

King Salmon Airport Master Plan Update

Project No. SFAPT00545



Open House No. 3 Summary

Meeting Information

Tuesday, October 6, 2026, from 12:00 – 2:00 PM

Presentation at 12:30 PM

Bear Trail Lodge: Mile 1 Bear Trail, King Salmon, Alaska 99613

A Zoom Webinar link to view the presentation online was shared for those unable to attend in-person.

The Alaska Department of Transportation and Public Facilities (DOT&PF), in coordination with DOWL, hosted a hybrid open house to review final project alternatives and recommendations for possible inclusion in the King Salmon Airport (AKN) Master Plan and gather feedback. Participants who attended the open house in-person were welcomed at the sign-in table, where fact sheets were available. Project boards detailed the schedule, projects in progress, how key issues are being addressed, floatplane area recommendations, phased apron development, the airport layout plan, and contact information for planning team members. Online attendees were directed to the project website to access additional project information.

Thirty (30) individuals attended the open house in-person, including 18 attendees and 12 project team members. Twenty-three (23) individuals joined the presentation online, including 7 attendees and 16 project team members. In total, 24 attendees participated in the open house both in-person or online.

Project Team Attendees

Attended In-Person

Courtney Kreis C.M., DOT&PF Aviation Transportation Planner, Southcoast Region Project Manager

Jill Melcher, DOT&PF Southcoast Region Planning Chief

John Perry, DOT&PF King Salmon Airport Manager

Sharon Clark, DOT&PF Kodiak-Aleutian District Maintenance and Operations Superintendent

Melanie Bray, DOT&PF Statewide Aviation Planner

Sam Spencer, DOT&PF Statewide Aviation Planner

Alex Lawrence, DOT&PF Transportation Planner

Josh Stuckey, C.M., DOT&PF Safety and Security Officer

Erik Norberg, DOT&PF Maintenance and Operations Specialist

Jessica Della Croce, C.M., ACE, DOWL Aviation Planner

Sarah Guedea, C.M., DOWL Aviation Planner

Talli Vittetoe, DOWL Public Involvement

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Attended Online

Judy Chapman, DOT&PF Deputy Director of Planning
Sharyn Augustine C.M., DOT&PF Southcoast Region Leasing Chief
Amy Russell, DOT&PF Environmental Impact Analyst
Tyler Riberio, DOT&PF Maintenance and Operations Aviation Specialist
Matt Epp, DOT&PF Engineer
Tom Middendorf, DOWL Senior Aviation Planner
Tammi Schreier, C.M., ACE, DOWL Aviation Planner
Nick Bleich, P.E., AICP, DOWL Senior Aviation Planner and Engineer
Josh Grabel, DOWL Environmental Specialist
Bethany Murray, Architects Alaska
Steve Schell, A.I.A., Architects Alaska Senior Architect
Dave Sanches, FAA Community Planner
Heather Arneson, FAA Community Planner
Kendall Campbell, FAA Environmental Protection Specialist
Lt. Col. Nick Thomas, USAF Alaska Command (ALCOM) J4 Deputy Director and Joint Engineer

Advertising

Alaska Online Public Notice/ Facebook Page

DOT&PF published a meeting notice on the State of Alaska's Online Public Notice platform on September 4, 2026. The notice remained publicly available until it was archived on October 7, 2026. In addition, DOT&PF promoted the open house on their Facebook page on September 16 and 29, 2026.

Email Notification

Email announcements were distributed via Constant Contact to the contact register on September 16 and October 2, 2026. These emails included details about the open house and participation instructions.

Flyer

Meeting flyers were posted in high-traffic community locations throughout King Salmon.

Newspaper

Meeting notices were printed in the *Anchorage Daily News* and *Bristol Bay Times* on September 17 and October 1, 2026.

Radio

A radio advertisement aired on KDLG from September 29 through October 6, 2026.

Project Website

The website was updated with open house details, meeting materials, and links to engagement tools.

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Presentation

Introduction

The presentation began at 12:30 p.m. with a welcome from Courtney Kreis, Alaska Department of Transportation and Public Facilities (DOT&PF) Project Manager, who offered a land acknowledgment, recognizing that the meeting was held on the traditional homelands of the Yup'ik and Alutiiq peoples. Courtney explained that the meeting was conducted in a hybrid format, with both in-person and virtual participants. She noted that attendees online would have their microphones and cameras muted by default. She then reviewed the meeting agenda, sharing that the team would review the purpose of an airport master plan, recap the schedule and public involvement activities, and recommended alternatives.

Courtney, Jessica Della Croce, and Talli Vittetoe introduced project team members attending in person and online, including representatives from DOT&PF, DOWL, the Federal Aviation Administration (FAA), Woolpert, and Architects Alaska. Courtney explained that subject matter experts attended to answer questions directly, including staff with expertise in airport maintenance and operations, engineering, safety and security, and aviation planning.

Jessica Della Croce, DOWL Aviation Planner, explained that the planning process included evaluations of airport buildings to identify health, safety, code, and accessibility issues and bring them to attention before they become larger concerns. Josh Stuckey, DOT&PF Safety and Security Officer, discussed access control, noting an increase in violations at King Salmon Airport over the past year. He reminded tenants of the Transportation Security Administration (TSA) requirements for securing buildings and gates along the airport fence line. He explained that the airport operator must comply with federal airport security regulations and that civil penalties resulting from tenant violations may be passed on to the responsible tenant. Josh encouraged attendees to report any unsecured access points to airport staff.

Airport Master Planning

Jill Melcher, DOT&PF Southcoast Region Planning Chief, explained that an airport master plan provides a 20-year vision for the airport, identifying what improvements are needed, why they are needed, and how they would be implemented. She outlined its main components: an Airport Layout Plan showing existing and proposed facilities; a Capital Improvement Plan identifying major projects and their timing; and a narrative documenting background information, data, forecasts, and the reasoning behind recommendations. Jill described how the master plan guides capital improvements, supports funding efforts, coordinates land use planning, and engages stakeholders and the public. She clarified that the plan does not guarantee funding, authorize construction, replace project-level environmental reviews, or dictate decisions by air carriers or tenants.

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Sharon Clark, DOT&PF Kodiak-Aleutian District Maintenance and Operations Superintendent, reviewed the master plan schedule. The team conducted two site visits and previous open houses and engaged with the military and other airport stakeholders. She explained that this third and final public meeting provided an opportunity to review the recommended alternatives and offer feedback. Following the meeting, the team would finalize the Airport Layout Plan and implementation strategy and publish the completed master plan. Sharon also described how public input informed the development of alternatives. The team first asked airport users about their needs and potential improvements, then combined that input with technical analysis to develop alternatives. The team subsequently presented those alternatives to the community for further review and feedback.

Recommended Plan Alternatives

Jessica outlined four objectives for the presentation:

1. Explain how the team selected the recommended alternatives
2. Present the proposed ultimate Airport Layout Plan
3. Describe how development would be phased
4. Discuss key issues raised by stakeholders

She explained that the master plan evaluated all aspects of the airport and included numerous recommendations that cover floatplane area use and development, parallel taxiway development, and apron expansion and lease lot development.

Floatplane Area

Judy Chapman, DOT&PF Deputy Director of Planning, reviewed the floatplane area alternatives and recommendations. She noted that airport users, community members, DOT&PF, FAA, and the consultant team discussed the area's needs and opportunities extensively throughout the planning process. At the previous open house and floatplane breakout session, the team presented options for a public floatplane dock, lease lot development or expansion, and safety guidance and outreach to reduce conflicts between floatplane and boat traffic.

Judy explained that the plan does not recommend DOT&PF fund or develop a public-use dock because the evaluation did not identify sufficient justification. A third party, private entity, or tenant could pursue a public-use dock, fuel, or other services. The plan also does not recommend DOT&PF develop lease lots because of the substantial costs and permitting requirements. Tenants could continue improving lease lots, and DOT&PF could continue issuing and negotiating leases under the existing requirements. She emphasized that the plan does not propose changes to FAA land use requirements, grant assurances, or Alaska statutes governing land use and leasing.

To address floatplane and boat traffic conflicts, the plan recommends operational and safety guidance, continued education and outreach, and clarification of jurisdiction on the river. Judy clarified that these

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recommendations do not establish new river operating rules or direct DOT&PF to dictate river operations or uses. The plan also recommends advocating for a radar display in the air traffic control tower. Judy noted that Woolpert was preparing a proposal to pursue funding through the Don Young Alaska Aviation Safety Initiative. The radar display would not appear in DOT&PF's Capital Improvement Plan because implementation and costs would fall under FAA responsibility.

Parallel Taxiway

Jessica reviewed the parallel taxiway alternatives presented at the previous open house, including a full parallel taxiway on either the southwest or northeast side of the runway and a split parallel configuration. Most respondents preferred some form of parallel taxiway. The northeast option received the most preference responses, followed by the southwest option. Respondents cited feasibility, support for general aviation, safety, maintaining runway availability during construction, and opportunities for tenant space as reasons for their preferences. The team received no additional parallel taxiway comments at the open house and one related email comment highlighting the potential for safer airport operations.

Jessica explained that the team considered public preferences alongside operational needs, safety, FAA and air traffic control tower input, engineering feasibility, costs, and environmental constraints. This evaluation led to a recommended partial parallel taxiway configuration connecting key airport areas. She noted that extending the taxiway along the eastern end of the runway would present substantial cost and environmental challenges, so the recommendation includes a turnaround taxiway in that area.

Jessica described how the recommended configuration would reduce the need for aircraft to use the runway for taxiing, improve aircraft movement, and support terminal area and lease lot development. She emphasized that serving the most frequently used portion of the runway would provide significant operational benefits even without a full-length parallel taxiway.

Apron Expansion

Sarah Guedea, DOWL Aviation Planner, reviewed the apron expansion alternatives and public preferences. She explained that all three apron areas have expansion needs, but costs and priorities would influence the order of development. Respondents identified expansion of the west (terminal) apron as the highest priority to address congestion and improve operations, including access to water and sewer. The east (cargo) apron followed, particularly paving the area between the cargo and general aviation (GA) aprons. GA apron improvements ranked next, with interest in additional space for hangars and aircraft parking.

Sarah explained that the team evaluated the advantages and disadvantages of each alternative, including utility needs, and recommended phased development because of the substantial costs. The short-term recommendations, covering approximately one to five years, include the first phase of terminal apron expansion, relocation of Taxiway B to improve access and reduce congestion, paving between the GA and

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cargo aprons, and preparing areas for tenant development. Medium-term improvements, covering approximately five to ten years, include the second phase of terminal apron expansion. Long-term recommendations include the remaining apron expansions, including GA apron expansion to the west, expanding the cargo apron north and east, and reshaping the connection between aprons.

Airport Layout Plan

Sarah then presented the updated ultimate Airport Layout Plan (ALP), which brings the recommended projects together on one map. She explained that the ALP illustrates the airport's proposed development direction based on the team's research and tenant and stakeholder needs. It provides a planning vision rather than a guarantee of how the airport will develop. She noted that numbered projects identify locations on the map and correspond to development phases, with lower numbers generally representing shorter-term improvements and higher numbers representing longer-term improvements. She encouraged attendees to review the larger display in the lobby or online for more detail.

Phased Development Plan

Erik Norberg, Maintenance and Operations Specialist, reviewed the short-term development plan, covering approximately one to five years. He explained that it includes projects already underway or in design, along with additional improvements recommended by the master plan. Current projects focus on equipment storage, airport security, pavement rehabilitation, and supporting infrastructure. These include the snow removal equipment building (SREB), perimeter fencing and gate upgrades, Runway 18/36 pavement rehabilitation, and infrastructure improvements such as wind cone replacement.

Erik also outlined additional short-term recommendations that could proceed as funding becomes available. These include the partial parallel taxiway, the first phase of west terminal apron expansion, and Alaska Peninsula Highway relocation, which would require coordinated implementation. Other recommendations include the GA apron connection, GA lease lot development, and new airport equipment. He also referenced the proposed FAA air traffic control tower radar display.

Courtney Kreis reviewed the medium-term recommendations for years six through ten. She explained that the slides shown used dollar-sign symbols to indicate relative costs for medium- and long-term projects rather than specific funding amounts. Medium-term recommendations include Runway 12/30 rehabilitation, a turnaround taxiway at the Runway 30 end, and the second phase of the partial parallel taxiway. The second phase of west terminal apron expansion would extend the apron to the runway visibility zone limits and designate additional lease lots. Other recommendations include chemical storage, equipment acquisition, and a new aircraft rescue and firefighting (ARFF) vehicle.

Courtney then reviewed the long-term recommendations for years eleven through twenty. Improvements include expansion and rehabilitation of the east cargo apron, reconstruction of Taxiway E, an apron taxiway, and the third phase of the partial parallel taxiway from Runway 18/36 to Taxiway E. Additional taxiway connections would support GA apron development. Recommended improvements at

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the Runway 18 end include removing the displaced threshold, constructing a runway safety area and turnaround taxiway, installing approach and runway identification lights, and realigning the affected road. GA apron recommendations include modifying or extending the connection between the GA and east aprons and expanding west of the existing pavement. Courtney also noted that the plan reserves 1,000 feet for a possible future runway extension being considered by the Department of Defense ALCOM.

Water and Sewer Utilities

Melanie Bray, DOT&PF Statewide Aviation, emphasized that water and sewer service in tenant areas remains a priority. Although the plan does not identify a separate utility project, the team continues to consider these needs with every proposed project in the affected areas. Melanie explained that contamination limits utility infrastructure options under Department of Environmental Conservation (DEC) requirements. Tenants could work with DEC to explore options for individual locations, such as holding tanks. She noted that the team continues to coordinate with the Air Force, borough, and other partners to identify funding and potential approaches for providing utilities to tenant locations.

Melanie reported that FAA had not allowed these utility costs in airport projects to date. She noted that updates under consideration for the AIP handbook, anticipated to be completed next year, might provide future opportunities, but eligibility remained uncertain.

Alaska Command (ALCOM) Infrastructure Development Overview

Lt. Col. Nick Thomas, Alaska Command (ALCOM) J4 Deputy Director and Joint Engineer, provided an overview of the Forward Operating Location Area Development Plan. He explained that King Salmon is one of ten sites evaluated to support military power projection, dispersal, homeland defense, and operations in Alaska. The plan considers short-, medium-, and long-term needs, including facilities and life support infrastructure. These represent potential development options rather than a required sequence of improvements.

Lt. Col. Thomas emphasized that resource constraints make partnerships and dual-use infrastructure important to ALCOM's approach. He cited Adak as an example, describing more than \$115 million in investment supporting runway improvements, hangar repairs, fuel systems, and power infrastructure. He explained that coordinating military investment with existing projects can share costs and benefit the community, DOT&PF, and the military. For King Salmon, potential improvements include extending the runway to 10,000 feet; constructing ramps, aprons, and taxiways; and adding warehouse space, hangars, administrative facilities, and life support facilities. Given the substantial costs, ALCOM would likely pursue selected improvements based on operational needs and opportunities for shared use rather than develop every element of the plan.

Lt. Col. Thomas clarified that the military's plan does not guarantee funding or authorize construction. Future investment would depend on operational needs and partnerships with the community and state

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and federal agencies. He thanked the community and Native corporations for their letters of support, which ALCOM had forwarded through its chain of command.

Next Steps

Courtney emphasized that the master plan documents community needs and provides a foundation for pursuing partnerships and improvements. She described a workshop where the team shared issues and alternatives identified through public involvement with the Air Force and explored how civilian and military needs could align. She encouraged the community to use the completed plan to demonstrate documented needs and public support when working with other organizations.

Courtney announced that the team would continue accepting public comments and incorporate feedback into the final plan. She explained that the project briefly paused to coordinate with the Air Force, leaving some final documents still in development and allowing additional time for public input. The team would also update the ALP as a final project deliverable.

John Perry, DOT&PF King Salmon Airport Manager, introduced himself and thanked attendees for participating. He directed attendees to the project website for additional information and contact details. He emphasized the importance of working together to improve the airport. He invited attendees to review the materials, enjoy refreshments, and speak with the subject matter experts available. He noted that the team would help connect attendees with the appropriate person if they could not answer a question directly and then opened the meeting for questions and comments.

Summary of Question-and-Answer Segment

A participant asked whether the consideration of water and sewer needs in tenant areas also includes nonpoint sources, such as surface runoff. Melanie explained that the master plan addresses needs at a broad level rather than identifying specific drainage improvements. Designers, construction staff, and airport staff would evaluate those details as individual projects advance toward funding and design.

Another participant expressed concern about the construction sequence, noting that water and sewer infrastructure typically precedes facilities and should be installed before taxiway expansion and lease lot development. Jessica explained that utility service remains a complex, unresolved issue, with uncertain AIP funding eligibility. She noted that the phased development plan could accommodate utility extensions if a viable solution emerges. Potential partnerships and funding sources, including Air Force involvement, borough participation, and grants, remain under consideration, but a broader utility solution extends beyond DOT&PF and the master plan. Melanie added that the proposed lease lots have not yet been designed. As projects advance and funding becomes available, the team intends to coordinate water, sewer, and other utilities with facility development. She emphasized that the goal is to bring these improvements together, although the team has not determined how utility work would fit into individual development phases.

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A participant asked how much AIP funding King Salmon could realistically expect during the 1-to-5-year planning horizon. Jessica explained that she could not provide a specific amount or speak on FAA's behalf. She noted that projects compete for funding against other airport needs across Alaska. She described the state's Aviation Project Evaluation Board process, which considers project costs, community needs, safety benefits, and relative priorities. She emphasized that accurate cost estimates and airport and community support help strengthen project funding packages, but the amount King Salmon might receive remains uncertain. Dave Sanches, representing FAA, added that the program submitted by the State of Alaska included only a few King Salmon projects, primarily the SREB and a runway painting and marking project. He estimated approximately \$17 million over the next three years, primarily for the SREB. He also clarified that the State of Alaska sets the priority of the projects, not the FAA.

Courtney clarified that the state sets project priorities. As an aviation planner, she prepares project nomination packages for evaluation, while Statewide Aviation manages the Aviation Capital Improvement Program (ACIP). She explained that regional funding amounts can change when projects encounter delays and other projects are ready to proceed. Maintaining a flexible capital improvement plan allows the state to fill those openings and make full use of available funding, although it makes future regional allocations difficult to predict.

A participant raised concerns about seasonal bird concentrations along the river near the airport, describing large numbers of bald eagles in the spring, particularly from late March through May. The participant noted the airport's proximity to the river and urged the team to consider wildlife hazards and potential impacts on bird populations when planning improvements. They emphasized that disturbing these populations could have effects beyond the local area. Courtney thanked the participant and emphasized the importance of local knowledge in the planning process. She said the team would formally document the comment and share it with Lt. Col. Thomas and the Air Force. She clarified that the team's alternatives do not propose a runway extension and noted that this information would be crucial if the military pursued an extension in the future.

A participant expressed concern that the community's infrastructure reaches capacity during the summer, reporting that electrical demand exceeds available capacity and sewage disposal is already strained. They emphasized that airport expansion requiring additional power, sewer, or water service should include coordinated infrastructure improvements, noting that the borough struggles to meet existing demand.

A participant asked how long the proposed Taxiway A rehabilitation would take, noting its inclusion in the one- to five-year plan and describing traffic-related disruptions to west ramp operations during the summer. The project team could not confirm the anticipated construction duration during the presentation.

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A participant raised concerns about ongoing sewer issues as activity grows and urged DEC to address them proactively. They emphasized the importance of both having a plan and preparing shovel-ready projects so the airport can pursue funding when opportunities arise. Courtney agreed that project readiness is important so the Southcoast Region can take advantage of unexpected funding opportunities. Melanie added that she would follow up with colleagues after returning to explore coordination with DEC and potential utility solutions alongside proposed airport projects and tenant development. These discussions would consider concerns that existing infrastructure cannot support additional demand and explore developing a planning scope to move the issue forward.

A participant representing the community health center emphasized that the airport access road is vital for medevac patient transport and must remain accessible throughout every phase of construction. They described the road's poor condition and the discomfort and risks that uneven surfaces create for injured patients, urging the team to prioritize safe patient transport during construction. Courtney acknowledged the concern and encouraged the participant to speak with Erik about how access requirements would inform project design and construction phasing. She explained that construction safety and phasing plans would need to identify stakeholders who require continued access so their needs can be addressed.

A participant requested an update on ALCOM's development plans, expressing the view that military investment could help accelerate airport improvements and address funding challenges. Because Lt. Col. Nick Thomas was no longer online, the team said they would document the question and share with the Air Force. Courtney described the military's workshops and evaluation of potential sites, noting that ALCOM would identify priority locations after completing its review. She could not confirm the status of those decisions. She also discussed potential Denali Commission funding that could help advance the parallel taxiway. Courtney noted that the team had Air Force letters of support and intended to pursue a grant opportunity when the next funding notice became available.

A participant asked whether the borough could partner with DOT&PF to expedite airport parking improvements. They described immediate congestion and difficulty navigating the terminal area, expressed concern about waiting several more summers for expansion, and identified securing land as a barrier. The participant indicated that the borough would be interested in reviewing a potential partnership proposal to present to the assembly. Jessica confirmed that parking improvements are a near-term master plan recommendation but could not identify a funding source or accelerated schedule. She noted that partnership funding and grants could help advance the project. She also emphasized that documenting needs, potential solutions, and community support in the master plan strengthens applications for funding from other agencies. She encouraged continued exploration of partnerships and grant opportunities to address parking and other infrastructure needs.

Sarah asked whether the land acquisition barrier involved funding or a lack of available land. The participant clarified that a potential property had been identified, but an existing well complicated acquisition and could require a new commercial well. They reiterated that the borough would be

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interested in a partnership if DOT&PF already had land designated for parking, potentially allowing the borough to help advance the improvements. Courtney expressed support for exploring creative solutions despite limited FAA and state funding. She said she was looking into other grant opportunities and ways to align individual projects with grant criteria, using partnerships and documented support to strengthen applications.

Melanie encouraged attendees to submit written comments identifying potential partners and contacts who could help advance parking and other improvements. She suggested a brainstorming session with DOT&PF to explore airport property, leasing options, and potential shared responsibilities, such as providing land, constructing a road, or clearing space. She emphasized that identifying willing partners and their contributions could be an initial step before pursuing funding.

Attendees were reminded to submit comments through comment cards, email, or the project QR code and to include their names and contact information so the team could document ideas and follow up.

Overview of Open House Conversations

Utilities and Community Infrastructure

- Concerns about limited water, sewer, and electrical capacity, particularly during peak summer demand, and the need to coordinate utility improvements with airport expansion.
- Emphasis on installing utilities before or alongside taxiway, apron, and lease lot development.
- Questions about whether utility planning includes surface runoff and drainage; the team noted that specific improvements would be evaluated during project design.
- Interest in proactive coordination between agencies to develop utility solutions and explore funding.

Funding and Project Readiness

- Questions about anticipated AIP funding; FAA estimated approximately \$17 million over the next three years, primarily for the Snow Removal Equipment Building.
- Clarification that the state sets project priorities and that airport projects compete for funding statewide.
- Emphasis on preparing shovel-ready projects to take advantage of funding opportunities and maintaining flexibility when other projects experience delays.
- Interest in partnerships and alternative grants to address needs beyond available FAA and state funding.

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Access and Construction Impacts

- Concerns about Taxiway A rehabilitation timing and disruptions to west ramp operations; the team could not confirm construction duration during the presentation.
- Emphasis on maintaining safe, reliable access for medevac transport throughout construction.
- Concerns about poor access road conditions and their effects on injured patients, with a request to address these needs in design and construction phasing.

Wildlife and Environmental Considerations

- Concerns about large seasonal concentrations of bald eagles along the river, particularly from late March through May.
- Emphasis on considering wildlife hazards and potential effects on bird populations when planning airport improvements.
- Commitment to document the wildlife concerns and share them with the Air Force for consideration in any future military runway extension.

Military Coordination and Development

- Requests for an update on ALCOM's development priorities and questions about whether military investment could accelerate airport improvements.
- Interest in potential Denali Commission funding for the parallel taxiway and using Air Force support to strengthen grant applications.
- The team would document the request for an ALCOM update and share it with the Air Force.

Parking and Partnership Opportunities

- Concerns about immediate terminal parking congestion and the potential wait for expansion.
- Borough interest in partnering with DOT&PF to expedite parking improvements, including exploring available airport property.
- Land acquisition challenges involving an existing well and the potential need for a replacement commercial well.