



STATE OF ALASKA
DEPARTMENT OF NATURAL RESOURCES
Division of Mining, Land and Water

**Frequently Asked Questions and Information related to the
Revocation of PLO 5150
and
the State of Alaska Land Entitlement**

WHAT IS PUBLIC LAND ORDER (PLO) 5150?

Public Land Order 5150 is a federal withdrawal designation issued in December 1971 under Executive Order 10355, and the Alaska Native Claims Settlement Act (ANCSA). This order withdrew lands around the Dalton Utility Corridor, including the Trans-Alaska Pipeline System (TAPS) and Dalton Highway Corridor (DHC). This PLO included federal public lands extending from Valdez to Toolik Lake on the north flank of the Brooks Range.

The purpose of the PLO was to withdraw the lands from all forms of appropriation and reserve the lands as a transportation and utility corridor to allow for the construction of TAPS and associated infrastructure. The TAPS and associated infrastructure have been built, and the need for this withdrawal for purposes of protecting the TAPS corridor has since been fulfilled. PLO 5150 has been modified and partially revoked numerous times over the years to open certain lands to the location of mining claims, filing oil and gas leases, and for State of Alaska (State) and ANCSA Corporation land conveyances. It is commonly referred to as the 5150 Corridor and is discussed below.

WHAT IS PLO 5180?

PLO 5180 is a federal withdrawal designation issued in March 1972 under Executive Order 10355 and ANCSA. This order withdrew approximately 47 million acres of land from selection by the State and from mineral location and leasing. This order was meant to provide a mechanism for the study of lands and to provide for an opportunity to classify the lands. The language of PLO 5180 states that it reserved (lands) for study to determine the proper classification of the lands under section 17(d)(1) of ANCSA and to ascertain the public values in the land which need protection.

PLO 5180 has been modified numerous times through the years. Some modifications have opened lands for the location of mining claims, filing oil and gas leases, or for filing of state land selections. Other modifications have closed lands to commercial permits or to support classifications in specific regional management plans. When Congress passed the Alaska National Interest Lands Conservation Act (ANILCA) in December 1980, it determined that PLO 5180 could no longer block state land selections and conveyances.

WHAT IS PLO 7966?

PLO 7966 revokes two prior withdrawals (PLO 5150 and 5180) covering approximately 2.1 million acres of BLM-managed lands in the Dalton Utility Corridor north of the Yukon River, from approximately milepost 56 to

milepost 299. The Secretary of the Interior issued [Public Land Order No. 7966](#), on February 25, 2026, and it became effective on March 27, 2026.

WHAT IS THE 5150 CORRIDOR?

The 5150 corridor is the land within PLO 5150. It generally extends from milepost 37 of the Richardson Highway north to milepost 299 of the Dalton Highway. For the purposes of this process, it refers to the lands within PLO 7966; the revocation order, located north of the Yukon River from mile post 56 to mile post 299 of the Dalton Highway.

WHAT IS THE “INNER CORRIDOR”?

The inner corridor is generally referenced by BLM in planning and other documents and includes a portion of the lands that had been withdrawn by PLO 5150. It is referred to as the "inner Corridor" due to its "inner" position along the length of the Corridor withdrawal. The inner corridor is approximately 6 miles or less wide with the exception of the area adjacent to Toolik Lake, loosely centered on the Dalton Highway.

WHAT IS THE “OUTER CORRIDOR”?

The “outer corridor” refers to the remainder of the lands adjacent to the inner corridor and within the 5150 Corridor.

WHAT IS THE DALTON HIGHWAY CORRIDOR?

The James Dalton Highway Corridor (DHC) is the transportation and infrastructure area that spans approximately 414 miles from Livengood to Deadhorse near Prudhoe Bay. It extends five miles on each side of the Dalton Highway as legislatively identified in AS 19.40. The DHC is comprised of state land and federal public land managed by BLM. Much of the BLM managed land is state-selected under the Alaska Statehood Act or “top filed” under Section 906(e) of ANILCA.

WHAT IS THE DALTON UTILITY CORRIDOR?

The Dalton Utility Corridor is a general term for the corridor of land that includes the infrastructure and right-of-way for both the Dalton Highway and the Trans Alaska Pipeline System. The Dalton Utility Corridor stretches along the Dalton Highway and Trans-Alaska Pipeline north of the Yukon River from approximately mile post 56 to mile post 300 of the Dalton Highway.

WHAT DOES IT MEAN THAT PLO 5150 IS “LIFTED”?

Revoking or lifting a public land order removes the federal withdrawal. This makes the land available for state selection and conveyance to the State.

WHY WAS PLO 5150 LIFTED?

The federal government lifted PLO 5150 to allow the State to receive some of its remaining land entitlement under the Alaska Statehood Act.

WHEN WAS PLO 5150 LIFTED?

On February 25, 2026, public notice of PLO 7966, an opening order, was posted in the federal register. PLO 7966 lifts portions of 5150 and 5180 north of the Yukon River. The 30-day notice period ended on March 26, 2026, and the opening order went into effect on March 27, 2026.

WHAT IS MEANT BY STATEHOOD ENTITLEMENT?

Upon statehood in 1959, the Alaska Statehood Act (Public Law 85-508) granted Alaska the right to select and obtain federal lands—known as its entitlement—intended to provide a foundation for the new State's economic self-sufficiency. The total entitlement is ~105 million acres of federal land. The State has ~5.1 million acres of land entitlement remaining.

HOW WERE LANDS SELECTED?

Beginning in 1975, the State conducted state-wide public outreach to identify lands for selection and conveyance in fulfillment of its statehood entitlement. The State held public meetings, hearings, and solicited comments for several years, culminating in final lists of ~41 million acres of land in late 1978. The 1978 lists were submitted to Congress for review and approval as part of ANILCA Sections 906(d), (g), and (o). Congress conditionally granted title to the lands on the lists after prior ANCSA selections had been resolved, prior valid rights had been adjudicated, and any PLOs that blocked state conveyance had been revoked, although BLM is required to issue title documents to the State.

Other lands were selected after the passage of ANILCA, which allowed the State to select lands that were not available for conveyance when selected. These selections are known as ANILCA Section 906(e) top-filings. These lands were selected based on internal agency needs and guidance, and focused on access corridors, future infrastructure needs, connectivity of existing state-owned lands, and multiple use opportunities.

Lands within the PLO 7966 area were selected using both previously described methods.

WHAT IS MEANT BY “TOP-FILED” SELECTIONS?

Top filed selections are lands that were selected by the State for statehood entitlement but that were not available on the date of filing, pursuant to Section 906(e) of the Alaska National Interest Lands Conservation Act (ANILCA) and Section 6(b) of the Alaska Statehood Act. With the lifting of PLO 5150, the State's top-filed land selections became valid state selections.

WHAT HAPPENS WHEN THE STATE'S TOP-FILED LAND SELECTIONS BECOME VALID?

Once land is State-selected—even if not yet conveyed—the lands no longer meet the definition of “public lands” in Section 102(3) of ANILCA, and therefore provisions of ANILCA Title VIII will no longer apply. Therefore, federal rural subsistence priority no longer applies on state-selected lands. The Federal Subsistence Management Program, established under ANILCA (Title VIII), applies only to federal public lands—not state-selected lands.

WHEN WILL THE STATE'S TOP-FILED LAND SELECTIONS BECOME VALID?

The State's top-filed land selections became valid on March 27, 2026, 30 days after PLO 7966 was posted on the federal register.

IS THE STATE SEEKING ALL SELECTED LANDS IN THE 5150 CORRIDOR THAT WILL NO LONGER BE COVERED BY PLOS 5150 AND 5180?

No. The portion of PLO 5150 subject to the partial revocation (north of the Yukon River) covers roughly 2.1 million acres, and within that the State has roughly 2.08 million acres of selected land. The State is requesting conveyance of approximately 1.4 million acres.

WILL THE STATE RELINQUISH LANDS WITHIN THE 5150 CORRIDOR THAT IT IS NOT CURRENTLY REQUESTING BE CONVEYED?

Yes. The State has identified ~400,000 acres of land within the DHC and ~650,000 acres of land outside the corridor that the State anticipates relinquishing. These are lower priority selections. Lands outside the corridor will be identified after completing internal agency consultation. There is no timetable for when that information will be publicly available.

WHAT ARE THE NEXT STEPS IN THE LAND CONVEYANCE?

The State has been working with BLM for over 6 months to prepare for the large conveyance of 1.4 million acres by reviewing existing authorizations, third party interests, existing infrastructure and waysides, and how they will be managed after conveyance. During this time the State has also worked with the BLM to evaluate potential impacts to subsistence users and to determine reasonable steps to minimize or mitigate impacts to subsistence opportunities.

WHAT IS THE ESTIMATED TIMELINE FOR THE CONVEYANCE OF FEDERAL LAND TO THE STATE?

The 30-day notice period for the revocation ended on March 27, 2026, and the opening order became effective. The State's top-filings became valid selections on the same day. BLM is expected to issue a decision approving the lands for conveyance to the State within the next 30 days. Within the next 60 days, BLM will issue a Tentative Approval (TA) deed to the State, this TA will convey title to approximately 1.4 million acres of land. This timeline could be subject to change with potential litigation or unforeseen administrative delays.

ONCE THE LAND IS CONVEYED TO THE STATE, WHY WILL FEDERAL SUBSISTENCE USERS NO LONGER HAVE PRIORITY STATUS THAT THEY HOLD UNDER ANILCA FOR HUNTING AND FISHING ON FEDERAL LAND?

Federal rural subsistence priority does not apply on state-selected or state-owned lands. When lands become valid state selections, the lands no longer meet the definition of "public lands" in Section 102(3) of ANILCA, and therefore provisions of ANILCA Title VIII will no longer apply.

WHY WILL FEDERALLY QUALIFIED SUBSISTENCE USERS NO LONGER BE ABLE TO USE RIFLES IN THE DHC IF THE LAND IS CONVEYED TO THE STATE?

Once the land is selected or conveyed to the State, the land can no longer be included in federal wildlife management units. State land is subject to state statute and regulations. The Board of Game established the Dalton Highway Corridor Management Area (DHCMA) in 1983 and developed regulations to close take with a firearm and provide for bow and arrow hunts. Federally qualified subsistence users who could use a rifle in the DHC in federal units, will no longer be able to.

WHY WILL FEDERALLY QUALIFIED SUBSISTENCE USERS NO LONGER BE ABLE TO USE SNOWMACHINES IN THE DHC IF THE LAND IS CONVEYED TO THE STATE?

Once the land is conveyed to the State, the land no longer meets the definition of federal “public” land in Section 102(3) of ANILCA. Therefore, the provisions of Title VIII of ANILCA no longer apply. State land is subject to state statutes and regulations. Specifically, AS 19.40.210 which prohibits the use of snowmachines and motorized use within the corridor with some exceptions

IS THE TRANSPORTATION OF GAME BY MOTORIZED VEHICLE ALLOWED IN THE DHC?

Motorized use is currently prohibited in the DHC unless it meets the exceptions outline in AS 19.40.210. Hunting is not an exception. If the State opens RS2477s to motorized use, then game could be transported via motorized vehicle on routes where motorized vehicles are allowed. ADF&G regulations do not prevent motorized use, AS 19.40.210 controls use.

WHAT ACTIONS ARE BEING TAKEN TO MITIGATE IMPACTS ON RURAL SUBSISTENCE USERS?

The State has entered into a Memorandum of Agreement (MOA) with BLM and ADF&G to help mitigate for impacts to subsistence users once the conveyance of lands to the State happens. The MOA discusses the need for access to federal lands off or through the corridor to help subsistence users, among others, to gain motorized access to federal public lands. The State intends to engage on access issues through a robust public process with affected communities along the corridor to ask where they would like to see access provided to federal public lands across the newly acquired state land.

The State has also committed to BLM to relinquish 400,000 acres within the 5150 corridor and 650,000 acres adjacent to the corridor by the end of 2027. Upon relinquishment by the State, these lands can be included in federal wildlife management units and available for federally qualified subsistence users.

Subsistence activities are allowed on state lands, including lands within the former 5150 corridor north of the Yukon; however, they will be open to all Alaska residents, as protected by the Alaska Constitution. Method and means will be managed in accordance with ADF&G regulations. Motorized access within the DHC will be governed by AS 19.40.210.

Additionally, consistent with the MOA, the State is authorizing motorized access on ten existing RS 2477 trails within the DHC to allow motorized access across state land to federal public lands for hunting, fishing and subsistence access.

HOW DOES PLO 7966 AND THE LAND CONVEYANCE PROCESS IMPACT OTHER HUNTERS?

These two actions do not change the restrictions set forth in AS 19.40.210 or the ADFG hunting regulations.

DID BLM, DNR, AND ADF&G CONSULT SUBSISTENCE USERS WHEN THEY DRAFTED THE MOU TO ADDRESS IMPACTS TO SUBSISTENCE USERS?

Consultation was conducted by BLM during the Central Yukon Resource Management Plan process. ANILCA Section 810 also requires the federal agency to analyze a proposed action for potential impacts to subsistence (known as the 810 analysis). The 810 analysis was also conducted during the Central Yukon Resource Management Plan. These analyses were considered in the decision to revoke the PLO. Due to impacts

identified during consultation and the 810 analysis, the MOA was developed to address those impacts. No additional consultation was conducted prior to signing the MOA.

WILL THE NEWLY ACQUIRED STATE LANDS BE A BARRIER TO ACCESS OTHER PUBLIC LANDS BEYOND THE DHC?

The restrictions to motorized use within the DHC under AS 19.40.210 apply to all lands within the DHC, including federal lands. The conveyance of land from BLM to the State will not change how the public can access land within the DHC with the exception of motorized access and firearm use for federally qualified subsistence users discussed above. Access through the DHC may be broadened through authorization of easements by the Commissioner of DNR under AS 19.40.210(c).

HOW IS ACCESS GOING TO BE MANAGED ON STATE LAND IN THE DHC?

AS 19.40.210 prohibits motorized use in the DHC with some limited exceptions, however AS 19.40.210(c) also provides DNR the authority to authorize easements on state land within the DHC from the Yukon River Bridge north to the North Slope Borough boundary and to declare existing easements open to motorized use. Consistent with the MOA, the State has committed to authorizing snowmachine access on ten existing RS 2477 trails within the DHC to facilitate access.

All routes, RS 2477s, and new easements identified for motorized use will be open to the public. Initially motorized use will be limited to winter snowmachine use. Limiting use to snowmachines is consistent with AS 19.40.210(3) and is consistent with existing federal subsistence hunting regulations. DNR may expand the types of motorized use in the future.

All state land outside the DHC within the Umiat Meridian, north of the North Slope borough boundary, is within the North Slope Special Use Area. Any motorized vehicle use within the special use area requires a permit unless that use is for subsistence purposes or is on a graveled road. Subsistence purpose in this context refers to the harvest and processing of wild resources for food, raw materials, and other traditional uses by Alaska residents.

WHAT ARE THE STATE'S GOALS FOR THESE CORRIDOR LANDS?

By obtaining title to lands within the DHC the State will have continuous state ownership of the corridor which will:

- Facilitate advancement of state infrastructure projects such as Dalton Highway maintenance and potential realignment.
- Facilitate existing and potential future oil and gas infrastructure (TAPS, AKLNG, ASAP).
- Facilitate development of mineralized lode and rare earth element prospects within the corridor and access to other mineralized areas outside of the corridor.
- Obtain ownership of existing and potential material sites needed for state transportation and infrastructure projects.
- Provide adequate land for installation of broadband and electrical grid expansion.

- Provide access to adjacent state lands for hunting, fishing, recreation, mineral development, and other uses allowed or authorized on state lands.
- Provide motorized access across state lands to adjacent federal lands where federally qualified subsistence users will continue to have priority status.

IS THE PUBLIC ACCESS OUTREACH RELATED TO THE AMBLER ROAD?

The public access outreach by DNR was identified in the multi-agency MOA primarily to ensure access through the newly conveyed state lands. While the DHC public access outreach is not directly related to the Ambler Road, access within and through the DHC to adjacent state lands to facilitate use and development of resources is one of the reasons for selecting lands within the DHC.

HOW DOES THE CONVEYANCE IMPACT THE AMBLER ROAD?

The conveyance to the State will be subject to the BLM right-of-way grant that was issued to AIDEA for the Ambler Road. The BLM right-of-way was reinstated on October 21, 2025, pursuant to the October 6, 2025 Presidential Decision related to the ANILCA Section 1106(a) appeal of the 2024 BLM decision to terminate the AIDEA right-of-way.

HOW DOES THE STATE INTEND TO MANAGE THE LAND?

The State will manage the land in accordance with the Northeast Alaska Area Plan (NEAAP) which was adopted on February 25, 2026.

More information on NEAAP can be found here: <https://dnr.alaska.gov/mlw/planning/areaplans/neaap/>.

HOW CAN LOCAL COMMUNITIES PARTICIPATE IN THE PLANNING PROCESS?

The State completed the planning process for the NEAAP, which included public input.

The public can participate in the DHC public access process. More information on this process can be found here: <https://dnr.alaska.gov/mlw/dhcpa/>.

WHEN WILL DNR VISIT AFFECTED COMMUNITIES TO DISCUSS PUBLIC ACCESS ON STATE LANDS WITHIN THE DHC?

DNR is in the early stages of planning visits to affected communities. We anticipate reaching out to communities soon to finalize dates and times for these meetings.

CAN A PERSON STAKE A MINING CLAIM ON FEDERAL LANDS WITHIN THE 5150 CORRIDOR PRIOR TO CONVEYANCE TO THE STATE

Yes. The Public Land Orders that segregated the lands from leasing and mineral entry have been revoked and the lands are presently open to leasing and location under the federal processes.

CAN A PERSON STAKE A MINING CLAIM ON STATE LANDS WITHIN THE 5150 CORRIDOR AFTER CONVEYANCE TO THE STATE?

Yes. Mining claims can be staked where the lands are not closed to mineral entry under a State mineral closing order.

WILL THERE BE ENVIRONMENTAL IMPACT STUDIES OR ASSESSMENTS BEFORE STATE MANAGEMENT BEGINS?

No.

IF STATE LAND IS DEVELOPED HOW WILL THE STATE PROTECT CULTURAL AND HISTORIC SITES?

For projects that may impact cultural or historic sites, the State of Alaska Office of History and Archaeology may review projects under Section 106 of the National Historic Preservation Act (NHPA) and/or the Alaska Historic Preservation Act. If there were to be federal involvement in any future development projects, a Section 106 review could be required. Section 106 of the NHPA requires that agencies consider project design options that avoid or minimize effects on historic properties. The State of Alaska Historic Preservation Officer has a consultive role in this process but cannot unilaterally authorize a project to proceed. For reviews under the Alaska Preservation Act, if the review indicates that significant cultural resources will be adversely affected by a project, the proposed project may not commence until the department has performed the necessary investigation, recording, and salvage of historic resources.

IF STATE LAND IS DEVELOPED HOW WILL THE STATE PROTECT IMPORTANT MIGRATORY OR WIDE-RANGING GAME AND FISH SPECIES?

The Alaska Department of Fish and Game has permitting and management authority for all fish and wildlife species in the State and manages impacts to anadromous and riparian habitats that may result from development projects. Additionally, the Alaska Department of Environmental Conservation and Alaska Department of Transportation will require permits for any wastewater or discharge, right of way, driveway permits or lane closures associated with any development projects.

IF STATE LAND IS DEVELOPED IS THERE A PUBLIC PROCESS?

Yes. While different types of projects and development have different processes, most processes involve agency review and public notice. Public notices can be found on the Online Public Notice System:

<https://aws.state.ak.us/OnlinePublicNotices/Default.aspx>.

HOW WILL THE STATE PROTECT THE PIPELINE CORRIDOR FROM CONFLICTS WITH MINING CLAIMS?

Many of the areas within the corridor, and along the pipeline itself, have been closed to mineral entry through a Mineral Closing order to protect from potential conflicts.

WHO WILL HAVE OVERSIGHT OF TAPS IF THE PIPELINE IS NOT ON FEDERAL LAND?

The Joint Pipeline Office (JPO) was set up in 1990 to provide full partnership for state and federal agencies to monitor environmental protection, pipeline system integrity, public work safety, and to ensure regulatory compliance. Federal member agencies include the BLM, Environmental Protection Agency, Pipeline and Hazardous Materials Safety Administration, US Coast Guard, and the Department of Homeland Security. State

of Alaska agencies include the departments of Natural Resources, Environmental Compliance, Labor, Fish and Game, and Public Safety. The conveyance of land to the State will not change oversight of TAPS.

The State Pipeline Coordinator's Section will take on the administration of the right-of-way grant and apply ongoing grant administration and grant compliance oversight and permitting along that portion of TAPS, in addition to the partnership for state and federal oversight through the JPO.

HOW DOES THE LEGAL CHALLENGE TO THE REVOCATION OF PLO 5150 EFFECT THE LAND CONVEYANCE?

On March 10, 2026, a group led by the Northern Alaska Environmental Center challenged the issuance of PLO 7966 in the United States District Court for the District of Alaska. The State is currently reviewing all legal options to defend the revocation order, and the State's response is due on May 11, 2026. Because the plaintiffs have not sought preliminary relief, the litigation should have no immediate effect on the land conveyance, however, there is a potential that the final disposition of this matter could result in impacts to the State's interests in its selected lands within the PLO 7966 area.

WHERE CAN A COPY OF THE LAWSUIT BE FOUND?

The initial filing can be found here:

<https://www.courthousenews.com/wp-content/uploads/2026/03/northern-alaska-environmental-center-vs-burgum.pdf>

THE CENTRAL YUKON RESOURCE MANAGEMENT PLAN (CYRMP) WAS RESCINDED VIA THE CONGRESSIONAL REVIEW ACT. HOW DOES THIS AFFECT THE LIFTING TO 5150 AND CONVEYANCE OF LAND TO THE STATE?

BLM completed a determination of NEPA adequacy and ANILCA Section 810 analysis, determining that the EIS for CYRMP was sufficient. Although the CYRMP was rescinded, the EIS completed for that plan remains valid.

HAS THE REQUIREMENT FOR CONSULTATION UNDER TITLE VIII OF ANILCA BEEN CONDUCTED?

Consultation for Title VIII was conducted during the EIS process for the CYRMP.