

Denali Airport

*A Direct Destination
in the Heart of Alaska*



Project Overview Booklet

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A Destination at Heart

The Denali Airport Concept reflects a desire increase visitor capacity in Alaska's Interior, allowing more access to 'The Great One' by Alaska's visitors from around the world. While Denali has stood over the Alaskan Interior for generations, the Denali Airport will allow modern day travelers to connect with Alaska's landscape and historic traditions while providing critical services to local communities.

As stewards of twelve and a half million acres in the Interior of Alaska, Doyon, Limited is an Alaska Native Corporation that strives to be a Leader In All We Do. Our mission is to promote the economic and social well-being of our shareholders and future shareholders, to strengthen our Native way of life, and to protect and enhance our land and resources.

This project achieves these goals while also building up our local economies and securing the future of this place for generations to come.

Thank you, Tsen-'jii



Aaron M. Schutt
President and CEO
Doyon Limited, 2022



Dena' Nena' Henash

(OUR LAND SPEAKS)

The River ran through the lives of our grandparents; it runs through our lives; it will run through the lives of our grandchildren. A dynamic force masked by a static constancy, the River will speak to those who listen—our land speaks.

Doyon values its relationship to the Place of our people: to our land, our culture, our way of life. We value our Place as the historical successor to our grandparents' ownership and stewardship of our land; as the fiduciary for our shareholders; as the trustee for our grandchildren's inheritance. We are intimately, subtly and profoundly connected to our Place—our corporate values flow from this sense of Place.

MISSION

To continually enhance our position as a financially strong Native corporation in order to promote the economic and social well-being of our shareholders and future shareholders, to strengthen our Native way of life, and to protect and enhance our land and resources.

VISION

Leader In All We Do

VALUES

- Financially responsible
- Social and cultural responsibility
- Pride and respect in Native ownership
- Commitment to long-term sustainability
- Honesty and integrity
- Commitment to excellence
- Respect for employees
- Commitment to employee safety and sound environmental practices



Doyon
— Limited —

Denali Airport

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Project Overview

From the furthest reaches of Alaska's icy fjords to the warmth of the Interior and mountains beyond, our great state has a vast range of cultures, communities, ecosystems, and economies. Doyon, Limited, in partnership with Huna Totem Corporation, is developing a Cultural Corridor, highlighting underexplored visitor opportunities across the state. Through the corridor, we aim to create waypoints and turnkey tour packages, provide jobs and economic stability, and strengthen cultural tourism in Alaska.

A critical component of this corridor is the desire by Doyon to plan, design, and build a new Federal Aviation Administration (FAA) Part 139 certificated airport to support growing tourism demand for the Denali area in the Interior region of Alaska.

This effort expands sustainable tourism in Alaska and provides critical support and services for local residents. Developing infrastructure allows us to drive long-term, sustainable economic growth for the Interior.



Collaborative Effort

Aligned Project Goals

Doyon is working in collaboration and partnership with the State of Alaska Department of Transportation and Public Facilities Division of Planning & Program Development and the Denali Borough in development of the concept for the Denali Airport.

The Denali Borough has a goal to support effective, easy to use, connected transportation option that benefit everyone who lives in, works in or visits Denali Borough, and is exploring options for developing a regional airport, including allowing for reliable, year round emergency medical flights, and providing more opportunities for charter or even scheduled commercial flights for visitors and residents.

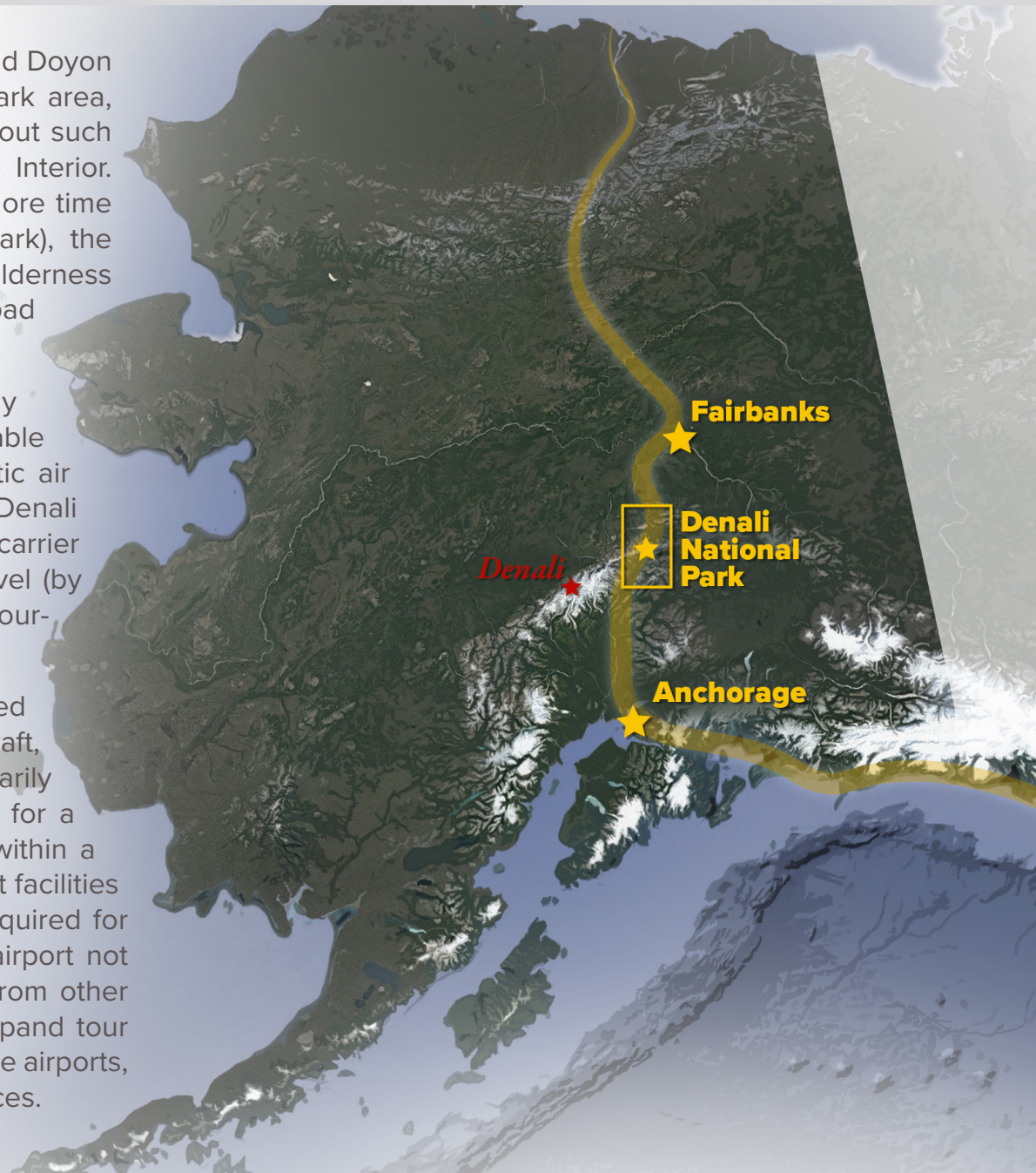


Airport Placement

This airport facility has the potential to greatly expand Doyon Tourism opportunities within the Denali National Park area, provide air carrier service to an area currently without such support, and increase cargo flight capacity to the Interior. Flying in and out of Denali means travelers have more time to enjoy the wonders of Denali National Park (Park), the local cultural exhibits and destinations, and vast wilderness experiences. This area is also along the Alaska Railroad corridor and the proposed Alaska Long Trail route.

Alaska Airlines provides air carrier service in many remote areas of Alaska, however, there is a considerable service gap in the Interior and no existing domestic air carrier service areas to directly support the greater Denali area. The Park is only accessible from existing air carrier airport locations, and with significant additional travel (by car, this adds over two-hours from Fairbanks and four-and-a-half-hours from Anchorage).

Development of a runway and terminal designed to accommodate Boeing 737 (or equivalent aircraft, including up to 737-900), have been preliminarily reviewed in areas found to be potentially suitable for a new airport. The target distance of this facility is within a 60-minute drive of the Park entrance. Existing airport facilities within a this range are significantly smaller than required for air carrier aircraft. Developing a viable air carrier airport not only shortens visitor travel times for direct flights from other air carrier airports, but also has the potential to expand tour company offerings, increase regional use from in-state airports, bolster air cargo capacity and support medical services.



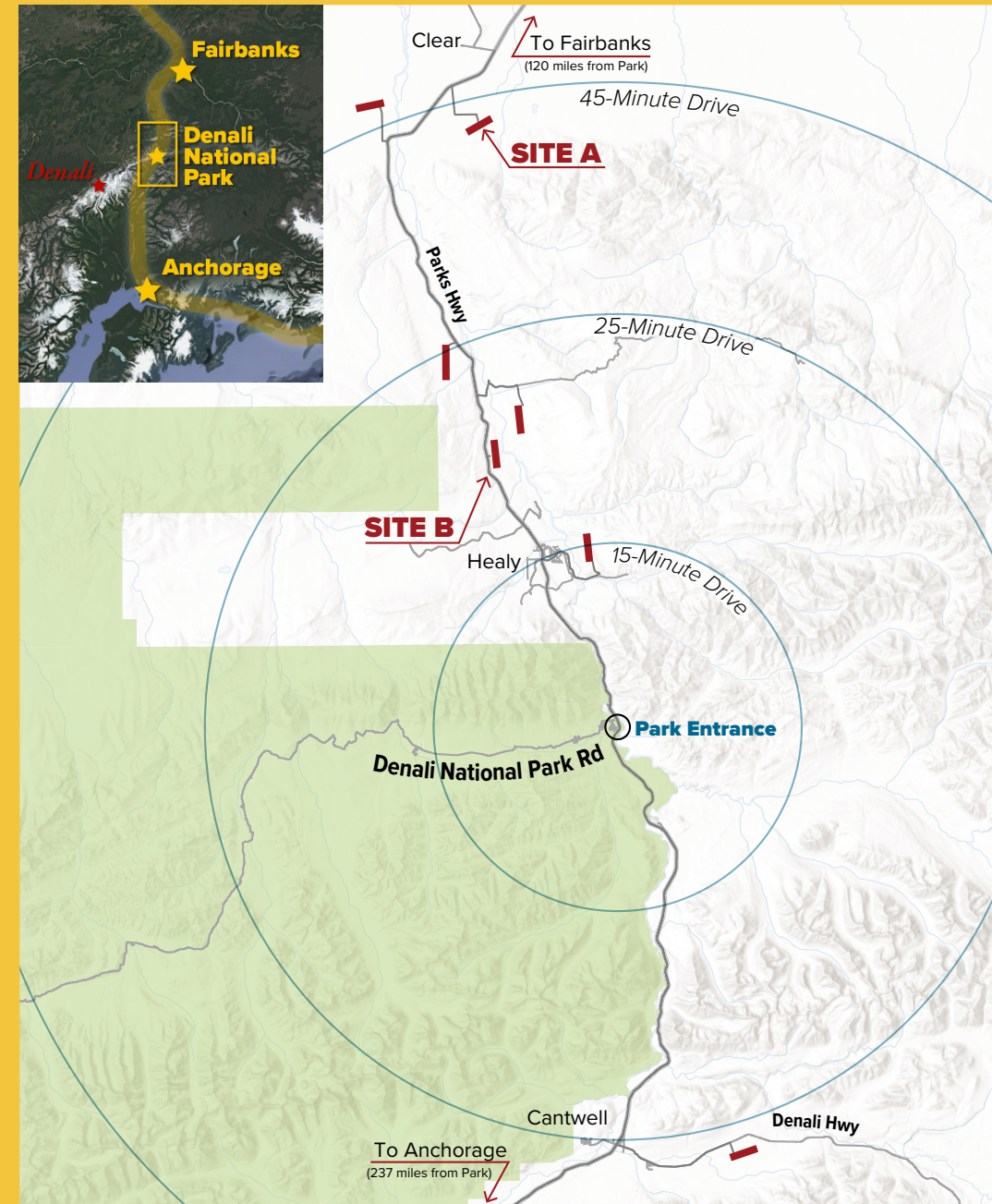
Airport Placement

To identify undeveloped land that may be suitable for potential airport development in the Interior (within a 60-minute drive of Denali National Park) a survey of elevation, geography, land ownership, and existing land uses was performed. In this survey, seven proposed alternative sites were identified as offering potential for the new Denali Airport development (see page 27 for additional information). The sites for the new Denali Airport were initially vetted for the following:

- Challenging Geography and Terrain Constraints
- Elevation and Steep Cliffs
- Land use (e.g. sub-developments, agricultural leases)
- Land Ownership, Easements
- Other Impacts

Of the original seven sites, two sites were identified as most feasible for additional research for potential consideration of airport development (identified as Site A and Site B on the adjacent map).

Sites were investigated to determine compatibility with FAA airport design requirements. These requirements considered a minimum runway length of 6,300 feet, plus additional 1000-foot runway safety areas off each runway end, and a runway width of 150 feet, plus 500-foot runway safety area width full length of runway; this results in a site area of 8,500 feet by 2,200 feet.



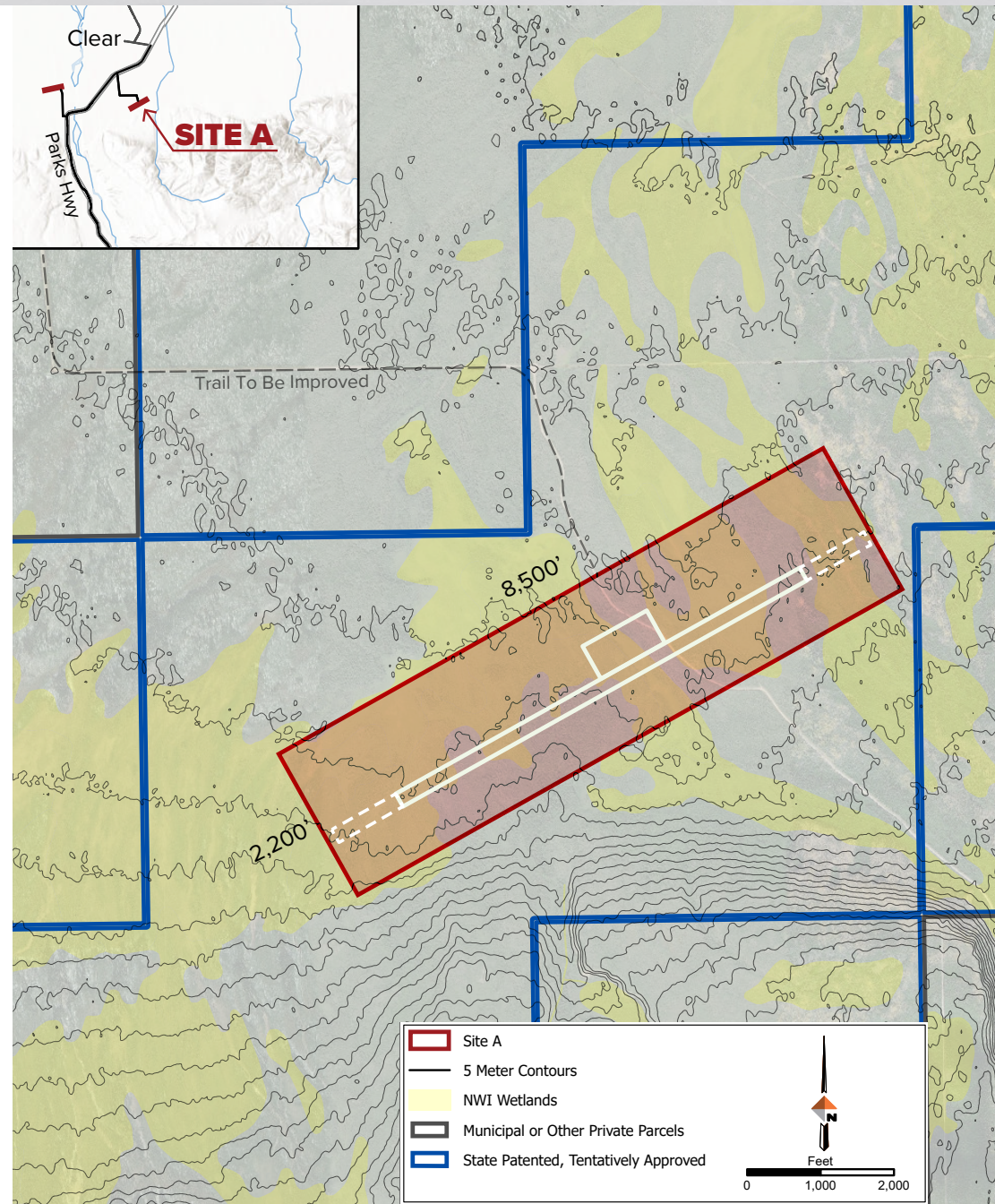
Airport Placement

The preferred site for a proposed airport development, Site A, is located 6.6 miles southeast of Clear, east of the Nenana River. Site A is located 46 miles from the Denali Park entrance. It is situated directly off a maintained trail, 3.3 miles from Parks Highway.

Of the seven sites identified throughout the Alaska Interior for potential consideration for new air carrier airport development, this site weighed most beneficial and best suited for airport development, with the least challenging impacts, and with the fewest considerations that could prevent the development. Site A is a generally flat and level area, has existing road access (unpaved), and is near the unincorporated community of Clear.

The benefits of proposed Site A include compatible airspace (Class G and E), state land ownership, approximately 40-foot elevation change throughout parcel of land, is outside of the Clear military installation airspace flight restriction impacts, and has potential for views of Denali and the surrounding mountains during landing and departure. The site elevation in this parcel ranges from approximately 663 feet to 703 feet.

Challenges to consider for development of Site A include mitigation of wetland impacts throughout roughly 64% of the parcel, potential for trail relocation and road build-out to access the parcel, and the tonnage of rock to be removed to prepare the site for airport build-out. A very rough estimate of material volume (rock and fill) to be mitigated in Site A is approximately 458,470 cubic meters.

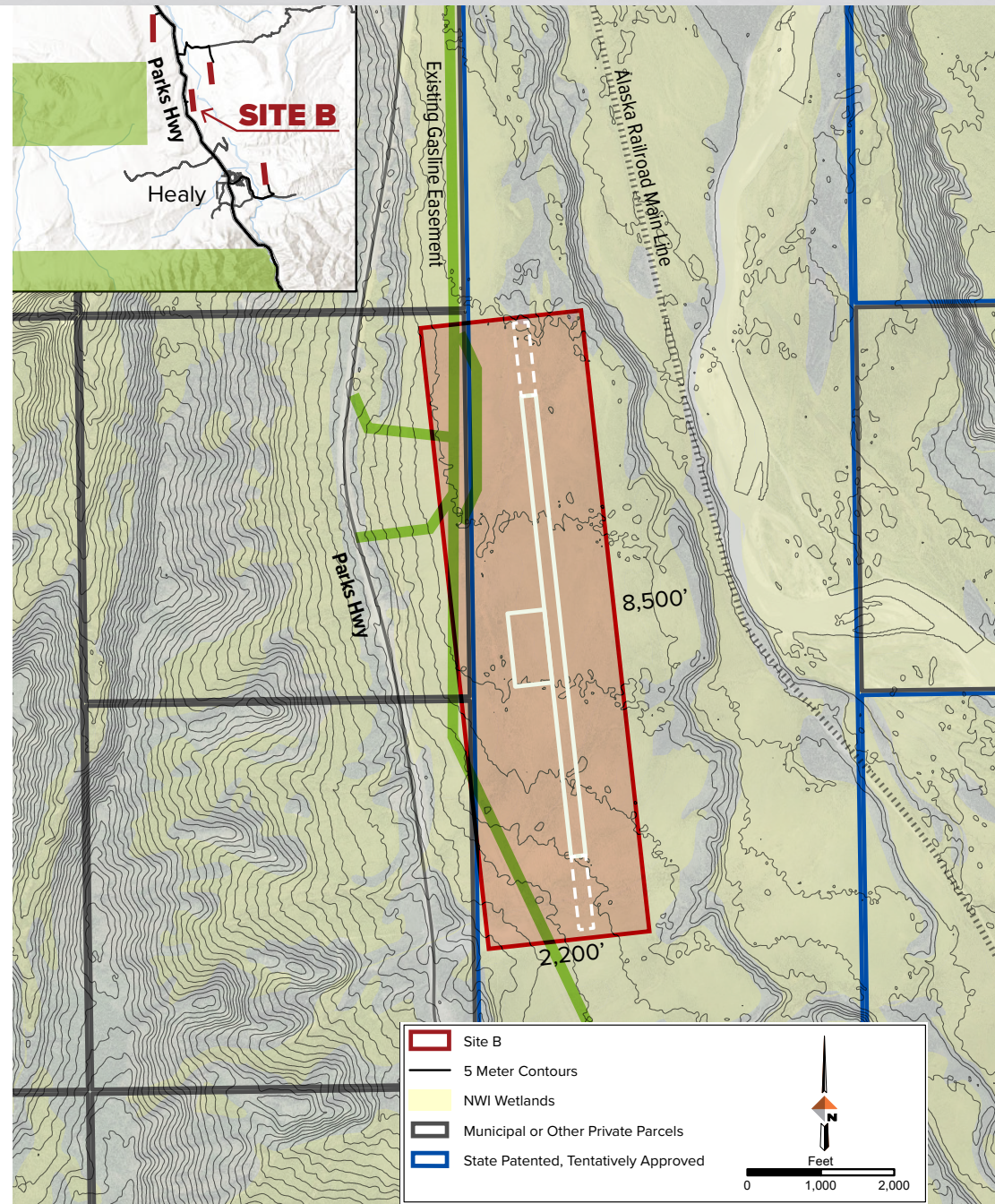


Airport Placement

The potential alternate site for a proposed airport development, Site B, is located 3.9 miles south of Ferry, 7.1 miles north of Healy, west of the Nenana River. Site B is located 18.4 miles from the Denali Park entrance. It is situated directly east of the Parks Highway, and just west of the Alaska Railroad main line and the Nenana River.

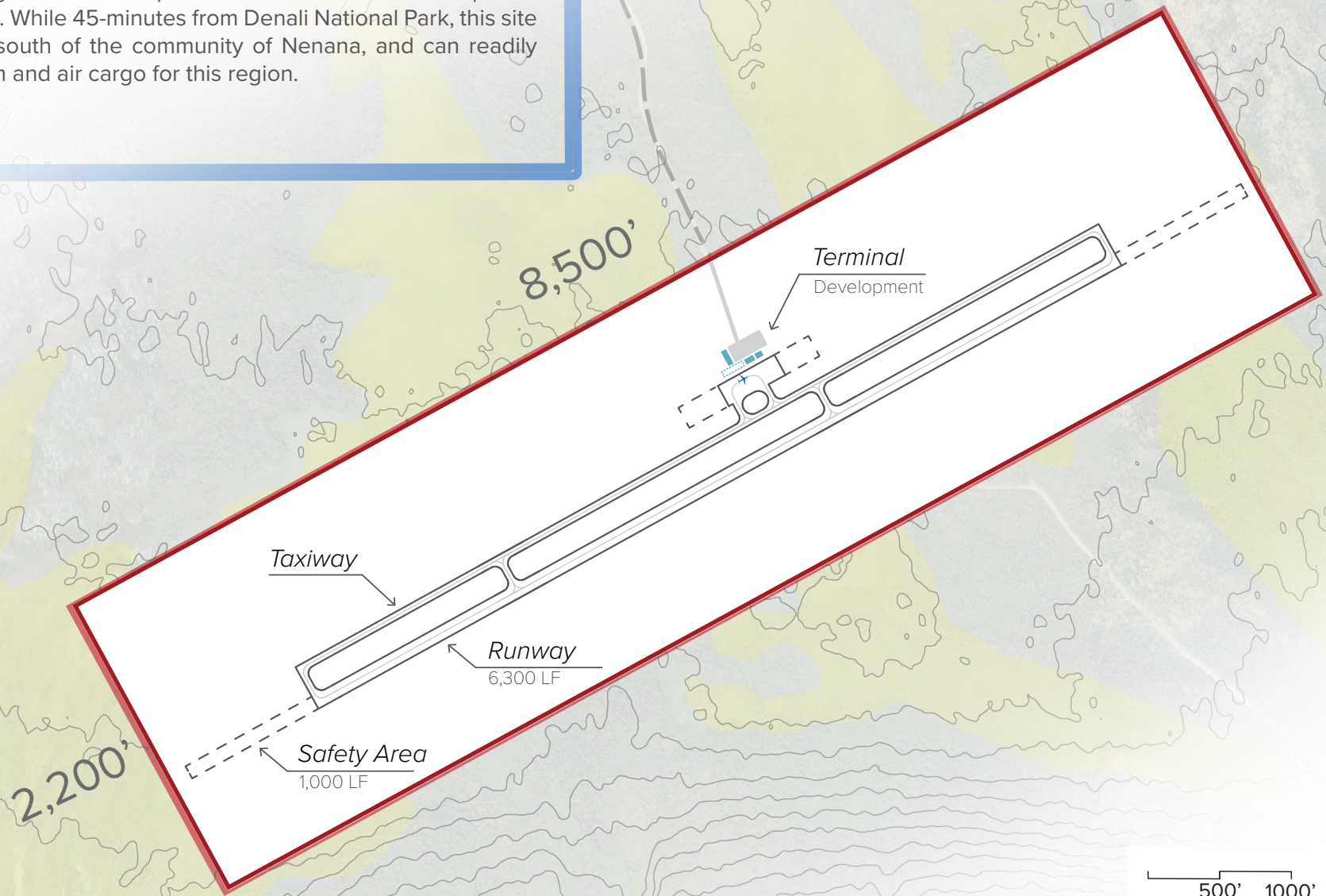
The benefits of this site include compatible airspace (Class G and E), state and private land ownership (Alaska Gasline Development Corporation holds leases), immediate proximity to the existing railroad, 18.4 miles from an Alaska Railroad station and the Denali Park entrance, and the potential for views of Denali upon landing and departure. In the Denali Borough's development plan, this site was identified for potential airport development.

Challenges to consider for development of Site B include mitigation of wetland impacts throughout 99% of the parcel, and significant site development and material removal required to mitigate the parcel elevation changes from approximately 1,208 feet to 1,339 feet. The rough estimate of material volume (rock and fill) to be mitigated in Site B is approximately 7.2-million cubic meters (roughly 72,000 truck loads), by comparison a 10,000 foot runway at Seatac required 17-million cubic meters. Additionally the Alaska Gasline Development Corporation holds leases that cross into the state land considered for this development. Close coordination with this corporation would be required prior to additional site research, to determine feasibility of airport development in this area, and any potential safety considerations or concerns that could impact airport development. There is also potential for an existing power line to be relocated to provide the required FAA Part 77 protected surfaces for safety of aircraft.



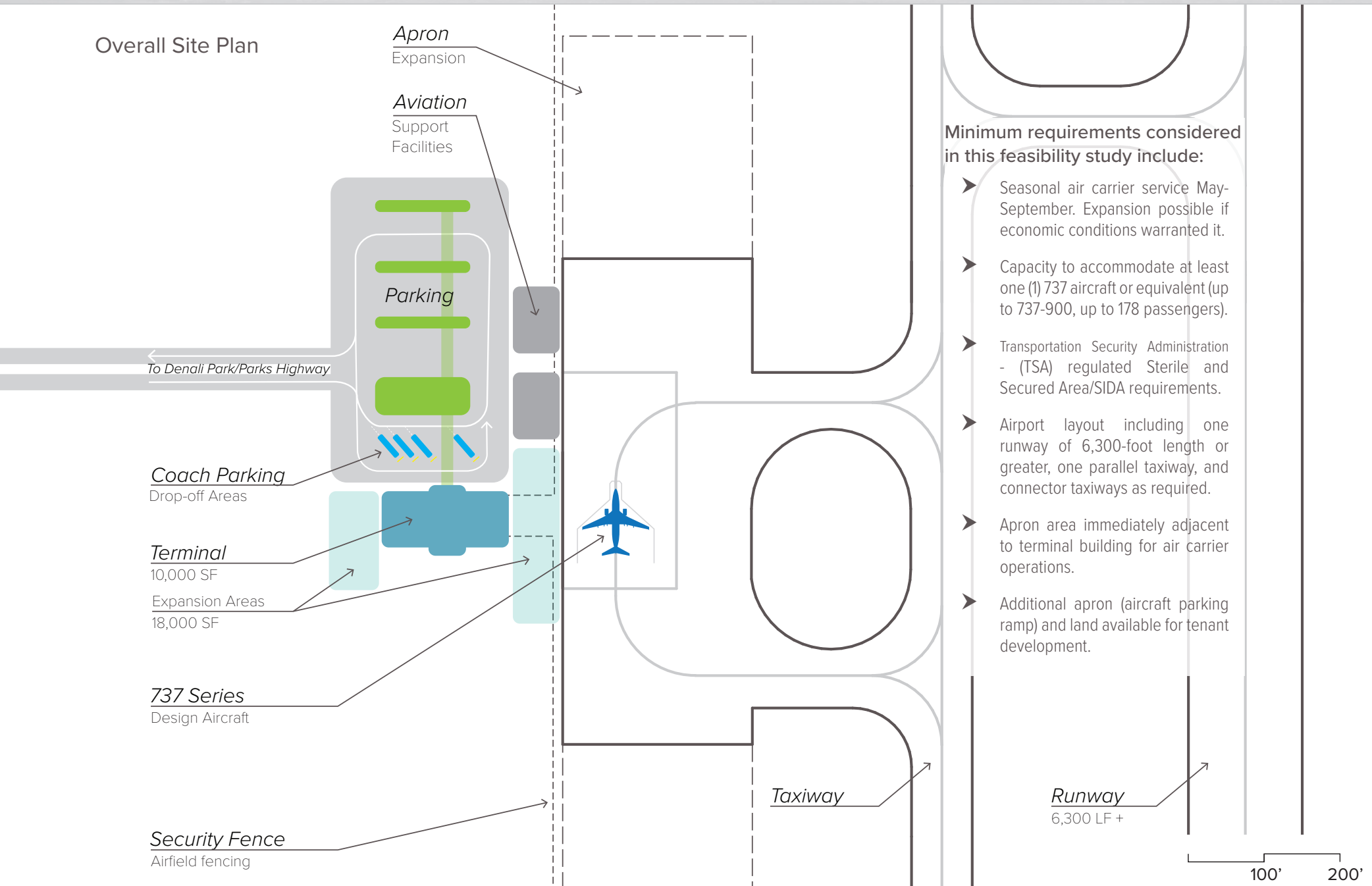
Airport Layout

The airport will be designed to take advantage of existing terrain to minimize costs and follow FAA guidelines for prevailing winds and orientation. The site provides additional growth areas and opportunities for both the runway length as well as expansions to the terminal development and apron lease lots. While 45-minutes from Denali National Park, this site is only 30-minutes south of the community of Nenana, and can readily support both tourism and air cargo for this region.



Terminal Site Layout

Overall Site Plan



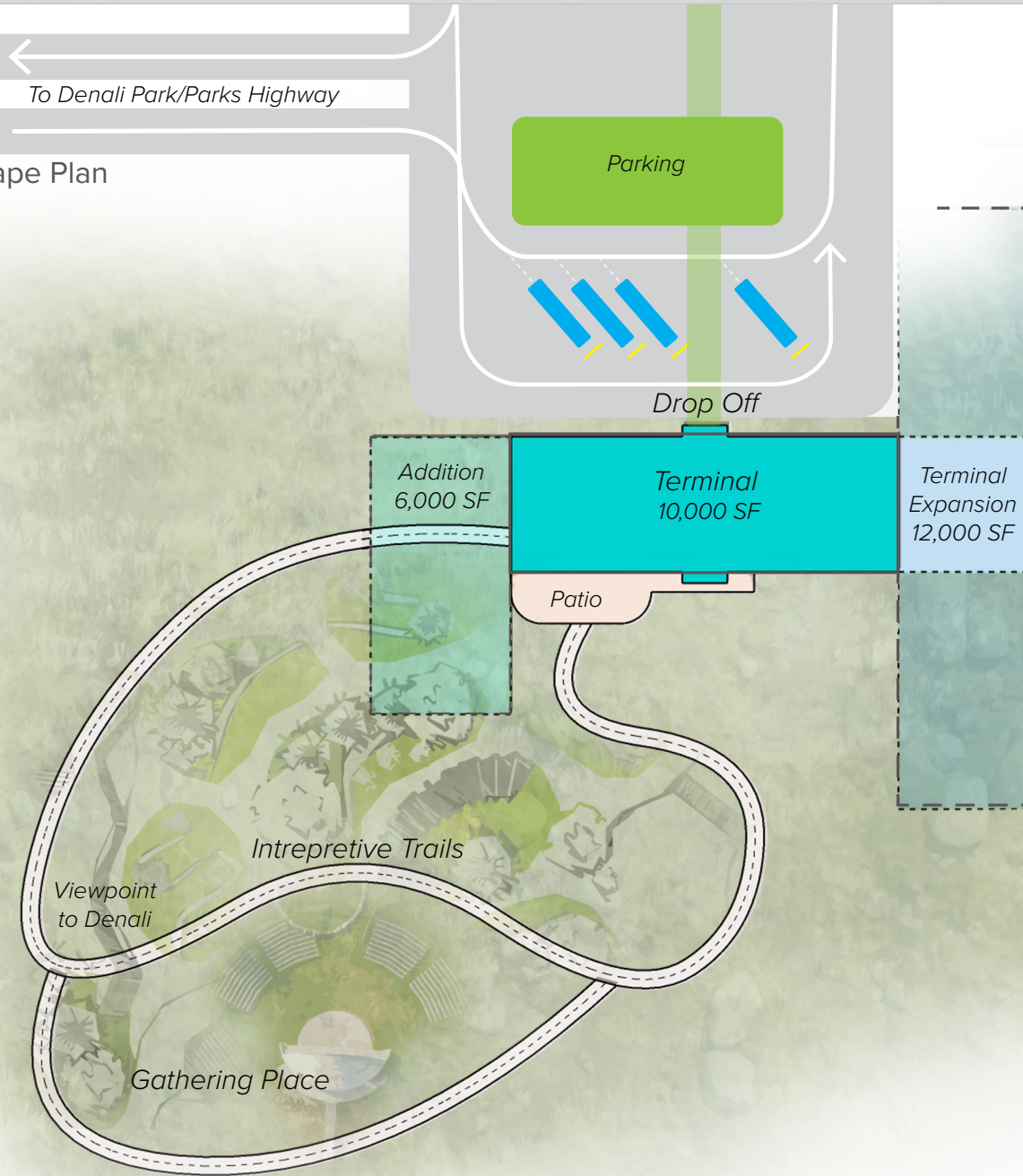
Minimum requirements considered in this feasibility study include:

- Seasonal air carrier service May-September. Expansion possible if economic conditions warranted it.
- Capacity to accommodate at least one (1) 737 aircraft or equivalent (up to 737-900, up to 178 passengers).
- Transportation Security Administration - (TSA) regulated Sterile and Secured Area/SIDA requirements.
- Airport layout including one runway of 6,300-foot length or greater, one parallel taxiway, and connector taxiways as required.
- Apron area immediately adjacent to terminal building for air carrier operations.
- Additional apron (aircraft parking ramp) and land available for tenant development.

Terminal Site Layout

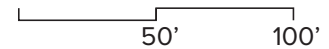
Landscape Plan

To Denali Park/Parks Highway



The Landscape and Site

- The site becomes a destination for locals as well as visitors, providing a place to eat, shop, hike and view cultural exhibits and displays.
- Buildings will showcase local and natural materials and trails will be integrated into the land. The strategy involves gathering and highlighting local animals and vegetation, with explanations of their traditional and modern uses.
- The interpretive trail loops will utilize existing topography to provide viewpoints of the nearby mountain ranges and where possible include gathering places for larger groups and events.



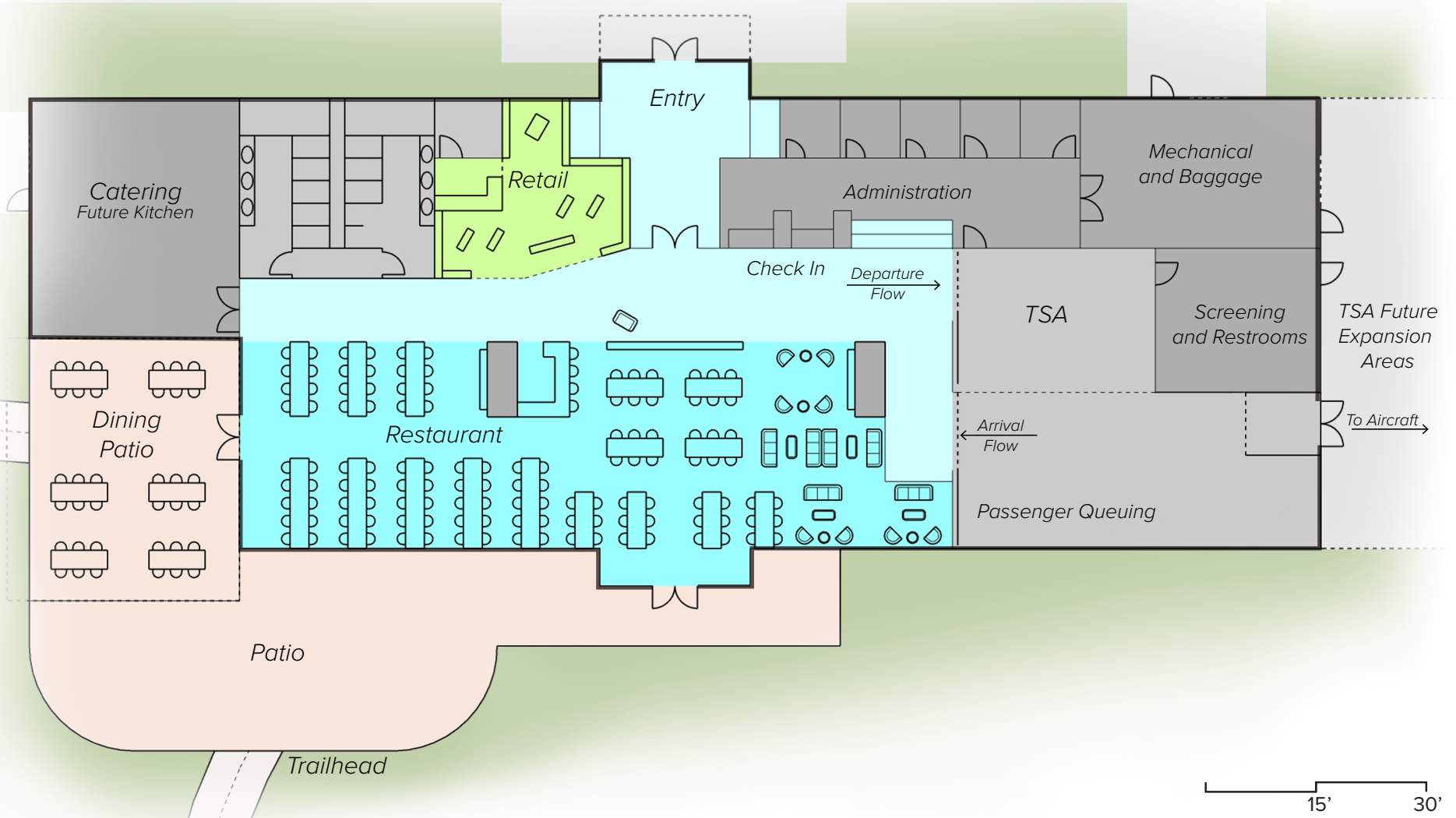
Terminal Design

Welcoming in Nature

The terminal floor plan is designed to create an open feel with plenty of views to the surrounding environment. While one of the terminal's primary functions is to support the functions of a small carrier airport, it also works to balance all-ages public use, educational displays, exhibits, dining areas and retail spaces.

At the outset, this facility is intended for limited use, supported by seasonal infrastructure associated with Denali village (e.g. catered dining). But as the season extends, the terminal can be upgraded and expanded to provide year round services and functions (conversion to full kitchen and year round operations).

Drop Off



Terminal Design

Arrival

The terminal facility is designed to provide visitors with an immersive experience, giving travelers a step-off-the-plane-and-into-the-park atmosphere. The location and way in which the building interacts with the landscape, is deliberate and crafted to reinforce this captivating experience. Interpretive trails provide visitors with increased understanding of the local environment and ecology, while interactive displays and artifacts highlight area indigenous cultures and history. The terminal will also serve as a gathering point, not unlike traditional roadhouses, providing visitors and locals with opportunities to interact and connect with area services and resources.



Terminal Design



Landscape

The mountain-facing side of the terminal features an outdoor patio and seating area. The building exterior has natural materials and wood panels that highlight local resources, and these panels can be secured over the windows to protect the building in the off-season. The site grounds feature natural plantings as well as interpretive trails and artifacts, further creating the immersive experience for visitors arriving at the park.



Terminal Design



Entry

The terminal interior features a mix of natural wood, steel, and stone components. Cultural displays and artifacts are located throughout the space and large mountain-facing windows provide a connection to the exterior.

Terminal Design



Exchange

The terminal features space for visitors and locals to congregate on the non-secure side of the building. Included in these spaces are a restaurant, bar, concierge area, ecological displays, cultural exhibits and a retail area.

Terminal Design



Gathering

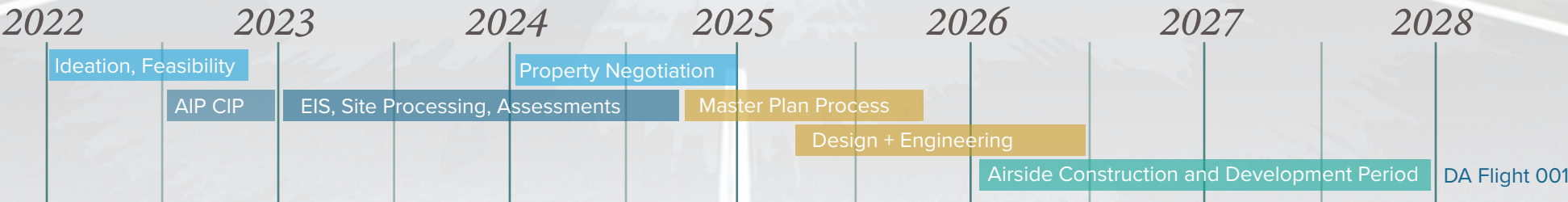
The central gathering spaces feature a mix of seating and nooks gathered around fireplaces and internal elements, as well as bar and dining areas with views to the exterior. The terminal provides a comfortable, warm and welcoming experience for air travelers, visitors and locals alike.

Development Considerations

Rough Order of Magnitude Costs

The following rough order of magnitude estimate identifies preliminary cost considerations related to Site A; these quantities lack the refinement that comes from detailed feasibility studies. This information is for consideration and high level planning purposes, and will ultimately require additional review/research at the time of project development for more accurate financial planning. The timeline below represents a strong alignment of stakeholder interests, local, state and federal efforts.

- **Property Negotiation/Acquisition**
6 months \$6.0M
 - **Environmental Assessment (EA) – Finding of No Significant Impact (FONSI) for construction development**
6 months \$800K
 - **Environmental Impact Statement (EIS), if required**
2 years \$2.0M
 - **Preliminary Site Development- Excavation, Clear, Grub**
5 months \$5.0M
 - **Airside Construction**
2 years \$50.0M
 - **Navoids & Weather Station Development**
1 year \$4.0M
 - **Access Road, Landscape Development**
1 year \$4.0M
 - **Utility / H2O / Fire / Septic Development**
1 year \$4.0M
 - **Snow Removal Equipment (SRE) / Airport Rescue Fire Fighting (ARFF) Building Development**
1 year \$10.0M
 - **Terminal Building and Landscape/Site Development**
1 year \$18.0M
- **Airport and Terminal Design Consultant Selection**
 - **FAA Airport Improvement Program (AIP) Capital Improvement Program (CIP) Submission**
 - **FAA Feasibility / Site Selection with Public Involvement (PI)**
6 months \$400K
 - **Master Plan with Airport Layout Plan (ALP) and Aeronautical/AGIS Survey**
18 months \$1.5M
 - **Environmental Assessment (EA) - Property/Site Selection**
9 months \$500K



Partnership Opportunities

Beyond Planes

This airport isn't simply a location for aircraft to come and go; it offers a multitude of economic benefits, and growth opportunities at every level. It will both support and drive development, ultimately expanding access to the region and improving quality of life for residents. For each job created at the airport, many more are realized in the visitor-related economy.

Additionally, businesses at the airport and their employees annually contribute millions of dollars in local taxes, while aviation facilities have proven to attract new industry. These new industries attract visitors, expanding tourism, and the cycle becomes ever more self supporting.





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Questions? Comments? Contact:

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