

ATTACHMENT #4

Frank and Sally Rue
7083 Hendrickson Rd (Sunny Point)
Juneau, AK 99801

JUN 25 2014

CBJ Manager's Office

Ms. Patricia delaBruere
Airport Manager
Juneau International Airport
1873 Shell Simmons Drive, Ste. 200
Juneau, Ak. 99801

June 25, 2014

Dear Ms. delaBruere,

We are writing to ask for your help. We have been living with the constant and stressful white strobe light attached to the 115-foot cell tower on Crest Drive behind Valley Lumber owned by American Tower Company. It is hard to describe how the constant and relentless strobing distresses those of us who have to live with it.

We are requesting that you either follow the FAA guidance on this tower and require no lighting; or, if you feel there must be some lighting then keep the blinking red light at night and require either no light, or a steady red light during daylight hours.

We checked into the permitting and lighting requirements with FAA and found out that FAA said this tower is not a hazard to air traffic and therefore does not require lighting (see project #2012 AAL 369-OE). (FAA, Robert Van Haastert, personal communication).

We realize the white strobe on the tower is intended to mark the tower so aircraft won't hit it. However, we believe that if an aircraft is 114 feet off the ground over Crest Drive near Valley Lumber the cell tower is the least of its problems given the buildings, towers, telephone poles, spruce trees, and mountain in the immediate vicinity. We also observe that the tower appears lower than several other unlit towers around the airport.

We recently flew into the Newark, New Jersey Airport on our way to New York City and made it a point to look for white strobe lights around that very busy airport and surrounding metropolitan area. We are aware of four white strobes near our small and not very busy (compared to Newark) Juneau Airport (Spuhn Island, Crest Drive, and two near the DMV office near Brotherhood Bridge). Thinking Juneau might be the norm for white strobe lights, and given its relatively small size, we expected to see hundreds of white strobes on the many towers, bridges, smoke stacks and tall buildings between the Newark Airport and New York City.

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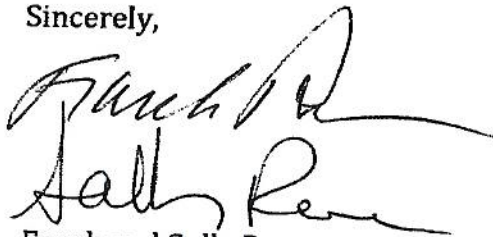
We were surprised to find only a single white strobe on one of the many towers, bridges, smoke stacks, and buildings on our drive to lower Manhattan. When we arrived in lower Manhattan and saw our second white strobe on the top of the 1,776 (yes 1776) foot tall Freedom Tower. There, on the top of the tower, was a white strobe just like the one on our 115-foot tall tower on Crest Drive. We understand the need for a white strobe on the top of the tallest building in the Western Hemisphere. We don't think we need a white strobe on the Crest Drive tower and neither does the FAA.

We believe either of the lighting options we are requesting is consistent with FAA requirements and safe for pilots, and far preferable for neighbors, like us, who must endure the constant strobing of the current white light.

One final point, we think the current strobe can be distracting to drivers on Egan Expressway just past the Fred Meyers intersection. This is a dangerous area for drivers. There is a lot of merging, crossing, and other traffic interaction that requires one's full attention. Having the unnecessary distraction of a white strobe in this, or any area, should be avoided.

Thank you very much for your consideration.

Sincerely,



Frank and Sally Rue

cc: CBJ Planning Commission
CBJ Assembly
Ms. Kim Kiefer, CBJ Manager
Mr. Hal Hart, Director, CDD

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April 10, 2014

Dear Planning Commission Members,

We recommend the following ordinance and supporting policy be incorporated into Title 49 and the Cell Tower Management Plan respectively.

New Ordinance: 49.XX.XX. Any cell tower high enough for either the Federal Aviation Administration (FAA), or the Airport Manager, to require it to be marked with a white strobe light on top shall not be allowed.

We recommend the following Policy be in the Cell Tower Management Plan under Human Health and Safety as support for this ordinance.

Policy XXX. Cell towers shall be designed and sited to maintain the safety of air traffic and the health and welfare of Juneau residents.

Background. The City and Borough of Juneau and the air carriers that operate in Juneau have worked hard to make Juneau a safer place to fly. Alaska Airlines has invested in navigation equipment that allows their jets to land at low minimums. Plans have recently been announced to clear vegetation in the Mendenhall State Game Refuge to accommodate these lower minimums. The Airport has installed lights and safety zones at each end of the runway. All of these improvements are designed to make Alaska's Capital City more accessible and safer for residents and visitors who travel by air.

Juneau should not risk reversing these improvements in access and safety by allowing cell towers that are tall enough to be what the Federal Aviation Administration (FAA), or the Airport Manager, determines are the most serious hazard to air traffic. The most hazardous towers are those that FAA, or the Airport Manager, require be lit to FAA's most aggressive standard – a white strobe light during the day and a fast-paced flashing red light at night.

In addition to being what FAA or the Airport Manager considers a serious threat to air traffic, these most aggressively lit towers negatively affect the health and welfare of Juneau's residents who can see them. The constant flash of a white strobe light, and even a fast-paced blinking red light, create significant levels of stress in those who must view them from their homes or offices. In Juneau white strobe lights are particularly intrusive and stressful because of the dark background provided by green mountains and Juneau's often cloudy, gray weather. The dark background enhances the intensity of a white strobe light.

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It is hard for those who haven't lived with a white strobe or fast-paced red light to imagine the stress they cause. We have lived with a white strobe light on a cell tower and can tell you it is surprisingly stressful to be constantly confronted with the incessant flashing. It is impossible to ignore; that's why the FAA requires them on hazardous towers!

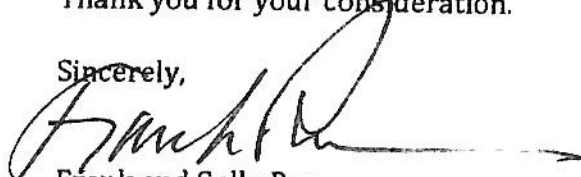
We learned from our experience that the periodicity of a red light makes a huge difference in the level of stress it produces in people who must view them. A steady, or slowly blinking, red light is far more tolerable than a fast-paced, urgent blinking red light.

In closing, we urge you to design the cell tower plan and implementing ordinances to avoid these two risks to the health and welfare of Juneau residents'.

Cell towers that require either no lighting, or only paint and steady or slow-paced red lights are far preferable to cell towers that are tall enough to need white strobe lights and or fast-paced red lights.

Thank you for your consideration.

Sincerely,



Frank and Sally Rue
7083 Hendrickson Rd
Juneau, Alaska 99801



Don and Lois Abel
1080 Hendrickson Rd.
Juneau, Alaska 99801