

King Salmon Airport Master Plan Update

Public Open House #2

March 19, 2026



LAND ACKNOWLEDGMENT

We respectfully acknowledge that we gather today on the ancient homeland and traditional territory of the Yup'ik/Cup'ik and Alutiiq (Sugpiaq) people.

The name King Salmon reminds us of the vital resource that sustained Indigenous communities for generations and drew others to the rich waters of the Bristol Bay region.

We honor the deep cultural heritage and ongoing contributions of the Native peoples who remain connected to this land, and we invite you to join us in recognizing and respecting their enduring presence.



ZOOM WEBINAR HOUSEKEEPING

- Your microphone and camera are off by default.
- Use the **Q&A** box to submit questions at any time. If possible, please hold questions until the end of the presentation so we can make sure we get through all the material. Questions that can be answered quickly may receive a response in the chat and more complex questions will be responded to after the meeting and documented in the meeting summary.
- Use the **chat** for general comments or technical support.
- Please note that we'll be recording the meeting for meeting summary purposes.

**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 written comment submissions.**



MEETING AGENDA

- Acknowledgment / Introductions
- Master Plan Presentation
 - What is a Master Plan?
 - Project Schedule
 - Aviation Forecast
 - Projects in Progress
 - Key Issues
 - Public and Publicly Accessible Building Deficiencies
 - **Alternatives**
 - Next Steps
- Questions & Comments
- Open House



INTRODUCTIONS: TEAM MEMBERS & ROLES



DOT&PF

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Transportation
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Kodiak-Aleutian
District M&O
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Planner/Engineer
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Greg Dyer
 - AAI
Steve Schell, A.I.A.
(remote)



SAFETY MINUTE

- **Wildlife near the airport**
 - Do not feed birds or otherwise create a wildlife attractant
- **Flight Safety**
 - Check NOTAMs before flights to village airports
- **Respect for local land and culture**
 - The airport supports critical travel, subsistence access, and medical services
 - Project planning aims to respect local communities and cultural values



WHAT IS AN AIRPORT MASTER PLAN?

20-year blueprint for airport development

Answers the questions:

- What improvements are needed?
- Why are they needed?
- How will the improvements be implemented and funded?




The Federal Aviation Administration (FAA)
defines an airport master plan as...

“A comprehensive study of an airport that describes the short, medium, and long-term development plans to meet future aviation demand.”



MASTER PLAN SCHEDULE



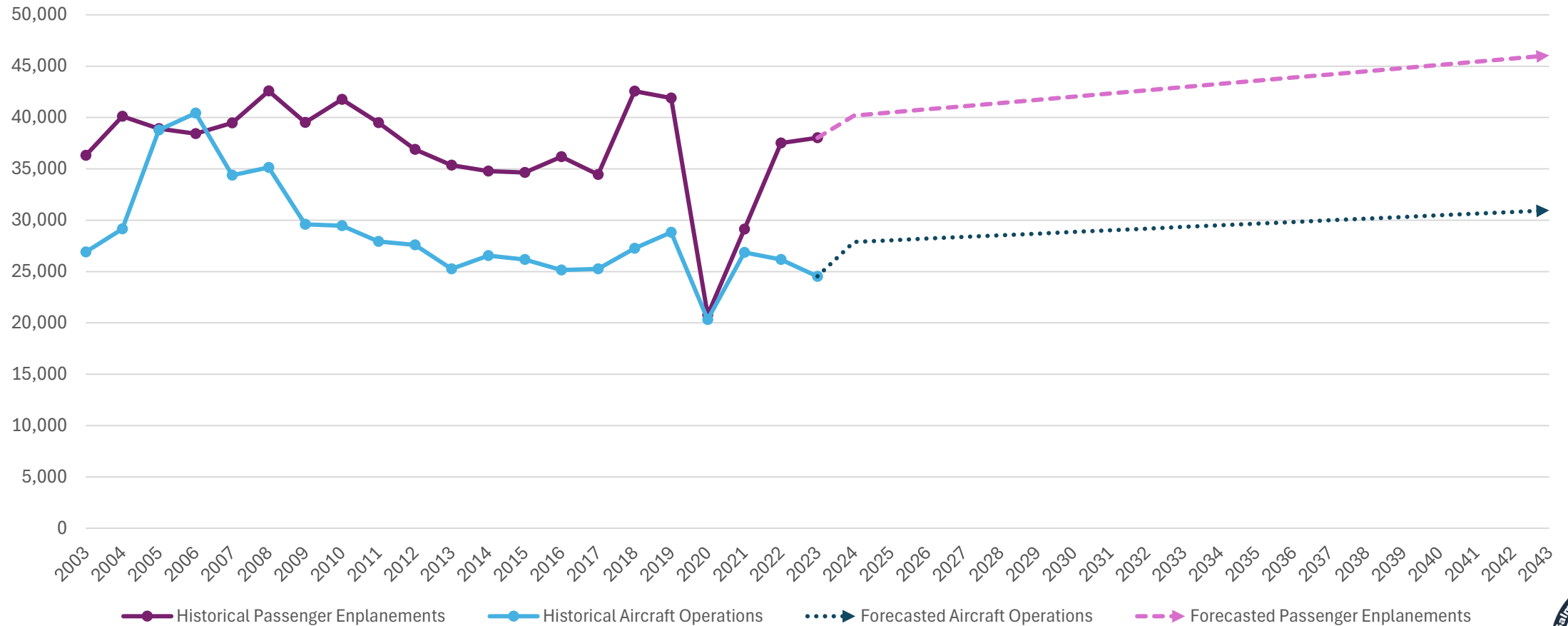
 PUBLIC OPEN HOUSE



FORECASTS



Passenger Enplanements and Aircraft Operations: Historical and Forecast (2003-2043)



FORECASTS

Critical Aircraft

- Runway 12/30
Boeing 737 Family (Alaska Airlines)
- Runway 18/36
Beechcraft 1900 (ACE)



Projects in Progress



PROGRESSING DOT&PF PROJECTS



Snow Removal Equipment Building (SREB)

- New 4-bay SREB adjacent to the existing Snow Removal Equipment (SRE) / Aircraft Rescue and Fire Fighting (ARFF) building

Airport Fencing and Gate Security Improvements

Apron & Taxiway Rehabilitation

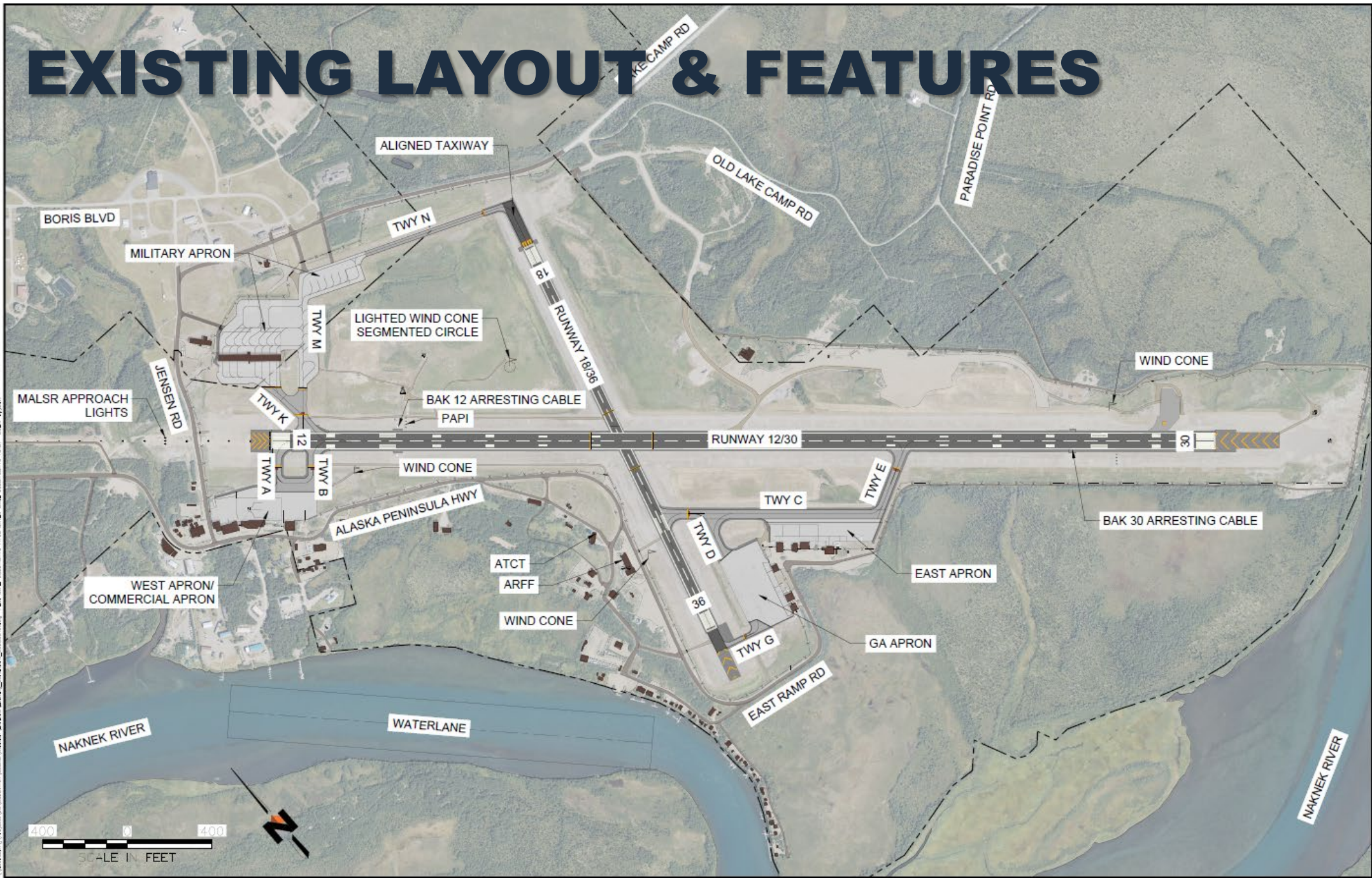
- Rehabilitate Taxiways A, D, G and west section of C
- Rehabilitate GA and Terminal aprons
- Replace Terminal, GA, and Transient apron lighting
- Replace lighting for Runway 18/36 and 12/30
- Replace primary lighted wind cone for Runway 12/30
- Run underground power line from ARFF building to existing emergency generator

Runway 18/36 Pavement Rehabilitation

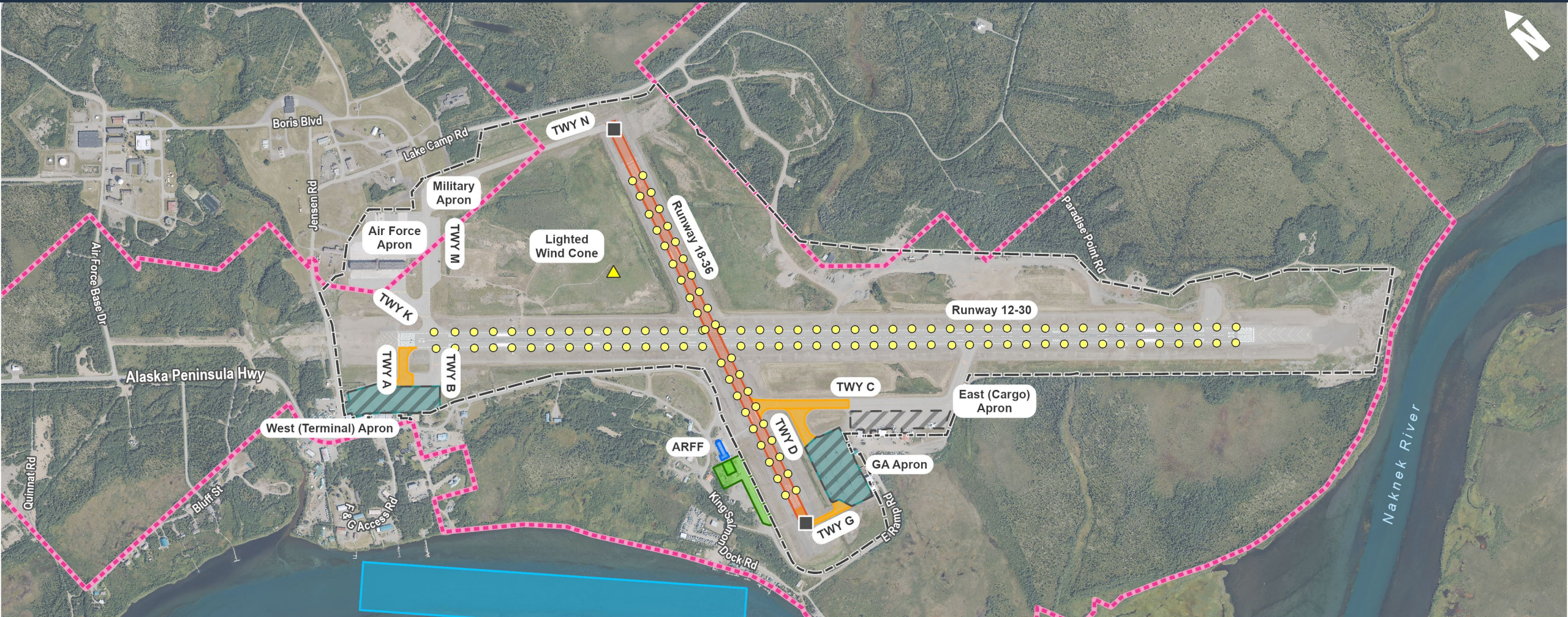
- Repave Runway 18/36 and correct deficiencies outlined in FAA LOC















EXISTING LAYOUT & FEATURES



PROJECTS IN PROGRESS



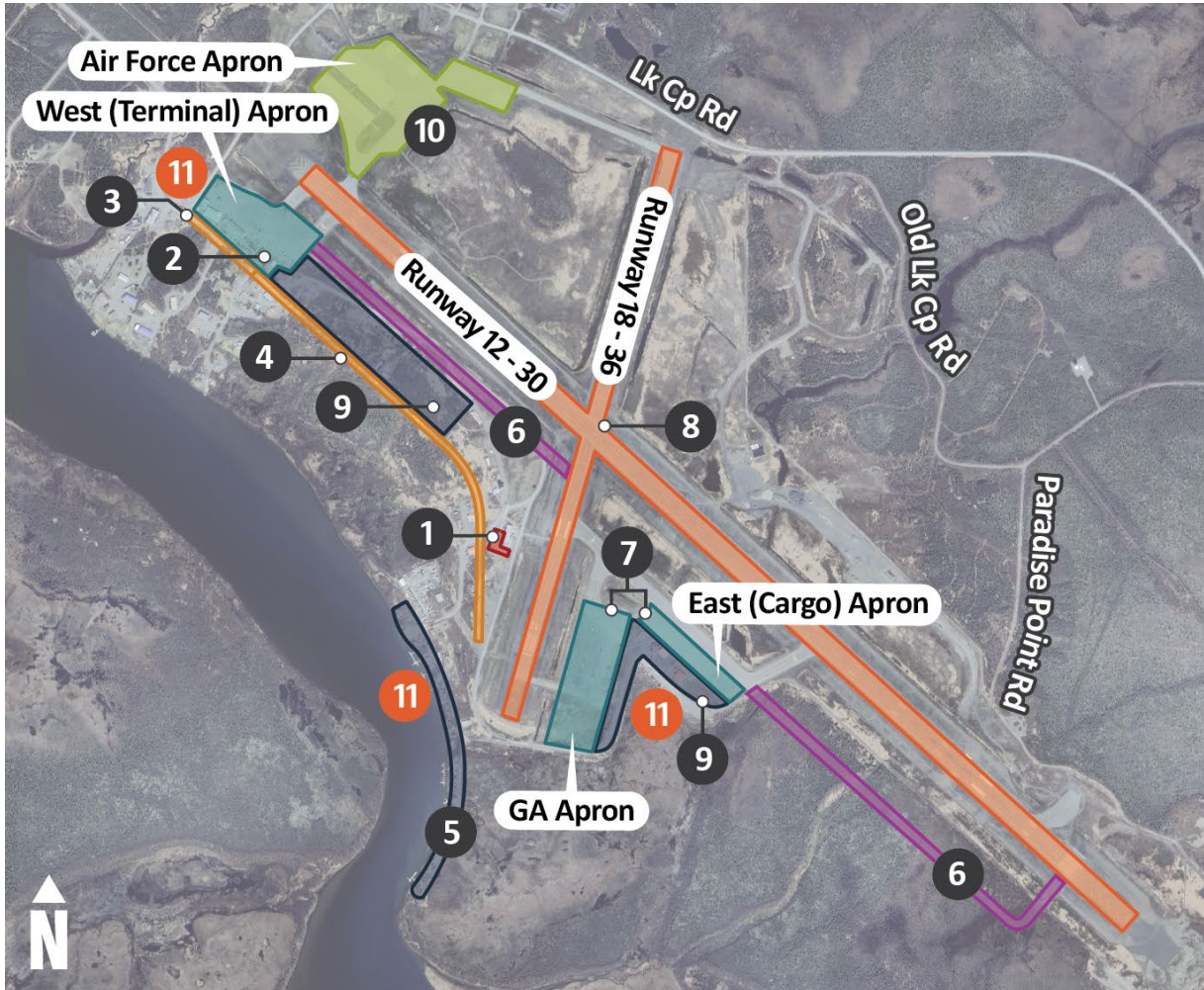
Design Projects Underway




- | | | | | | | | |
|--|------------------|---|--|---|--|---|--|
|  | Airport Boundary |  | Correct Aligned Taxiways on Runway 18-36 |  | New 4-Bay SREB, Fence Alignment |  | Repave Runway 18-36 |
|  | Waterlane |  | Replace Lighting for Runway 18-36 and 12-30 |  | Replace Terminal, GA, and Transient Apron Lighting |  | Run Underground Power Line from ARFF Building to Emergency Generator |
| | |  | Replace Primary Lighted Wind Cone for Runway 12-30 |  | Rehab GA and Terminal Aprons | | |
| | |  | Fencing and Gate Security Improvements |  | Rehab Taxiways A, D, G, and West Section of C | | |

Key Issues



KEY ISSUES



 Roads & Parking	 M&O	 Lease Lots
 Runway	 Taxiway	 Apron
		 Air Force

- 1 New Snow Removal Equipment Building with Relocated Fence
- 2 Terminal(s)/Terminal Apron Expansion and Reconfiguration
- 3 Terminal Curbside and Vehicle Parking
- 4 Relocation of Main Street for Parallel Taxiway and Lease Lot Development
- 5 Floatplane Base Roads/Drainage, Lease Lots, and Use Coordination
- 6 Parallel Taxiway
- 7 Apron Use and Configuration
- 8 Runway/Navaid Maintenance
- 9 Lease Lot Demand
- 10 Integrate Air Force into Plan

Previously Unlisted Issues Shared by Airport Users

- 11 Water/Sewer Utilities
- 12 Gravel Operating Area (Not Shown)
- 13 Boat/River Conflicts (Not Shown)



Public and Publicly Accessible Building Deficiencies



TYPES OF BUILDINGS

- **Public Buildings:** Government owned, managed, or funded.
 - Aircraft Rescue and Fire Fighting (ARFF)
 - Snow Removal Equipment Building (SREB)
 - Air Traffic Control Tower (ATCT)
- **Publicly Accessible Buildings:** Buildings that are open to or used by the public, whether publicly or privately owned. If open to the public, the facility must meet full building code approval, including requirements for the Americans with Disabilities Act (ADA), Occupational Safety and Health Administration (OSHA), etc.
 - Alaska Airlines Terminal
 - Grant Aviation
 - King Salmon Ground Aleutian Airways Terminal
- **Private Buildings:** Restricted for tenant use only and not open to the public.



REGULATORY OBLIGATIONS

KING SALMON TOWER COMMISSIONED



The new King Salmon control tower was commissioned recently to provide approach control and VFR tower service to air traffic in the King Salmon area. The newest and most modern control tower in the Alaskan Region is approximately 60 feet high and in addition to the cab, houses offices for the tower chief, maintenance chief, equipment room, training room, storage, and shop space. It is of concrete block construction.

From the January 1962 Edition of the Mukluk Telegraph

Public and/or Publicly Accessible Building Requirements

- 2021 International Building Code (IBC), as adopted and amended by the State of Alaska
- Civil Law Regulations, including:
 - Americans with Disabilities Act (ADA)
 - Occupational Safety and Health Administration (OSHA)
- Federal Aviation Administration (FAA) requirements
- Transportation Security Administration (TSA) requirements



WHY BUILDINGS ARE INCLUDED IN THE MASTER PLAN

- Airport buildings shape user experience, including:
 - Public health, safety, and welfare
 - Airport operations, safety, and security
- This is an overview from a planning perspective
 - No imminent enforcement actions will be taken
 - Leaseholders gain awareness of potential issues
 - Provides time to address concerns before they are required by State or Federal agencies



BUILDING SECURITY REQUIREMENTS

- King Salmon is a TSA regulated airport
- Building owners must control access between public and restricted areas inside buildings
- Any access control changes must be approved by TSA before implementation
- Only badged personnel, or individuals escorted by badged personnel, may enter restricted areas
- Master planning considerations for security



Alternatives for Airport Development

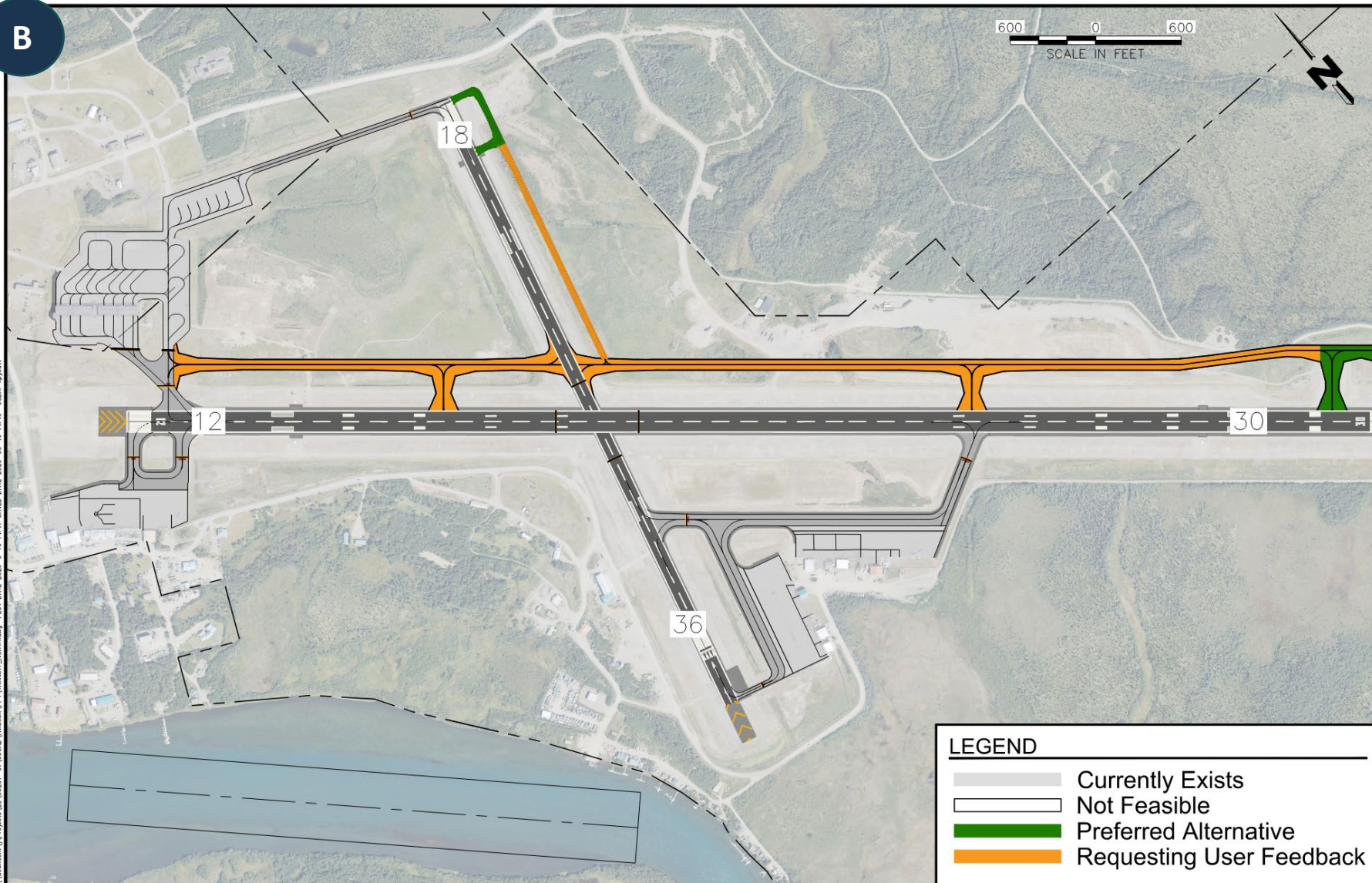


Taxiway Options Element #1



FULL PARALLEL – NORTHEAST

B



Pros:

- Reduces runway taxiing
- Allows temporary runway during 12/30 rehabilitation
- Increases space for tenant development
- Convenience for Air Force

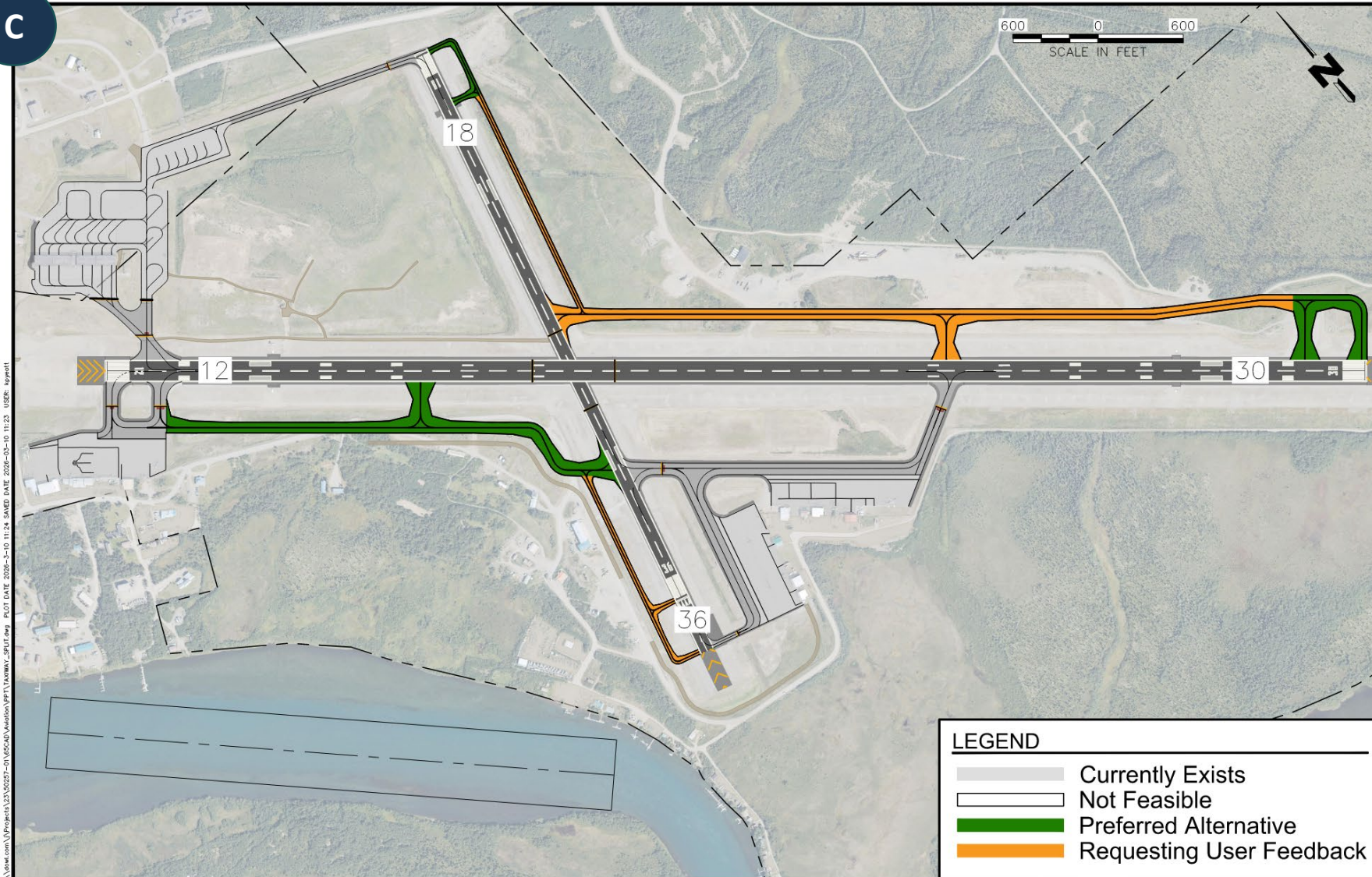
Cons:

- Requires glideslope relocation
- Requires runway crossing to access aprons
- Most expensive alternative



SPLIT PARALLEL

C



Pros:

- Reduces runway taxiing
- Supports terminal area lease lot expansion
- Increases space for tenant development

Cons:

- Not a full, continuous parallel taxiway
- Requires runway crossing to access aprons

Apron Expansion Priorities Element #2



WEST TERMINAL EXPANSION & ROAD RELOCATION

A





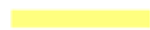

Pros:

- Supports passenger/freight operations
- Supports tenant developments and parallel taxiway
- Served by utilities
- Improves vehicle circulation and parking
- Reduces passenger/freight shuttling between aprons

Cons:

- Longer implementation timeline
- May require some road/parking property acquisition
- Most expensive alternative

LEGEND

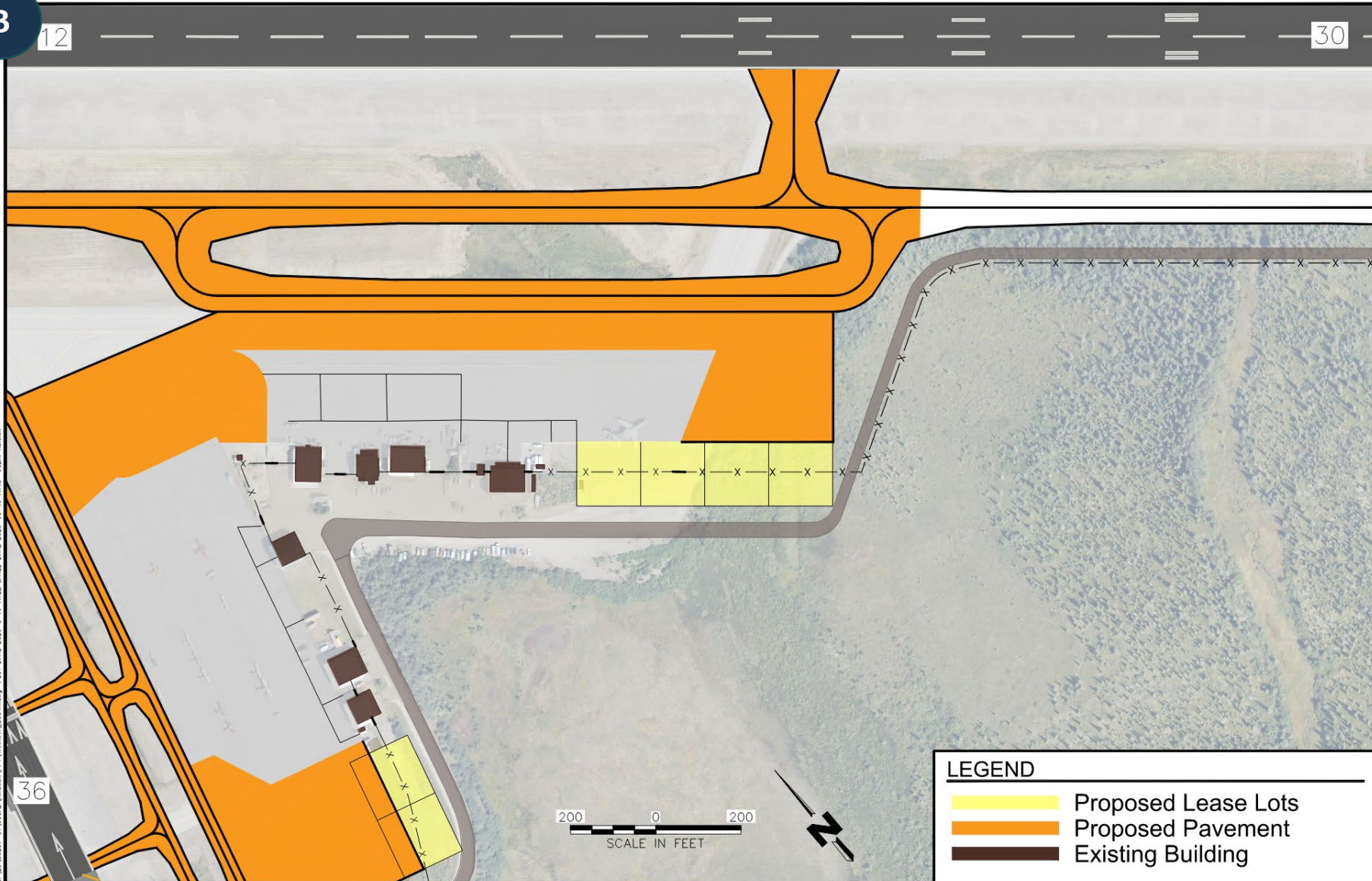
-  Proposed Building
-  Proposed Pavement
-  Proposed Lease Lots
-  Existing Building



EAST (CARGO) APRON EXPANSION

B

B



Pros:

- Expands apron/aircraft parking
- Supports hangar development opportunity
- Consolidates corporate/freight activity near fuel supply
- Connects East and GA aprons

Cons:

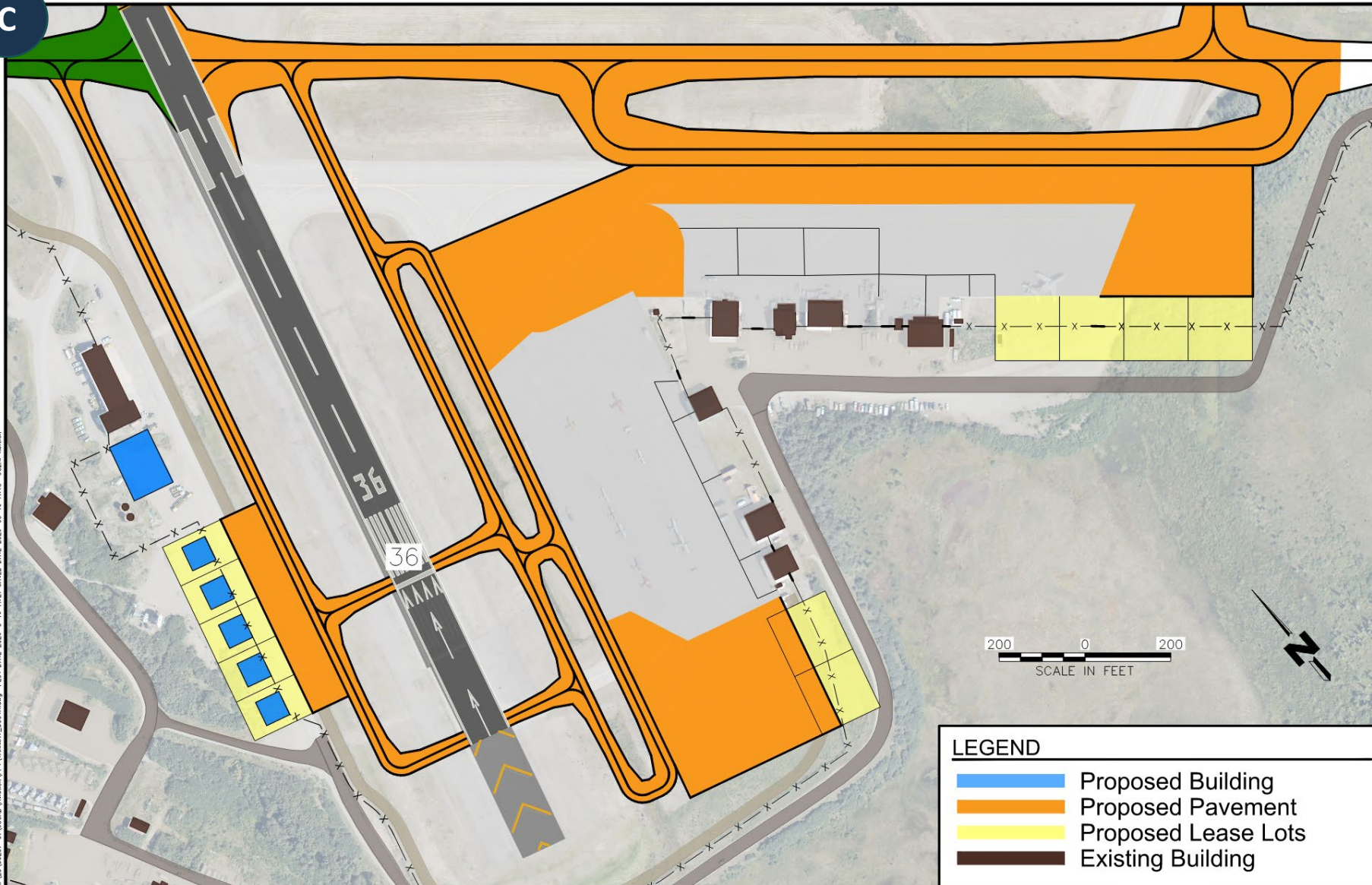
- No water or sewer utilities
- Potential wetland impacts



GA APRON & WEST OF RUNWAY 36

C

C



Pros:

- Increases apron space and hangar development potential
- Area west of Runway 36 and south of DOT&PF buildings mostly cleared and leveled
- Hangars provide wind protection for small aircraft
- Existing road access to GA apron

Cons:

- No water or sewer utilities
- Area west of Runway 36 requires road and taxiway improvements
- Increases passenger/ freight shuttling between aprons

J:\33150257-01\ASD\0_Aerial\VPY\TAIWAY_SOUTH.dwg PLOT DATE: 2026-11-18 11:21 SAVED DATE: 2026-03-16 11:18 USER: redsch



Floatplane Area Element #3



FLOATPLANE AREA VIRTUAL WORKSHOP

- A special virtual session dedicated to discuss options at the floatplane area has been scheduled for **March 26, 2026, at 2:00 p.m.**
- The meeting intends to cover:
 - Reducing conflicts between boats and floatplanes
 - Options for meeting future floatplane demand
- The meeting link is available on the website at **KingSalmonAirport.com**



FLOATPLANE ISSUES AND CONSTRAINTS

Issues:

- Lack of public/transient dock and associated facilities (fuel)
- Limited availability of lease lots
- Road in poor condition
- Need for water and sewer service
- Drainage issues
- Floatplane/boat traffic conflicts

Constraints:

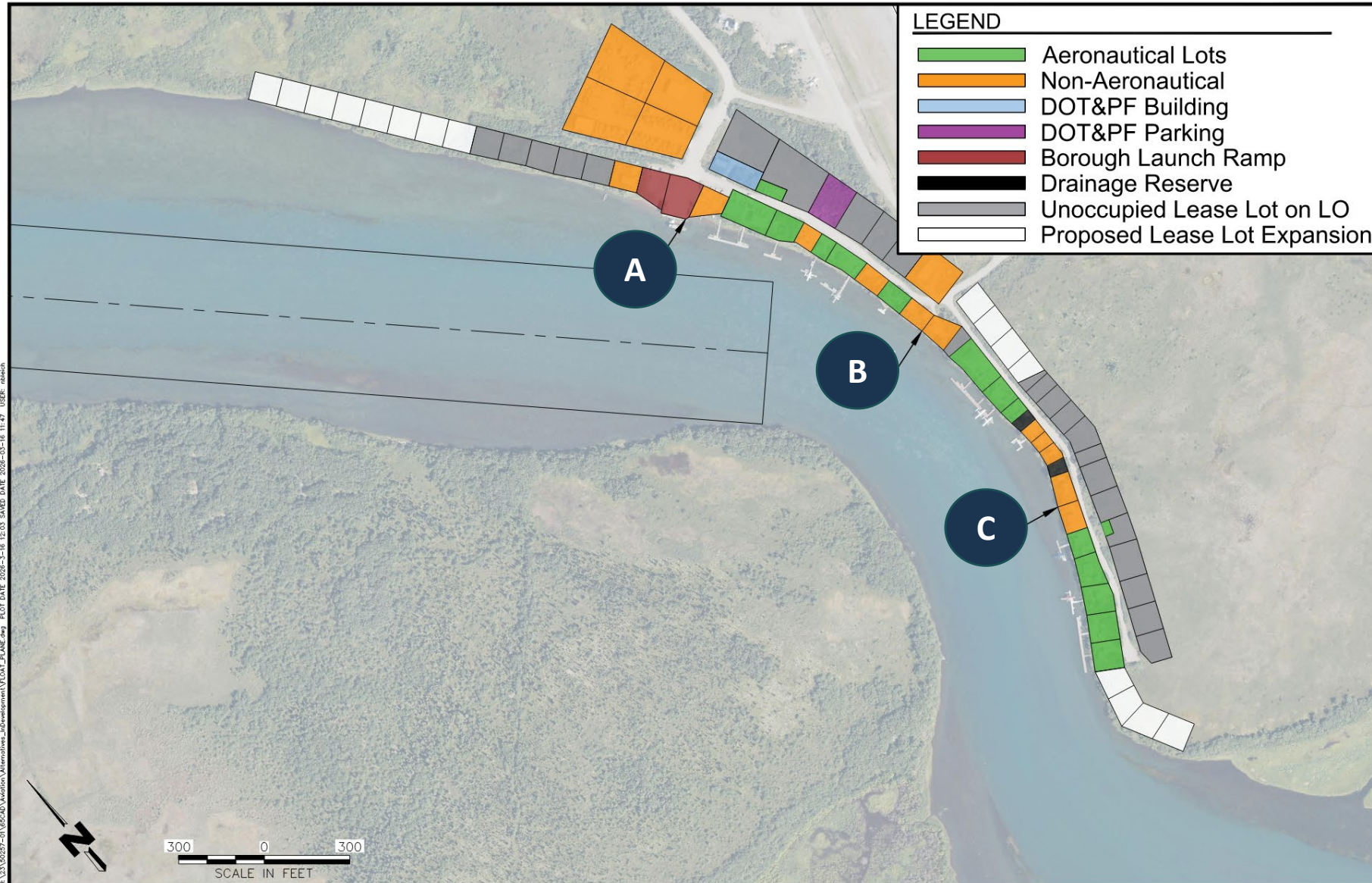
- Usable lots are occupied
- Non-aeronautical uses limit floatplane growth
- Wetlands
- River depth
- Distance to water runway
- Mix of floatplane and boats

Floatplane/Boat Conflict Mitigations:

- Install pilot-activated warning lights
- Develop and distribute operational and safety guidance
- Clarify river jurisdiction and safety responsibilities



POTENTIAL PUBLIC FLOATPLANE DOCK LOCATIONS



(A) Pros:

- Near river access road
- Near floatplane channel

(B) Pros:

- Larger space
- Near river access road
- 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

HELP US UNDERSTAND YOUR PRIORITIES

 Mentimeter

Instructions

Go to

www.menti.com

Enter the code

2660 4659



Or use QR code

Unpaved Operating Area Element #4




UNPAVED OPERATING AREA

Options Evaluated

- Purpose-built gravel runway: Not feasible
- Identify and designate a specific landing area: Not feasible
- Remove prohibition from Alaska Supplement:
 - Needs safety evaluation
 - Only implemented if determined safe

KING SALMON (AKN)(PAKN) P (AF) 0 SE UTC-9(-8DT) N58°40.59' W156°38.92' **KODIAK**
73 B ARFF Index—See Remarks NOTAM FILE AKN H-1B, 2I, L-ZI, 3C
RWY 12-30: H8901X150 (ASPH-GRVD) S-120, D-175, 2S-175, IAP, DIAP, AD
2D-250, 2D/2D2-400 PCR 543 F/B/X/T HIRL
RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 66'. RVR-T
RWY 30: PAPI(P4L)—GA 3.0° TCH 45'. RVR-R
RWY 18-36: H4017X100 (ASPH-GRVD) S-30, D-50
PCR 543 F/B/X/T MIRL
RWY 18: Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 12: TORA-8901 TODA-8901 ASDA-8501 LDA-8501
RWY 30: TORA-8901 TODA-8901 ASDA-8501 LDA-8501
ARRESTING GEAR/SYSTEM
RWY 12 BAK-12 1190 FT FM THR; RWY 12 BAK-12 REQ 30 MIN
NOTICE 950 FT RUNOUT.
BAK-12 1340 FT FM THR; BAK-12 REQ 30 MIN NOTICE 1200 FT
RUNOUT. RWY 30
SERVICE: S4 FUEL 100LL, JET A LGT When ATCT clsd ACTVT MALSR
Rwy 12; PAPI Rwy 12 and 30; MIRL Rwy 18-36; HIRL Rwy
12-30—CTAF.
AIRPORT REMARKS: Attended 1600-0200Z†. TSA reg arpt; See 49 CFR
1542. All gates and doors mn secure at all times. Tsnt or unfamiliar
pilots—Amgr for info. Class I, ARFF Index B. Clsd to acr ops with more than 30 pax seats exc PPR in writing—Amgr PO
Box 65, King Salmon, AK 99613. ARFF equip staffed durg acr act only. ARFF is avbl for part 121 acr involved in ETOPS
with 30 min notice. Rwy 18-36, not inspd for mil ops. 1 in dip on cntrin 1850 ft fm AER 36 extds to 3 in dip 25 ft wide
on W edge. GA apron pavement crumbling, psbl fod haz. Jet acft be alert durg run up to avoid jet wash dmg. Arpt hazard
reporting only performed for 30 pax seat acft. Snow/ice removal and arpt haz cond rptd durg atnd hr. 600' safety area
AER 12. Flocks of large migratory birds in vicinity during season. Locked wheel turn NA all sfc. Off pavement ops by act
and hel NA at acr Apron. Lndg, tkof or prkg fm dirt or grass NA. **No ldg, parking or tkts permitted from dirt or grass.** Twy
P clsd. Apron slots 4-7 N of mil hangar clsd exc prop acft. Civ tsnt prkg on SE ramp only; otr prkg gtr than 48 hrs rqs
permit. Pvt jets prkg on the SE section of E Ramp—AMGR for info. No cstms avbl. USAF fac civ oprd with ltd support; Call
24 hr prior to arr for ops hr; Mil confirm fuel rqmnts 24-48 hr prior. Mil fighter/emerg dvrsn ctc Warrior/Elmendorf SOF
395.15; Non fighter/emerg ctc King Salmon Ops. 24 hr point mnts CTAF durg ops hr. Fighter acft exp rcdcd sepn; similar
apch charcs and dalgt 3000'; dissimilar apch charcs and ngt 6000'; ahd/bhnd frmn lndg 6000'. Rwy 12 touchdown
RVR avbl Aug 1-Jun 14 1700-0500Z† 15 Jun-31 Jul 1700-0700Z†. RCR durg 11th AF ftr flying window. Coord RCR
checks with King Salmon Ops 907-439-3001/907-439-6000. Ops rstrd to low apch apch/FSL only. Flgts orig outside
AK refer to USAF FCG; cstms not avbl. NWS bln launch fac on arpt; see inside back cover for ops detail. Business jet prkg
gtr than 1 hr 48 hr PPR.
AIRPORT MANAGER: 907-246-3325
WEATHER DATA SOURCES: ASOS 128.8 (907) 246-7506. (WX CAM)
COMMUNICATIONS: CTAF 352.05 121.9 UNICOM 122.95 ATIS 128.8
RCO 122.2 121.9 Freq 121.9 avbl when twr clsd. (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON 354.0 124.8
TOWER 279.5 118.3 (1 Aug-14 Jun 1700-0500Z†, 15 Jun-31 Jul 1700-0700Z†). **GND CON** 121.9
PTD 372.2
AIRSPACE: CLASS D svc 1700-0500Z† Aug 1-Jun 14, 1700-0700Z† Jun 15-Jul 31; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.
(H) (H) VORTACW 112.8 AKN Chan 75 N58°43.48' W156°45.14' 116° 4.4 NM to fld. 95/16E.
TACAN antenna offset 150' se



**Additional Recommended
Improvements –
Feedback Invited**



eVTOL OPERATIONS & CERTIFICATION

- eVTOL: Electric Vertical Takeoff and Landing
- Can approach and leave an airport like a helicopter
- Operate enroute similar to VFR aircraft
- Expected Operator Certification Timeline:
 - Joby: late 2026
 - Archer and Beta: expected in 2027
 - Additional operators expected to come online further in the future



eVTOL AIRCRAFT AND POWER

- ~12,000 preliminary vehicle orders worldwide across 26 manufacturers
 - Production rates expected to be low initially
- Ideal route length: less than 50 miles
 - Some vehicles have longer range
- Charging station needed (~1.5 MW)
 - Charging location must be coordinated with Naknek power



Maintain Existing Infrastructure & Bring Airport to FAA Standards

Runway 12/30

- Update RDC to D-III-2400
- Rehabilitate Runway Surface
- Retain RSA with Declared Distances
- Construct 200 ft x 200 ft Blast Pad on Runway 12
- Evaluate & Address RPZs

Runway 18-36

- Construct 300 ft RSAs on Runway Ends
- Change to 1/19 in 2027-2029 Timeframe
- Install REIL & PAPI
- Construct Blast Pads
- Evaluate & Address RPZs

Taxiways

- Remove Direct Access from Aprons to Runways
- Connect Taxiways D and G (GA Apron)
- Designate West Taxilane “Taxilane A”

Aprons/Lease Lots

- Rehabilitate East (Cargo) Apron
- Resolve Electrical Issues on East (Cargo) Apron
- Evaluate Buildings within BRL
- Designate Helicopter Parking Area

M&O

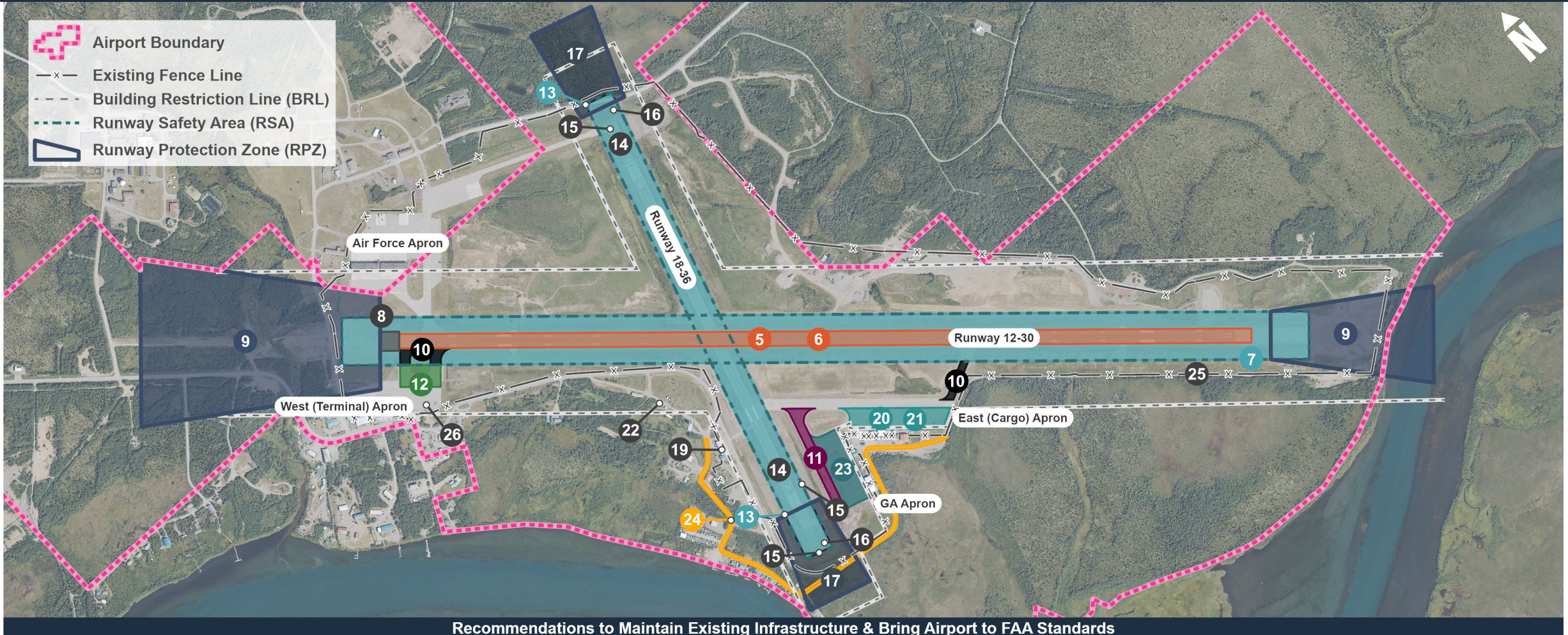
- Airfield Drainage Improvements
- Transition from AFFF to F3

Roads

- Improve Roads on Airport Property
- Develop Inside-the-Fence Perimeter Road
- Develop Road Connection between East & West Aprons



DESIGN STANDARDS & STATE OF GOOD REPAIR



Recommendations to Maintain Existing Infrastructure & Bring Airport to FAA Standards

- | | | | | |
|---|--|---|--|---|
| 1 Parallel Taxiway for Runway 12/30 (Not Shown) | 7 Retain RSA with Declared Distances | 12 Designate West Taxiway "Taxilane A" | 17 Evaluate & Address Runway 18/36 RPZs | 22 Evaluate Buildings within BRL |
| 2 Apron Expansion (Not Shown) | 8 Construct 200 ft x 200 ft Blast Pad on Runway 12 | 13 Construct 300 ft RSAs on Runway 18/36 Ends | 18 Airfield Drainage Improvements (Airfield-Wide, Not Shown) | 23 Designate Helicopter Parking Area |
| 3 Floatplane Area Improvements (Not Shown) | 9 Evaluate & Address Runway 12/30 RPZs | 14 Renumber Runway 18/36 to 1/19 in 2027-2029 Timeframe | 19 Transition from AFFF to F3 | 24 Improve Roads on Airport Property |
| 4 Unpaved Operating Area (Not Shown) | 10 Remove Direct Access from Aprons to Runways | 15 Install REIL & PAPI on Runway 18/36 | 20 Rehabilitate East (Cargo) Apron | 25 Develop Inside-the-Fence Perimeter Road |
| 5 Update Runway 12/30 RDC to D-III-2400 | 11 Connect Taxiways D and G | 16 Construct Blast Pads on Runway 18/36 | 21 Resolve Electrical Issues on East (Cargo) Apron | 26 Electrical Charging Station (for Aircraft) |
| 6 Rehabilitate Runway 12/30 Surface | | | | |

IMPROVEMENTS NOT TYPICALLY AIP FUNDED

Recommended Improvements

Airport User-Identified High-Interest/High-Impact Recommendations

- Develop Piped Water Service
- Provide Hauled Potable Water
- Extend Piped Sewer Service
- Improve Broadband Coverage
- Explore Power Redundancy Options

Publicly Accessible Buildings

- Code compliance inspections
- ADA accessibility compliance
- Health & safety improvements (water & sewer)
- Terminal expansion
- Pilot lounge on GA Apron
- Multi-User Terminal

Designate Space for Support Activities (Airport Manager Discretion)

- Identify Suitable Drone-in-a-Box Location
- Install CORS

Nav aids/Approaches/ATC

- Install Situational Awareness Display in Air Traffic Control Tower (ACTC)
- ATCT Building Improvements
- Develop Improved Instrument Approach Procedures
- Develop Special Visual Flight Rules Path



NEXT STEPS

- Floatplane Work Group Meeting
- Alternative Refinement & Evaluation
- Capital Improvement Plan
- Update the Airport Layout Plan
- Third Public Open House Date
 - Tentative: Fall 2026



QUESTIONS & COMMENTS

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 (907) 562-2000

Project Website



 www.KingSalmonAirport.com