

# King Salmon Airport Master Plan Update

Floatplane Breakout Meeting

March 26, 2026



# ZOOM HOUSEKEEPING

- Please keep your microphone muted when not speaking
- Use the chat to ask questions or share comments at any time
- This meeting is being recorded for documentation purposes
- Use the hand raise function to share a comment or ask a question
- Be respectful of others and allow everyone a chance to speak
- If you experience technical issues, try rejoining or use the chat for help

**We'd love to hear your thoughts and ideas —  
Your input is an essential part of this process. A QR code will be shared at  
the end of the meeting for feedback on potential alternatives.**



# MEETING AGENDA

- 1 Lease Lots and Public Use  
Transient Dock
- 2 Boats vs Floatplanes  
Conflicts
- 3 Aeronautical vs Non-  
Aeronautical Uses



# INTRODUCTIONS: TEAM MEMBERS & ROLES



## DOT&PF

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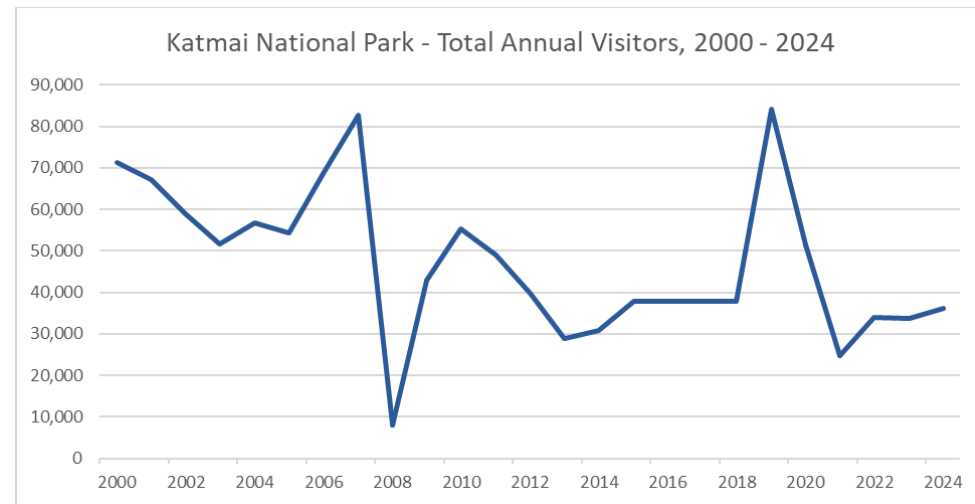


# HISTORICAL INFORMATION

## 2001 Master Plan Update Recommendation:

*Based on input received from airport and Naknek River users, there is no suitable location for additional floatplane facilities within the King Salmon Airport project area. It is therefore, recommended that a Borough wide study be undertaken to identify a reasonable location for additional floatplane facilities.*

- Floatplane operations are not tracked
- Total AKN paved operations have decreased (33,284 to 24,235)
- Visitors to Katmai have decreased



Source: NPS Visitor Use Statistics Database, May 2025

# IDENTIFYING FLOATPLANE ISSUES

- Need for public/transient dock and associated facilities (fuel, waiting area, restrooms)
- Need for additional aviation use lease lots
- Floatplane/boat conflict mitigation
- Access road in poor condition
- Need for water/sewer
- Drainage issues



# COMMENTS FROM OPEN HOUSE No. 2: MARCH 19, 2026

- **Proposed Alternatives**
  - Some support for warning lights
  - Some support for floatplane dock
- **Lease Lots**
  - Strong interest in aeronautical lease lots
  - New lease lots downstream of boat launch are not feasible because of low water depth
- **Operational Suggestions**
  - Limiting step taxiing at the curve in the river would enhance safety
- **Traffic**
  - Have tourist destinations become saturated, limiting growth in floatplanes and boats?
  - Can the river safely support more floatplane and boat traffic?
- **Aeronautical vs. Non-Aeronautical**
  - The non-aeronautical uses are important to quality of life
  - Is there a potential for Borough ownership/operation of Naknek River waterfront?



# Lease Lots and Public Use Transient Dock

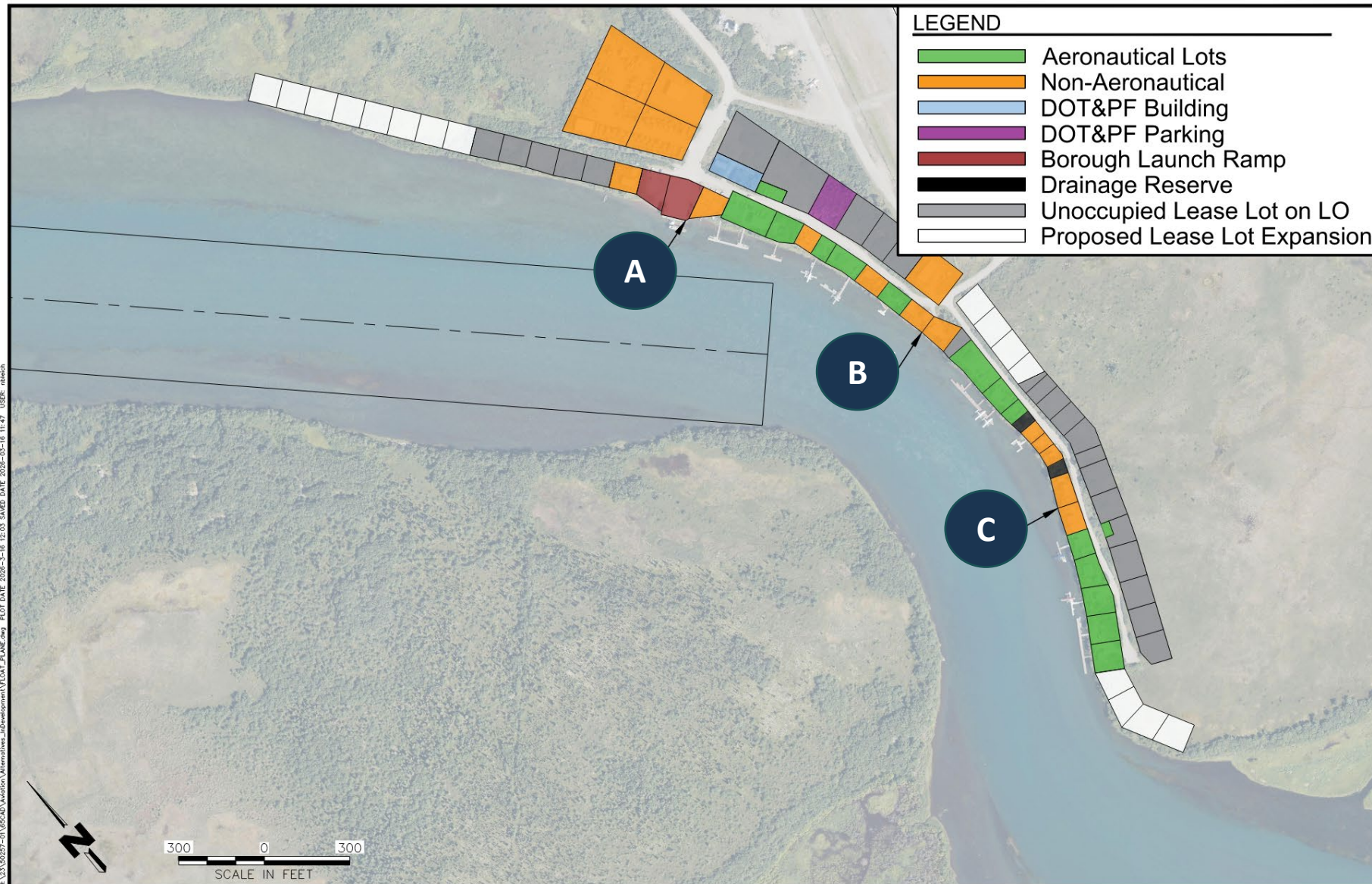


# PUBLIC USE TRANSIENT FLOATPLANE DOCK

- Parking for transient floatplane operations
- Centralized location for fueling and other services
- Potential access to river from lease lots not on riverfront or where mooring is impractical



# POTENTIAL PUBLIC FLOATPLANE DOCK LOCATIONS



## (A) Pros:

- Road near river access
- Near floatplane channel

## (B) Pros:

- Larger space
- Road near river access
- Near potential leaseholders who may use the dock
- Space for parking

## (C) Pros:

- Larger space
- Near potential leaseholders who may use the dock
- Space for parking

## (A) Cons:

- Small space
- Potential conflicts with boat dock and Katmai operations
- No space for vehicle parking

## (B) Cons:

- Farther from floatplane channel

## (C) Cons:

- Farthest from floatplane channel

# FLOATPLANE PUBLIC USE/TRANSIENT DOCK DISCUSSION

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Is a dock needed?

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Should dock be publicly or privately owned/operated?

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What is the optimal location?

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Other comments?

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# FLOATPLANE LEASE LOT DISCUSSION

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Are downstream lots feasible?

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Are upstream lots feasible?

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Is shuttling passenger to public use dock feasible?



# Boat vs Floatplane Conflicts

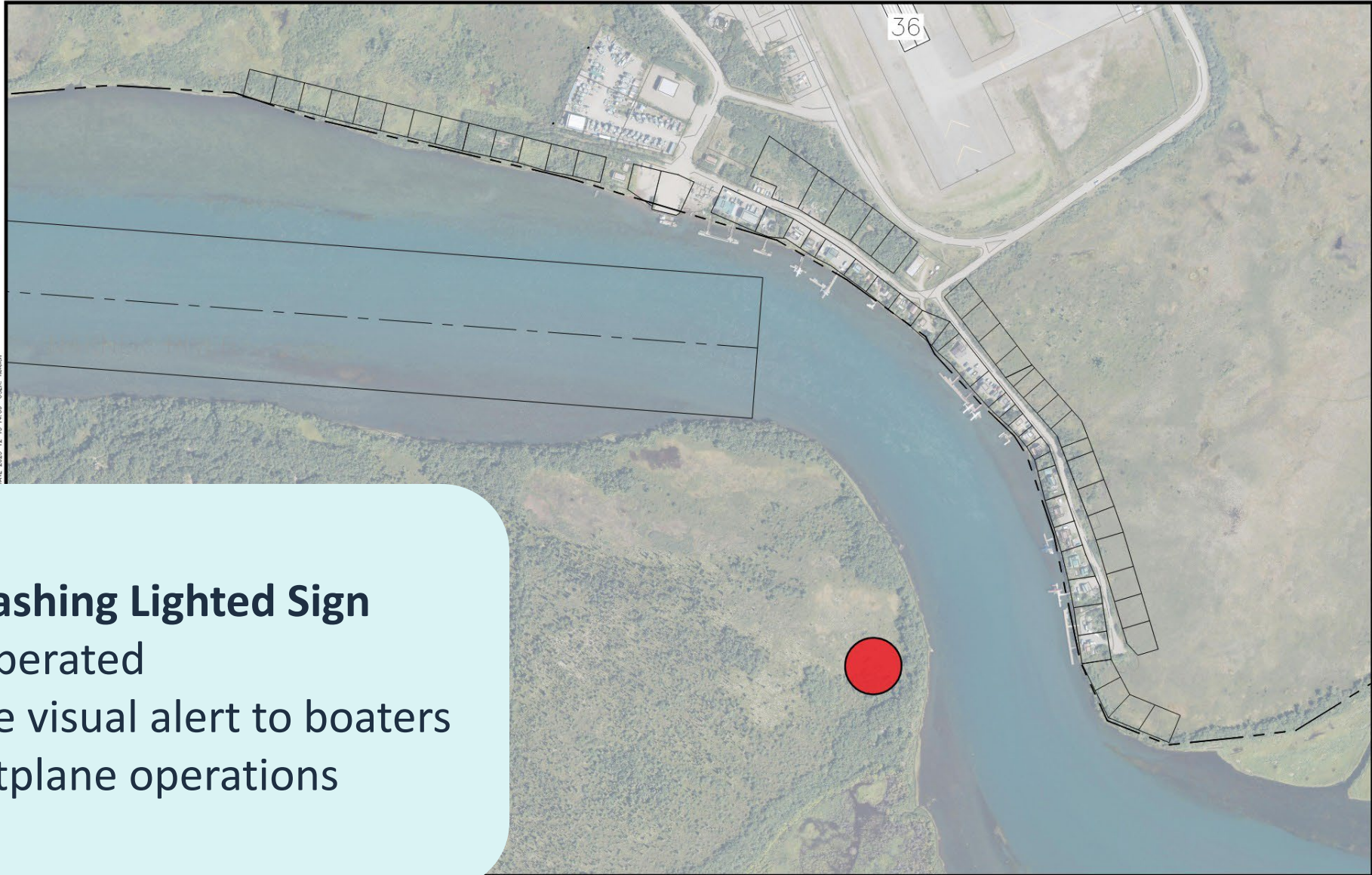


# FLOATPLANE/BOAT CONFLICT MITIGATION

- Operational
  - Discourage step taxiing in the river bend past Grassy Point
  - Post signs for low wake zone
  - Develop preferred boating and floatplane operating areas and best practices
  - Encourage use of the main channel for floatplane takeoffs/landings
- Create and distribute operational/safety information
- Pilot and boater briefings at beginning of season



# INSTALL WARNING LIGHTS



## Install Flashing Lighted Sign

- Pilot operated
- Provide visual alert to boaters of floatplane operations

# FLOATPLANE/BOAT CONFLICTS DISCUSSION

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What are the main conflicts?

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Are conflicts increasing or decreasing?

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Who, primarily, is causing the conflicts?

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Can this section of the river support more boats and floatplanes?

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What would you do to manage conflict?



# Aeronautical vs Non-aeronautical Uses



# AIRPORT FUNDING

**AIRPORT & AIRWAY TRUST FUND 1970**  
Congress puts money aside for airports



**TRUST FUND IS ADMINISTERED BY FAA**



**GRANT ASSURANCES**  
Money given to airports should be used for aeronautical purposes

**FAA FEDERAL REGISTER (88 FR 85474)**  
If there is an aeronautical demand, non-aeronautical must not displace aeronautical



**17 AAC 45.210 (e)**  
Aeronautical use has a higher priority than non-aeronautical use



**STANDARD LEASE LANGUAGE**  
Lessee will not do anything that could cause federal funding to be jeopardized



# AERONAUTICAL vs NON-AERONAUTICAL

**Aeronautical Use:**  
Any activity directly  
related to the  
operation of aircraft.

**Non-Aeronautical Use:**  
Other uses not  
considered aeronautical.

# AERONAUTICAL DEMAND ON THE RIVERFRONT

- At least **9** application enquiries received in the last **3** years
  - Current floatplane operators want to expand or spread out
  - New operators want to begin
  - Interest in a public floatplane dock with a fueling facility



# THE MISSION IS SAFETY

*“Safety is our passion. We work so all air and space travelers arrive safely at their destinations.” – FAA*

FAA’s primary mission is **safety** for aeronautical users *and their customers* - the traveling public.



**Reduce conflicts between boats and floatplanes – SAFETY and SPACE**

**SAFETY**

Aborted landings/  
near incursions



Reduce number of  
boats originating from  
airport land



Aeronautical use of  
non-aeronautical lease lots

**SPACE**

Aircraft docked into  
neighboring lease lots



Allow floatplane  
operators to spread  
out along the  
riverfront



Aeronautical use of  
non-aeronautical lease lots

# OPTIONS FOR THE FUTURE

**Aeronautical Use  
purchases  
Non-Aeronautical Use**

**Non-Aero user starts using lease  
lot for own Aero purposes  
(i.e. aircraft fueling)**

**Mixed Use:  
Summer – Aero Use  
Winter – Non-Aero Use**

**Mixed Use:  
Summer – Aero Use Primary  
Non-Aero Use “de minimis”**

# CONTACT AVIATION LEASING

## FOR THE FOLLOWING:

- Q&A on use of the riverfront
- Riverfront tenants contact information sheet
- Copy of the FAA Grant Assurances and/or Compliance Manual
- Copy of the Airport Leasing Regulations (17 AAC 45)

## CONTACT:

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# QUESTIONS & COMMENTS

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## Project Website



 [www.KingSalmonAirport.com](http://www.KingSalmonAirport.com)

# HELP US UNDERSTAND YOUR PRIORITIES

 Mentimeter

## Instructions

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[www.menti.com](https://www.menti.com)

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Or use QR code