



A VISION FOR THE FUTURE



What is a General Management Plan?

- A General Management Plan (GMP) sets overall future direction for a national park unit for the next 15–20 years. These plans focus on what resource conditions and visitor experiences should be maintained and achieved throughout a park unit. Gates of the Arctic National Park and Preserve has a GMP from 1986 that needs to be updated to current planning standards.
- The Gates of the Arctic GMP Amendment was developed with input from the public, the State of Alaska, tribes and villages, other agencies, and National Park Service (NPS) staff.
- In developing the GMP Amendment, we considered different alternatives that lay out different concepts for managing the park. For Gates of the Arctic National Park and Preserve, three alternatives were considered, one of which is the NPS preferred alternative.

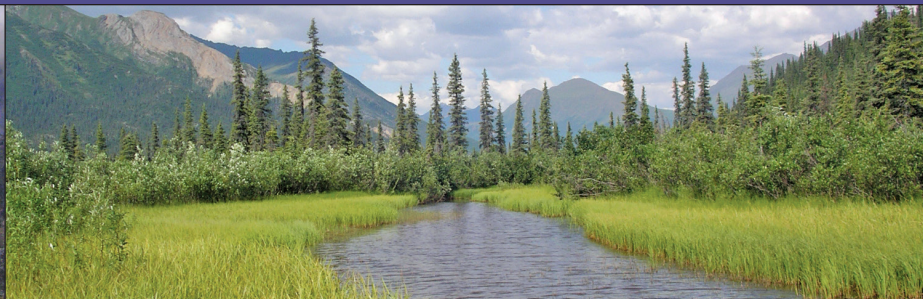
What are the key elements of the NPS preferred alternative?

- The GMP Amendment serves as a Wilderness Stewardship Plan for the park and preserve. The focus of the alternative is on protecting wilderness character as much as possible. The National Park Service would continue to exercise restraint in its administrative activities to minimize its impacts on visitors and maintain wilderness character.
- Management zones were developed that specify appropriate visitor uses and address administrative needs in different parts of the park.
- A framework would be implemented for monitoring visitor impacts on natural and cultural resources, wilderness character, and other visitors' experiences.
- Sustainability of park operations and facilities would be a high priority, with an emphasis on causing the least impact on wilderness and natural and cultural resources.
- The Isiak Cabin complex would be removed and the site rehabilitated.
- The National Park Service would continue to seek and nurture mutually benefiting partnerships with resident zone communities, the state, tribes, federal agencies, Native corporations, the North Slope Borough, and other stakeholders.
- The National Park Service would actively monitor access along the Dalton Highway and enforce existing regulations to ensure that wilderness character is protected. Park staff would also seek to coordinate with tour providers and transporters to increase educational opportunities and help emphasize wilderness stewardship.
- The National Park Service would partner with Anaktuvuk Pass to help minimize trash debris flow into the John River.
- The park staff would partner with aircraft operators to better distribute aircraft traffic along the John River.
- Nonnative plants in the Walker Lake area would be controlled.



What would NOT change under the NPS preferred alternative?

- Subsistence use in the park would continue to be recognized and supported in accordance with ANILCA. Opportunities for subsistence uses by federally qualified local and rural residents would continue.
- The wild and undeveloped character of the park would continue to be maintained.
- Visitors would continue to have a multitude of opportunities to experience solitude, self-reliance, wilderness discovery, and freedom of movement throughout the park without intrusive regulation. Visitors would continue to be encouraged to find their own routes in the park and preserve.
- Existing commercial services, including air taxi operations and guided big game sport hunting and sport fishing, would continue in the preserve.
- Visitor services and park management and operations would occur at similar levels as today.
- No new infrastructure and facilities would be expected to be built within the park and preserve. There would continue to be no formal or designated access points, and no maintained trails or campsites.
- The intention of the NPS would be to not change existing NPS administrative facilities outside the park, including at Anaktuvuk Pass, Dahl Creek, Bettles, Coldfoot, and Fairbanks.



How does the GMP Amendment address the Ambler Mining District Access Project?

- The GMP Amendment does not propose any actions that would affect the surface transportation corridor across the Kobuk River Preserve. Section 201(4)(b)-(e) of ANILCA mandates how a proposal for a right-of-way will be treated. The surface transportation corridor is an obligation the National Park Service will fulfill in accordance with ANILCA.
- The GMP Amendment contains factual, up-to-date information on the Ambler Mining District Access Project. However, the GMP Amendment does not discuss or analyze the impacts of the potential right-of-way through the preserve. That assessment will be included in a future environmental and economic analysis.

What are the next steps in this planning process?

- This plan has been released for a 60-day public comment period. During that time, we will collect comments from the general public, tribes, corporations, state agencies, and other stakeholders.
- Please submit your comments on the NPS Planning, Environment, and Public Comment webpage at http://parkplanning.nps.gov/gaar_gmp
Or, mail your written comments to Gates of the Arctic GMPA, National Park Service, 4175 Geist Road, Fairbanks, AK 99709.
- We will review and incorporate your comments as appropriate, as well as input from other stakeholders and partner agencies.
- We will finalize the plan over the next six months or so, prepare a decision document, and then begin implementation of the plan as funding and staff time allow.