

PROPOSALS

Park Entrance - Construct new visitor access center and shuttle bus staging area; construct employee housing; improve information/orientation services and exhibits; expand hotel parking

Park Headquarters/C-Camp - Renovate and expand the permanent and seasonal housing; develop seasonal housing and trailer sites; construct bunkhouse; consolidate maintenance/office facilities; construct administration building annex; separate maintenance/administration functions from housing

Savage River Campground - Rehabilitate sites; add four handicap-accessible campsites; construct bus stop shelter with orientation exhibits

Polychrome Pass Wayside - Upgrade with comfort station and interpretive exhibits/shelter; delineate parking and paths

Toklat - Improve and expand employee housing; separate maintenance and housing; construct maintenance/storage shop, bunkhouse, water/sewer systems

Toklat Ranger Station - Rehabilitate structure; build adequate winter storage/emergency supplies cache

Eielson Visitor Center - Short-term: pave, landscape; long-term: design and relocate existing facility or enlarge and renovate existing structure

Wonder Lake Campground - Relocate campground in same vicinity and expand to 30 sites; reduce roads and parking areas; restore existing campground to natural conditions

Wonder Lake Ranger Station - Provide employee/bus driver residences, transient bunkhouse, grounds rehabilitation; replace ranger station

Kantishna Area - Encourage private owners to preserve historic artifacts; prevent additional privately owned lodging by acquiring surface estates; develop NPS maintenance facility

Parkwide - Restore park road to original design standard; retain gravel surface; correct drainage; repair/replace bridges

Upgrade water/sewage treatment systems to current standards

Retain public shuttle bus system; continue wildlife tours; adjust shuttle schedule to improve service (provide flexible service); provide comfortable shuttle buses if possible; coordinate schedules with interpretive programs--more eastbound morning buses and later buses partway into park and return, special buses for discovery hikes; utilize buses for employee and inholder visitor access

Improve orientation/interpretive exhibits at entry points, campgrounds, waysides; generally improve sign program, install road signs to key with text in brochures/guides; install waysides at George Parks Highway, depot, Morino, kennel, first view of Mount McKinley, Savage River campground and bus shelter, Teklanika, Polychrome Pass, Eielson, and Wonder Lake

Provide food storage caches/cooking shelters at tent campgrounds, as needed

Provide short, formal trails and "harden" surfaces where resources are being damaged or where extensive informal trails are developing

Continue monitoring the effects of traffic and visitor activities on wildlife

SOUTH-SIDE PROPOSALS

The south slope of the McKinley massif is conspicuously different from the sheer north wall and the valley traversed by the existing park road. The south slope receives a greater annual precipitation and spans a more gradual elevation rise from the adjacent lowlands and, as a result, contains a much more extended glacial system and a broader cross section of dramatically sculptured landscapes. Some of the south-side valley glaciers--the Yentna, Kahiltna, Tokositna, Ruth, and Eldridge--are among the longest in the world, extending up to 45 miles from source to terminus. The enlarged national park encompasses these glaciers and the lower reaches of moraines and tundra. Adjacent Denali State Park, established in 1970, now adjoins the expanded national park, creating opportunities for cooperative management for visitor use.

Compared to the north side, with its sensitive wildlife values and fragile tundra, the glaciated landscape on the south side offers more varied opportunities for access and recreational use. Potential activities in the state and national parks range from viewing the Alaska Range from the George Parks Highway to the ultimate in American mountaineering challenges--reaching the summit of Mount McKinley. Small aircraft can fly up and land on the numerous glaciers. Hiking opportunities of varying degrees of difficulty abound in the front range mountains (particularly the Tokoshas), in the rolling tundra highlands of the Peters and Dutch hills, and on Curry Ridge in the state park, where a 40-mile trail loop already exists. River floating possibilities exist on the Tokositna and Chulitna rivers. The broad, marshy Chulitna and Tokositna river valleys, dotted with lakes and ponds, provide good opportunities for viewing wildlife, notably moose and trumpeter swans. The views to the Tokosha Mountains are superlative. In the winter and spring when the marshy terrain is frozen, these valleys become vast cross-country skiing and dogsledding grounds. Several residents of the Tokosha community currently operate cross-country ski-touring businesses that utilize trails and cabins in the area.

Many of the activities mentioned already occur on a modest level, but the development of access and support services will make these activities available to a wider cross section of visitors. This provision of mountain-oriented recreational opportunities was legislated in the park's expansion act.

Foremost in facilitating visitor use of the south side--especially for national and international visitors--will be the development of a full range of lodging and other visitor services and the provision of access to major features, viewpoints, and activity areas. These major facilities on the south side of Denali should be visually linked with the Ruth Glacier because of the Ruth Glacier's wealth of spectacular features capable of accommodating visitor use. With the Sheldon Amphitheater, Great Gorge, Alder Point, Alder Lake, and the Moose's Tooth and other granitic monoliths, the Ruth Glacier is superior to neighboring glaciers for the purposes of providing a dramatic visitor experience.

The most striking vantage point for viewing Mount McKinley through the corridor opened by the Ruth Glacier occurs on the south end of Curry Ridge. Curry Ridge is a tundra plateau that parallels the Alaska Range for some 30 miles. From this elevated vantage point, 1,000 feet above the highway, the full sweep of the Alaska Range is revealed across the forested Chulitna River valley. This dramatic viewpoint is the proposed site for the visitor service and activity center. This site also offers the advantage of being easily accessible from the George Parks Highway and the Alaska Railroad. Alaskan residents and tourists could reach the area in a 3-hour drive from Anchorage or a 5-hour drive from Fairbanks, or if they wished to travel by train, they could arrange a round-trip in a minimum of two days, stopping at Talkeetna and using connecting surface transportation to reach Curry Ridge.

Tokositna now appears impractical as a major development site. The Tokositna Glacier in Denali National Park and the Peters and Dutch hills in Denali State Park were originally assessed for the state's Tokositna plan and reassessed for the Denali general management plan. Several factors were considered, including the fact that development of an activity center at Tokositna would require expensive road construction and the area would not be accessible to the railroad. Furthermore, the Peters Hills and Dutch Hills contain a variety of mixed land uses, particularly mining activity, that might conflict with a large increase in visitor use.

The project to develop the south side of Denali will be planned and developed cooperatively by the National Park Service and state of Alaska, with major involvement from the private sector. The Curry Ridge site is part of Denali State Park, which is currently managed as a primitive area with a single campground and a trail system. Thus, the development of a visitor activity center as envisioned in this plan will constitute a major change in the management of Denali State Park as well as a new focus for use of Denali National Park. The Alaska Division of Parks and Outdoor Recreation will serve as project lead and make final decisions regarding the use of state lands. The National Park Service will work with the state in the joint development and operation of a visitor service and activity center that will be a point of orientation for public use and enjoyment of the nearby national park lands as well as the state park lands. Private sector participation will be essential for the development of commercial components of the south-side development, primarily the lodge and related facilities and utilities.

The National Park Service and the state of Alaska have signed a memorandum of understanding that establishes what processes will be followed for cooperative planning for south-side development (see appendix F). The two agencies have jointly published a brochure describing the development concept for public review and comment and held a series of public workshops. If state and federal study funds are appropriated, the National Park Service and the state of Alaska intend to prepare an environmental impact statement analyzing site-specific alternatives for a visitor activity and service center on Curry Ridge. The environmental impact statement will be prepared in consultation with a

full range of government agencies and will provide for extensive public comment and review in accordance with the National Environmental Policy Act. That study will include detailed information about environmental factors, marketing projections, and design and construction feasibility.

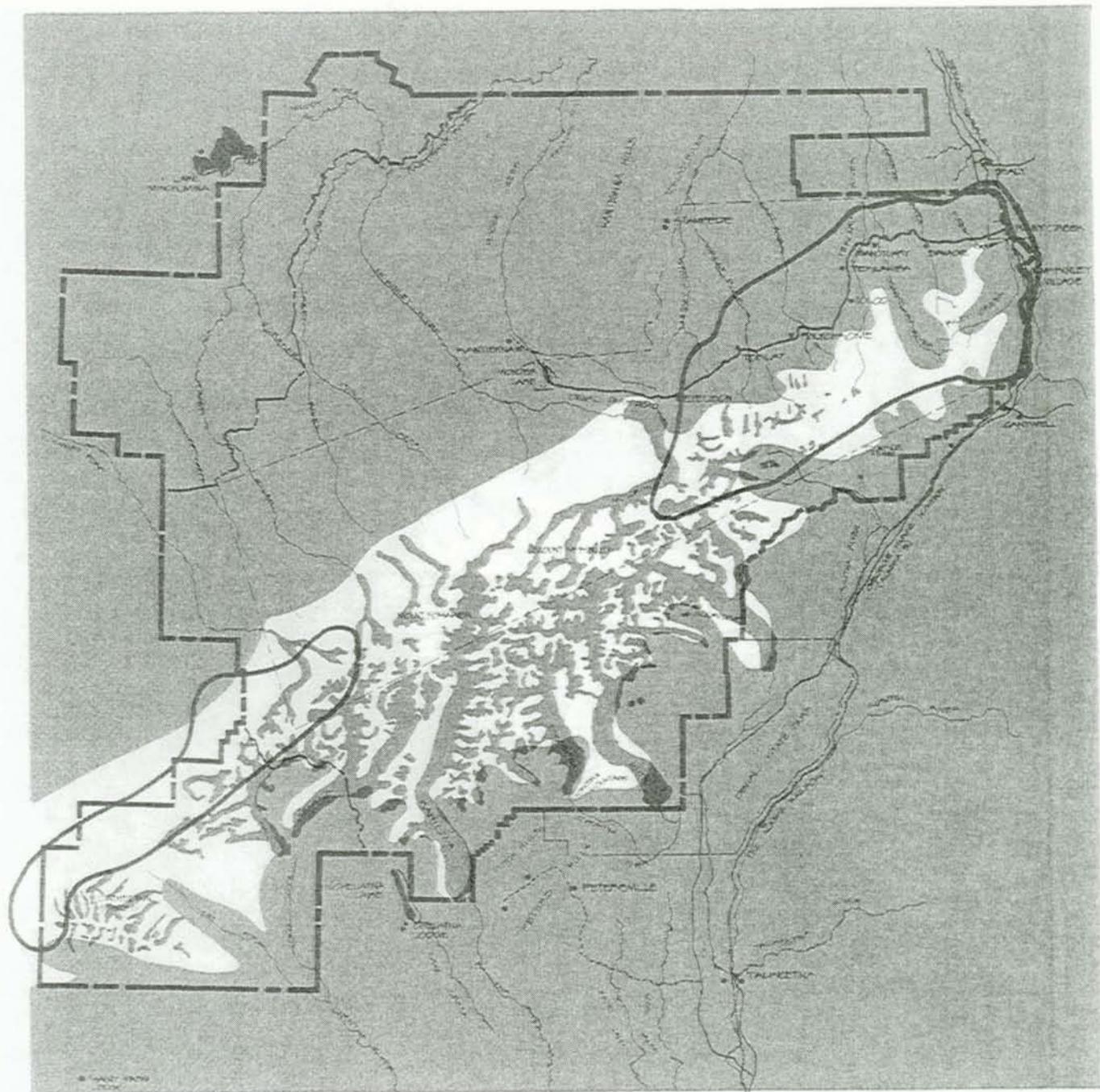
As shown on the South-Side Landscape Features map, the particular attributes of different areas on the south side of Denali can be used to advantage to create a great variety of outstanding experiences for visitors to choose from. For the foreseeable future, aircraft will be the primary means of access to features within Denali National Park. The primary base of aircraft operations into the park from the south-side will continue to be the airport at Talkeetna, where several air-taxi services offer "flightseeing" and glacier-landing trips. Most visitors' destinations will be in the vicinity of the Ruth Glacier, which could be reached in a matter of minutes from Talkeetna. A system of trails will be studied in this part of the national park to support day and overnight trips ranging from fly-in/fly-out excursions to wilderness treks. Aircraft use will be managed through commercial use licenses to fit the capacity of popular fly-in sites and to avoid disturbing the solitude of more remote park destinations and private lands.

Future studies will assess the feasibility and environmental impacts of improved boat access to the Chilitna River. One option to be studied is the possibility of a regularly scheduled boat shuttle that would provide access from a boat launch near the George Parks Highway to a trailhead in the national park on the Tokositna River. The option of connecting trails in the vicinity of Alder Point with a riverside trailhead will also be studied.

The visitor service and activity center within Denali State Park could be supplemented by additional facilities along the George Parks Highway provided by the private sector in concert with the recommendations made by the Alaska Department of Natural Resources in Scenic Resources Along the Parks Highway (1981). These recommendations promote greenbelts, foreground studies, landscape design, and buffers to protect the scenic resources of the corridor.

As another alternative to the more intensive recreational use of the activity center in Denali State Park, hiking and primitive camping opportunities will be available in the areas of the Peters Hills and the Tokositna Glacier that are accessible by existing primitive roads. The Peters Hills and the Tokositna Glacier will appeal to people looking for an experience away from the highway corridor.

Since the George Parks Highway is open year-round, winter and spring activities, such as cross-country skiing and dogsled trips, will also be possible. When the streams are frozen, numerous opportunities will exist to explore the Chulitna and Tokositna valleys. Aircraft will support cross-country skiing trips into the mountain valleys and passes and onto the glaciers.



WILDLIFE RESOURCES

MOOSE

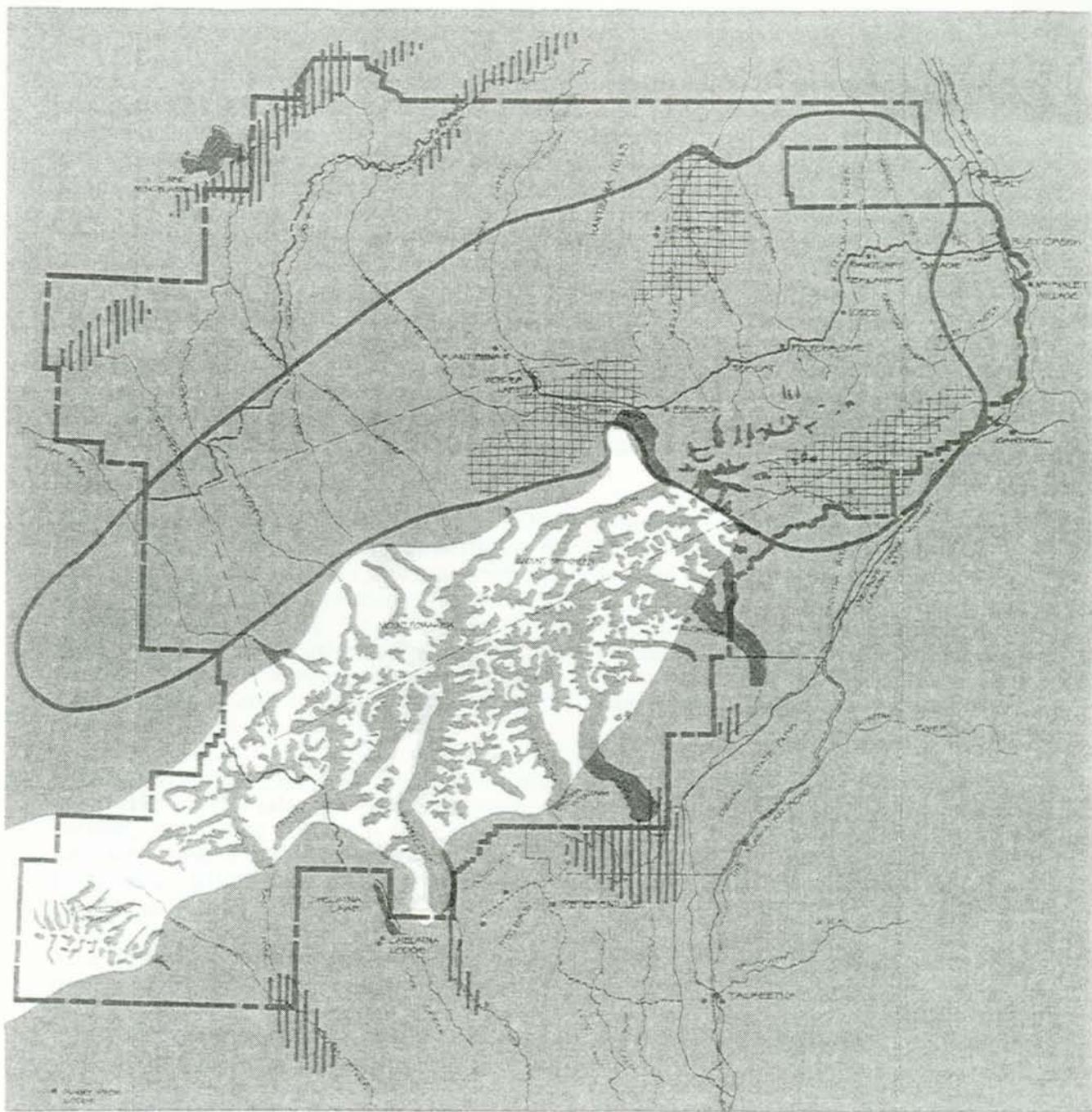


GENERAL DISTRIBUTION

DALL SHEEP



GENERAL DISTRIBUTION

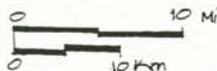


WILDLIFE RESOURCES

Denali National Park and Preserve

United States Department of the Interior
National Park Service

104 | 20030 A
DEC | FEB 86



WOLVES



GENERAL DISTRIBUTION

CARIBOU



GENERAL DISTRIBUTION



CALVING

TRUMPETER SWAN



SIGHTINGS AND NESTING AREAS

Sources: ADF&G, *Alaska's Wildlife and Habitat* (1973); ADF&G, 1984 habitat maps; ADNOR, *Susitna Area Plan* (Anchorage 1984); USDI, FWS, "1980 Trumpeter Swan Survey Data" (1984); USDI, NPS, "Road Surface Treatment Planning Analysis, Mount McKinley National Park" (1978); USDI, NPS, *Draft Environmental Impact Statement, Kantishna Hills/Dunkle Mine Study, Denali National Park and Preserve* (Denver 1983); USDI, NPS, "Wildlife Viewing and the Mandatory Public Transportation System in Denali National Park," by F. Singer and J. Beattie (Anchorage 1984).

The south-side plan proposes joint government and private commercial development of federal and state park lands, and it will require extensive cooperation between the National Park Service, the state of Alaska, and private enterprise. As stated previously, a separate development concept plan and environmental impact statement will be prepared for the south side of Denali. Specific development proposals will be preceded by marketing studies, site analyses, and impact analyses.

INTERPRETATION

Interpretation and education activities are important to the protection and use of the natural and cultural values of the park. Professionals and volunteers will carry out these important functions of interpretation and education by using a variety of media to reach park visitors and the general public.

For many visitors, a view of the McKinley massif will be the high point of their trip. The south-side activity center will orient visitors to views of that part of the Alaska Range from both inside and outside the buildings. Also, since Mount McKinley is shrouded in clouds much of the time, some means of suggesting its magnificence should be displayed. Exhibits and audiovisual presentations at the activity center, displays at the Talkeetna ranger station, waysides along roads and trails, and guided tours and ranger talks will complete the range of interpretive services available on the south side of Denali.

Interpretive services on the north side will be enhanced by individualized computer terminals and interactive video displays in the visitor access center and also by wayside exhibits and improved publications. The primary means of interpretation on the north side will continue to be the programs given by NPS naturalists and the talks presented on the commercial tour buses.

The following interpretive themes will be developed for the park, with the greatest emphasis placed on the specific resources of each location:

the ecosystems in the park, and the necessity for preserving large tracts of land to support the wildlife

geology, focusing on the McKinley massif and the processes of faulting and glaciation

mountain climbing, including both the history of the ascents of Mount McKinley and messages about minimum-impact use and safety for contemporary mountaineers and backpackers

man's role in the park, including the stories of the early pioneers and the discovery of gold in Kantishna, the work of Charles Sheldon (the hunter/naturalist who, along with the Boone and Crockett Club, was instrumental in establishing Mount McKinley National Park), and the ongoing subsistence use by area residents

DEVELOPMENT CONSIDERATIONS

The proposals for the south side of Denali are conceptual. More detailed plans and designs will be prepared for specific projects following the approval of this plan. The construction of facilities will be preceded by site-specific feasibility and environmental analyses and marketing studies. Certain development considerations related to engineering feasibility, aesthetic values, and environmental concerns are summarized below as a guide for more detailed planning for the south side.

The location and design of facilities will require on-site evaluation of local soil conditions. Active alluvial areas and swampy zones will be avoided because of low bearing strength and the potential for swelling and movement. Bedrock, glacial drift zones, and morainal deposits are generally suitable for roads and building foundations. The Talkeetna-Mutnala soils within the area contain a glacial till with high bearing strength and thus good capacity for supporting building and road foundations. This till is overlain by silty materials which occupy the upper 15 to 30 inches.

Sand and gravel for road fill will be obtained from alluvial deposits that lie along the creeks and established borrow sites. The selective use of these materials will be based not only on feasibility, material quality, and haul distances, but also on aesthetic impacts and effects upon fish and wildlife within the local area.

Construction in areas of discontinuous permafrost might require the use of special materials for foundations (gravel pads, blocks, pilings, or timbers that could be jacked up or down). Wherever feasible, more suitable sites will be selected.

The locations, sizes, and configurations of proposed facilities will take into consideration the potentials for landslides, rockslides, avalanches, and earthquakes.

Environmental studies will precede any construction activity for the purpose of identifying and avoiding prime wildlife habitats and migration routes. These generally include the river valleys associated with the south-flowing glaciers and the extensive bog and pond areas south of the range. Low-lying areas where willow is abundant are important moose winter range. Wet meadows are used by trumpeter swans. Creeks and ponds are prime use areas for beaver. Bear denning occurs on well-drained areas near brushline, which also serve as moose summer range.

Floodplains and wetlands will be avoided to the greatest extent practical in the selection of sites appropriate for visitor use and development of facilities. Development will be guided by the regulations for complying with Executive Order 11988, "Floodplain Management," and Executive Order 11990, "Protection of Wetlands" (45 FR 35916 and 47 FR 36718).

Since the south side offers a potential to extend the season of use beyond the summer season, energy conservation features will be incorporated into facility design. Climate, slope, and aspect are important design factors.

ACCESS

As described in the "Visitor Use and Development" section, the primary method of access into the northern portion of Denali will continue to be the shuttle bus transportation system, and private and commercial traffic will continue to be restricted. For the immediate future, the primary method of access into the south side of the national park will continue to be aircraft. As part of more detailed studies, the feasibility of expanded aircraft service from a nearby location will be evaluated. Studies will also be conducted to determine the feasibility of other forms of access to features in the state and national parks.

The various types of access discussed in the remainder of this section may overlap. For example, a valid RS 2477 right-of-way may overlap an easement conveyed under section 17(b) of ANCSA. Where this occurs, management will reflect all the valid existing rights and other considerations unique to the situation. The National Park Service will work cooperatively with interested parties to ensure that management is compatible with the purposes of the park and preserve. Overlap situations will be dealt with on a case-by-case basis in conformance with the general management policies outlined below.

POTENTIAL RS 2477 RIGHTS-OF-WAY

Revised Statute 2477 (formally codified at 43 USC 932, enacted in 1866) provides that "the right of way for the construction of highways over public lands, not reserved for public uses, is hereby granted." The statute was repealed by PL 94-579 as of October 21, 1976, subject to valid existing claims.

The 1980 additions to Denali National Park and Preserve are subject to valid existing rights, including rights-of-way established under RS 2477. The validity of these rights-of-way will be determined on a case-by-case basis. The rights-of-way that the state contends may be valid under RS 2477 are listed in appendix G. A map of these possible RS 2477 rights-of-way has been provided by the state. The list and map are not necessarily all inclusive. Private parties of the state of Alaska may identify and seek recognition of additional RS 2477 rights-of-way within the additions to Denali National Park and Preserve. Supporting material regarding potential rights-of-way identified by the state may be obtained through the Alaska Department of Transportation and Public Facilities or the Alaska Department of Natural Resources.

Identification of potential rights-of-way in appendix G does not establish the validity of these RS 2477 rights-of-way and does not provide the public the right to travel over them (although use of these routes may be allowed under other authorities discussed elsewhere in the access section). As discussed later in this section, the use of off-road vehicles in locations other than established roads or designated routes in units of the national park system is prohibited (E.O. 11644 and 11989 and 43 CFR

36.11(g)). Identification of possible rights-of-way does not constitute the designation of routes for off-road vehicle use.

The potential for upgrading the Stampede Trail or other northern access routes is not addressed in detail in this plan. The National Park Service continues to disagree with the state of Alaska about the economic justification for building another northern access road. The current level of mining activity and the amount of gold recovered do not justify a road for mining access. Estimates of the cost of constructing such a road vary between \$1 million and \$2 million per mile. State estimates range from \$85 million to \$125 million, depending on the route chosen. A northern access route through the park would have severe environmental impacts. The Senate report to accompany HR 39 (ANILCA) says that "the prime resource for which the north addition is established is the critical range necessary to support populations of moose, wolf, and caribou as part of an integral ecosystem. Public enjoyment of these outstanding wildlife values would thus continue to be assured." The Stampede Trail crosses the denning areas of the Toklat and Savage wolf packs, the winter range of the Denali caribou herd, the major movement corridor along the Toklat River for both wolves and caribou, and many miles of pristine country. The lands are suitable for wilderness designation. The benefits to visitors of having expanded services in the northern portion of the park would not justify the ecological damage. In fact, not all visitors would benefit from the expanded viewing opportunities. Rerouting the wildlife tour to follow a loop road configuration would extend the length of the tour by at least four hours, requiring visitors to ride a bus for at least 12 hours or to spend a night in the park. Currently, the average age of visitors on the wildlife tour is 58 years, and many prefer a tour less than eight hours long.

The need for a new mining access road would be reassessed if Congress opened the area to new mining entry and the demand for such access increased dramatically. Alternatives related to new mining entry in this area were evaluated in the Final Environmental Impact Statement, Kantishna Hills/Dunkle Mine Study (USDI 1984). Congress has not acted on this study. If warranted in the future, a northern access route could be applied for under the provisions of title XI of ANILCA.

PUBLIC ACCESS EASEMENTS (ANCSA 17(b))

Campsite and linear access easements may be reserved on native corporation lands that are within or adjoin the park or preserve, as authorized by section 17(b) of ANCSA. The National Park Service will be responsible for the management of these public access easements inside the park unit and for those assigned to NPS outside of the unit. Pursuant to part 601, chapter 4.2 of the Department of the Interior "Departmental Manual" (601 DM 4.2), where these easements access or are part of the access to a conservation system unit, the easements shall become part of that unit and be administered accordingly. The purpose of these easements is to provide access from public lands across these private lands to other public lands. The routes and locations of these

Consequently, the recreational use of other ORVs is subject to the provisions of Executive Order 11644, "Use of Off-Road Vehicles on the Public Lands." The executive order requires the designation of specific areas for ORV use in national park system areas and a determination that ORV use in these areas will not adversely affect the natural, aesthetic, or scenic values. The executive order specifically prohibits ORV routes in designated wilderness areas.

The research in Wrangell-St. Elias National Park and Preserve was designed to measure the effects of various types of ATVs in tussock-shrub terrain and document the amount of damage that occurs to the vegetation and terrain as the number of vehicle passes increases. The findings of this study are that the use of ATVs off established roads results in substantial resource damage even at the lowest traffic levels (10 passes) and that resource damage increases with additional use.

The use of ORVs on rights-of-way and easements established under various authorities, including RS 2477 and section 17(b) of ANCSA, will be determined as their validity is determined (e.g., RS 2477 rights-of-way) or as they come under management authority of the National Park Service (e.g., ANCSA 17(b) easements). Whether ORV use will be allowed on a particular right-of-way or easement will depend on the specific terms and conditions of the right-of-way or easement, the history of use, and other environmental factors.

All ORV use will be subject to applicable state and federal laws and to permits and restrictions necessary to prevent resource damage. These restrictions may limit the size and type of vehicle, vehicle weight, season of use, number of trips, and other conditions necessary to protect park resources and values.

ACCESS TO INHOLDINGS

Access is guaranteed to nonfederal land, subsurface rights, and valid mining claims, but any such access is subject to reasonable regulations to protect the values of the public lands that are crossed (ANILCA, sections 1110 and 1111). Existing regulations (43 CFR 36.10) govern the access to inholdings. The use of ORVs for access to inholdings may be allowed under 43 CFR 36.10 by the superintendent on a case-by-case basis on designated routes. In determining what routes and restrictions should apply to the use of ORVs for access to inholdings, the superintendent will consider the potential for resource damage and user conflicts and the availability of alternative routes and methods of transportation. The use of ORVs for access to inholdings will only be allowed upon a finding that other customary and traditional methods of access will not provide adequate and feasible access.

AIR ACCESS

Fixed-wing aircraft may be landed and operated on lands and waters within the park and preserve, except where such use is prohibited or otherwise restricted by the superintendent pursuant to 36 CFR 1.5 and 13.30 and 43 CFR 36.11(f) and (h). The use of aircraft for access to or from lands and waters within a national park or monument for purposes of taking fish or wildlife for subsistence uses therein is generally prohibited as set forth in 36 CFR 13.45 (see the discussion of "Subsistence Access"). Fixed-wing aircraft land on gravel bars and tundra ridges. A sufficient number of these natural aircraft landing sites in the park accommodate public access. These natural landing sites do not require any forms of maintenance or improvement.

Currently, all federal lands within the park and preserve are open to authorized aircraft uses, and no changes are proposed at this time. In the future, if the need for closures or restrictions is identified, the National Park Service will propose them through the procedures outlined in 36 CFR 1.5 and 13.30 and 43 CFR 36.11(f) and (h).

The superintendent will inventory the landing strips within the unit and designate, after public notice and opportunity to comment, those strips where maintenance is necessary and appropriate for continued safe public use of the area. These designations are for maintenance purposes only and will be made pursuant to 36 CFR 1.7(b). Designated landing strips may be maintained as needed with nonmotorized hand tools by people using the areas. Maintenance or improvements to designated landing strips involving equipment other than nonmotorized hand tools must be accomplished under a permit from the superintendent. Outside of designated areas, no alteration of vegetation or terrain is authorized for landings and takeoffs except in emergency situations.

The use of a helicopter in Denali National Park and Preserve, other than at designated landing areas or pursuant to the terms and conditions of a permit issued by the superintendent, is prohibited (36 CFR 13.13(f)). Landing areas for helicopters are designated pursuant to special regulations. At the present time, there are no designated landing areas for helicopters in the park and preserve.

The construction of new landing strips on federal land may be allowed under one of the following circumstances:

- 1) when the need has been identified, assessed, and approved in an amendment to the general management plan or a new general management plan (or through an access and transportation plan--if applicable)
- 2) when approved under title XI of ANILCA, which provides a process for approval or disapproval of applications for the development of transportation and utility systems across conservation system units
- 3) for access to inholdings pursuant to 43 CFR 36.10

The National Park Service will advise all aircraft to maintain a minimum altitude above the ground of 2,000 feet whenever possible to avoid disruption of wildlife movement and subsistence and recreational activities. The suggested altitude minimums over any national park unit have been printed on the sectional aeronautical charts (scale 1:500,000) since the mid 1970s. This recommendation is especially important along the Denali park road corridor, since it is a focal point for wildlife tours and recreational activities. These flight advisories will be a stipulation in all special use permits and commercial use licenses subject to the requested use. It is recognized that these minimum altitude suggestions are advisory only (except for permits and licenses mentioned above), since the Federal Aviation Administration regulates air space, and that lower altitudes may be required due to weather conditions and emergencies.

ACCESS AND TRANSPORTATION PLANNING

Planning for the various topics described in this access section will be an ongoing process. The National Park Service will continue to document past and current uses of the park and (where applicable) inventory access routes and study special issues as described below. This process will of necessity be accomplished in phases over a period of several years. In carrying out this process of inventorying and collecting information, the National Park Service will consult with interested agencies, organizations, and individuals. When sufficient information has been gathered on a particular topic, the National Park Service, in consultation with others, may propose further action. Actions may include developing further management policy; proposing closures, restrictions, or openings; proposing access improvements; or proposing revisions to existing policies or regulations. Pursuant to section 1110(a) of ANILCA, 36 CFR 13.30 and 13.46, 43 CFR 36.11(h), and NEPA where applicable, adequate public notice and opportunity to comment will be provided.

Table 2: Modes of Access Allowed for Subsistence and Recreational Activities

<u>Mode of Access</u>	<u>Subsistence</u>	<u>Recreation</u>
Snowmachines	Yes ^{1,8} ANILCA 811 36 CFR 13.46 43 CFR 36.11(b)	Yes ^{2,9} ANILCA 1110 43 CFR 36.11(c)
Off-Road vehicles ^{3,8}	No ANILCA 811 36 CFR 13.46 43 CFR 36.11(g)	No ANILCA 101 43 CFR 36.11(g) EO 11644 EO 11989
Motorboats	Yes ^{1,8} ANILCA 811 36 CFR 13.46 43 CFR 36.11(b)	Yes ² 43 CFR 36.11(d) ANILCA 1110
Fixed-wing aircraft	No ⁴ ANILCA 811 36 CFR 13.45 43 CFR 36.11(f)	Yes ² 43 CFR 36.11(f) ANILCA 1110
Helicopter ⁵	No 43 CFR 36.11(f) 43 CFR 36.11(f)	No ANILCA 1110 43 CFR 36.11(f)
Dogs	Yes ^{1,2,8} ANILCA 811 43 CFR 36.11(b) 36 CFR 1.4, 2.16, and 13.30	Yes ^{1,2,6} ANILCA 1110 36 CFR 1.4, 2.16, and 13.30 43 CFR 36.11(e)
Pack animals ⁷	Yes ^{1,2,8} ANILCA 811 36 CFR 1.4, 2.16, 13.30, and 13.46 43 CFR 36.11 (b) and (h)	Yes ^{1,2} ANILCA 1110 36 CFR 1.4, 2.16, and 13.30 43 CFR 36.11(e)
Ultralights, hovercraft,	No ANILCA 811 36 CFR 2.17 and 13.46 43 CFR 36.11(f)	No airboats ANILCA 1110 36 CFR 2.17 43 CFR 36.11(f)

The term "yes" or "no" in the subsistence and recreation columns reflects a general rule as to whether a specific type of access is allowed. When exceptions to the general rule exist, they are noted and explained in the appropriate footnote.

¹The superintendent may restrict or close a route or area to the use of snowmobiles, motorboats, dog teams, or other means of surface transportation (36 CFR 13.46(b) and (c)).

²The superintendent may close an area or restrict an activity on an emergency, temporary, or permanent basis (36 CFR 1.5 and 13.30 and 43 CFR 36.11(f) and (h)).

³The use of off-road vehicles (ORVs) for subsistence purposes will be restricted to designated routes in areas where their use is customary and traditional. The superintendent will designate routes in accordance with Executive Orders 11644 and 11989 and 36 CFR 13.46 and 43 CFR 36.10.

⁴The use of fixed-wing aircraft for access to and from park lands (not preserve units) for the purpose of taking fish and wildlife for subsistence is prohibited by 36 CFR 13.45 and 43 CFR 36.11(f)(i). In extraordinary cases local rural residents may use aircraft on park lands for taking fish and wildlife in accordance with a permit issued by the superintendent (36 CFR 13.45). Use of aircraft is allowed for subsistence activities other than the taking of fish and wildlife.

⁵The use of a helicopter in any park area other than at designated landing areas or pursuant to the terms and conditions of a permit issued by the superintendent is prohibited by 43 CFR 36.11(f)(4).

⁶No dogs, leashed or otherwise, are permitted in the park or preserve backcountry during the summer season (May 1 - October 15). Pets are allowed in and around the mining operations in the park, but must be restrained from harassing wildlife or harming other park resources. Dogs are permitted in the backcountry in the winter season (October 15 - April 30) when used in conjunction with dog-sledding or ski-touring activities. These dogs are not allowed to run at large.

⁷Pack animals means horses, burros, mules, or other hoofed mammals when designated as pack animals by the superintendent (36 CFR 1.4).

⁸May be used for subsistence in the park additions only where subsistence uses are traditional (ANILCA 202(3)(a)) and only if these means of access were the traditionally used means of subsistence access (36 CFR 13.46 (a)). May be used in the preserve only if these means of access were traditional means of subsistence access (36 CFR 13.46(a)).

⁹Recreational snowmobile use must be a traditional activity.

Table 3: Summary of Other Access Provisions

<u>Provision</u>	<u>Reference</u>
<p>1. <u>Access to Inholdings</u> (valid property or occupancy interest including mining claims)</p> <p>Ensures adequate and feasible access, subject to reasonable regulations to protect the natural and other values.</p>	<p>ANILCA 1110 36 CFR 13.31 43 CFR 36.10</p>
<p>2. <u>Temporary Access</u> (applies to state and private land-owners)</p> <p>Superintendent shall permit temporary access across a park area for survey, geophysical, exploratory, or similar temporary activities on nonfederal lands when determined that such access will not result in permanent harm to park area resources.</p>	<p>ANILCA 1111 43 CFR 36.12</p>
<p>3. <u>Transportation and Utility Systems in and Across, and Access into, Conservation System Units</u></p> <p>Sets procedures for application and approval process; proposal must be compatible with purposes for which the unit was established, and no economically feasible and prudent alternative route may exist; establishes terms and conditions of rights-of-way.</p>	<p>ANILCA title XI 43 CFR 36</p>
<p>4. <u>RS 2477</u></p> <p>Revised statute 2477 (repealed in 1976) provides that: "The right of way for the construction of highways over public lands, not reserved for public uses, is hereby granted." Denali National Park and Preserve was established subject to valid existing rights, including rights-of-way established under RS 2477. The validity of these rights-of-ways will be determined on a case-by-case basis. These rights-of-way are discussed further in the access section of the</p>	<p>43 USC 932</p>

plan. A list and map of the rights-of-way that the state contends may be valid under RS 2477 are located in appendix G.

5. Navigation Aids and Other Facilities

ANILCA 1310

Access is provided to existing air and water navigation aids, communication sites, and facilities for weather, climate, and fisheries research and monitoring, subject to reasonable regulation. Access is also provided to facilities for national defense purposes.

6. Alaska Department of Fish and Game

NPS/ADF&G Memorandum of Understanding

The NPS recognizes the right of the department to enter onto park lands after timely notification to conduct routine management activities which do not involve construction, disturbance to the land, or alterations of ecosystems.

7. Alaska Mineral Resource Assessment Program

ANILCA 1010

Allows for access by air for assessment activities by USGS and their designated agents permitted by section 1010 of ANILCA, subject to regulations ensuring that such activities are carried out in an environmentally sound manner.

8. Helicopter Use for General Research and Other Purposes

ANILCA 1110
43 CFR 36.11(f)

The superintendent may permit the use of helicopters for research and other activities subject to terms and conditions prescribed by the superintendent. Use of helicopters in areas where subsistence and sport hunting of sheep are actively pursued is generally not authorized from two weeks before the start of the season to completion of the season.

9. Easements

ANCSA
(section 17(b))

Campsite and linear access easements may be reserved on native corporation lands that are within or adjoin the park and preserve, as authorized by section 17(b) of ANCSA. The routes and locations of these easements are identified on maps contained in the conveyance documents. The conveyance documents also specify the terms and conditions of use, including periods and methods of public access. It is anticipated that the National Park Service will be responsible for the management of approximately 60 public access easements within and adjoining the preserve.