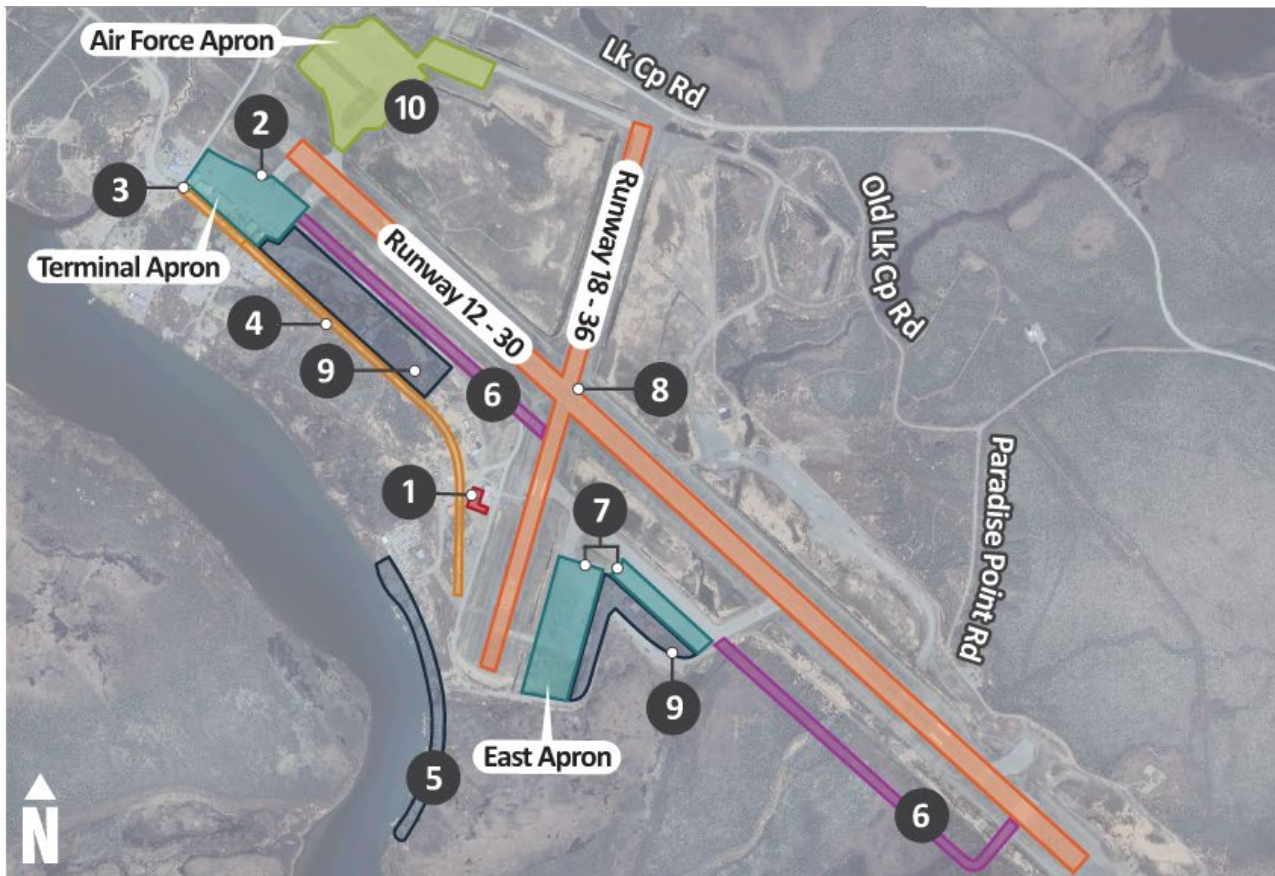


King Salmon Airport Master Plan Update

Welcome to the Public Open House!



KEY ISSUES

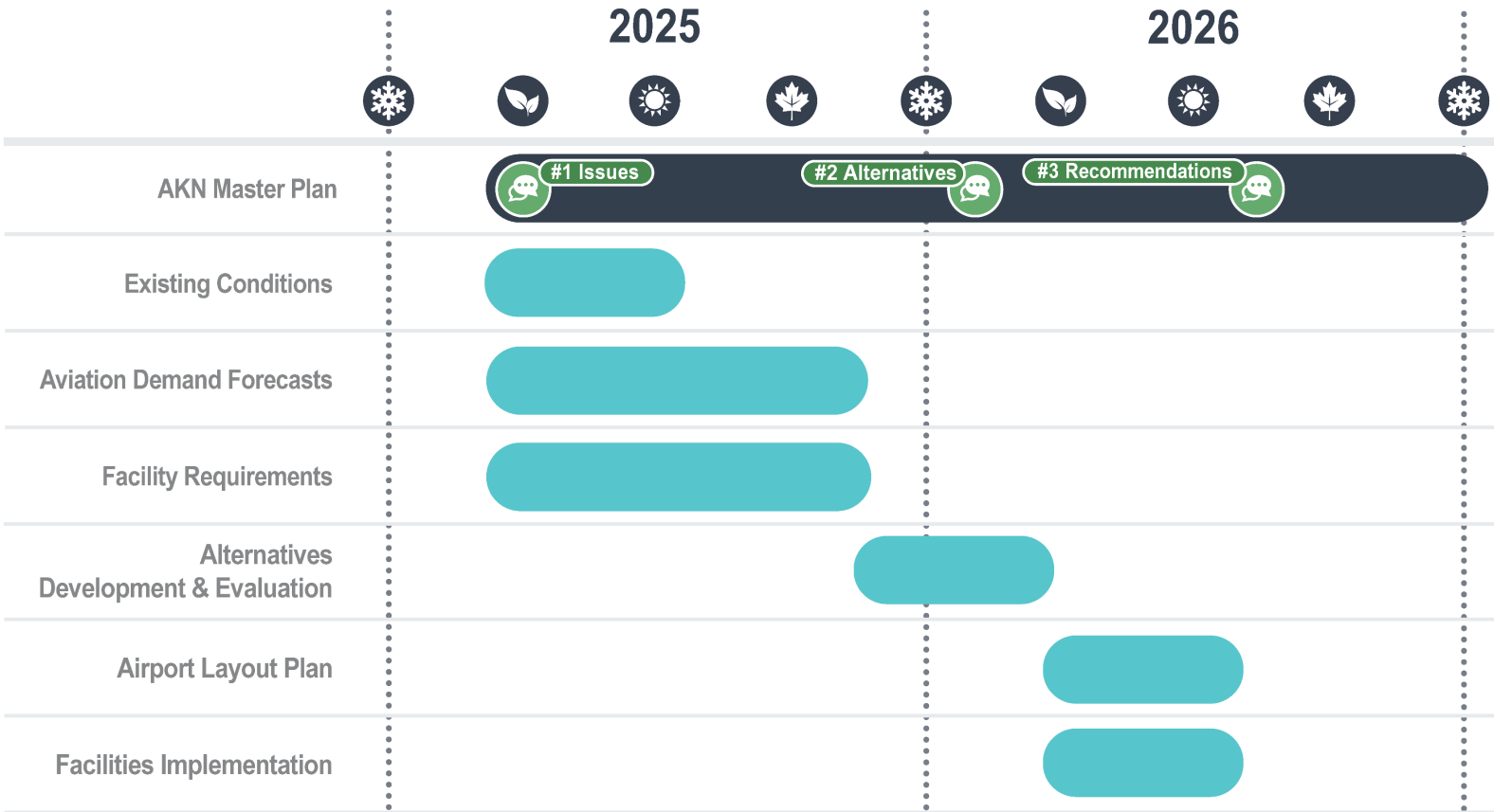


- | | |
|---|--|
|  Roads & Parking |  Lease Lots |
|  Runway |  Apron |
|  M&O |  Air Force |
|  Taxiway | |

- 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



SCHEDULE



 PUBLIC OPEN HOUSE



2001 AKN MASTER PLAN RECOMMENDATIONS

Implemented Recommendations	Recommendations Not Yet Implemented
Runway 12/30 should be designed for ARC C-III aircraft.	Construct full-length parallel taxiway for Runway 12/30.
Retain Runway 12/30 dimensions of 8,500 ft by 150 ft.**	Construct full-length parallel taxiway for Runway 18/36.
Construct Runway 12/30 RSA width to 500 ft.	Installation of better radar coverage and/or required equipment.
Construct additional 400 ft of RSA length beyond departure end of Runway 30.**	Install PAPI on Runways 18 and 36.
Runway 18/36 should be designed for ARC B-II aircraft.	Terminal Apron expansion to accommodate additional passenger and cargo aircraft parking and activity.
Retain Runway 18/36 dimensions of 4,000 ft by 100 ft.	GA Apron expansion to accommodate more air taxi activity, based aircraft, and parking for small aircraft and business jets.
Construct entry/exit taxiway connecting Taxiway D to Runway 36.	Extend water and sewer utilities to East Apron & GA Apron.
Acquire land west of Runway 12/30 to include the entire RPZ in airport boundary.	Designate area for helipad with takeoff and landing and clear FAR Part 77 approach areas.
Establish a precision GPS approach to Runway 12.	Allow development of T-hangars for GA aircraft.
Reevaluate listed pavement strengths, particularly for dual wheel on Runway 12/30.	Realign airport access road (Main Street) to provide additional parking adjacent to the terminal buildings and better traffic flow.
Construct adequate blast pad for Runway 12.	Conduct detailed obstructions survey.
Install windsocks at each end of each runway.	Conduct Borough-wide floatplane study.
Resurface Runways 12/30 and 18/36.	
Resurface Taxiways A, B, C, D, and E.	
Recommendations with Unknown Disposition (USAF Facilities)	
Resurface Taxiway H (now N) and M.	Install MITL on Taxiway N and any new taxiways.
Rebuild Taxiway M from Taxiway H (now N) to the relocated threshold of Runway 18.	

** Indicates recommendation was implemented, with some modifications. Runway 12/30 has been extended to 8,901 ft. By extending the runway and using declared distances, there is now 600 ft of RSA prior to each threshold and 1,000 ft of RSA length beyond each departure end on Runway 12/30.



WE WANT YOUR FEEDBACK!

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