

ATTACHMENT #5



U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Juneau ATCT
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April 11, 2006

Mr. Allan Heese
Manager
Juneau International Airport
Juneau, Alaska

Dear Mr. Heese:

You have recently shared with me some options for addressing the Runway Safety Area (RSA) situation at Juneau International. I have looked over drawings of the options and discussed them with some of my staff and have some thoughts on the matter as it relates to runway use procedures.

The FAA has recently put a lot of emphasis on how air traffic controllers utilize a runway with "taxi into position and hold" (TIPH) procedures. This is a procedure where an aircraft would be instructed to taxi onto the runway and wait in take-off position. This could be done for a variety of reasons and is used to expedite the movement of aircraft. Unfortunately, several incidents have occurred around the US recently where this procedure was used incorrectly, causing losses of required separation between aircraft. In an effort to eliminate or reduce the likelihood of this occurring, we have been tasked to look at any and all ways to avoid using TIPH procedures (none of the incidents have happened here, in fact Juneau has not had a separation error of this type for at least 15 years).

In light of the above, any configuration change to the layout of the runway and intersections that would require any amount of back taxiing would not be favorable, especially during the summer flying season when we see at least a doubling of large aircraft operations. If a departure point threshold had to be moved, ideally taxiway access to that point would also be provided. If an aircraft rolled to the end of the runway on landing, then ideally there would be an intersection there to exit the runway on.

If final runway/RSA configuration cannot accommodate access as I mentioned, then a design that would necessitate back taxiing should look towards keeping time on the runway to a minimum. From an air traffic perspective, the less time an aircraft is on the runway, the less chance there is for conflicts to occur.

Sincerely,

A handwritten signature in black ink, appearing to read "Steven D. Turner". The signature is fluid and cursive, with the first name "Steven" being more prominent than the last name "Turner".

Steven D. Turner
Manager
Juneau Air Traffic Control Tower