

RESOLUTION OF THE AVIATION ADVISORY BOARD CONCERNING BETTLES AIRPORT

Where As:

The Bettles Airport is a critical link in the air transportation system of Northern Alaska and:

- The location of the Bettles Airport is approximately half way between Fairbanks and destinations such as Barrow, Deadhorse and Kotzebue. Its location on the southern side of the Brooks Range makes it an extremely important weather alternate for the North Slope.
- There are no paved airports between Fairbanks and the North Slope.
- There is a continuing trend of aircraft servicing the North Slope not being gravel approved. Paving Bettles makes it a viable option for emergency use and as a weather alternate for these aircraft.
- The Northern Region Maintenance and Operations strongly supports Bettles paving and upgrade due to the fact it is very stable ground. It is one of a very few airports in the interior that paving may actually reduce maintenance costs not increase them.
- The Bettles Airport is 5200'x150' and is already large enough to support transport category aircraft without major expansion.
- The Bettles airport has four separate instrument approaches including a localizer approach.
- Bettles has a 24 hour National Weather Service observer making it available for operations 24 hours a day.
- The location halfway between Fairbanks and Deadhorse has generated interest in using the Bettles Airport to support the construction of the gas line if it is paved.
- The existing winter road from the Dalton Highway to Bettles will reduce construction costs compared to airports without ground access.

The Alaska Aviation Advisory Board recommends and supports the following actions:

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- The Alaska Department of Transportation completes the project design with the highest priority and submits the project for funding.
 - The Board recommends the project be placed on the Northern Region project contingency list.
 - The Board recommends the project design include pavement that can support aircraft up to and including Boeing 737-400 series aircraft.

Adopted on the 21st of November, 2006

Richard Wien
Chairman