75	75	0	150	0	0	0	150	0	0
2008	0	14	14	0	75	75	0	150	0	0	0	150	0	0
2009	0	16	16	0	75	75	0	150	0	0	0	150	0	0
2010	0	9	9	0	75	75	0	150	0	0	0	150	0	0
2011	0	15	15	0	75	75	0	150	0	0	0	150	0	0
2012	0	27	27	0	75	75	0	150	0	0	0	150	0	0
2013	0	13	13	0	75	75	0	150	0	0	0	150	0	0
2014	0	8	8	0	75	75	0	150	0	0	0	150	0	0
2015	0	22	22	0	75	75	0	150	0	0	0	150	0	0
2016	0	17	17	0	75	75	0	150	0	0	0	150	0	0
2017	0	22	22	0	75	75	0	150	0	0	0	150	0	0
2018	0	11	11	0	75	75	0	150	0	0	0	150	0	0
2019	0	0	0	0	75	75	0	150	0	0	0	150	0	0
2020	0	3	3	0	75	75	0	150	0	0	0	150	0	0
2021	0	0	0	0	75	75	0	150	0	0	0	150	0	0
2022	0	0	0	0	75	75	0	150	0	0	0	150	0	0
2023	0	1	1	0	75	75	0	150	0	0	0	150	0	0
2024	0	9	9	0	75	75	0	150	0	0	0	150	0	0
2025	0	19	19	0	75	75	0	150	0	0	0	150	0	0

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2026	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2027	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2028	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2029	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2030	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2031	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2032	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2033	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2034	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2035	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2036	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2037	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2038	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2039	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2040	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2041	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2042	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2043	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2044	0	19	19	0	75	75	0	150	0	0	0	150	0	0
2045	0	19	19	0	75	75	0	150	0	0	0	150	0	0

GST Gustavus

Fiscal Year	Enplanements			AIRCRAFT OPERATIONS								Total Ops	Total Tracon Ops	Based Aircraft
				Itinerant Operations				Local Operations						
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	3365	2143	5508	200	3300	2000	50	5550	200	0	200	5750	0	29
2006	3061	1930	4991	200	3300	2000	50	5550	200	0	200	5750	0	30
2007	3326	1896	5222	200	3300	2000	50	5550	200	0	200	5750	0	30
2008	3538	1094	4632	200	3300	2000	50	5550	200	0	200	5750	0	28
2009	2163	1167	3330	200	3300	2000	50	5550	200	0	200	5750	0	28
2010	2512	6685	9197	200	3300	2000	50	5550	200	0	200	5750	0	25
2011	3134	7769	10903	200	3300	2000	50	5550	200	0	200	5750	0	21
2012	3039	6679	9718	200	3300	2000	50	5550	200	0	200	5750	0	19
2013	3170	6643	9813	200	3300	2000	50	5550	200	0	200	5750	0	14
2014	2546	6928	9474	200	3300	2000	50	5550	200	0	200	5750	0	21
2015	3452	7880	11332	200	3300	2000	50	5550	200	0	200	5750	0	0
2016	4096	4191	8287	200	3300	2000	50	5550	200	0	200	5750	0	0
2017	3984	5663	9647	200	3300	2000	50	5550	200	0	200	5750	0	25
2018	4133	6361	10494	200	3300	2000	50	5550	200	0	200	5750	0	25
2019	4463	6972	11435	200	3300	2000	50	5550	200	0	200	5750	0	17
2020	955	2266	3221	200	3300	2000	50	5550	200	0	200	5750	0	17
2021	5178	4994	10172	200	3300	2000	50	5550	200	0	200	5750	0	13
2022	5928	4250	10178	200	3300	2000	50	5550	200	0	200	5750	0	13
2023	4869	4639	9508	200	3300	2000	50	5550	200	0	200	5750	0	13
2024	5617	4594	10211	200	3300	2000	50	5550	200	0	200	5750	0	13
2025	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2026	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2027	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2028	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2029	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2030	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2031	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2032	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2033	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2034	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2035	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2036	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2037	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2038	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2039	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2040	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2041	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2042	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2043	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2044	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13
2045	5954	4303	10257	200	3300	2000	50	5550	200	0	200	5750	0	13

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

HNH Hoonah

Fiscal Year	AIRCRAFT OPERATIONS											Total Ops	Total Tracon Ops	Based Aircraft
	Enplanements			Itinerant Operations					Local Operations					
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	9446	9446	0	0	2600	0	2600	500	0	500	3100	0	5
2006	0	8510	8510	0	0	2600	0	2600	500	0	500	3100	0	5
2007	0	8527	8527	0	0	2600	0	2600	500	0	500	3100	0	5
2008	0	7513	7513	0	3000	250	0	3250	500	0	500	3750	0	3
2009	0	6786	6786	0	3000	250	0	3250	500	0	500	3750	0	3
2010	0	9382	9382	0	3000	250	0	3250	500	0	500	3750	0	3
2011	0	11745	11745	0	3000	250	0	3250	500	0	500	3750	0	3
2012	0	9879	9879	0	3000	250	0	3250	500	0	500	3750	0	3
2013	0	10015	10015	0	3000	250	0	3250	500	0	500	3750	0	2
2014	0	9687	9687	0	3000	250	0	3250	500	0	500	3750	0	2
2015	0	10606	10606	0	3000	250	0	3250	500	0	500	3750	0	0
2016	0	6935	6935	0	9000	250	0	9250	500	0	500	9750	0	0
2017	0	7068	7068	0	9000	250	0	9250	500	0	500	9750	0	0
2018	0	6827	6827	0	9000	250	0	9250	500	0	500	9750	0	0
2019	0	7640	7640	0	9000	250	0	9250	500	0	500	9750	0	3
2020	0	5177	5177	0	9000	250	0	9250	500	0	500	9750	0	3
2021	0	5557	5557	0	9000	250	0	9250	500	0	500	9750	0	3
2022	0	5943	5943	0	9000	250	0	9250	500	0	500	9750	0	3
2023	0	5820	5820	0	9000	250	0	9250	500	0	500	9750	0	3
2024	0	5843	5843	0	9000	250	0	9250	500	0	500	9750	0	3
2025	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2026	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2027	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2028	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2029	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2030	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2031	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2032	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2033	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2034	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2035	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2036	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2037	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2038	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2039	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2040	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2041	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2042	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2043	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2044	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3
2045	0	5511	5511	0	9000	250	0	9250	500	0	500	9750	0	3

HNS Haines

Fiscal Year	AIRCRAFT OPERATIONS											Total Ops	Total Tracon Ops	Based Aircraft
	Enplanements			Itinerant Operations					Local Operations					
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	8068	8068	0	1000	4000	0	5000	2000	0	2000	7000	0	34
2006	0	7255	7255	0	1000	4000	0	5000	2000	0	2000	7000	0	34
2007	0	7327	7327	0	1000	4000	0	5000	2000	0	2000	7000	0	34
2008	0	6491	6491	0	4500	100	100	4700	1000	0	1000	5700	0	6
2009	0	5478	5478	0	4500	100	100	4700	1000	0	1000	5700	0	6
2010	0	8200	8200	0	4500	100	100	4700	1000	0	1000	5700	0	6
2011	0	9202	9202	0	4500	100	100	4700	1000	0	1000	5700	0	6
2012	0	10367	10367	0	4500	100	100	4700	1000	0	1000	5700	0	27
2013	0	9926	9926	0	4500	100	100	4700	1000	0	1000	5700	0	27
2014	0	8736	8736	0	4500	100	100	4700	1000	0	1000	5700	0	27
2015	0	9121	9121	0	4500	100	100	4700	1000	0	1000	5700	0	0
2016	0	6654	6654	0	600	0	0	600	200	0	200	800	0	0
2017	0	7174	7174	0	600	0	0	600	200	0	200	800	0	0

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2018	0	7808	7808	0	600	0	0	600	200	0	200	800	0	0
2019	0	8335	8335	0	600	0	0	600	200	0	200	800	0	23
2020	0	4699	4699	0	600	0	0	600	200	0	200	800	0	22
2021	0	6872	6872	0	600	0	0	600	200	0	200	800	0	22
2022	0	7157	7157	0	600	0	0	600	200	0	200	800	0	22
2023	0	6411	6411	0	600	0	0	600	200	0	200	800	0	22
2024	0	6510	6510	0	600	0	0	600	200	0	200	800	0	22
2025	0	6148	6148	0	600	0	0	600	200	0	200	800	0	22
2026	0	6198	6198	0	600	0	0	600	200	0	200	800	0	22
2027	0	6248	6248	0	600	0	0	600	200	0	200	800	0	22
2028	0	6300	6300	0	600	0	0	600	200	0	200	800	0	22
2029	0	6352	6352	0	600	0	0	600	200	0	200	800	0	22
2030	0	6405	6405	0	600	0	0	600	200	0	200	800	0	22
2031	0	6458	6458	0	600	0	0	600	200	0	200	800	0	22
2032	0	6511	6511	0	600	0	0	600	200	0	200	800	0	22
2033	0	6567	6567	0	600	0	0	600	200	0	200	800	0	22
2034	0	6623	6623	0	600	0	0	600	200	0	200	800	0	22
2035	0	6679	6679	0	600	0	0	600	200	0	200	800	0	22
2036	0	6735	6735	0	600	0	0	600	200	0	200	800	0	22
2037	0	6791	6791	0	600	0	0	600	200	0	200	800	0	22
2038	0	6848	6848	0	600	0	0	600	200	0	200	800	0	22
2039	0	6906	6906	0	600	0	0	600	200	0	200	800	0	22
2040	0	6964	6964	0	600	0	0	600	200	0	200	800	0	22
2041	0	7024	7024	0	600	0	0	600	200	0	200	800	0	22
2042	0	7084	7084	0	600	0	0	600	200	0	200	800	0	22
2043	0	7144	7144	0	600	0	0	600	200	0	200	800	0	22
2044	0	7204	7204	0	600	0	0	600	200	0	200	800	0	22
2045	0	7265	7265	0	600	0	0	600	200	0	200	800	0	22

HYG Hydaburg

Fiscal Year	AIRCRAFT OPERATIONS											Total Ops	Total Tracon Ops	Based Aircraft
	Enplanements			Itinerant Operations					Local Operations					
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	24	24	0	6000	6500	0	12500	0	0	0	12500	0	0
2006	0	5	5	0	6000	6500	0	12500	0	0	0	12500	0	0
2007	0	19	19	0	6000	6500	0	12500	0	0	0	12500	0	0
2008	0	9	9	0	500	500	0	1000	0	0	0	1000	0	0
2009	0	37	37	0	500	500	0	1000	0	0	0	1000	0	0
2010	0	39	39	0	500	500	0	1000	0	0	0	1000	0	0
2011	0	74	74	0	500	500	0	1000	0	0	0	1000	0	0
2012	0	19	19	0	500	500	0	1000	0	0	0	1000	0	0
2013	0	22	22	0	500	500	0	1000	0	0	0	1000	0	0
2014	0	31	31	0	500	500	0	1000	0	0	0	1000	0	0
2015	0	22	22	0	500	500	0	1000	0	0	0	1000	0	0
2016	0	14	14	0	800	0	0	800	0	0	0	800	0	0
2017	0	23	23	0	800	0	0	800	0	0	0	800	0	0
2018	0	17	17	0	800	0	0	800	0	0	0	800	0	0
2019	0	16	16	0	800	0	0	800	0	0	0	800	0	0
2020	0	6	6	0	800	0	0	800	0	0	0	800	0	0
2021	0	4	4	0	800	0	0	800	0	0	0	800	0	0
2022	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2023	0	2	2	0	800	0	0	800	0	0	0	800	0	0
2024	0	3	3	0	800	0	0	800	0	0	0	800	0	0
2025	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2026	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2027	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2028	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2029	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2030	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2031	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2032	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2033	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2034	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2035	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2036	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2037	0	1	1	0	800	0	0	800	0	0	0	800	0	0

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2038	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2039	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2040	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2041	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2042	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2043	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2044	0	1	1	0	800	0	0	800	0	0	0	800	0	0
2045	0	1	1	0	800	0	0	800	0	0	0	800	0	0

HYL Clark Bay

Fiscal Year	Enplanements			AIRCRAFT OPERATIONS								Total Ops	Total Tracon Ops	Based Aircraft
				Itinerant Operations					Local Operations					
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	1534	1534	0	5590	100	0	5690	0	0	0	5690	0	0
2006	0	1124	1124	0	5590	100	0	5690	0	0	0	5690	0	0
2007	0	1183	1183	0	5590	100	0	5690	0	0	0	5690	0	0
2008	0	1696	1696	0	400	50	0	450	0	0	0	450	0	0
2009	0	1594	1594	0	400	50	0	450	0	0	0	450	0	0
2010	0	2066	2066	0	400	50	0	450	0	0	0	450	0	0
2011	0	1638	1638	0	400	50	0	450	0	0	0	450	0	0
2012	0	1609	1609	0	400	50	0	450	0	0	0	450	0	0
2013	0	1398	1398	0	400	50	0	450	0	0	0	450	0	0
2014	0	1429	1429	0	400	50	0	450	0	0	0	450	0	0
2015	0	962	962	0	400	50	0	450	0	0	0	450	0	0
2016	0	1163	1163	0	900	0	0	900	0	0	0	900	0	0
2017	0	1189	1189	0	900	0	0	900	0	0	0	900	0	0
2018	0	1057	1057	0	900	0	0	900	0	0	0	900	0	0
2019	0	909	909	0	900	0	0	900	0	0	0	900	0	0
2020	0	108	108	0	900	0	0	900	0	0	0	900	0	0
2021	0	216	216	0	900	0	0	900	0	0	0	900	0	0
2022	0	80	80	0	900	0	0	900	0	0	0	900	0	0
2023	0	89	89	0	900	0	0	900	0	0	0	900	0	0
2024	0	57	57	0	900	0	0	900	0	0	0	900	0	0
2025	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2026	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2027	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2028	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2029	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2030	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2031	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2032	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2033	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2034	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2035	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2036	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2037	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2038	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2039	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2040	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2041	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2042	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2043	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2044	0	45	45	0	900	0	0	900	0	0	0	900	0	0
2045	0	45	45	0	900	0	0	900	0	0	0	900	0	0

JNU Juneau International

Fiscal Year	Enplanements			AIRCRAFT OPERATIONS								Total Ops	Total Tracon Ops	Based Aircraft
				Itinerant Operations					Local Operations					
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	266288	32521	298809	9277	73507	12170	571	95525	6732	616	7348	102873	0	292
2006	270374	31103	301477	9393	74070	12877	429	96769	8582	34	8616	105385	0	341
2007	280014	30315	310329	8022	69847	9894	434	88197	6418	57	6475	94672	0	341
2008	271155	25124	296279	9226	64656	8824	646	83352	5450	246	5696	89048	0	341
2009	243890	22284	266174	8888	60300	9817	451	79456	4900	209	5109	84565	0	339

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2010	250228	32669	282897	8127	64118	11090	497	83832	5607	287	5894	89726	0	335
2011	258126	38562	296688	8217	70738	12057	487	91499	5191	378	5569	97068	0	321
2012	261843	32272	294115	8319	64313	8747	433	81812	4357	362	4719	86531	0	325
2013	261800	31467	293267	8748	69703	9573	376	88400	4762	64	4826	93226	0	325
2014	275670	33668	309338	8698	75639	8912	417	93666	4606	165	4771	98437	0	325
2015	286808	40448	327256	9138	88589	10325	253	108305	3559	123	3682	111987	0	321
2016	306279	33621	339900	9258	71328	9323	337	90246	2628	56	2684	92930	0	275
2017	307560	36013	343573	8902	61722	10791	339	81754	2904	63	2967	84721	0	272
2018	319709	39941	359650	9814	77480	13975	429	101698	3395	174	3569	105267	0	275
2019	319299	42288	361587	9425	88334	13516	384	111659	3820	284	4104	115763	0	275
2020	176135	21156	197291	6892	26818	8945	335	42990	3360	94	3454	46444	0	275
2021	229495	32141	261636	7409	36311	9476	214	53410	2829	24	2853	56263	0	275
2022	312616	34793	347409	8701	59408	8014	215	76338	2165	59	2224	78562	0	275
2023	326726	35053	361779	8854	75127	7952	322	92255	2330	101	2431	94686	0	279
2024	332521	34441	366962	8943	66546	6994	191	82674	2542	37	2579	85253	0	275
2025	331097	32955	364052	8971	68889	6184	319	84363	2851	40	2891	87254	0	275
2026	330195	37431	367626	8953	60526	6394	319	76192	2921	40	2961	79153	0	278
2027	340020	38190	378210	9855	62331	6693	319	79198	3015	40	3055	82253	0	281
2028	349153	38881	388034	10719	64010	7080	319	82128	3112	40	3152	85280	0	284
2029	356845	39457	396302	11471	65465	7461	319	84716	3195	40	3235	87951	0	287
2030	363696	39984	403680	12158	66827	7530	319	86834	3195	40	3235	90069	0	290
2031	370241	40486	410727	12842	68162	7600	319	88923	3195	40	3235	92158	0	293
2032	377112	41024	418136	13587	69597	7670	319	91173	3195	40	3235	94408	0	296
2033	384641	41615	426256	14436	71181	7741	319	93677	3195	40	3235	96912	0	299
2034	392535	42233	434768	15365	72861	7812	319	96357	3195	40	3235	99592	0	302
2035	400591	42860	443451	16353	74602	7884	319	99158	3195	40	3235	102393	0	305
2036	408451	43470	451921	17356	76340	7957	319	101972	3195	40	3235	105207	0	308
2037	416230	44079	460309	18387	78110	8031	319	104847	3195	40	3235	108082	0	311
2038	424237	44706	468943	19492	79962	8105	319	107878	3195	40	3235	111113	0	314
2039	432655	45365	478020	20702	81940	8179	319	111140	3195	40	3235	114375	0	317
2040	441277	46047	487324	21991	84020	8255	319	114585	3195	40	3235	117820	0	320
2041	449757	46709	496466	23314	86098	8331	319	118062	3195	40	3235	121297	0	323
2042	458754	47415	506169	24776	88346	8408	319	121849	3195	40	3235	125084	0	326
2043	467698	48115	515813	26290	90632	8486	319	125727	3195	40	3235	128962	0	329
2044	476769	48829	525598	27888	93010	8564	319	129781	3195	40	3235	133016	0	332
2045	485516	49508	535024	29495	95340	8643	319	133797	3195	40	3235	137032	0	335

KAE Kake

Fiscal Year	AIRCRAFT OPERATIONS											Total Ops	Total Tracon Ops	Based Aircraft
	Enplanements			Itinerant Operations					Local Operations					
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	2151	2151	0	305	500	0	805	0	0	0	805	0	0
2006	0	2368	2368	0	305	500	0	805	0	0	0	805	0	0
2007	0	2018	2018	0	305	500	0	805	0	0	0	805	0	0
2008	0	1661	1661	0	500	500	0	1000	0	0	0	1000	0	0
2009	0	1284	1284	0	500	500	0	1000	0	0	0	1000	0	0
2010	0	1398	1398	0	500	500	0	1000	0	0	0	1000	0	0
2011	0	1390	1390	0	500	500	0	1000	0	0	0	1000	0	0
2012	0	1630	1630	0	500	500	0	1000	0	0	0	1000	0	0
2013	0	1693	1693	0	500	500	0	1000	0	0	0	1000	0	0
2014	0	1731	1731	0	500	500	0	1000	0	0	0	1000	0	0
2015	0	2212	2212	0	500	500	0	1000	0	0	0	1000	0	0
2016	0	2722	2722	0	500	0	0	500	0	0	0	500	0	0
2017	0	3317	3317	0	500	0	0	500	0	0	0	500	0	0
2018	0	3494	3494	0	60	0	0	60	0	0	0	60	0	0
2019	0	3485	3485	0	60	0	0	60	0	0	0	60	0	0
2020	0	2034	2034	0	60	0	0	60	0	0	0	60	0	0
2021	0	2333	2333	0	60	0	0	60	0	0	0	60	0	0
2022	0	3273	3273	0	60	0	0	60	0	0	0	60	0	0
2023	0	3606	3606	0	60	0	0	60	0	0	0	60	0	0
2024	0	3517	3517	0	60	0	0	60	0	0	0	60	0	0
2025	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2026	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2027	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2028	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2029	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2030	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2031	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2032	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2033	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2034	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2035	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2036	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2037	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2038	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2039	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2040	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2041	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2042	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2043	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2044	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0
2045	0	3371	3371	0	60	0	0	60	0	0	0	60	0	0

KCC Coffman Cove

Fiscal Year	AIRCRAFT OPERATIONS												Total Ops	Total Tracon Ops	Based Aircraft
	Enplanements			Itinerant Operations					Local Operations						
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total				
2005	0	153	153	0	363	500	0	863	200	0	200	1063	0	2	
2006	0	116	116	0	363	500	0	863	200	0	200	1063	0	2	
2007	0	111	111	0	363	500	0	863	200	0	200	1063	0	2	
2008	0	118	118	0	400	75	0	475	0	0	0	475	0	0	
2009	0	125	125	0	400	75	0	475	0	0	0	475	0	0	
2010	0	78	78	0	400	75	0	475	0	0	0	475	0	0	
2011	0	124	124	0	400	75	0	475	0	0	0	475	0	0	
2012	0	82	82	0	400	75	0	475	0	0	0	475	0	0	
2013	0	154	154	0	400	75	0	475	0	0	0	475	0	0	
2014	0	143	143	0	400	75	0	475	0	0	0	475	0	0	
2015	0	60	60	0	400	75	0	475	0	0	0	475	0	0	
2016	0	85	85	0	400	75	0	475	0	0	0	475	0	0	
2017	0	124	124	0	400	75	0	475	0	0	0	475	0	0	
2018	0	118	118	0	400	75	0	475	0	0	0	475	0	0	
2019	0	111	111	0	400	75	0	475	0	0	0	475	0	0	
2020	0	24	24	0	400	75	0	475	0	0	0	475	0	0	
2021	0	64	64	0	400	75	0	475	0	0	0	475	0	0	
2022	0	29	29	0	400	75	0	475	0	0	0	475	0	0	
2023	0	21	21	0	400	75	0	475	0	0	0	475	0	0	
2024	0	41	41	0	400	75	0	475	0	0	0	475	0	0	
2025	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2026	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2027	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2028	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2029	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2030	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2031	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2032	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2033	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2034	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2035	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2036	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2037	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2038	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2039	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2040	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2041	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2042	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2043	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2044	0	44	44	0	400	75	0	475	0	0	0	475	0	0	
2045	0	44	44	0	400	75	0	475	0	0	0	475	0	0	

KPB Point Baker

AIRCRAFT OPERATIONS											
Enplanements			Itinerant Operations						Local Operations		

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

Fiscal Year	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total	Total Ops	Total Tracon Ops	Based Aircraft
2005	0	22	22	0	500	200	0	700	0	0	0	700	0	0
2006	0	15	15	0	500	200	0	700	0	0	0	700	0	0
2007	0	32	32	0	500	200	0	700	0	0	0	700	0	0
2008	0	28	28	0	300	30	0	330	0	0	0	330	0	0
2009	0	21	21	0	300	30	0	330	0	0	0	330	0	0
2010	0	28	28	0	300	30	0	330	0	0	0	330	0	0
2011	0	23	23	0	300	30	0	330	0	0	0	330	0	0
2012	0	31	31	0	300	30	0	330	0	0	0	330	0	0
2013	0	14	14	0	300	30	0	330	0	0	0	330	0	0
2014	0	30	30	0	300	30	0	330	0	0	0	330	0	0
2015	0	25	25	0	300	30	0	330	0	0	0	330	0	0
2016	0	28	28	0	300	30	0	330	0	0	0	330	0	0
2017	0	21	21	0	300	30	0	330	0	0	0	330	0	0
2018	0	53	53	0	300	30	0	330	0	0	0	330	0	0
2019	0	37	37	0	300	30	0	330	0	0	0	330	0	0
2020	0	15	15	0	300	30	0	330	0	0	0	330	0	0
2021	0	13	13	0	300	30	0	330	0	0	0	330	0	0
2022	0	7	7	0	300	30	0	330	0	0	0	330	0	0
2023	0	4	4	0	300	30	0	330	0	0	0	330	0	0
2024	0	7	7	0	300	30	0	330	0	0	0	330	0	0
2025	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2026	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2027	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2028	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2029	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2030	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2031	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2032	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2033	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2034	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2035	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2036	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2037	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2038	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2039	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2040	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2041	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2042	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2043	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2044	0	3	3	0	300	30	0	330	0	0	0	330	0	0
2045	0	3	3	0	300	30	0	330	0	0	0	330	0	0

KTB Thorne Bay

AIRCRAFT OPERATIONS														
Enplanements				Itinerant Operations								Local Operations		
Fiscal Year	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total	Total Ops	Total Tracon Ops	Based Aircraft
2005	0	2063	2063	0	644	200	0	844	150	0	150	994	0	2
2006	0	1450	1450	0	644	200	0	844	150	0	150	994	0	2
2007	0	2636	2636	0	644	200	0	844	150	0	150	994	0	2
2008	0	2628	2628	644	750	75	0	1469	50	0	50	1519	0	0
2009	0	2246	2246	644	750	75	0	1469	50	0	50	1519	0	0
2010	0	2568	2568	644	750	75	0	1469	50	0	50	1519	0	0
2011	0	2607	2607	0	0	50	75	125	750	0	750	875	0	0
2012	0	2724	2724	644	750	75	0	1469	50	0	50	1519	0	0
2013	0	2741	2741	644	750	75	0	1469	50	0	50	1519	0	0
2014	0	2830	2830	644	750	75	0	1469	50	0	50	1519	0	0
2015	0	2424	2424	644	750	75	0	1469	50	0	50	1519	0	0
2016	0	2446	2446	0	900	0	0	900	0	0	0	900	0	0
2017	0	1965	1965	0	900	0	0	900	0	0	0	900	0	0
2018	0	2125	2125	0	900	0	0	900	0	0	0	900	0	0
2019	0	1924	1924	0	900	0	0	900	0	0	0	900	0	3
2020	0	228	228	0	900	0	0	900	0	0	0	900	0	3
2021	0	337	337	0	900	0	0	900	0	0	0	900	0	3

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2022	0	231	231	0	900	0	0	900	0	0	0	900	0	3
2023	0	214	214	0	900	0	0	900	0	0	0	900	0	3
2024	0	212	212	0	900	0	0	900	0	0	0	900	0	3
2025	0	151	151	0	900	0	0	900	0	0	0	900	0	3
2026	0	155	155	0	900	0	0	900	0	0	0	900	0	3
2027	0	159	159	0	900	0	0	900	0	0	0	900	0	3
2028	0	163	163	0	900	0	0	900	0	0	0	900	0	3
2029	0	168	168	0	900	0	0	900	0	0	0	900	0	3
2030	0	173	173	0	900	0	0	900	0	0	0	900	0	3
2031	0	178	178	0	900	0	0	900	0	0	0	900	0	3
2032	0	183	183	0	900	0	0	900	0	0	0	900	0	3
2033	0	188	188	0	900	0	0	900	0	0	0	900	0	3
2034	0	193	193	0	900	0	0	900	0	0	0	900	0	3
2035	0	199	199	0	900	0	0	900	0	0	0	900	0	3
2036	0	205	205	0	900	0	0	900	0	0	0	900	0	3
2037	0	211	211	0	900	0	0	900	0	0	0	900	0	3
2038	0	217	217	0	900	0	0	900	0	0	0	900	0	3
2039	0	223	223	0	900	0	0	900	0	0	0	900	0	3
2040	0	229	229	0	900	0	0	900	0	0	0	900	0	3
2041	0	235	235	0	900	0	0	900	0	0	0	900	0	3
2042	0	241	241	0	900	0	0	900	0	0	0	900	0	3
2043	0	248	248	0	900	0	0	900	0	0	0	900	0	3
2044	0	255	255	0	900	0	0	900	0	0	0	900	0	3
2045	0	262	262	0	900	0	0	900	0	0	0	900	0	3

KTN Ketchikan International

Fiscal Year	Enplanements			AIRCRAFT OPERATIONS								Total Ops	Total Tracon Ops	Based Aircraft
				Itinerant Operations				Local Operations						
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	105234	5358	110592	5290	9789	575	144	15798	410	0	410	16208	0	13
2006	103592	3777	107369	5290	9789	575	144	15798	410	0	410	16208	0	13
2007	106364	3864	110228	5290	9789	575	144	15798	410	0	410	16208	0	13
2008	105640	3874	109514	5290	9789	575	144	15798	410	0	410	16208	0	13
2009	94981	3039	98020	5290	9789	575	144	15798	410	0	410	16208	0	13
2010	95671	3051	98722	5290	9789	575	144	15798	410	0	410	16208	0	13
2011	99391	2798	102189	5290	9789	575	144	15798	410	0	410	16208	0	13
2012	100444	2870	103314	5290	9789	395	135	15609	350	0	350	15959	0	5
2013	104639	2834	107473	5290	9789	395	135	15609	350	0	350	15959	0	5
2014	105254	10203	115457	14244	748	395	135	15522	350	0	350	15872	0	5
2015	110338	13506	123844	5932	6272	395	135	12734	350	0	350	13084	0	5
2016	113084	13656	126740	6078	5334	395	135	11942	350	0	350	12292	0	5
2017	115572	15108	130680	5990	5656	395	135	12176	350	0	350	12526	0	5
2018	118192	16048	134240	6082	5870	395	135	12482	350	0	350	12832	0	5
2019	120174	17791	137965	5968	6024	395	135	12522	350	0	350	12872	0	5
2020	69110	10727	79837	4768	5270	395	135	10568	350	0	350	10918	0	5
2021	88310	19923	108233	5132	6296	395	135	11958	350	0	350	12308	0	5
2022	119214	20928	140142	6020	7764	395	135	14314	350	0	350	14664	0	5
2023	128716	20948	149664	6112	7624	395	135	14266	350	0	350	14616	0	5
2024	132157	20492	152649	6234	7803	395	135	14567	350	0	350	14917	0	5
2025	132615	15462	148077	5833	8113	190	198	14334	2150	0	2150	16484	0	5
2026	128103	15291	143394	5731	7472	190	198	13591	2150	0	2150	15741	0	5
2027	132193	15403	147596	5913	7492	190	198	13793	2150	0	2150	15943	0	5
2028	136038	15505	151543	6084	7512	190	198	13984	2150	0	2150	16134	0	5
2029	139319	15591	154910	6230	7532	190	198	14150	2150	0	2150	16300	0	5
2030	142245	15672	157917	6360	7553	190	198	14301	2150	0	2150	16451	0	5
2031	145045	15750	160795	6485	7574	190	198	14447	2150	0	2150	16597	0	5
2032	147962	15832	163794	6615	7596	190	198	14599	2150	0	2150	16749	0	5
2033	151148	15921	167069	6757	7620	190	198	14765	2150	0	2150	16915	0	5
2034	154493	16013	170506	6906	7644	190	198	14938	2150	0	2150	17088	0	5
2035	157927	16107	174034	7059	7669	190	198	15116	2150	0	2150	17266	0	5
2036	161306	16200	177506	7209	7695	190	198	15292	2150	0	2150	17442	0	5
2037	164662	16294	180956	7358	7722	190	198	15468	2150	0	2150	17618	0	5
2038	168109	16390	184499	7511	7749	190	198	15648	2150	0	2150	17798	0	5
2039	171733	16490	188223	7672	7777	190	198	15837	2150	0	2150	17987	0	5
2040	175455	16593	192048	7837	7806	190	198	16031	2150	0	2150	18181	0	5
2041	179134	16695	195829	8001	7836	190	198	16225	2150	0	2150	18375	0	5

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2042	183025	16801	199826	8174	7867	190	198	16429	2150	0	2150	18579	0	5
2043	186909	16907	203816	8347	7899	190	198	16634	2150	0	2150	18784	0	5
2044	190848	17015	207863	8522	7932	190	198	16842	2150	0	2150	18992	0	5
2045	194667	17118	211785	8692	7966	190	198	17046	2150	0	2150	19196	0	5

KXA Kasaan

Fiscal Year	Enplanements			AIRCRAFT OPERATIONS								Total Ops	Total Tracon Ops	Based Aircraft
				Itinerant Operations				Local Operations						
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	62	62	0	200	300	0	500	0	0	0	500	0	0
2006	0	81	81	0	200	300	0	500	0	0	0	500	0	0
2007	0	142	142	0	200	300	0	500	0	0	0	500	0	0
2008	0	71	71	0	350	50	0	400	0	0	0	400	0	0
2009	0	78	78	0	350	50	0	400	0	0	0	400	0	0
2010	0	122	122	0	350	50	0	400	0	0	0	400	0	0
2011	0	90	90	0	350	50	0	400	0	0	0	400	0	0
2012	0	123	123	0	350	50	0	400	0	0	0	400	0	0
2013	0	135	135	0	350	50	0	400	0	0	0	400	0	0
2014	0	132	132	0	350	50	0	400	0	0	0	400	0	0
2015	0	103	103	0	350	50	0	400	0	0	0	400	0	0
2016	0	94	94	0	350	0	0	350	0	0	0	350	0	0
2017	0	41	41	0	350	0	0	350	0	0	0	350	0	0
2018	0	56	56	0	350	0	0	350	0	0	0	350	0	0
2019	0	40	40	0	350	0	0	350	0	0	0	350	0	0
2020	0	3	3	0	350	0	0	350	0	0	0	350	0	0
2021	0	9	9	0	350	0	0	350	0	0	0	350	0	0
2022	0	1	1	0	350	0	0	350	0	0	0	350	0	0
2023	0	3	3	0	350	0	0	350	0	0	0	350	0	0
2024	0	2	2	0	350	0	0	350	0	0	0	350	0	0
2025	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2026	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2027	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2028	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2029	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2030	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2031	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2032	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2033	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2034	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2035	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2036	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2037	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2038	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2039	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2040	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2041	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2042	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2043	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2044	0	4	4	0	350	0	0	350	0	0	0	350	0	0
2045	0	4	4	0	350	0	0	350	0	0	0	350	0	0

MTM Metlakatla

Fiscal Year	Enplanements			AIRCRAFT OPERATIONS								Total Ops	Total Tracon Ops	Based Aircraft
				Itinerant Operations				Local Operations						
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	4186	4186	0	6158	6500	0	12658	0	0	0	12658	0	0
2006	0	2406	2406	0	6158	6500	0	12658	0	0	0	12658	0	0
2007	0	3675	3675	0	6158	6500	0	12658	0	0	0	12658	0	0
2008	0	3540	3540	0	250	75	0	325	0	0	0	325	0	0
2009	0	3304	3304	0	250	75	0	325	0	0	0	325	0	0
2010	0	4082	4082	0	250	75	0	325	0	0	0	325	0	0
2011	0	3628	3628	0	250	75	0	325	0	0	0	325	0	0
2012	0	3811	3811	0	250	75	0	325	0	0	0	325	0	0
2013	0	4205	4205	0	250	75	0	325	0	0	0	325	0	0

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2014	0	4400	4400	0	250	75	0	325	0	0	0	325	0	0
2015	0	2813	2813	0	250	75	0	325	0	0	0	325	0	0
2016	0	2788	2788	0	1200	0	0	1200	0	0	0	1200	0	0
2017	0	2097	2097	0	1200	0	0	1200	0	0	0	1200	0	0
2018	0	2009	2009	0	1200	0	0	1200	0	0	0	1200	0	0
2019	0	1573	1573	0	1200	0	0	1200	0	0	0	1200	0	0
2020	0	339	339	0	1200	0	0	1200	0	0	0	1200	0	0
2021	0	416	416	0	1200	0	0	1200	0	0	0	1200	0	0
2022	0	499	499	0	1200	0	0	1200	0	0	0	1200	0	0
2023	0	461	461	0	1200	0	0	1200	0	0	0	1200	0	0
2024	0	559	559	0	1200	0	0	1200	0	0	0	1200	0	0
2025	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2026	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2027	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2028	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2029	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2030	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2031	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2032	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2033	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2034	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2035	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2036	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2037	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2038	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2039	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2040	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2041	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2042	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2043	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2044	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0
2045	0	354	354	0	1200	0	0	1200	0	0	0	1200	0	0

OOH Hoonah

Fiscal Year	Enplanements			AIRCRAFT OPERATIONS								Total Ops	Total Tracon Ops	Based Aircraft
				Itinerant Operations				Local Operations						
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	0	0	0	400	400	0	800	0	0	0	800	0	0
2006	0	0	0	0	400	400	0	800	0	0	0	800	0	0
2007	0	0	0	0	400	400	0	800	0	0	0	800	0	0
2008	0	0	0	0	400	400	0	800	0	0	0	800	0	0
2009	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2010	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2011	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2012	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2013	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2017	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2018	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2019	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2020	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2021	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2022	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2023	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2024	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2025	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2026	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2027	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2028	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2029	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2030	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2031	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2032	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2033	0	0	0	0	120	0	0	120	0	0	0	120	0	0

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2034	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2035	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2036	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2037	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2038	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2039	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2040	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2041	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2042	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2043	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2044	0	0	0	0	120	0	0	120	0	0	0	120	0	0
2045	0	0	0	0	120	0	0	120	0	0	0	120	0	0

PEC Pelican

Fiscal Year	AIRCRAFT OPERATIONS											Total Ops	Total Tracon Ops	Based Aircraft
	Enplanements			Itinerant Operations					Local Operations					
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	882	882	0	1654	1500	0	3154	20	0	20	3174	0	0
2006	0	1048	1048	0	1654	1500	0	3154	20	0	20	3174	0	0
2007	0	1017	1017	0	1654	1500	0	3154	20	0	20	3174	0	0
2008	0	795	795	0	300	50	0	350	0	0	0	350	0	0
2009	0	521	521	0	300	50	0	350	0	0	0	350	0	0
2010	0	629	629	0	300	50	0	350	0	0	0	350	0	0
2011	0	850	850	0	300	50	0	350	0	0	0	350	0	0
2012	0	832	832	0	300	50	0	350	0	0	0	350	0	0
2013	0	855	855	0	300	50	0	350	0	0	0	350	0	0
2014	0	992	992	0	300	50	0	350	0	0	0	350	0	0
2015	0	1138	1138	0	300	50	0	350	0	0	0	350	0	0
2016	0	1093	1093	0	500	50	0	550	0	0	0	550	0	0
2017	0	1220	1220	0	500	50	0	550	0	0	0	550	0	0
2018	0	1460	1460	0	500	50	0	550	0	0	0	550	0	0
2019	0	1396	1396	0	500	50	0	550	0	0	0	550	0	0
2020	0	861	861	0	500	50	0	550	0	0	0	550	0	0
2021	0	1630	1630	0	500	50	0	550	0	0	0	550	0	0
2022	0	1411	1411	0	500	50	0	550	0	0	0	550	0	0
2023	0	1226	1226	0	500	50	0	550	0	0	0	550	0	0
2024	0	927	927	0	500	50	0	550	0	0	0	550	0	0
2025	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2026	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2027	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2028	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2029	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2030	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2031	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2032	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2033	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2034	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2035	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2036	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2037	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2038	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2039	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2040	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2041	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2042	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2043	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2044	0	932	932	0	500	50	0	550	0	0	0	550	0	0
2045	0	932	932	0	500	50	0	550	0	0	0	550	0	0

PSG Petersburg James A Johnson

Fiscal Year				AIRCRAFT OPERATIONS								Total Ops	Total Tracon Ops	Based Aircraft
	Enplanements			Itinerant Operations					Local Operations					
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	19626	42	19668	1392	10000	400	100	11892	1600	0	1600	13492	0	26

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2006	18838	36	18874	1392	10000	400	100	11892	1600	0	1600	13492	0	26
2007	19467	73	19540	1392	10000	400	100	11892	1600	0	1600	13492	0	22
2008	19206	34	19240	1392	10000	400	100	11892	1600	0	1600	13492	0	14
2009	17458	59	17517	1392	10000	400	100	11892	1600	0	1600	13492	0	14
2010	17552	33	17585	1392	10000	400	100	11892	1600	0	1600	13492	0	14
2011	18433	35	18468	1392	10000	400	100	11892	1600	0	1600	13492	0	18
2012	17904	54	17958	1392	10000	400	100	11892	1600	0	1600	13492	0	18
2013	19252	54	19306	1392	10000	400	100	11892	1600	0	1600	13492	0	18
2014	18679	45	18724	1392	10000	400	100	11892	1600	0	1600	13492	0	18
2015	20629	107	20736	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2016	20931	10	20941	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2017	21929	261	22190	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2018	22939	326	23265	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2019	23213	152	23365	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2020	14263	13	14276	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2021	18293	573	18866	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2022	22622	664	23286	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2023	24187	708	24895	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2024	25169	73	25242	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2025	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2026	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2027	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2028	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2029	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2030	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2031	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2032	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2033	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2034	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2035	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2036	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2037	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2038	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2039	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2040	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2041	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2042	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2043	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2044	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12
2045	24819	9	24828	1392	10000	400	100	11892	1600	0	1600	13492	0	12

SGY Skagway

Fiscal Year	AIRCRAFT OPERATIONS											Total Ops	Total Tracon Ops	Based Aircraft
	Enplanements			Itinerant Operations					Local Operations					
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	9301	9301	0	10800	1200	0	12000	500	0	500	12500	0	17
2006	0	9015	9015	0	10800	1200	0	12000	500	0	500	12500	0	17
2007	0	13384	13384	0	10800	1200	0	12000	500	0	500	12500	0	17
2008	0	9991	9991	0	10800	1200	0	12000	500	0	500	12500	0	13
2009	0	5762	5762	0	10800	1200	0	12000	500	0	500	12500	0	13
2010	0	7706	7706	0	10800	1200	0	12000	500	0	500	12500	0	0
2011	0	8330	8330	0	10800	1200	0	12000	500	0	500	12500	0	0
2012	0	7794	7794	0	10800	1200	0	12000	500	0	500	12500	0	18
2013	0	7681	7681	0	10800	1200	0	12000	500	0	500	12500	0	18
2014	0	7567	7567	0	10800	1200	0	12000	500	0	500	12500	0	18
2015	0	8298	8298	0	10800	1200	0	12000	500	0	500	12500	0	17
2016	0	5700	5700	0	3800	0	0	3800	500	0	500	4300	0	18
2017	0	6384	6384	0	3800	0	0	3800	500	0	500	4300	0	18
2018	0	6596	6596	0	3800	0	0	3800	500	0	500	4300	0	18
2019	0	7524	7524	0	3800	0	0	3800	500	0	500	4300	0	18
2020	0	2274	2274	0	3800	0	0	3800	500	0	500	4300	0	20
2021	0	2896	2896	0	3800	0	0	3800	500	0	500	4300	0	19
2022	0	5217	5217	0	3800	0	0	3800	500	0	500	4300	0	19
2023	0	4906	4906	0	3800	0	0	3800	500	0	500	4300	0	19
2024	0	4732	4732	0	3800	0	0	3800	500	0	500	4300	0	19
2025	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2026	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2027	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2028	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2029	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2030	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2031	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2032	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2033	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2034	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2035	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2036	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2037	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2038	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2039	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2040	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2041	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2042	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2043	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2044	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19
2045	0	4657	4657	0	3800	0	0	3800	500	0	500	4300	0	19

SIT Sitka Rocky Gutierrez

Fiscal Year	Enplanements			AIRCRAFT OPERATIONS								Total Ops	Total Tracon Ops	Based Aircraft
				Itinerant Operations				Local Operations						
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	74253	161	74414	1800	10000	7000	1300	20100	3000	0	3000	23100	0	30
2006	71562	204	71766	1800	10000	7000	1300	20100	3000	0	3000	23100	0	30
2007	73462	290	73752	1800	10000	7000	1300	20100	3000	0	3000	23100	0	30
2008	69760	224	69984	1800	10000	7000	1300	20100	3000	0	3000	23100	0	30
2009	61978	286	62264	1800	10000	7000	1300	20100	3000	0	3000	23100	0	30
2010	64108	407	64515	1800	10000	7000	1300	20100	3000	0	3000	23100	0	23
2011	64570	251	64821	1800	10000	7000	1300	20100	3000	0	3000	23100	0	23
2012	65757	215	65972	1800	10000	7000	1300	20100	3781	0	3781	23881	0	28
2013	68082	84	68166	1800	10000	7000	1300	20100	3781	0	3781	23881	0	28
2014	71293	244	71537	1800	9860	7000	1325	19985	3342	0	3342	23327	0	28
2015	70914	5133	76047	1800	9860	7000	1325	19985	3342	0	3342	23327	0	25
2016	71792	6630	78422	1800	9860	7000	1325	19985	3342	0	3342	23327	0	28
2017	74548	10245	84793	1800	9860	7000	1325	19985	3342	0	3342	23327	0	25
2018	77603	11014	88617	1800	9860	7000	1325	19985	3342	0	3342	23327	0	28
2019	78261	11299	89560	1800	9860	7000	1325	19985	3342	0	3342	23327	0	28
2020	42578	5012	47590	1800	9860	7000	1325	19985	3342	0	3342	23327	0	28
2021	61936	12073	74009	1800	9860	7000	1325	19985	3342	0	3342	23327	0	28
2022	80624	10982	91606	1812	9860	7000	1325	19997	3342	0	3342	23339	0	28
2023	86025	10069	96094	1812	9860	7000	1325	19997	3342	0	3342	23339	0	28
2024	89156	9130	98286	1800	9860	7000	1325	19985	3342	0	3342	23327	0	28
2025	90316	4655	94971	1800	9860	7000	1325	19985	3342	0	3342	23327	0	28
2026	91388	4655	96043	1812	9860	7000	1325	19997	3342	0	3342	23339	0	28
2027	92470	4655	97125	1824	9860	7000	1325	20009	3342	0	3342	23351	0	28
2028	93567	4655	98222	1836	9860	7000	1325	20021	3342	0	3342	23363	0	28
2029	94679	4655	99334	1848	9860	7000	1325	20033	3342	0	3342	23375	0	28
2030	95804	4655	100459	1861	9860	7000	1325	20046	3342	0	3342	23388	0	28
2031	96943	4655	101598	1874	9860	7000	1325	20059	3342	0	3342	23401	0	28
2032	98095	4655	102750	1887	9860	7000	1325	20072	3342	0	3342	23414	0	28
2033	99260	4655	103915	1900	9860	7000	1325	20085	3342	0	3342	23427	0	28
2034	100439	4655	105094	1913	9860	7000	1325	20098	3342	0	3342	23440	0	28
2035	101632	4655	106287	1926	9860	7000	1325	20111	3342	0	3342	23453	0	28
2036	102840	4655	107495	1940	9860	7000	1325	20125	3342	0	3342	23467	0	28
2037	104061	4655	108716	1954	9860	7000	1325	20139	3342	0	3342	23481	0	28
2038	105298	4655	109953	1968	9860	7000	1325	20153	3342	0	3342	23495	0	28
2039	106551	4655	111206	1982	9860	7000	1325	20167	3342	0	3342	23509	0	28
2040	107821	4655	112476	1996	9860	7000	1325	20181	3342	0	3342	23523	0	28
2041	109102	4655	113757	2010	9860	7000	1325	20195	3342	0	3342	23537	0	28
2042	110397	4655	115052	2024	9860	7000	1325	20209	3342	0	3342	23551	0	28
2043	111708	4655	116363	2038	9860	7000	1325	20223	3342	0	3342	23565	0	28
2044	113037	4655	117692	2052	9860	7000	1325	20237	3342	0	3342	23579	0	28
2045	114382	4655	119037	2066	9860	7000	1325	20251	3342	0	3342	23593	0	28

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

TKE Tenakee

Fiscal Year	Enplanements			AIRCRAFT OPERATIONS								Total Ops	Total Tracon Ops	Based Aircraft
				Itinerant Operations					Local Operations					
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	0	1115	1115	0	338	400	0	738	0	0	0	738	0	0
2006	0	1005	1005	0	338	400	0	738	0	0	0	738	0	0
2007	0	695	695	0	338	400	0	738	0	0	0	738	0	0
2008	0	672	672	0	500	150	0	650	0	0	0	650	0	0
2009	0	601	601	0	500	150	0	650	0	0	0	650	0	0
2010	0	648	648	0	500	150	0	650	0	0	0	650	0	0
2011	0	695	695	0	500	150	0	650	0	0	0	650	0	0
2012	0	589	589	0	500	150	0	650	0	0	0	650	0	0
2013	0	803	803	0	500	150	0	650	0	0	0	650	0	0
2014	0	662	662	0	500	150	0	650	0	0	0	650	0	0
2015	0	836	836	0	500	150	0	650	0	0	0	650	0	0
2016	0	746	746	0	500	150	0	650	0	0	0	650	0	0
2017	0	754	754	0	500	150	0	650	0	0	0	650	0	0
2018	0	790	790	0	500	150	0	650	0	0	0	650	0	0
2019	0	779	779	0	500	150	0	650	0	0	0	650	0	0
2020	0	526	526	0	500	150	0	650	0	0	0	650	0	0
2021	0	528	528	0	500	150	0	650	0	0	0	650	0	0
2022	0	565	565	0	500	150	0	650	0	0	0	650	0	0
2023	0	417	417	0	500	150	0	650	0	0	0	650	0	0
2024	0	555	555	0	500	150	0	650	0	0	0	650	0	0
2025	0	489	489	0	500	150	0	650	0	0	0	650	0	0
2026	0	492	492	0	500	150	0	650	0	0	0	650	0	0
2027	0	495	495	0	500	150	0	650	0	0	0	650	0	0
2028	0	498	498	0	500	150	0	650	0	0	0	650	0	0
2029	0	501	501	0	500	150	0	650	0	0	0	650	0	0
2030	0	504	504	0	500	150	0	650	0	0	0	650	0	0
2031	0	507	507	0	500	150	0	650	0	0	0	650	0	0
2032	0	510	510	0	500	150	0	650	0	0	0	650	0	0
2033	0	513	513	0	500	150	0	650	0	0	0	650	0	0
2034	0	516	516	0	500	150	0	650	0	0	0	650	0	0
2035	0	519	519	0	500	150	0	650	0	0	0	650	0	0
2036	0	522	522	0	500	150	0	650	0	0	0	650	0	0
2037	0	525	525	0	500	150	0	650	0	0	0	650	0	0
2038	0	528	528	0	500	150	0	650	0	0	0	650	0	0
2039	0	531	531	0	500	150	0	650	0	0	0	650	0	0
2040	0	534	534	0	500	150	0	650	0	0	0	650	0	0
2041	0	537	537	0	500	150	0	650	0	0	0	650	0	0
2042	0	540	540	0	500	150	0	650	0	0	0	650	0	0
2043	0	543	543	0	500	150	0	650	0	0	0	650	0	0
2044	0	546	546	0	500	150	0	650	0	0	0	650	0	0
2045	0	549	549	0	500	150	0	650	0	0	0	650	0	0

WRG Wrangell

Fiscal Year	Enplanements			AIRCRAFT OPERATIONS								Total Ops	Total Tracon Ops	Based Aircraft
	Air Carrier	Commuter	Total	Itinerant Operations					Local Operations					
				Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	10689	18	10707	725	6200	3000	0	9925	1000	0	1000	10925	0	16
2006	10155	31	10186	725	6200	3000	0	9925	1000	0	1000	10925	0	16
2007	11592	24	11616	725	6200	3000	0	9925	1000	0	1000	10925	0	16
2008	10591	2	10593	725	6200	3000	0	9925	1000	0	1000	10925	0	13
2009	10966	12	10978	725	6200	3000	0	9925	1000	0	1000	10925	0	13
2010	10456	15	10471	725	6200	3000	0	9925	1000	0	1000	10925	0	13
2011	11330	36	11366	725	6200	2500	0	9425	1000	0	1000	10425	0	13
2012	11721	53	11774	725	6200	2500	0	9425	1000	0	1000	10425	0	11
2013	11706	44	11750	725	6200	2500	0	9425	1000	0	1000	10425	0	12
2014	11593	39	11632	725	6200	2500	0	9425	1000	0	1000	10425	0	12
2015	12612	30	12642	725	6200	2500	0	9425	1000	0	1000	10425	0	12
2016	12437	3	12440	725	6200	2500	0	9425	1000	0	1000	10425	0	12
2017	12761	84	12845	725	6200	2500	0	9425	1000	0	1000	10425	0	9

**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2018	13898	55	13953	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2019	14449	45	14494	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2020	8795	11	8806	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2021	11095	18	11113	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2022	12881	100	12981	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2023	14051	194	14245	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2024	14537	24	14561	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2025	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2026	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2027	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2028	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2029	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2030	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2031	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2032	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2033	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2034	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2035	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2036	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2037	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2038	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2039	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2040	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2041	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2042	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2043	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2044	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9
2045	14423	42	14465	725	6200	2500	0	9425	1000	0	1000	10425	0	9

YAK Yakutat

Fiscal Year	Enplanements			AIRCRAFT OPERATIONS								Total Ops	Total Tracon Ops	Based Aircraft
				Itinerant Operations				Local Operations						
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2005	12353	8	12361	726	5000	10000	300	16026	3000	0	3000	19026	0	27
2006	11421	1	11422	726	5000	10000	300	16026	3000	0	3000	19026	0	27
2007	11578	14	11592	726	5000	10000	300	16026	3000	0	3000	19026	0	27
2008	11154	17	11171	726	5000	10000	300	16026	3000	0	3000	19026	0	7
2009	9658	30	9688	726	5000	10000	300	16026	3000	0	3000	19026	0	8
2010	10067	0	10067	726	5000	10000	300	16026	3000	0	3000	19026	0	8
2011	10395	6	10401	726	5000	10000	300	16026	3000	0	3000	19026	0	8
2012	10270	85	10355	726	5000	10000	300	16026	3000	0	3000	19026	0	8
2013	10100	4	10104	726	5000	10000	300	16026	3000	0	3000	19026	0	8
2014	10531	0	10531	726	5000	10000	300	16026	3000	0	3000	19026	0	8
2015	10299	0	10299	726	5000	10000	300	16026	3000	0	3000	19026	0	10
2016	10709	52	10761	726	5000	10000	300	16026	3000	0	3000	19026	0	10
2017	10686	0	10686	726	5000	10000	300	16026	3000	0	3000	19026	0	10
2018	11788	1	11789	726	5000	10000	300	16026	3000	0	3000	19026	0	10
2019	12595	31	12626	726	5000	10000	300	16026	3000	0	3000	19026	0	10
2020	6883	0	6883	726	5000	10000	300	16026	3000	0	3000	19026	0	10
2021	10498	15	10513	726	5000	10000	300	16026	3000	0	3000	19026	0	10
2022	11598	9	11607	729	5000	10000	300	16029	3000	0	3000	19029	0	10
2023	12271	0	12271	730	5000	10000	300	16030	3000	0	3000	19030	0	10
2024	11984	12	11996	726	5000	10000	300	16026	3000	0	3000	19026	0	10
2025	11533	4	11537	726	5000	10000	300	16026	3000	0	3000	19026	0	10
2026	11704	4	11708	730	5000	10000	300	16030	3000	0	3000	19030	0	10
2027	11879	4	11883	734	5000	10000	300	16034	3000	0	3000	19034	0	10
2028	12057	4	12061	738	5000	10000	300	16038	3000	0	3000	19038	0	10
2029	12240	4	12244	742	5000	10000	300	16042	3000	0	3000	19042	0	10
2030	12424	4	12428	746	5000	10000	300	16046	3000	0	3000	19046	0	10
2031	12610	4	12614	750	5000	10000	300	16050	3000	0	3000	19050	0	10
2032	12800	4	12804	754	5000	10000	300	16054	3000	0	3000	19054	0	10
2033	12992	4	12996	758	5000	10000	300	16058	3000	0	3000	19058	0	10
2034	13184	4	13188	762	5000	10000	300	16062	3000	0	3000	19062	0	10
2035	13378	4	13382	766	5000	10000	300	16066	3000	0	3000	19066	0	10
2036	13575	4	13579	770	5000	10000	300	16070	3000	0	3000	19070	0	10
2037	13778	4	13782	774	5000	10000	300	16074	3000	0	3000	19074	0	10

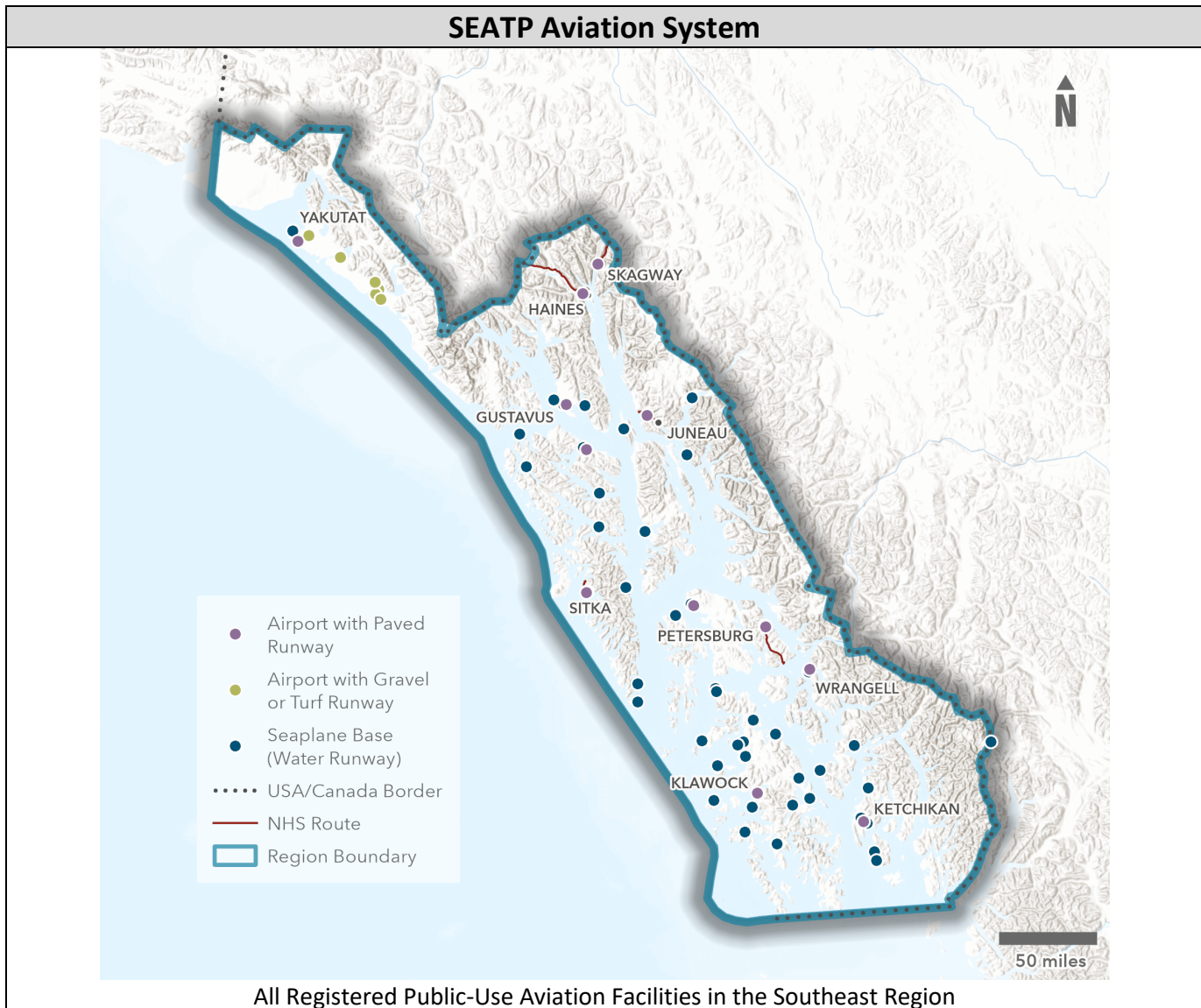
**Southeast Alaska Transportation Plan
Aviation Demand Forecast**

2038	13983	4	13987	778	5000	10000	300	16078	3000	0	3000	19078	0	10
2039	14192	4	14196	782	5000	10000	300	16082	3000	0	3000	19082	0	10
2040	14403	4	14407	786	5000	10000	300	16086	3000	0	3000	19086	0	10
2041	14617	4	14621	790	5000	10000	300	16090	3000	0	3000	19090	0	10
2042	14837	4	14841	794	5000	10000	300	16094	3000	0	3000	19094	0	10
2043	15061	4	15065	798	5000	10000	300	16098	3000	0	3000	19098	0	10
2044	15288	4	15292	802	5000	10000	300	16102	3000	0	3000	19102	0	10
2045	15518	4	15522	806	5000	10000	300	16106	3000	0	3000	19106	0	10



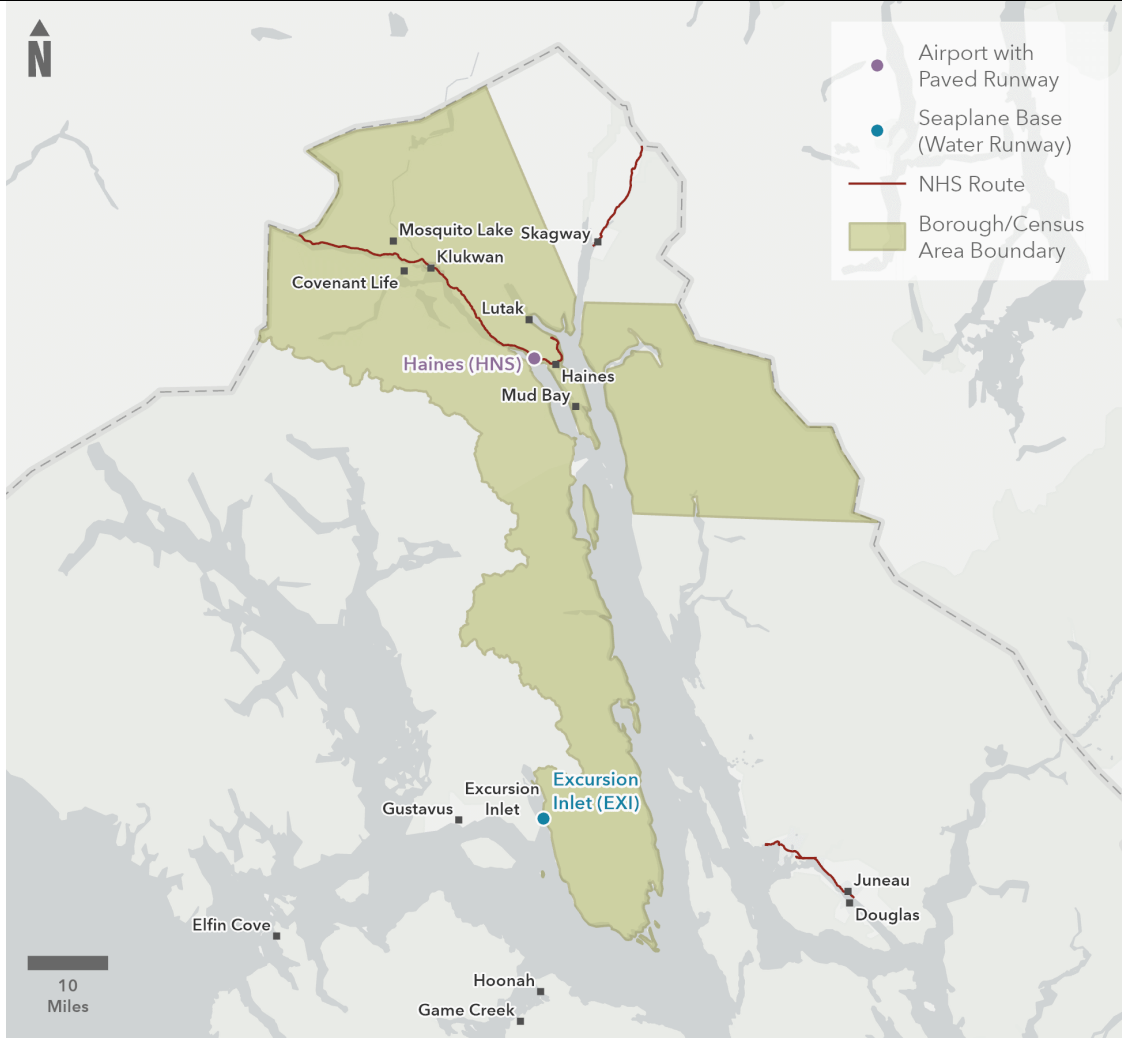
APPENDIX 2:

**Southeast Registered Public Use Aviation Facilities
Photos**



Photos of facilities were sourced from the DOT&PF Alaska Aviation System Plan online facilities directory and FAA's Airport Data and Information Portal.

Haines Borough Airports

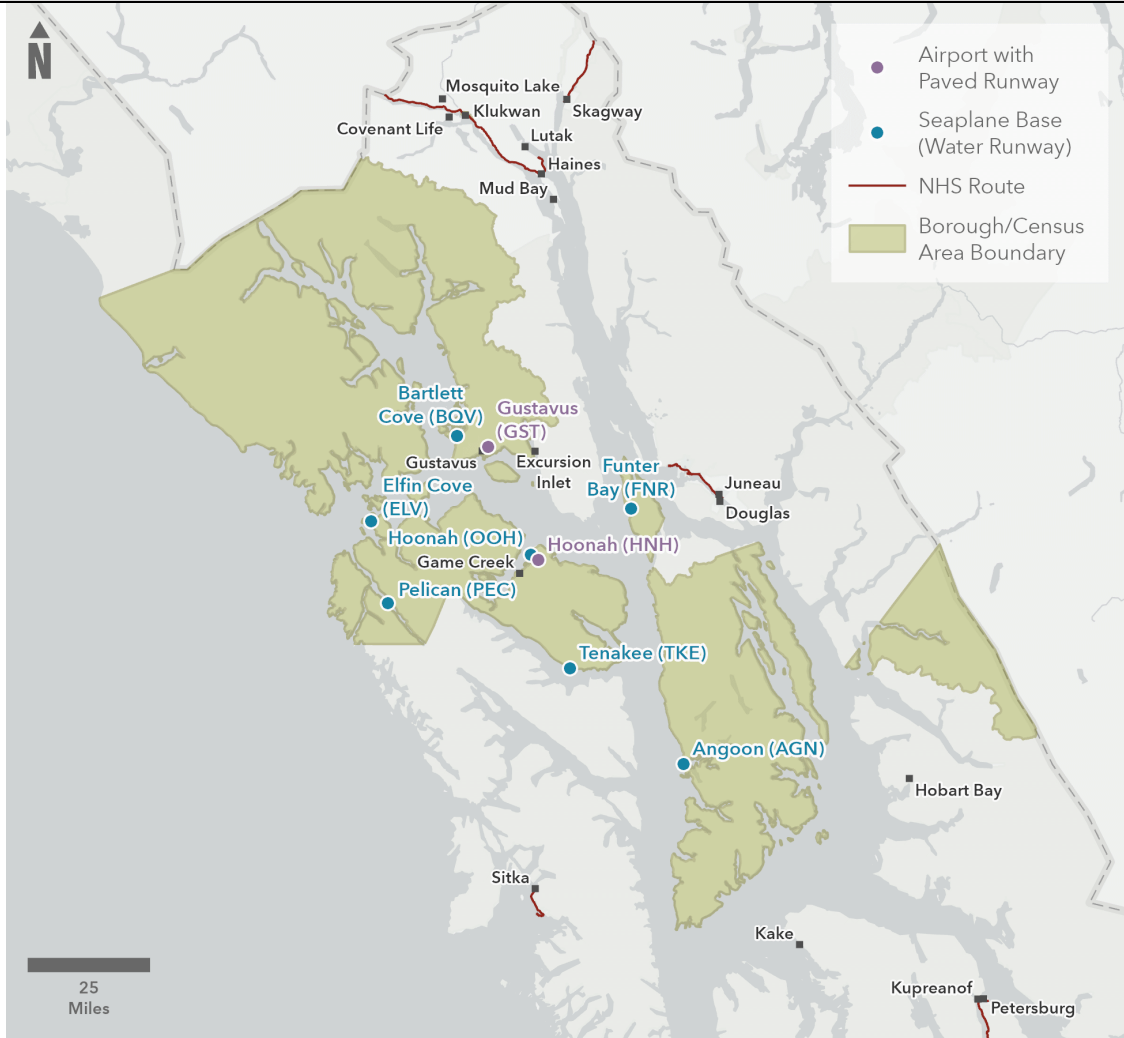


Haines (HNS) 2025
DOT&PF | Community On-Road



Excursion Inlet (EXI)
DOT&PF | Local NPIAS - Low Activity

Hoonah-Angoon Census Area Airports



Gustavus (GST) 2017
DOT&PF | Regional Hub



Angoon (AGN) 2021
DOT&PF | Community Off-Road

Southeast Alaska Transportation Plan



Hoonah (HNH) 2023
DOT&PF | Community Off-Road



Pelican (PEC) 2023
City of Pelican | Community Off-Road



Tenakee (TKE) 2016
DOT&PF | Community Off-Road



Elfin Cove (ELV) 2018
DOT&PF | Local NPIAS - Low Activity



Funter Bay (FNR) 2016
DOT&PF | Local NPIAS - Low Activity

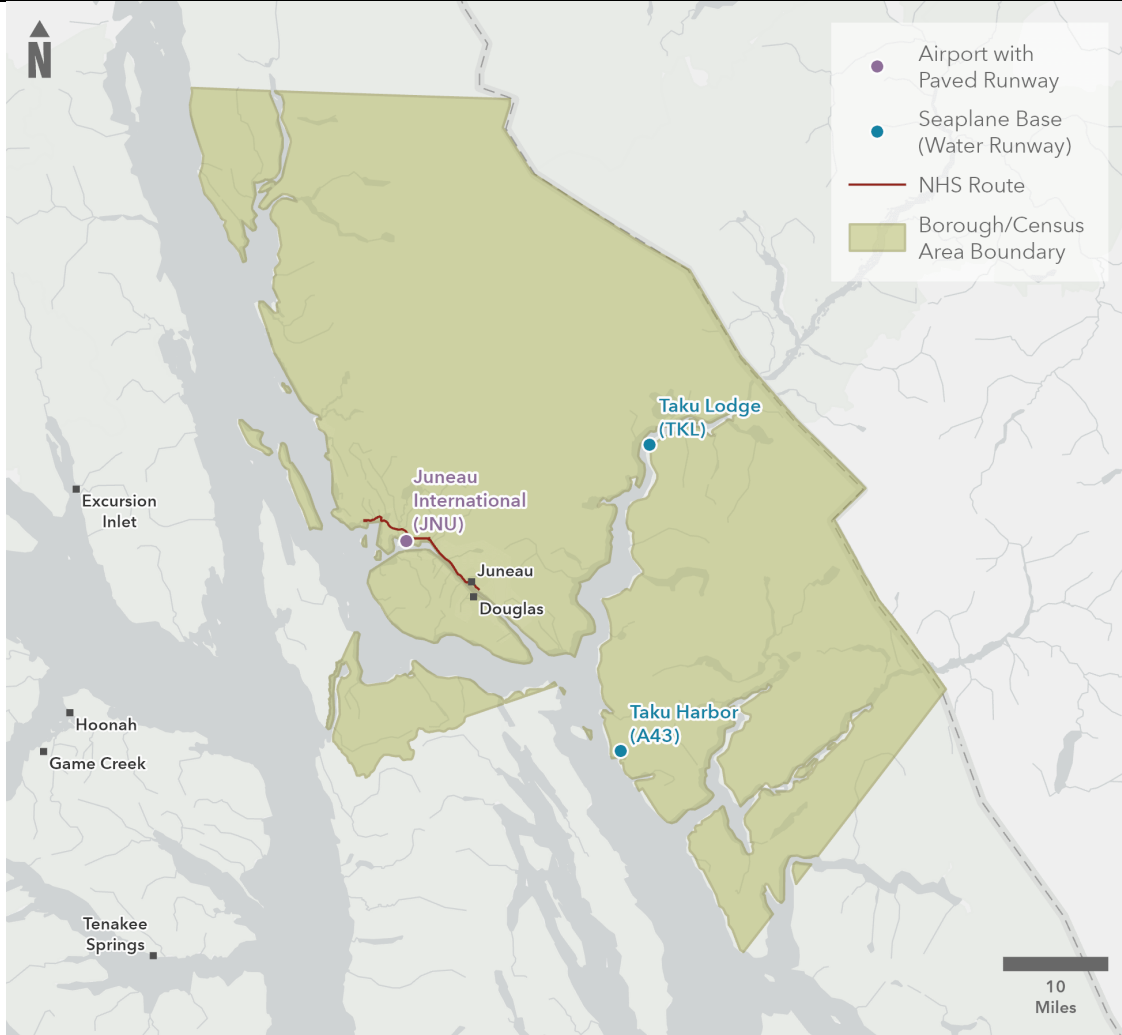


Hoonah (OOH) 2025
DOT&PF | Local NPIAS - Low Activity



Bartlett Cove (BQV) 2021

City and Borough of Juneau Airports



Juneau International (JNU) 2016
City & Borough of Juneau | Small Hub



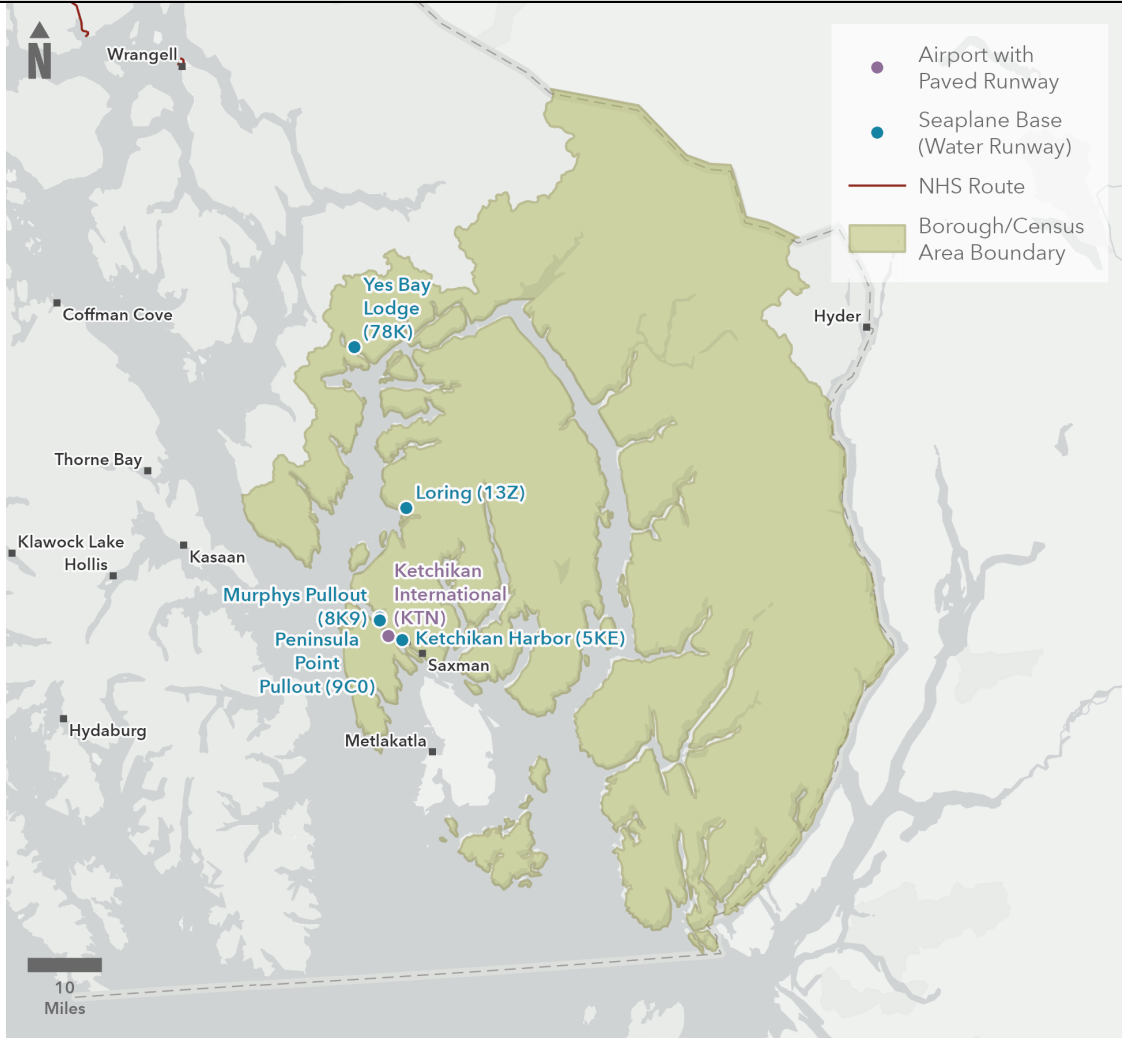
Taku Harbor (A43) 2024
City & Borough of Juneau | Landing Strip

Southeast Alaska Transportation Plan

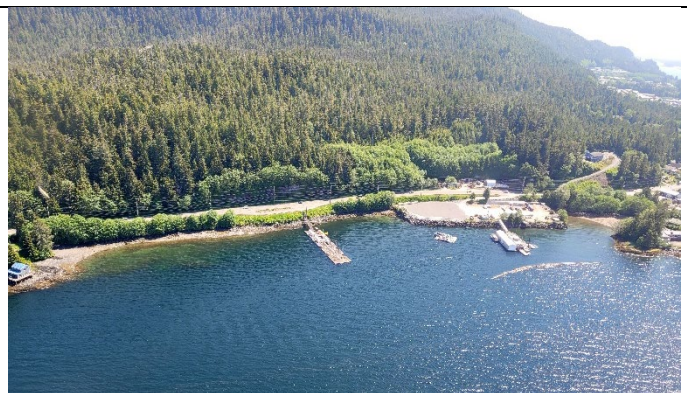


Taku Lodge (TKL) 2025
Taku Glacier Lodge | Landing Strip

Ketchikan Gateway Borough Airports



Ketchikan (KTN) 2025
Ketchikan Gateway Borough | Regional Hub



Murphy's Pullout (8K9) 2022
Ketchikan Gateway Borough | Local NPIAS - Low Activity

Southeast Alaska Transportation Plan



Ketchikan Harbor (5KE) 2024
Promech Air | Local Non-NPIAS



Peninsula Point Pullout (9C0) 2024
DOT&PF | Local Non-NPIAS

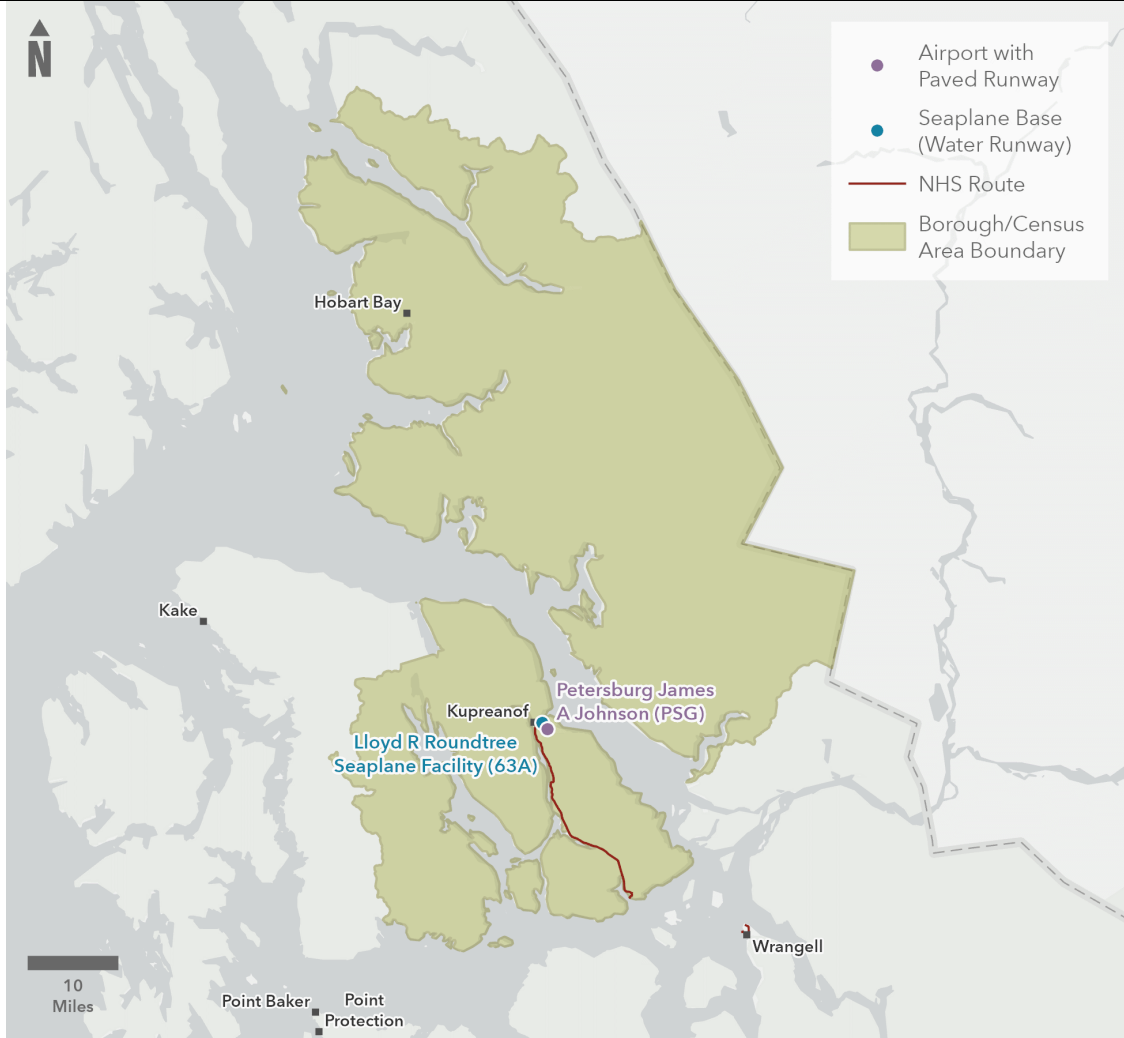


Loring (13Z) 2022
Ketchikan Gateway Borough | Landing Strip



Yes Bay Lodge (78K) 2022
Kevin Hack | Landing Strip

Petersburg Borough Airports

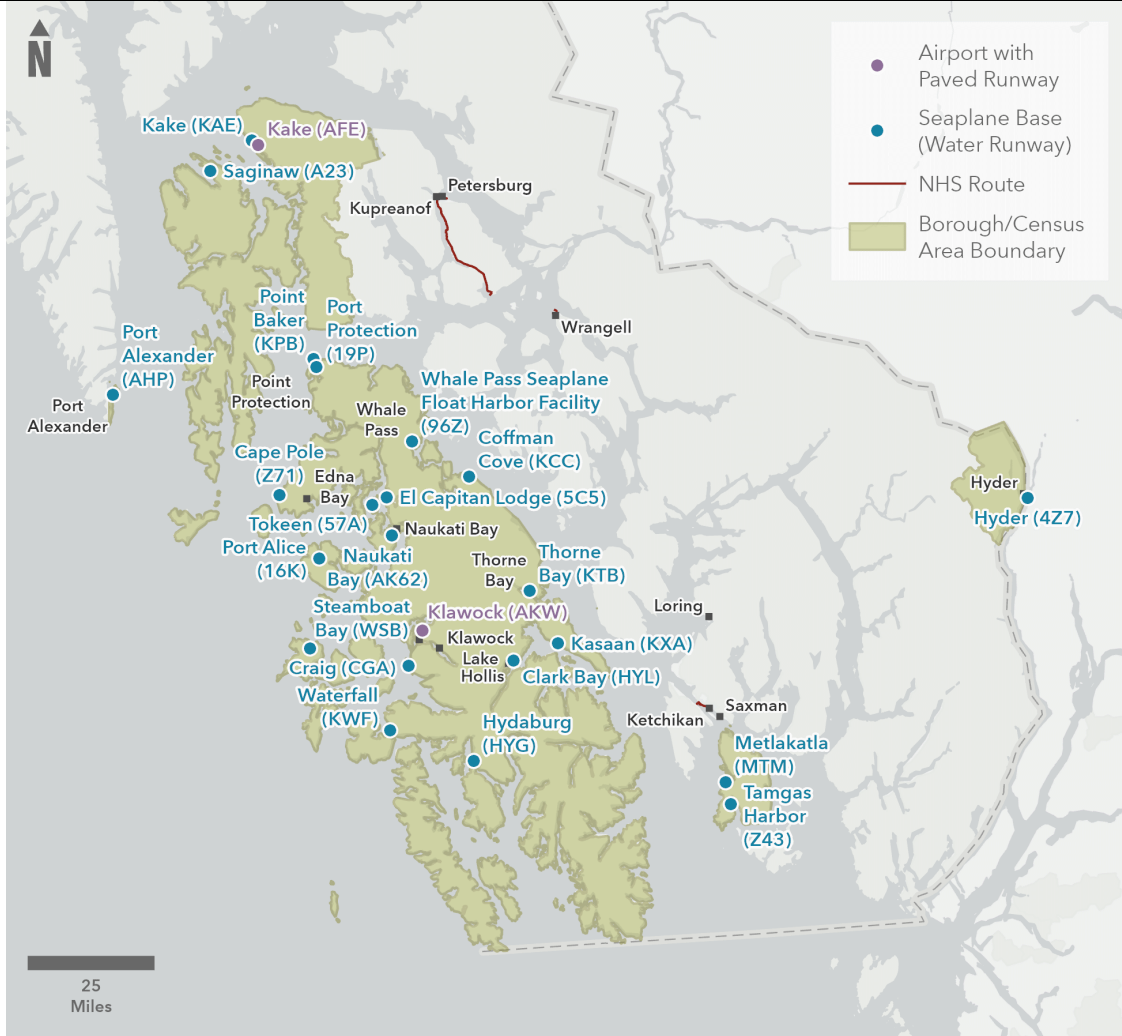


Petersburg James A. Johnson (PSG) 2017
DOT&PF | Regional Hub



Lloyd R. Roundtree Seaplane Facility (63A) 2013
DOT&PF | Local NPIAS - Low Activity

Prince of Wales-Hyder Census Area Airports



Hyder (427) 2018
DOT&PF | Community On-Road



Clark Bay (HYL) 2022
DOT&PF | Community Off-Road

Southeast Alaska Transportation Plan



Coffman Cove (KCC) 2022
DOT&PF | Community Off-Road



Craig (CGA) 2018
City of Craig | Community Off-Road



Hydaburg (HYG) 2024
DOT&PF | Community Off-Road



Kake (AFE) 2025
DOT&PF | Community Off-Road



Klawock (AKW) 2024
DOT&PF | Community Off-Road



Metlakatla (MTM) 2022
DOT&PF | Community Off-Road



Naukati Bay (AK62) 2022
Naukati Bay Community | Community Off-Road



Port Alexander (AHP) 2024
DOT&PF | Community Off-Road

Southeast Alaska Transportation Plan



Port Protection (19P) 2024
DOT&PF | Community Off-Road



Thorne Bay (KTB) 2022
City of Thorne Bay | Community Off-Road



Whale Pass Seaplane Float Harbor Facility (96Z) 2022
City of Whale Pass | Community Off-Road



Kake (KAE) 2025
City of Kake | Local NPIAS - Low Activity



Kasaan (KXA) 2022
DOT&PF | Local NPIAS - Low Activity



Point Baker (KPB) 2022
DOT&PF | Local NPIAS - Low Activity



Waterfall (KWF) 2018
Waterfall Cannery Resort | Local Non-NPIAS



Cape Pole (Z71) 2024
L.O.G. LOG CO | Landing Strip

Southeast Alaska Transportation Plan



El Capitan Lodge (5C5) 2022
Scott Van Valin | Landing Strip



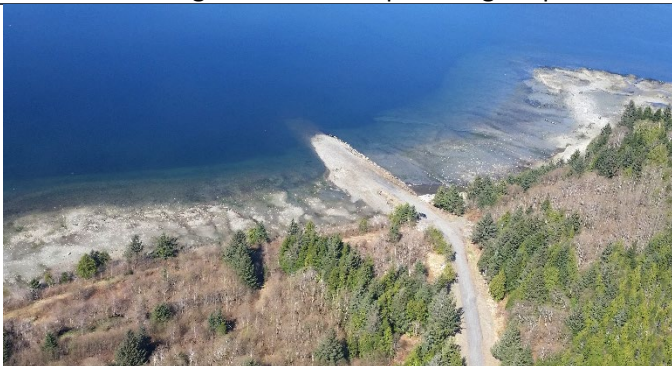
Port Alice (16K) 2024
Alaska Logging & Pulp | Landing Strip



Saginaw (A23) 2024
No Registered Owner | Landing Strip



Steamboat Bay (WSB) 2024
Steamboat Bay Resort | Landing Strip

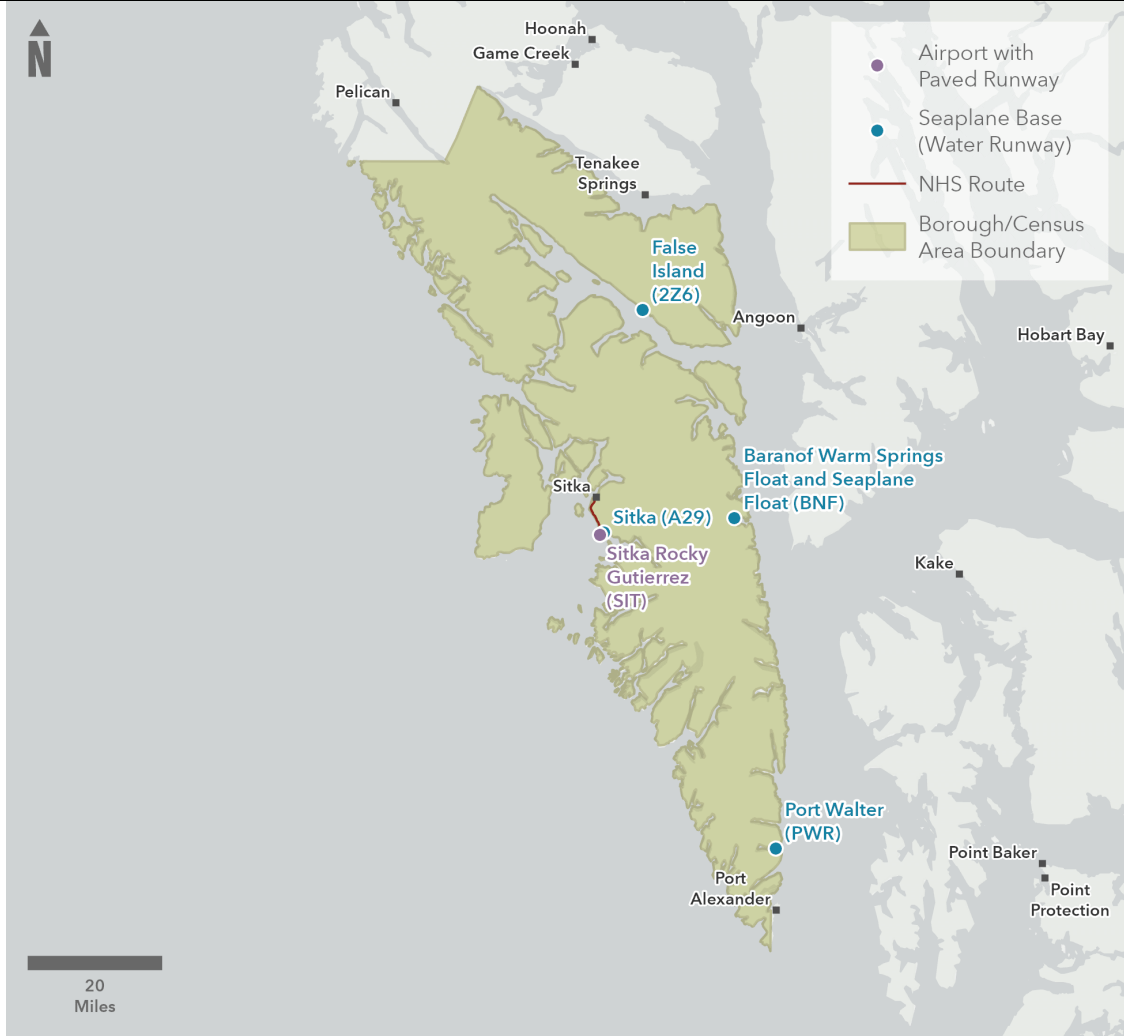


Tamgas Harbor (Z43) 2024
Council of Annette Island | Landing Strip



Token (57A) 2024
No Registered Owner | Landing Strip

City and Borough of Sitka Airports

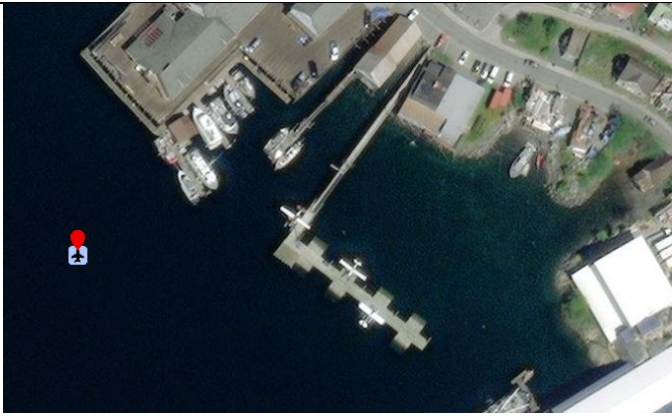


Sitka Rocky Gutierrez (SIT) 2013
DOT&PF | Regional Hub

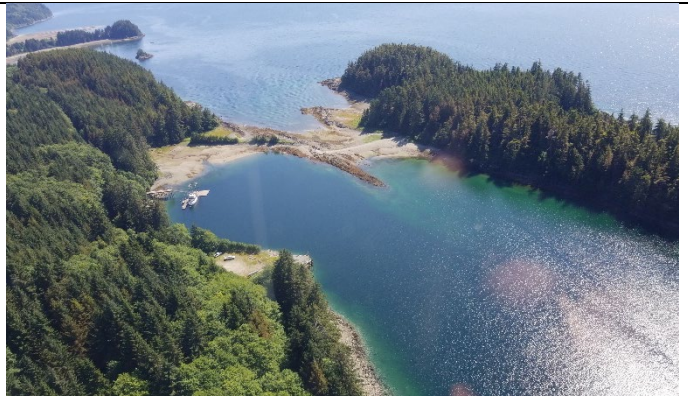


Baranof Warm Springs Float and Seaplane Float (BNF)
2021
City & Borough of Sitka | Local NPIAS - Low Activity

Southeast Alaska Transportation Plan



Sitka (A29) 2025
City & Borough of Sitka | Local NPIAS - Low Activity

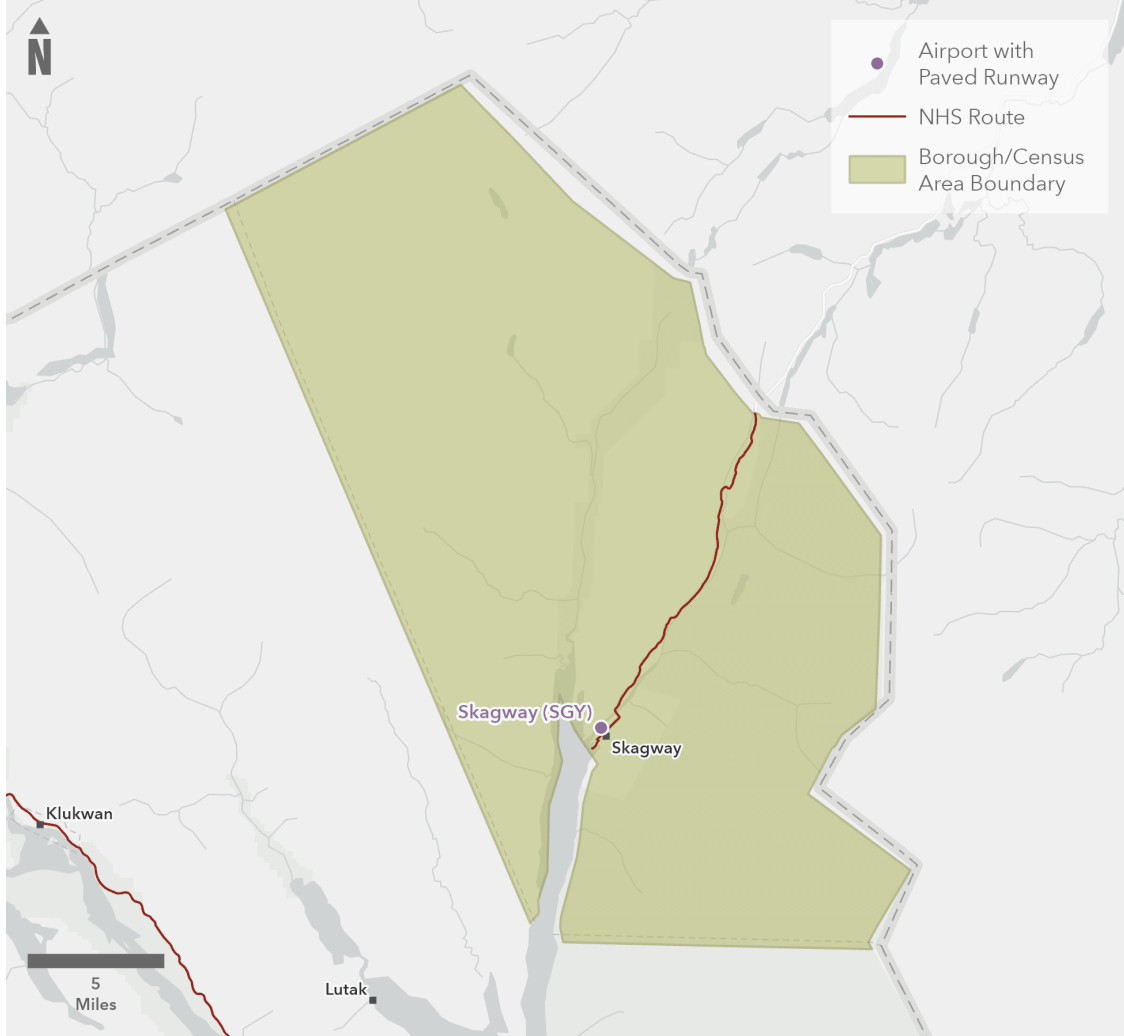


False Island (2Z6) 2021
US Forest Service | Landing Strip



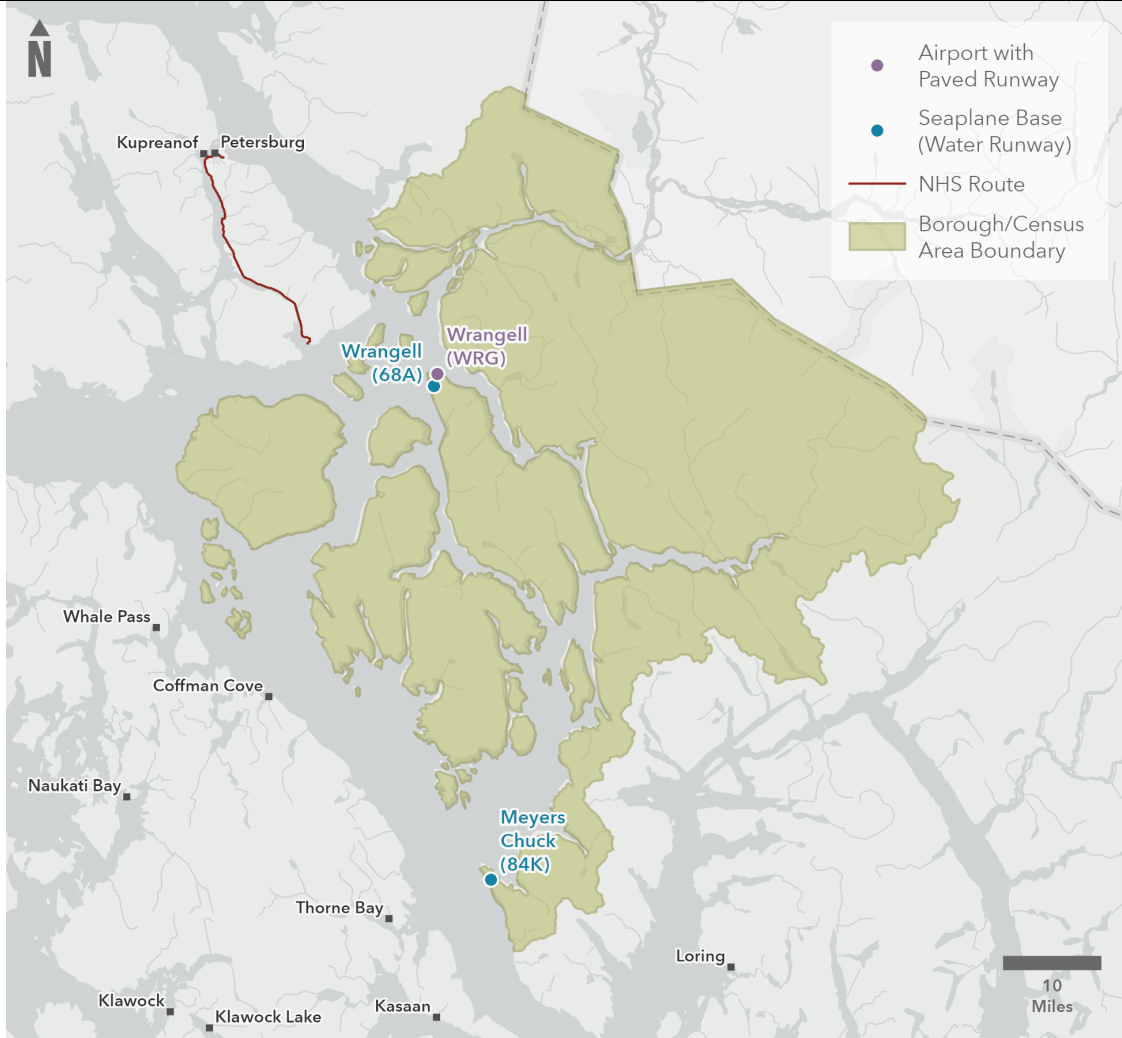
Port Walter (PWR) 2021
U.S. Dept. of Commerce, NOAA | Landing Strip

Municipality of Skagway Borough Airports



Skagway (SGY) 2025
DOT&PF | Community On-Road

City and Borough of Wrangell Airports

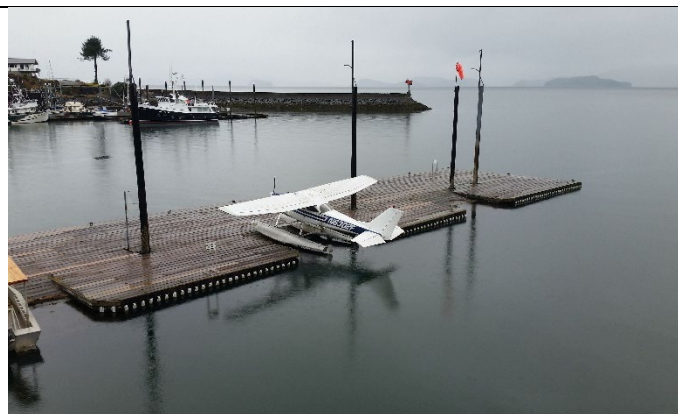


Wrangell (WRG) 2012
DOT&PF | Regional Hub



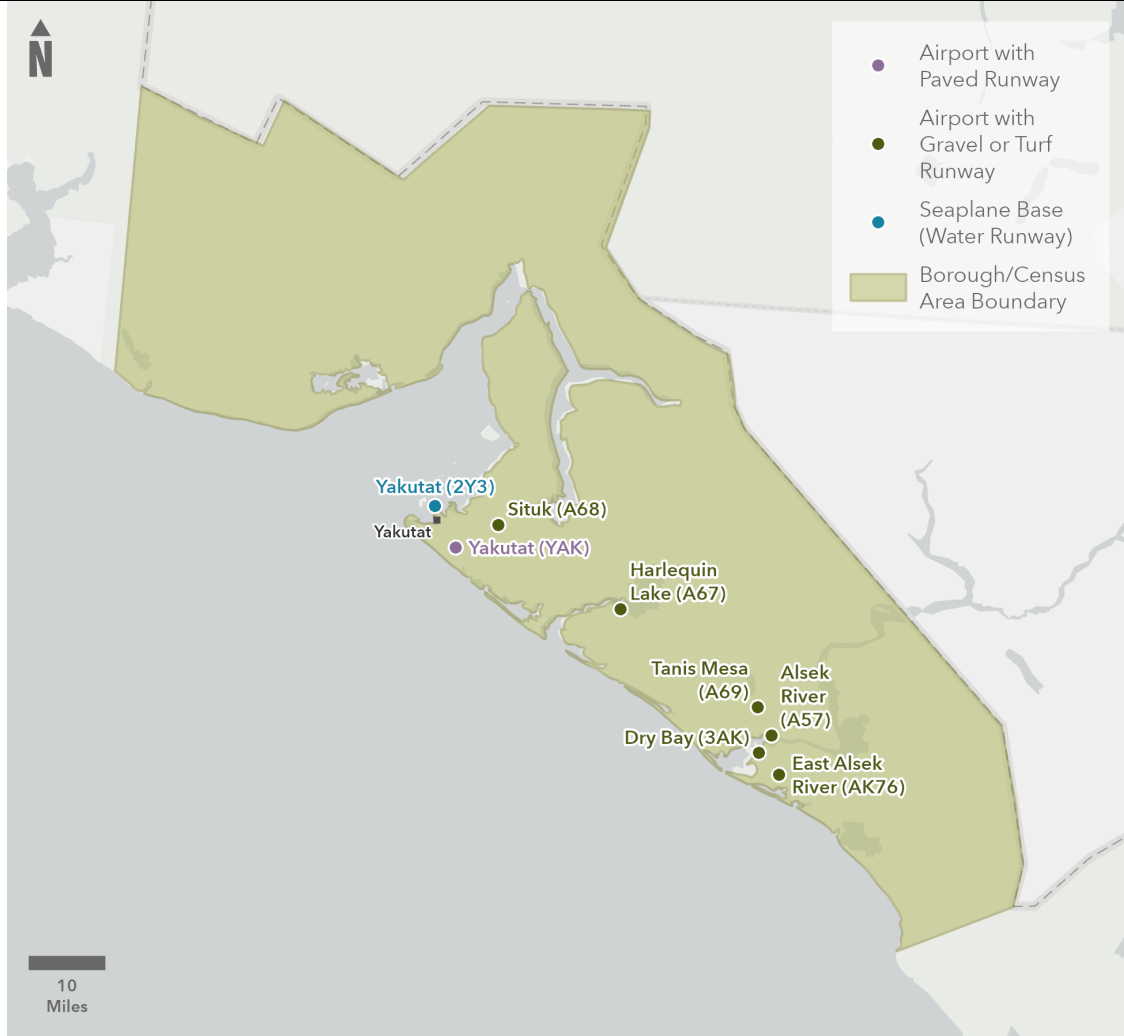
Meyers Chuck (84K) 2022
City & Borough of Wrangell | Local NPIAS - Low Activity

Southeast Alaska Transportation Plan



Wrangell (68A) 2024
City & Borough of Wrangell | Local NPIAS - Low Activity

City and Borough of Yakutat Airports



Yakutat (YAK) 2016
DOT&PF | Regional Hub



Yakutat (2Y3) 2020
City & Borough of Yakutat | Local NPIAS - Low Activity

Southeast Alaska Transportation Plan



Alsek River (A57) 2020
US Forest Service | Landing Strip



Dry Bay (3AK) 2020
Glacier Bay NPS | Landing Strip



East Alsek River (AK76) 2020
NPS | Landing Strip



Alsek River (A67) 2016
US Forest Service | Landing Strip



Situk (A68) 2020
US Forest Service | Landing Strip



Tanis Mesa (A69) 2025
US Forest Service | Landing Strip