

ATTACHMENT #8



U.S. Department
of Transportation

**Federal Aviation
Administration**

Alaskan Region

222 W. 7th Avenue #14
Anchorage, Alaska
99513-7587

RECEIVED

DEC 18 2009

Juneau International
Airport

December 15, 2009

Ms. Jeannie Johnson, Manager
Juneau International Airport
1873 Shell Simmons Drive
Juneau, Alaska 99801

Ref. # 2010AL800004

Dear Ms. Johnson:

Juneau International Airport
Juneau, Alaska
Inspection Close-Out

During the week of December 7, 2009, a periodic certification inspection was conducted at Juneau International Airport. This site visit included a night inspection, with Juneau staff, to determine compliance with FAR Part 139, the Airport Certification Manual and the Airport Operating Certificate. The inspection revealed that the airport was not in compliance with all of the requirements of FAR Part 139. The following discrepancy to FAR Part 139 was noted during the inspection and should be corrected by the date indicated:

1. 139.319 (k) – EMERGENCY ARFF ACCESS ROADS

Emergency access roads for airport rescue and firefighting (ARFF) vehicles shall be maintained in a condition that will support those vehicles during all-weather conditions. The EVAR road around the southern edge of the Juneau Float Pond is an ARFF access road that has not been maintained.

Correction Date: 4/1/2010

Contact our office in writing when the unresolved discrepancies are corrected, but no later than 15 days after the correction date. If you are unable to meet these dates, please advise.

Sincerely,

A handwritten signature in black ink that reads "David Wahto". The signature is written in a cursive style with a small loop at the end of the last name.

David G. Wahto, P.E.
Airport Certification Safety Inspector
Alaskan Region, Airports Division
Federal Aviation Administration

Cc: Mr. John Lovett, P.E., FAA Lead Civil Engineer
Ms. Pat Oien, P.E., FAA Lead Airport Planner

Jeannie Johnson

From: david.g.wahto@faa.gov
Sent: Tuesday, December 15, 2009 11:40 AM
To: Jeannie Johnson
Cc: john.lovett@faa.gov; pat.oien@faa.gov
Subject: Recommendations/Comments as a product of the December JNU Inspection

Jeannie:

I have the following comments/recommendations from the recent Juneau airport inspection.....

- 1.) Revisit all movement area/ non-movement area boundary markings to assure compliance with AC 150/5340-1J. Many of these markings have taxiway centerline separation discrepancies that can be corrected by removing yellow paint.
- 2.) Some threshold lights have a diminished intensity due to the lens, bulbs, or transformers. Troubleshoot these fixtures in an attempt to provide consistent luminosity. The south threshold light at the approach end of runway 26 needs a longer stem replacement installed. The amber/white split lens edge lighting on runway 8/26 does not provide consistent luminosity and coloration. Please troubleshoot this anomaly and determine if the lens or bulbs need replacement.
- 3.) ARFF crews should review the non-tower communication procedures required when JNU ATCT is closed. After reviewing these procedures it is recommended that ARFF crews go onto the movement areas with JNU Maintenance staff to assure that the information has been absorbed and the process is implemented correctly.
- 4.) To assure currency compare Section 15 of the JNU ACM to AC/150-5220-10, Ground Vehicle Operations.
- 5.) Add current wildlife depredation permits to Section 19 of the JNU ACM.
- 6.) The FAA is asking that Juneau Airport apply for the Eagle Nest Take permit from the USFWS by filling out the application and submitting it as soon as possible. FAR Part 139.337 (a) requires certificated airports to take immediate action to alleviate wildlife hazards whenever they are detected. Any delay in the removal of the eagle nest tree would be seen as a violation to FAR Part 139.
- 7.) There is a small asphalt patch, approximately 10' x 15' on the runway centerline about 200 feet east of Foxtrot taxiway that is approaching failure. This elevation change is very likely due to the "heaving" of frost susceptible soils beneath the patch area. This should be monitored closely and repaired if needed to assure that it does not create an aircraft hazard.

12/15/2009

- 8.) Many signage panels are currently non-standard and should be replaced this summer.
- 9.) In pavement runway guard lights should be installed at Alpha, Bravo and Gulf taxiways during the next construction project.
- 10.) Revisit AC 150/5340-30 to determine if some of the taxiway edge lights along Alpha taxiway can be removed. This would reduce energy and maintenance expenses and provide a more accurate reference for the users of the airport.
- 11.) Analyze the airport sand supply to verify the content and grain size. A "grab" sample was taken during the inspection and based on a brief observation there appeared to be a large concentration of mica, shist and iron pyrite. This may actually work against the airport in your mission to increase the friction factor on a wet/icy runway.
- 12.) A compliance self-inspection should be completed at Coastal Fuel with special attention paid to the fuel truck converted to a fixed tank operation and the non-aviation vehicles/debris in the general area. If you would like some assistance with this process we can schedule Stephen Powell, our airport compliance inspector to schedule a site visit. This safety issue appears to be a breach of Grant Assurance #19.
- 13.) Depressions in the asphalt exist where Bravo, Charlie and Gulf taxiways intersect runway 8/26. These areas accumulate ponded water reducing the useful life of the asphalt and may inhibit braking action for aircraft. It may also create an attractant for birds.
- 14.) Alaska Airlines cargo operations is slowly destroying the asphalt at their current location. Recommend the installation of concrete "hardstands" or moving the operaton to a location with these enhancements in place.

Thank you for the cooperation during the inspection process.

Regards,

David Wahto