

King Salmon Airport Master Plan Update

Public Open House #3

October 6, 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 **chat** or **Q&A** boxes 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.
- Please note that we'll be recording the meeting for summary purposes.

We'd love to hear your thoughts and ideas.

Your input is an essential part of this process. Information will be shared at the end of the meeting for written comment submissions.



AGENDA

- Introductions and Safety Minute
- Airport Master Planning
 - What is a Master Plan?
 - Schedule and Public Involvement
- Recommended Plan Alternatives
 - Floatplane Area
 - Parallel Taxiway
 - Apron Expansion
- Airport Layout Plan
 - Phased Development
- Key Issues & Next Steps
- Questions & Comments
- Open House



INTRODUCTIONS: TEAM MEMBERS & ROLES

DOT&PF

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(remote)



HEALTH AND SAFETY AT PUBLICLY ACCESSIBLE BUILDINGS

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

- Airport buildings shape user experience and support:
 - Public health, safety, and welfare
 - Airport operations, safety, and security
- The Master Plan recommends that owners of publicly accessible buildings conduct code and compliance inspections.
 - 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

AIRPORT SECURITY SAFETY MINUTE

- King Salmon Airport is part of the National Airspace System
 - A security breach in King Salmon can affect any airport in America or worldwide
- King Salmon must comply with Federal security regulations
 - 49 CFR § 15,1540, and 1542
 - Airport Security Program
- Compliance
 - Security violations have consequences that may include:
 - Retraining, badge suspension, or revocation
 - TSA may issue civil penalties (fines) that are charged to the violating individual



**SECURITY
MINDSET:**

**SEE IT
SECURE IT
REPORT IT**



Airport Master Planning



WHAT IS AN AIRPORT MASTER PLAN?

- A 20-year blueprint for airport development
- A plan answers these 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.”



WHAT DOES THE MASTER PLAN DO?

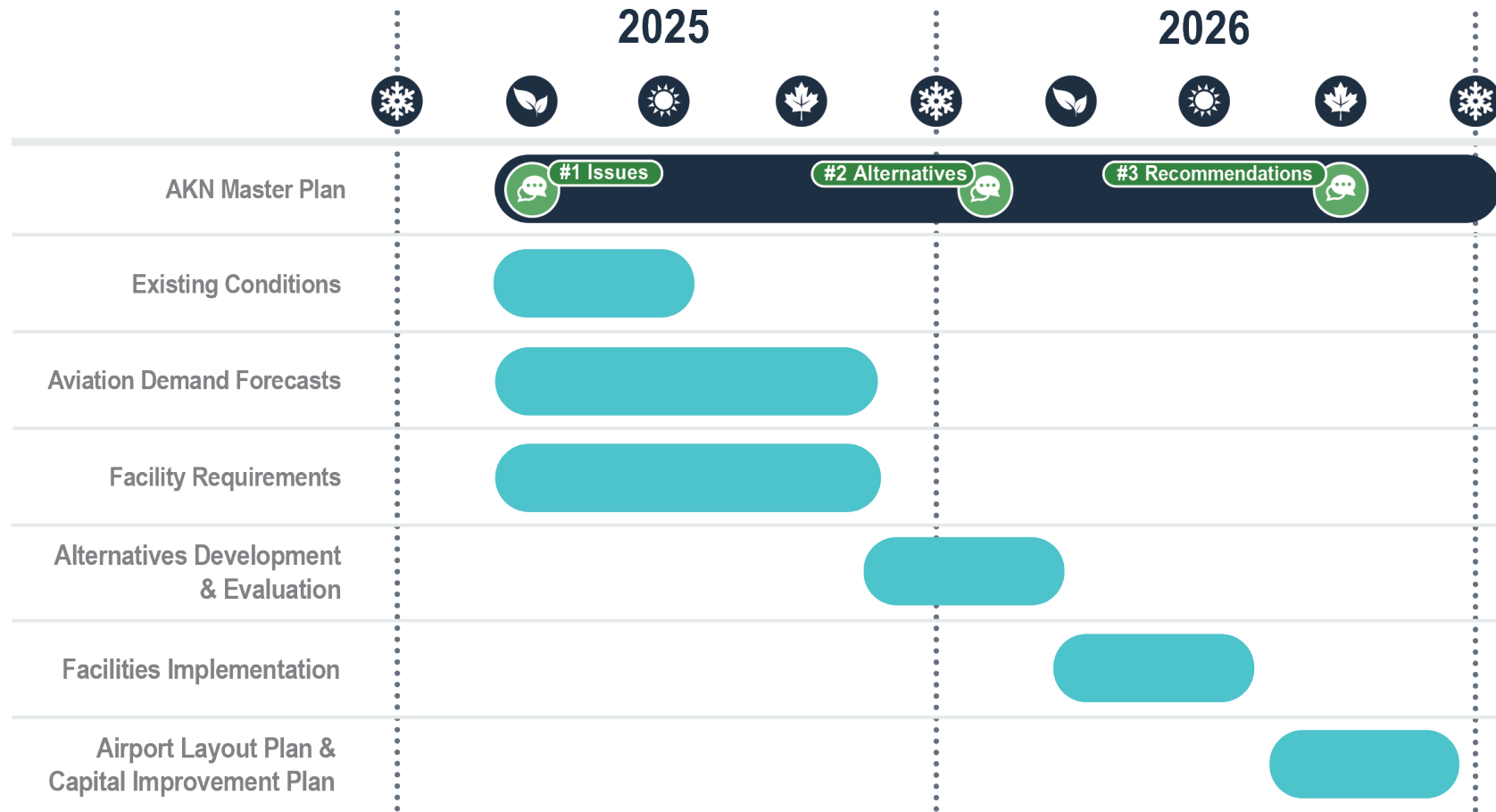
The plan DOES...

- Outline a 20-year vision for airport development
- Guide capital improvements
- Support funding and approvals
- Coordinate land use and planning
- Engage stakeholders and the public

The plan DOES NOT...

- Guarantee funding for projects
- Authorize construction
- Replace project-level environmental reviews
- Dictate decisions by air carriers or tenants
- Serve as a fixed blueprint

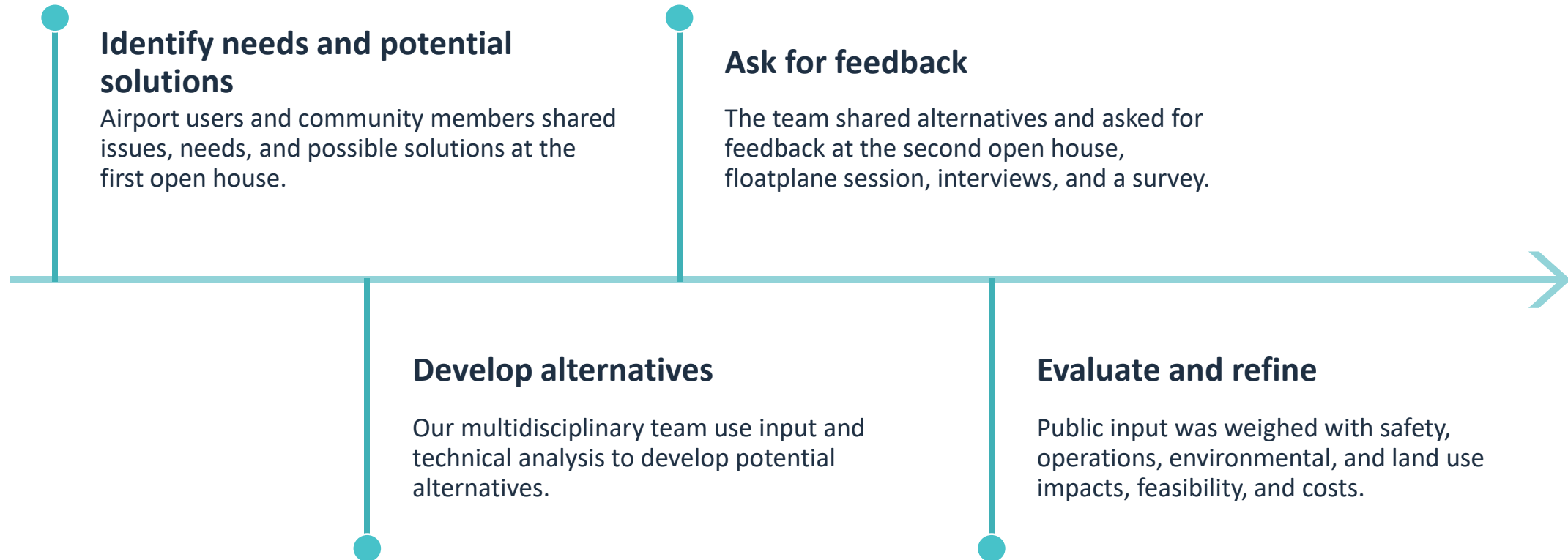
MASTER PLAN SCHEDULE



 PUBLIC OPEN HOUSE



PUBLIC INVOLVEMENT PROCESS



Public input is central to master planning. It helps identify needs and potential solutions, which are evaluated alongside safety, operations, cost, constructability, engineering, environmental impacts, and land use.



Recommended Plan Alternatives

1

Recommended alternatives and how they were determined

2

Airport Layout Plan

3

Development plan to accomplish all recommended improvements

4

Addressing the key issues



RECOMMENDED PLAN ALTERNATIVES



Majority of plan recommendations are straightforward with no resistance to FAA safety/design and state of good repair standards.

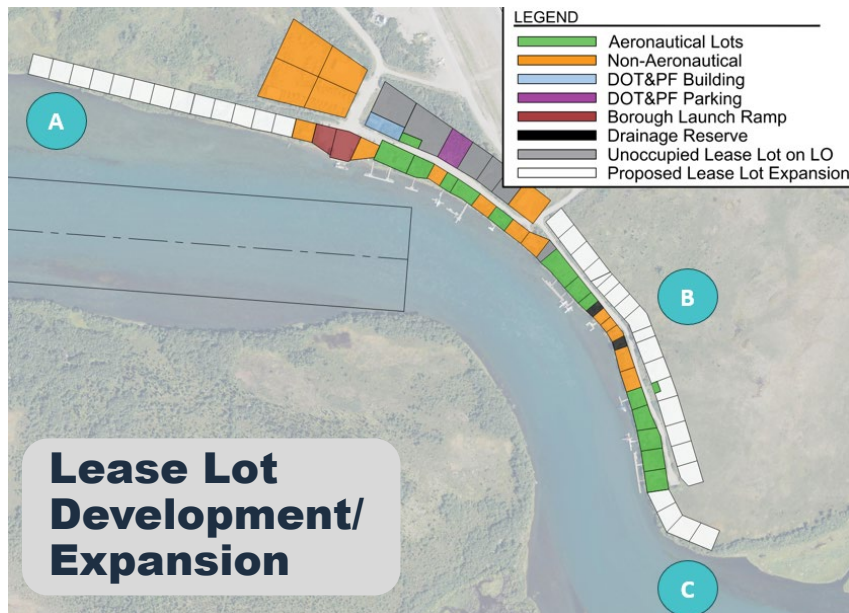
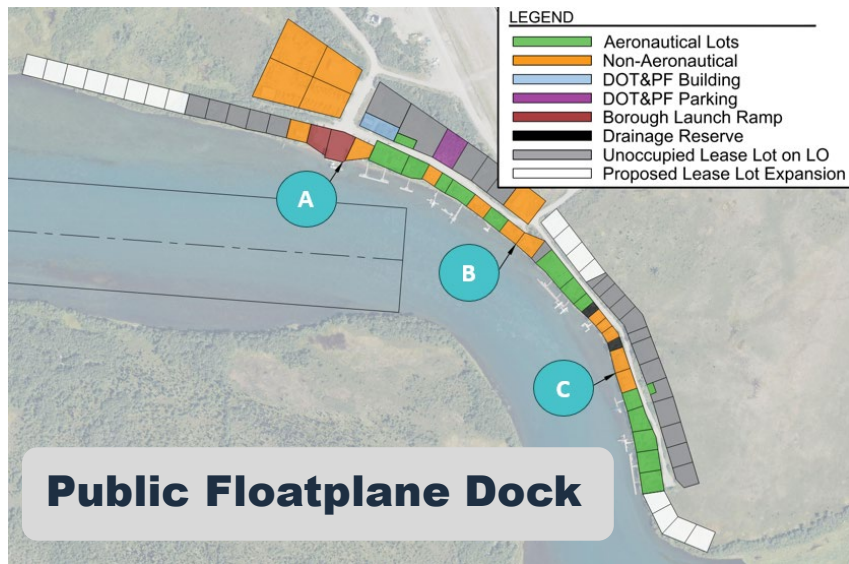
Some of these recommendations may include major infrastructure components, such as:

- Floatplane area use and development
- Parallel taxiway development
- Apron expansion and lease lot development

Floatplane Area



FLOATPLANE AREA ALTERNATIVES



PROS

CONS

Public Floatplane Dock (DOT&PF Constructed)

- Interest expressed early in the planning process
- Space for transient parking
- Access to fuel

- Majority of responses preferred none of the proposed options
- A DOT&PF-constructed dock is not needed or justified
- Space and services already exist
- Feasibility concerns related to ownership, operation, and maintenance
- No desire to increase floatplane traffic

Lease Lot Development/Expansion

- Additional space to accommodate aeronautical and non-aeronautical use

- River depth and rocks in the channel
- Challenges related to wind, currents, and tides
- Wetland impacts
- Clear majority of public comments expressed concern or opposition to expansion of the floatplane lease area

Floatplane/Boat Traffic Conflict Mitigation

- Low cost to develop and distribute safety guidance
- Clarification of river jurisdiction and safety responsibilities

- Requires ongoing outreach and education to remind operators and to reach new river users
- No clear jurisdictional authority on the river



FLOATPLANE AREA RECOMMENDATIONS

Public Use Dock:

May be constructed by a private party, but no recommendation for DOT&PF to develop the facility

Considerations:

- A private party may develop a dock for public use and provide services
- There does not appear to be justification for DOT&PF to fund and develop a dock

Lease Lot Development:

No development of lease lots conducted by DOT&PF

Considerations:

- Extensive cost and permitting to develop floatplane area lots
- Does not preclude tenants from improving lease lots to support tenant activity or new interest
- Does not preclude DOT&PF from issuing and negotiating leases in line with FAA Grant Assurances

Floatplane/Boat Conflict Mitigations:

Develop and share operational and safety guidance

Considerations:

- Advocate for acquisition of an ATCT radar display to help address floatplane and boat conflicts.



FLOATPLANE AREA RECOMMENDATIONS

Master Plan Recommendations

- ✓ Development of a public-use dock, provision of fuel and/or other services remain a private party (tenant) decision and effort
- ✓ DOT&PF, FAA, and tenants continue to conduct leasing and land use activity according to regulations and requirements already included in agreements
- ✓ Continuation of education and outreach efforts
- ✓ Radar display for ATCT and proposes DYAASI funding
- ✓ Identifies and clarifies operational jurisdiction of the river

Actions NOT Proposed

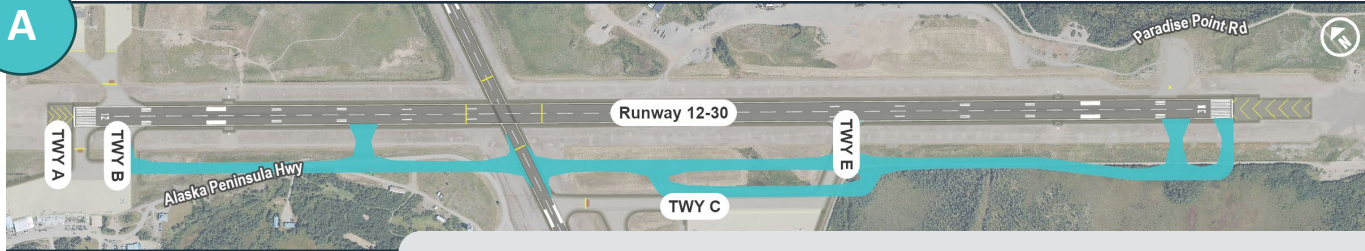
- ✗ Recommending that DOT&PF develop and/or fund a public-use dock
- ✗ Changing or discontinuing FAA land use requirements, grant assurances, or Alaska Statutes governing land use and leasing terms
- ✗ Dictating new operational rules on the river
- ✗ Including radar in the CIP (an FAA action and cost)
- ✗ Recommending that DOT&PF define or dictate river operations or uses

Parallel Taxiway



PARALLEL TAXIWAY ALTERNATIVES

A



Most feasible, makes the most sense, supports GA activity

B



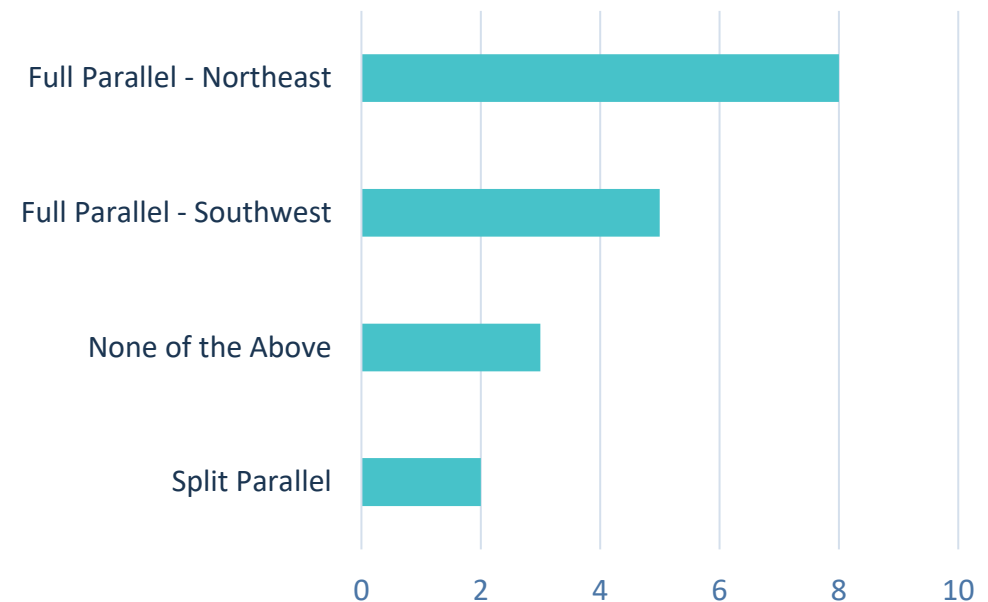
Safe, full runway during construction, uses open space, creates more space for tenants

C



Themes from public input

Public Preference - Parallel Taxiway



PARALLEL TAXIWAY ALTERNATIVES

A



B



C



PROS

CONS

Alternative A – Full Parallel – Southwest

- Reduces runway taxiing
- ATCT preference for TWY B to TWYE portion – operational efficiencies and safety benefits
- Increases East Apron parking
- Supports terminal area lease lot expansion
- No runway crossing required
- Second-ranked public preference

- Requires road realignment
- Cargo apron to 30 threshold infeasible (fill required, constructability, prohibitive cost)

Alternative B – Full Parallel – Northeast

- Reduces runway taxiing
- Allows temporary runway during rehabilitation or other work on 12/30
- Access to new space for tenant development
- Convenience for Air Force
- First-ranked public preference

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

Alternative C – Split Parallel

- Reduces runway taxiing
- Supports terminal area lease lot expansion
- Access to new space for tenant development

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

RECOMMENDED PARALLEL TAXIWAY



Operational Benefits

- Reduces taxiing on runway
- Turnaround at Runway End 30 restores area for aircraft holding or hot/hazardous cargo staging
- Supports terminal area apron and lease lot expansion
- Increases East (Cargo) Apron parking
- No runway crossing required

Stakeholder & Public Input

- Preferred by ATCT
- Supported by Department of Defense
- Public feedback described this option as the most feasible, making the most sense, and supporting GA activity

Implementation Benefits

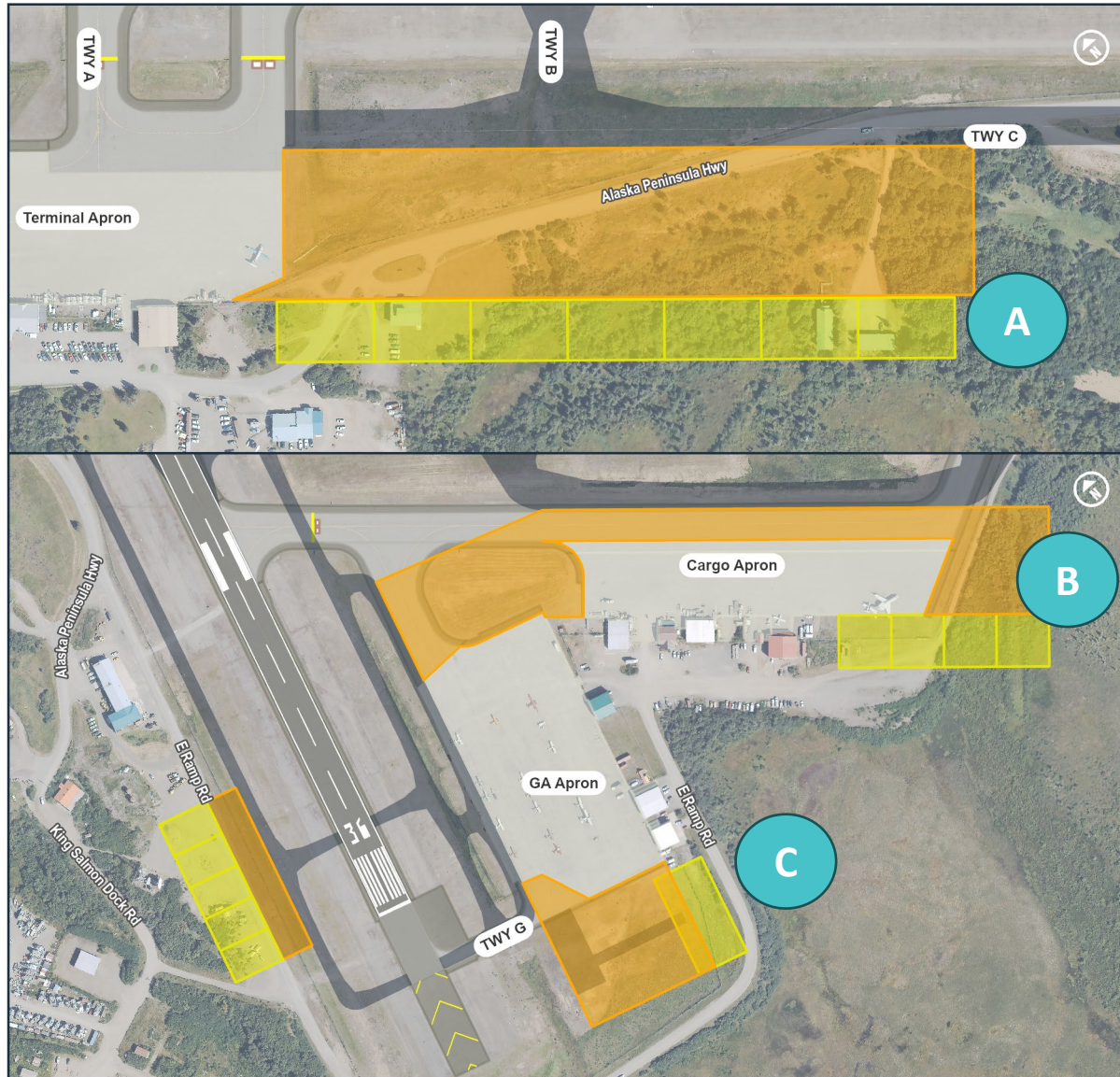
- Can be constructed in phases, with significant benefits achieved by each phase of improvements
- Favorable cost and constructability when compared with other alternatives



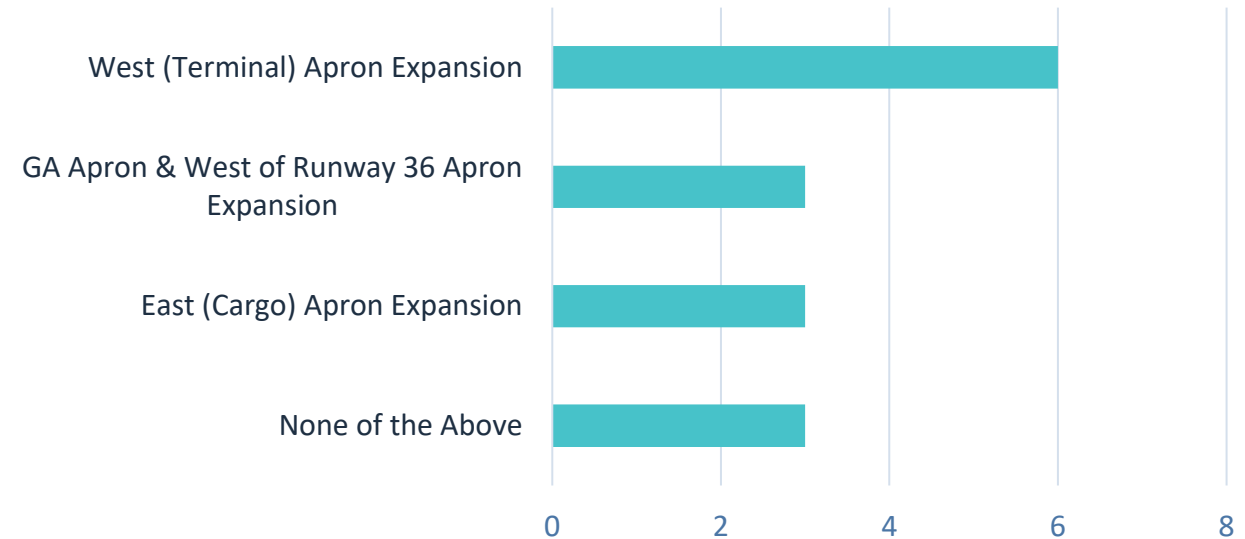
Apron Expansion



APRON EXPANSION ALTERNATIVES



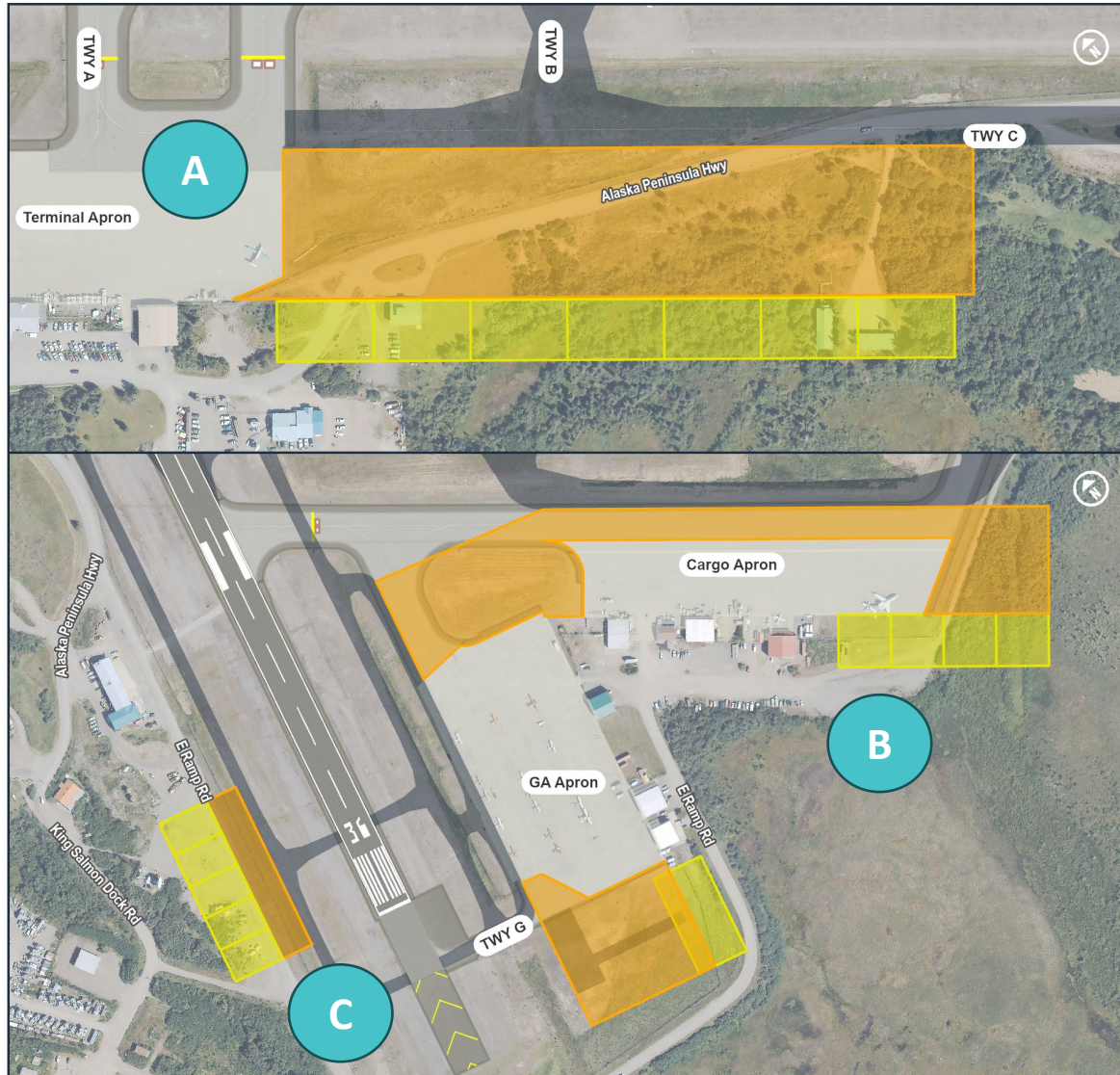
Public Preference – Highest Priority Apron Expansion



- A. **West (Terminal) Apron** – improve terminal area operations, access to water and sewer, easy taxi to runway end, reduce congestion
- B. **East (Cargo) Apron** – pavement between East and GA aprons
- C. **GA Apron** – more space for GA/transient aircraft/hangars/lease lots, overflow jet parking, most cost effective, most likely to get done



APRON EXPANSION ALTERNATIVES



PROS

CONS

Alternative A – West Apron Expansion & Road Relocation

- Supports passenger/freight operations
- Supports tenant developments and parallel taxiway
- Served by utilities
- Improves vehicle circulation and parking
- Reduces passenger/freight shuttling between aprons
- Integrates with SW parallel taxiway construction
- Expansion may be effectively accomplished in phases
- Highest-ranked public preference

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

Alternative B – East (Cargo) Apron Expansion

- Expands apron/aircraft parking
- Supports hangar development opportunity
- Consolidates corporate/freight activity near fuel supply
- Connects East and GA aprons
- Ranked equally in public preference with GA Apron expansion

- No water or sewer utilities
- Potential wetland impacts

Alternative C – GA Apron Expansion & New Apron West of Runway 36

- Increases apron space, hangar development potential
- Area west of Runway 36 and south of DOT&PF buildings mostly cleared and leveled
- Hangars would provide wind protection for small aircraft
- Existing road access to GA apron
- Ranked equally in public preference with East Apron expansion

- No water or sewer utilities
- New apron area west of Runway 36 requires road and taxiway improvements
- May increase passenger/ freight shuttling between aprons

RECOMMENDED PHASED APRON DEVELOPMENT



Short Term

- Construct the first section of West (Terminal) Apron expansion
- Relocate Taxiway B
- Pave the area between the GA and Cargo aprons
- Prepare sites for development south of the GA apron and south of the SREB

Medium Term

- Complete West Apron expansion to the construction limits (before impact to RVZ)

Long Term

- Expand the GA apron to the west
- Expand the East (Cargo) Apron north and east
- Reshape the connection between the aprons



Ultimate Airport Layout Plan



ULTIMATE AIRPORT LAYOUT PLAN

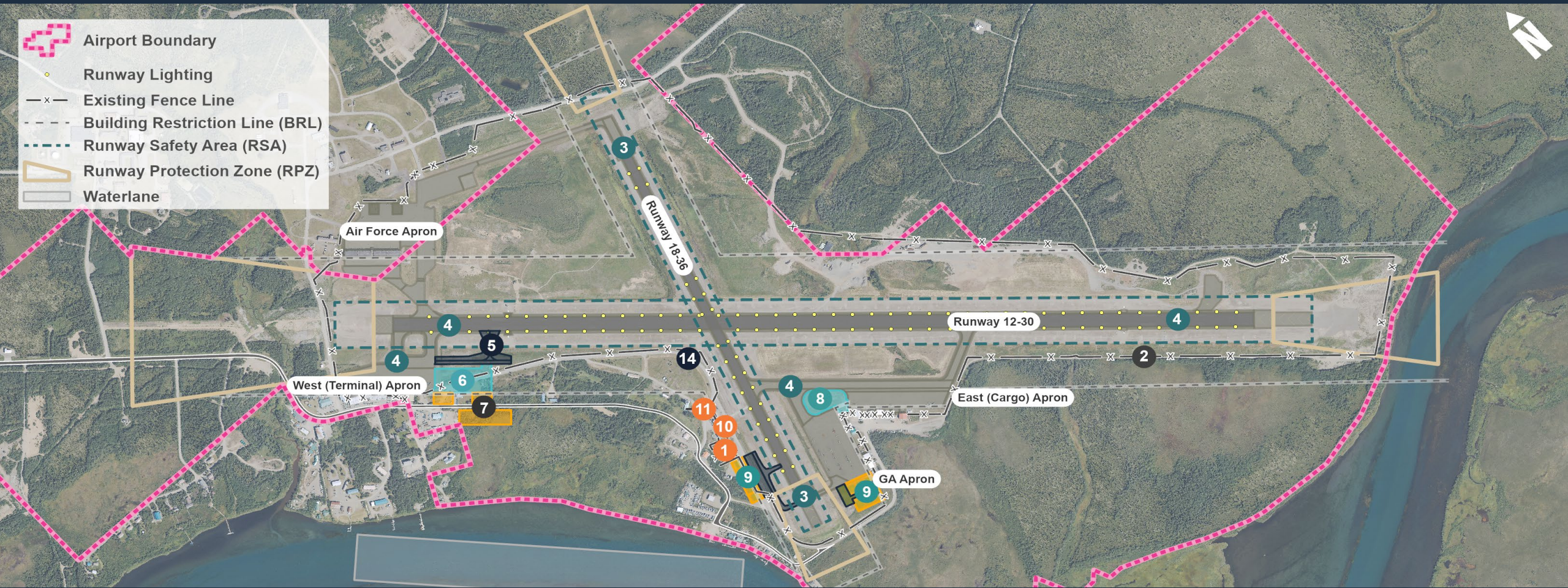


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|--|---|---|--|---------------------------------------|
| 1 SREB, Fence & Road Realignment | 6 West (Terminal) Apron & Lease Lot Expansion (Phase 1) | 10 Equipment Acquisition (Loader, Friction Measurement Vehicle) | 15 West (Terminal) Apron & Lease Lot Expansion (Phase 2) | 19 Expand & Rehab East (Cargo) Apron |
| 2 Perimeter Fencing Upgrades | 7 Alaska Peninsula Highway Relocation (Phase 1) & Vehicle Parking | 11 ATCT Radar | 16 Alaska Peninsula Highway Relocation (Phase 2) | 20 Partial Parallel Taxiway (Phase 3) |
| 3 Runway 18/36 Rehab, Aligned Taxiway Correction | 8 GA Apron & East Apron Connection | 12 Rehab Runway 12/30 & Drainage Improvements | 21 GA Taxiway Connections | 22 Runway 18/36 Modifications |
| 4 Apron & Taxiway Rehab, Airfield Lighting | 9 GA Lease Lot / Apron Development | 13 Turnaround Taxiway at Runway 30 | 23 GA Apron Expansion | 24 Runway Extension Reserve |
| 5 Partial Parallel Taxiway (Phase 1) | | 14 Partial Parallel Taxiway (Phase 2) | 17 Sand/Chemical Storage | |
| | | | 18 Equipment Acquisition (Grader, ARFF Vehicle) | |

Phased Development Plan



SHORT-TERM DEVELOPMENT (1 to 5 YEARS)



- 1 SREB, Fence & Road Realignment
- 2 Perimeter Fencing Upgrades
- 3 Runway 18/36 Rehab, Aligned Taxiway Correction

- 4 Apron & Taxiway Rehab, Airfield Lighting
- 5 Partial Parallel Taxiway (Phase 1)
- 6 West (Terminal) Apron & Lease Lot Expansion (Phase 1)

- 7 Alaska Peninsula Highway Relocation (Phase 1) & Vehicle Parking
- 8 GA Apron & East Apron Connection
- 9 GA Lease Lot / Apron Development

- 10 Equipment Acquisition (Loader, Friction Measurement Vehicle)
- 11 ATCT Radar

SHORT-TERM DEVELOPMENT (1 to 5 YEARS)

Design Projects Currently Underway

Project	Description	Cost
1. King Salmon Airport (AKN) SREB	- Construct a heated, four-bay SREB for warm storage of SRE - Realign fencing and roads to place the ARFF/SREB within airport fencing	\$16,800,000
2. Perimeter fencing Upgrades	- Replace or upgrade access controls and gates - Replace existing fencing as needed	\$20,000,000
3. Runway 18/36 Pavement Rehabilitation	- Repave Runway 18/36 - Correct aligned taxiways at the runway end - Renumber the runway to 1/19	\$23,600,000
4. Apron & Taxiway Rehabilitation	- Rehabilitate the GA and Terminal Aprons - Rehabilitate Taxiways A, D, G, and the west end of Taxiway C - Replace lighting on Runways 18/36 and 12/30 - Replace lighting on Taxiways A, B, C, D, E, and G - Replace lighting on the Terminal, West, and GA Aprons - Replace the primary wind cone - Connect the ARFF building to an emergency generator	\$28,080,000

SHORT-TERM DEVELOPMENT (1 to 5 YEARS)

Short Term Improvements		
Project	Description	Cost
5. Partial Parallel Taxiway (Phase 1)	- Relocate Taxiway B to the east - Construct a short segment of partial parallel taxiway from the West (Terminal) Apron	\$12,500,000
6. West (Terminal) Apron Expansion (Phase 1)	- Expand the Terminal Apron east to the extent of relocated Taxiway B - Designate additional lease lots	\$13,750,000
7. Alaska Peninsula Highway Relocation (Phase 1) & Vehicle Parking	- Relocate a portion of Alaska Peninsula Highway to accommodate Phase 1 parallel taxiway, apron, and lease lot development east of the Terminal Apron - Construct long-term parking lot	\$55,500,000
8. GA Apron & East Apron Connection	Construct a paved connection between East (Cargo) & GA Aprons	\$7,500,000
9. GA Lease Lot / Apron Development	- Designate space for tenant development to support GA activity (lease lots, hangars, T-hangars) - Construct a road inside the airport fence connecting the existing GA Apron and SREB around the Runway 36 end	Tenant Cost
10. Equipment Acquisition	- Acquire a loader - Acquire vehicle to perform friction measurements	\$3,000,000
11. ATCT Radar		FAA

MEDIUM-TERM DEVELOPMENT (6 to 10 YEARS)



- 12 Rehab Runway 12/30 & Drainage Improvements
- 13 Turnaround Taxiway at Runway 30

- 14 Partial Parallel Taxiway (Phase 2)
- 15 West (Terminal) Apron & Lease Lot Expansion (Phase 2)

- 16 Alaska Peninsula Highway Relocation (Phase 2)
- 17 Sand/Chemical Storage

- 18 Equipment Acquisition (Grader, ARFF Vehicle)

MEDIUM-TERM DEVELOPMENT (6 to 10 YEARS)

Medium Term Improvements

Project	Description	Cost
12. Rehabilitate Runway 12/30	- Rehabilitate Runway 12/30 - Complete a drainage study to determine drainage improvements to protect the runway and nearby surfaces	\$\$
13. Turnaround Taxiway at Runway 30	Construct a turnaround taxiway at Runway 30 end	\$\$
14. Partial Parallel Taxiway (Phase 2)	- Extend partial parallel taxiway to Runway 18/36 - Construct a road inside the airport fence connecting the West Apron and SREB	\$\$\$
15. West (Terminal) Apron Expansion (Phase 2)	- Expand Terminal Apron to limits of RVZ - Designate additional lease lots	\$\$
16. Alaska Peninsula Highway Relocation (Phase 2)	Relocate Alaska Peninsula Highway to accommodate Phase 2 parallel taxiway, apron, and lease lot development	\$\$\$
17. Sand/Chemical Storage	Develop sand and chemical storage facility on DOT&PF property	\$\$
18. Equipment Acquisition	- Acquire a grader - Acquire a new ARFF vehicle	\$

\$ = Less than \$5 million | \$\$ = Between \$5 million and \$20 million | \$\$\$ = Greater than \$20 million

LONG-TERM DEVELOPMENT (11 to 20 YEARS)



19 Expand & Rehab East (Cargo) Apron

20 Partial Parallel Taxiway (Phase 3)

21 GA Taxiway Connections

22 Runway 18/36 Modifications

23 GA Apron Expansion

24 Runway Extension Reserve

LONG-TERM DEVELOPMENT (11 to 20 YEARS)

Long Term Improvements

Project	Description	Cost
19. Expand & Rehabilitate East (Cargo) Apron	- Expand the East Apron to the north - Reconstruct Taxiway E - Rehabilitate existing East Apron pavement - Construct and apron taxi lane	\$\$
20. Partial Parallel Taxiway (Phase 3)	Extend the partial parallel taxiway from Runway 18/36 to Taxiway E	\$\$\$
21. GA Taxiway Connections	Construct taxiways in support of GA development	\$\$\$
22. Runway 18/36 Modifications	- Remove the displaced threshold at the Runway 18 end - Construct and RSA at the Runway 18 end - Construct a turnaround taxiway at Runway 18 end - Install PAPIs and REILs - Road and fence realignment at Runway 18 end	\$\$
23. GA Apron Expansion	- Modify/Expand the apron space connecting GA and East Aprons - Apron expansion west of the existing apron.	\$\$
24. Runway Extension Reserve	- Reserve 1,000 feet for a potential USAF extension of Runway 12/30 - Relocate the instrument landing system (ILS)	Department of Defense

\$ = Less than \$5 million | \$\$ = Between \$5 million and \$20 million | \$\$\$ = Greater than \$20 million

WATER AND SEWER UTILITIES

Need

- Water and sewer utilities were the top issues raised by airport users.
- Utility challenges, solutions, and funding are complex.

Funding Considerations

- Most utility costs typically fall outside AIP funding eligibility; other funding sources could be explored.
- Potential partnership and funding combinations could bring service to the airport, though full AIP funding is unlikely.
- AIP eligibility will continue to be explored as planned improvements progress.

Recommendation

- DOT&PF to continue working with the Air Force and Bristol Bay Borough to explore extending or developing utilities.
- The proposed development plan would nicely accommodate utility work, subject to funding availability.

Draft AIP handbook Order 5100.38E is anticipated to be completed Summer 2027 and seems to have language that may support utility work as AIP eligible projects.





Logistics, Engineering & Health Services

ALASKAN COMMAND (ALCOM) INFRASTRUCTURE DEVELOPEMNT OVERVIEW

**Lt Col Nick Thomas
J4 Deputy Director & Joint Engineer
ANR-ALCOM**



Forward Operating Location Area Development Planning

Objective:

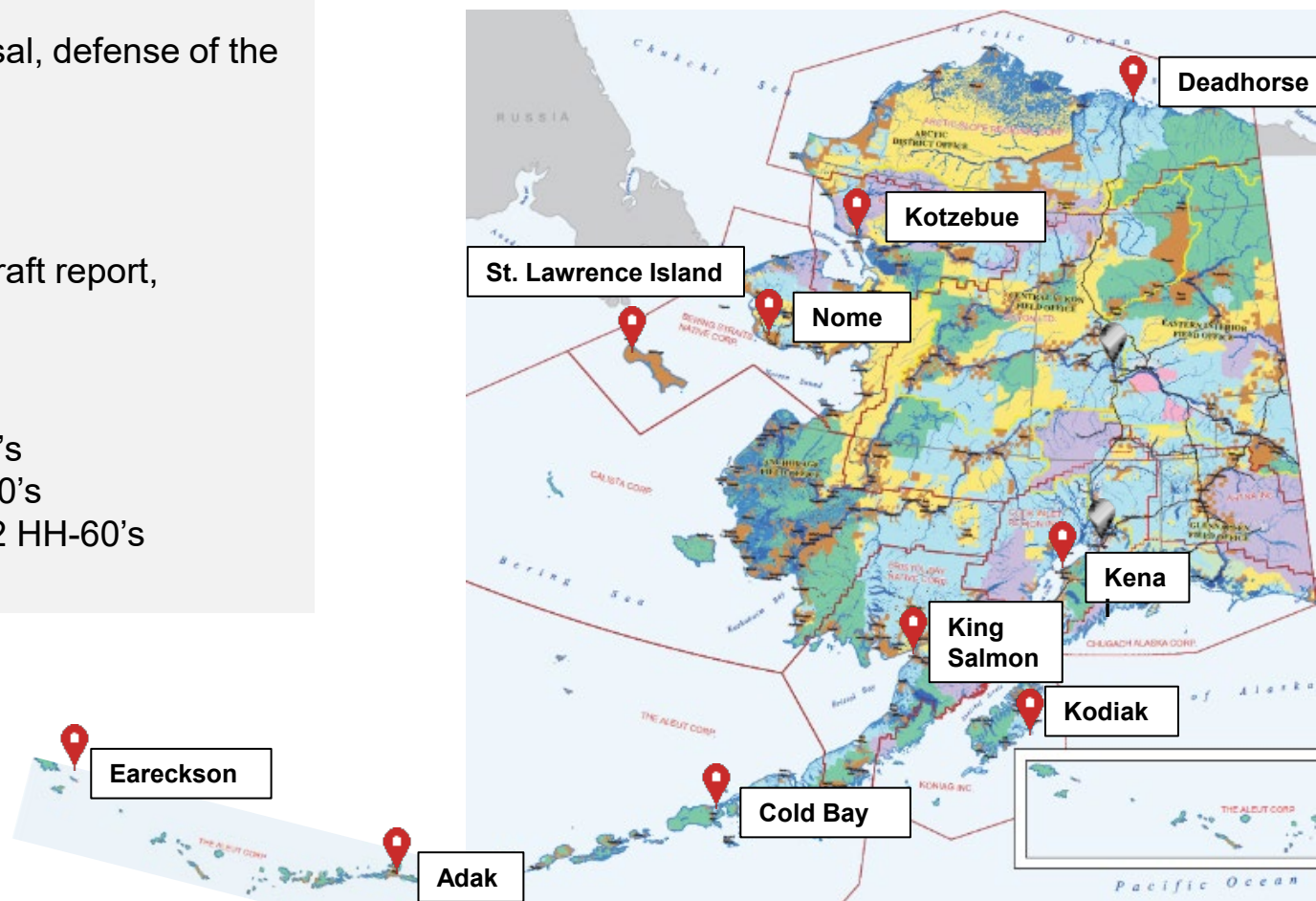
- Provide the commander options for power projection, dispersal, defense of the homeland and campaigning within the AKTO.

Area Development Plan (ADP) Background:

- ALCOM identified areas of interest for further analysis
- ADP process: stake holder interviews, site visit, workshop, draft report, review/comments, final report

Planning Factors:

- Short term: 25-30 pax, 2-4 fighter aircraft, 1 Cargo, 2 HH-60's
- Medium term: 50-100 pax, 8 fighter aircraft, 1 Cargo, 2 HH-60's
- Long term: 250 pax, 12 fighter aircraft, 1 Refueler, 1 Cargo, 2 HH-60's



BL: ALCOM's approach relies heavily on dual-use infrastructure – projects built to serve both civilian and military needs – which allows a more cost-effective and strategic approach to building up and strengthening AK's critical infrastructure.

UNCLASSIFIED

Addressing Key Issues



ADDRESSING KEY ISSUES

Key Issue	How the Master Plan is Addressing the Issue
New Snow Removal Equipment Building (SREB) and relocated fence	Design project underway; recommended in the Master Plan
Terminal and Terminal Apron expansion and reconfiguration	Alaska Airlines terminal expansion underway; phased apron expansion recommended
Terminal curbside and vehicle parking	Near-term vehicle parking development recommended
Main Street relocation for parallel taxiway and lease lots	Near- and medium-term phased road relocation with parallel taxiway development
Floatplane base roads, drainage, lease lots, and use coordination	Road and drainage improvements recommended; floatplane area coordination throughout planning
Parallel taxiway	Phased development recommended across near and medium terms
Apron use and configuration	Phased expansion of all three aprons recommended
Runway and NAVAID maintenance	Near- and medium-term pavement rehabilitation recommended
Lease lot demand	Phased lease lot development recommended with apron expansion projects
Air Force integration	Collaboration with the Air Force throughout the planning process
Water and sewer utilities	Recommendations coordinated with Bristol bay Borough and the Air Force
Gravel operating area	Explore removing prohibition on operations in dirt/grass from Alaska Supplement
Boat and river conflicts	Education, outreach, and ATCT radar recommended

NEXT STEPS

- Comments will be accepted through **Friday, November 6, 2026**
- Incorporate feedback into final plan
- Update the Airport Layout Plan
- Capital Improvement Plan
- Fully develop the plan narrative
- Incorporate CIP and needs into Statewide planning and programming



QUESTIONS AND COMMENTS

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