

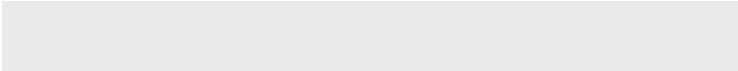
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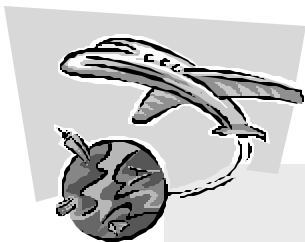
JUNEAU INTERNATIONAL AIRPORT



ENVIRONMENTAL IMPACT STUDY UPDATE

3/25/2005

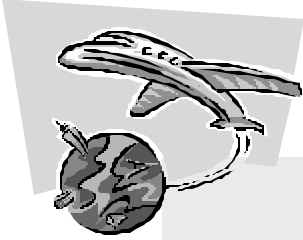




JUNEAU INTERNATIONAL AIRPORT

PURPOSE OF BRIEFING

- UPDATE AIRPORT BOARD ON STATUS
- ANSWER QUESTIONS REGARDING REQUEST FOR LAND TRANSFER
- DISCUSS
 - IMPACTS TO WETLANDS
 - IMPACTS TO PUBLIC
 - UPCOMING PUBLIC PROCESS

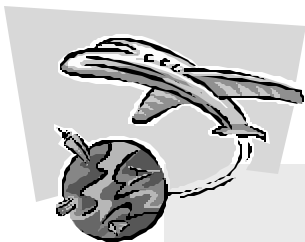


JUNEAU INTERNATIONAL AIRPORT

HISTORY OF PROJECT

- MASTER PLAN UPDATE COINCIDENT WITH NEED TO UPGRADE RSAs
- ASSEMBLY DIRECTED 20 YEAR PROJECTS
- EA BEGUN - DOOMED FROM THE START (BUT REQUIRED BY FAA)
- FAA DENIED FONSI * - REQUIRED EIS

* FONSI = FINDING OF NO SIGNIFICANT IMPACT

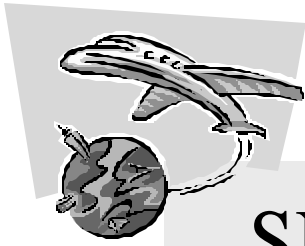


JUNEAU INTERNATIONAL AIRPORT

PROJECTS IN STUDY EXPANDED

- **RSA EXPANSION**
- **SNOW REMOVAL EQUIPMENT FACILITY (SREF)**
- **NE QUADRANT DEVELOPMENT**
- **NW QUADRANT DEVELOPMENT**
- **MALSR RWY 26**
- **FUEL FARM ACCESS ROAD**
- **WILDLIFE MANAGEMENT (INCLUDES SEVERAL PROJECTS)**

ALL PROJECTS AFFECTED BY DELAYS



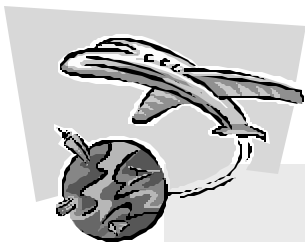
JUNEAU INTERNATIONAL AIRPORT

SNOW REMOVAL EQUIPMENT FACILITY

- SREF ISSUES
 - LONG ESTABLISHED NEED, DIFFICULT TO COMPLETE
 - CRITICAL TO ASSET PROTECTION
 - SOURCES OF FUNDING
 - REQUIRES ASOS RELOCATION

-
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-

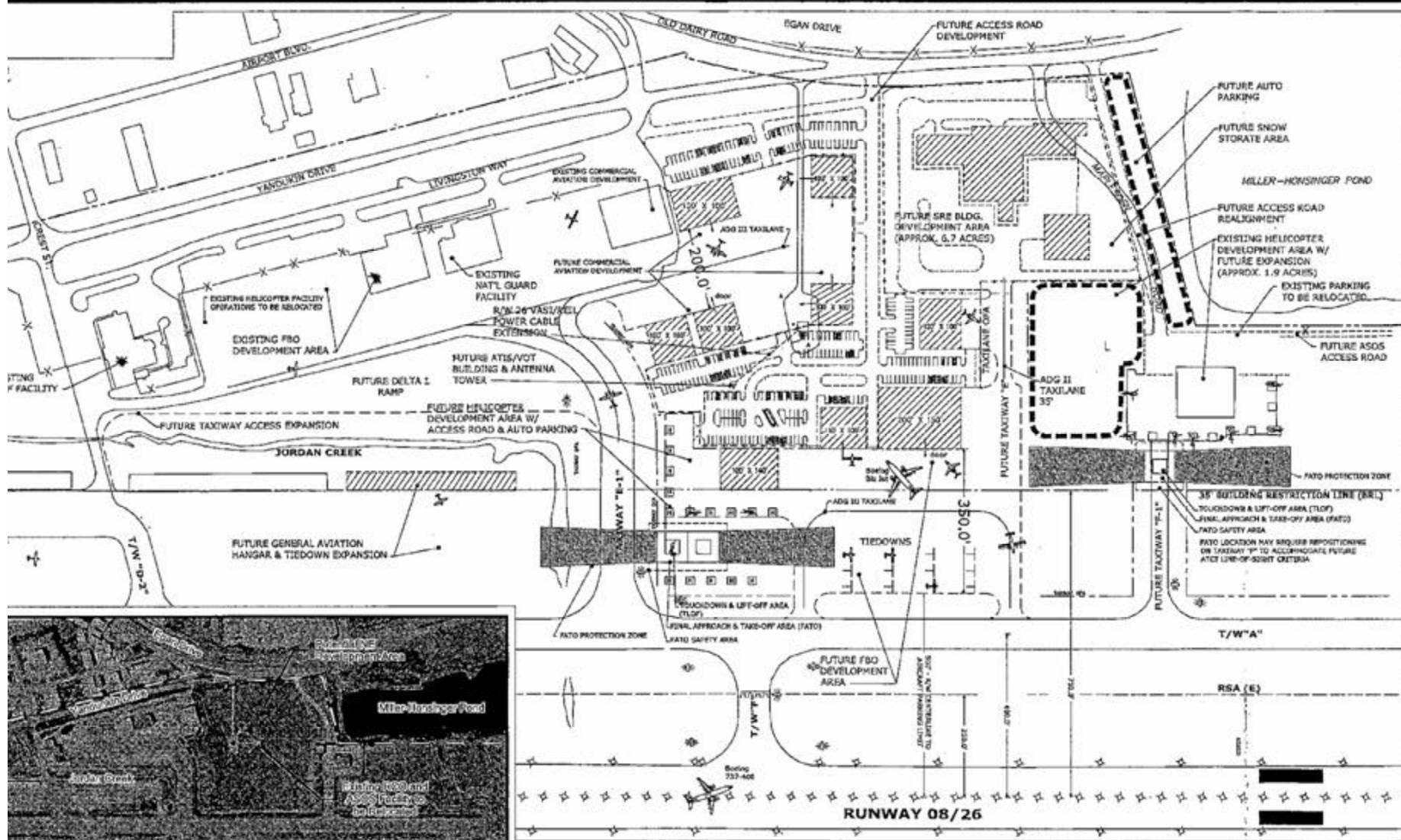
- Show viewgraph of SREF facility, Figure 2-27 and ASOS, Figure 2-39



JUNEAU INTERNATIONAL AIRPORT

AIRPORT DEVELOPMENT & GROWTH

- NE QUADRANT (NEAR WINGS / TEMSCO)
 - COMMERCIAL
 - LARGE PRIVATE
 - REQUIRES ASOS RELOCATION
- NW QUADRANT (NEAR MENDENHALL RIVER)
 - PRIVATE AIRCRAFT HANGARS / TIEDOWNS
 - REQUIRES DUCK CREEK RELOCATION

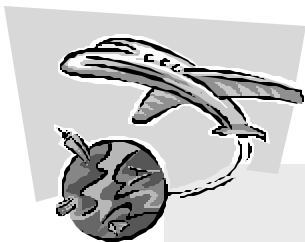


Juneau International Airport
MIS
DRAFT

Date: October 18, 2004
 Source: Drawing from Robert Dunkley and Co.
 024826179 Report Maps/DBS/CA, DNE, FATO/Line0

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- Show Viewgraph of NW Quad with and without Duck Creek Relocation, Figures 2-29 and 2-30
- Show Viewgraph of Duck Creek Channel, Figure 2-31



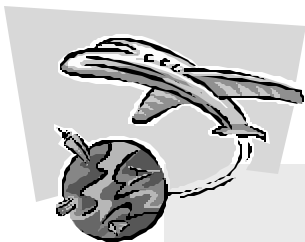
JUNEAU INTERNATIONAL AIRPORT

MALSR

- MALSR = APPROACH LIGHTS FOR RWY 26
 - WHERE'S THE RUNWAY END - DEPENDS ON RSA ALTERNATIVE CHOSEN
 - BENEFIT IS BETTER MINIMUMS & SAFER APPROACHES
 - ACCESS TO EQUIPMENT (ROAD, BOAT, ETC.)
 - REQUIRES EASEMENT OR ACQUISITION OF 0.7 TO 1.3 AC REFUGE LAND

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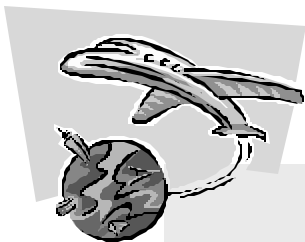
- Show Viewgraph of “typical” MALSR Road alignment, Figure 2-44



JUNEAU INTERNATIONAL AIRPORT

WILDLIFE HAZARDS MANAGEMENT

- **PRECEDENT SETTING TO BE IN EIS**
- **HABITAT ELIMINATION VS ADDED HAZING**
- **ADD FULL TIME OFFICER AND INCREASE
CONTROL EFFORTS TO ELIMNATE NEED FOR
PROJECTS**
- **ELIMINATE HUNTING PROGRAM**
- **FORM A COMMITTEE FOR CONTROL OVERSIGHT**



JUNEAU INTERNATIONAL AIRPORT

RSA EXPANSION

- RUNWAY SAFETY AREA
 - EXPANSION REQUIRED TO COMPLY WITH FEDERAL REGULATIONS
 - MOST CONTENTIOUS FOR LONGEST TIME (FIRST EA, NOW EIS)
 - STANDARD 1,000 FEET OFF EACH END, 500 FEET WIDE FOR ENTIRE LENGTH
 - IS IT PRACTICABLE - BY FAA - YES
 - COMPLIANCE THROUGH EMAS OR FULL BUILDOUT

JUNEAU INTERNATIONAL AIRPORT

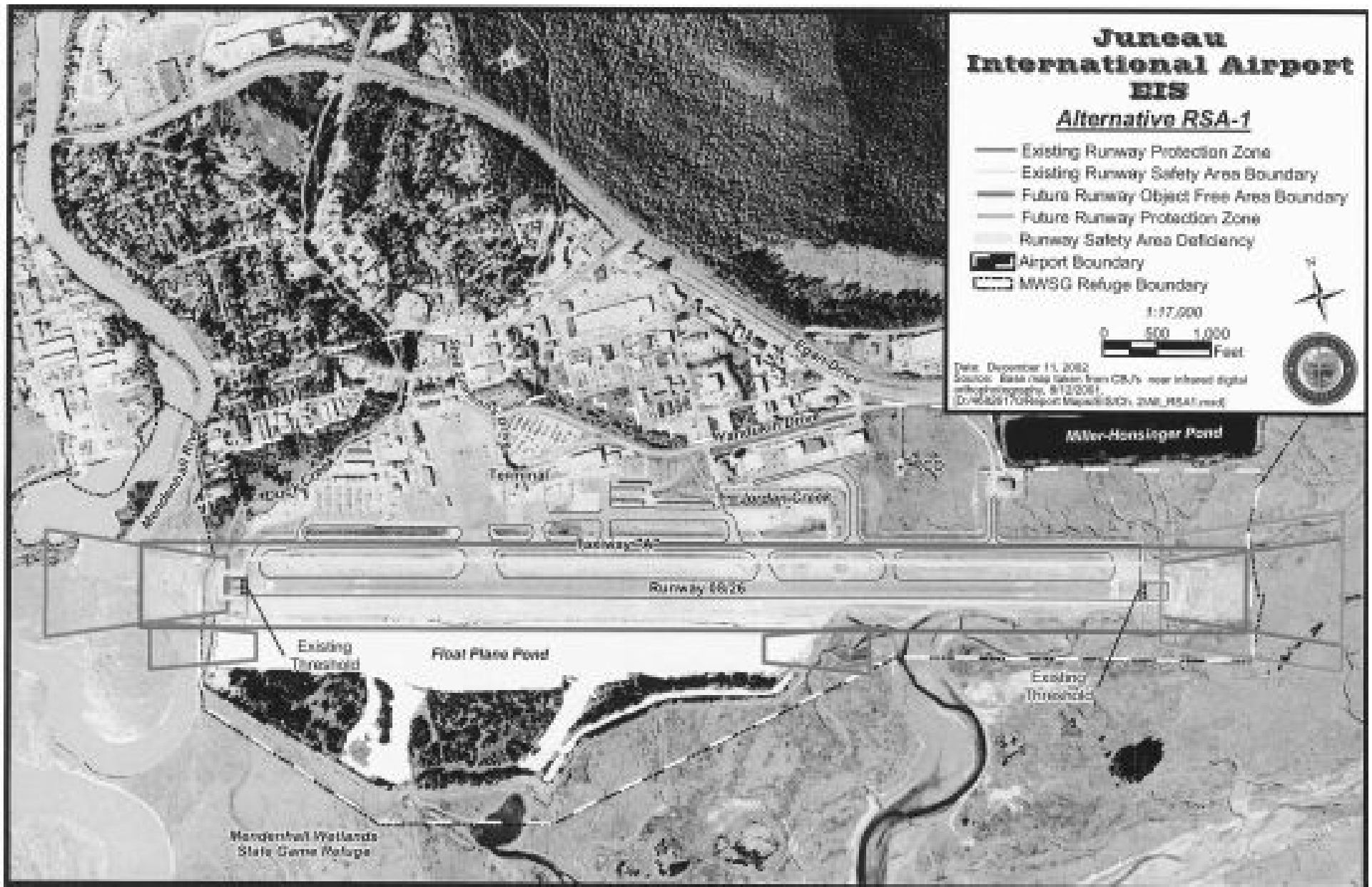


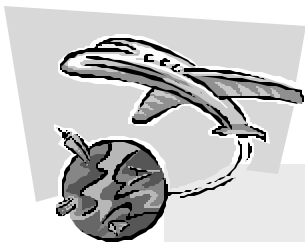
Figure 2-1. Fill and Grade Existing RSA Deficiencies



JUNEAU INTERNATIONAL AIRPORT

RSA

- RSA ALTERNATIVES (SIDES)
 - WIDEN SAFETY AREA SOUTH SIDE, EAST END BY 138' (250' REQUIRED) FOR ALL ATERNATIVES
 - SPECIAL CONSIDERATION FOR JORDAN CREEK
 - OUR PREFFERED ALT EXTEND CULVERT WITH BOTTOMLESS ARCH FOR BETTER FISH MOVEMENT
 - SOME AGENCIES WANT FULL CULVERT REPLACEMENT AT \$2.3 M



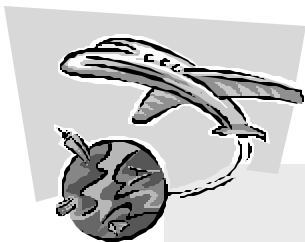
JUNEAU INTERNATIONAL AIRPORT

RSA

- RSA ALTERNATIVES (ENDS)
 - BUILD ONTO EXISTING RUNWAY (LOCATION OF ENDS DOESN'T CHANGE)
 - JNU PREFERRED - FULL BUILDOUT, RELOCATE ENDS EAST
 - EMAS
 - NO ACTION (NOT AN OPTION)
 - ALL ALTERNATIVES REQUIRE REFUGE LAND
- CURRENTLY ~250' AT EACH END; NEED 1,000'

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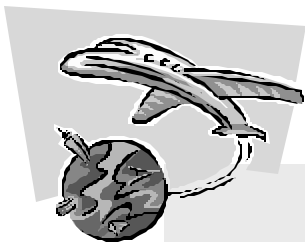
Viewgraph of various alternatives, figure 2-25 and Comparison Spreadsheet



JUNEAU INTERNATIONAL AIRPORT

RSA

- EMAS = ENGINEERED MATERIAL ARRESTING SYSTEM
 - CONCEPTUALLY SIMILAR TO MOUNTAIN RUNAWAY TRUCK RAMP
 - “CRUSHABLE CONCRETE”
 - DESIGNED TO STOP AIRCRAFT QUICKER THAN FLAT RUNOUT

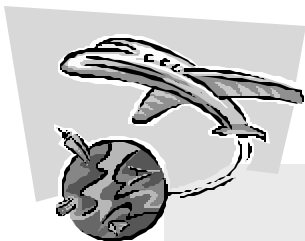


JUNEAU INTERNATIONAL AIRPORT

RSA

EMAS - PROS

- REDUCED FOOTPRINT
 - 600' LONG, 500' WIDE
- DEMONSTRATED EFFECTIVENESS FOR STOPPING AIRCRAFT
- FAA SUPPORT

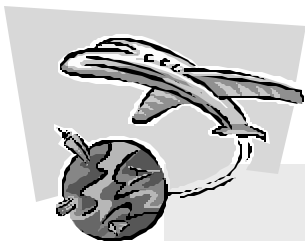


JUNEAU INTERNATIONAL AIRPORT

RSA

EMAS CONS

- UNPROVEN IN SE AK CLIMATE (FAILED JNU TEST – MUST BE KEPT DRY)
- VERY HIGH INITIAL COST (\$13.9 TO \$18.7 M)
- PERIODIC REPLACEMENT (UNKNOWN LIFE -FAA ESTIMATES AT 10 YRS)
- INVENTORY FOR REPLACEMENT
- RUNWAY STATUS IF DAMAGED
- REFUGE LAND REQUIRED 1.8 TO 5 ACRES



JUNEAU INTERNATIONAL AIRPORT

RSA

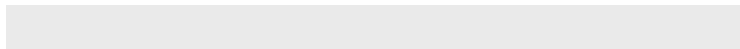
EMAS CONS (CONT)

- ANNUAL O&M COSTS (\$50K - \$150K + ADDITIONAL STAFF)
- NEEDS TO BE KEPT DRY & CLEAR OF SNOW
- SPECIAL EQUIPMENT REQUIRED
- ADDED STAFF (\$60K + PER FTE)
- EARLY STATE IN-HOUSE ANALYSIS DETERMINED EMAS NOT DESIRABLE



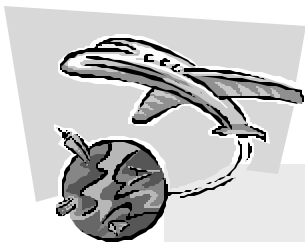
3/25/2005

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- Show Viewgraph of Alt 6a Figure 2-22



JUNEAU INTERNATIONAL AIRPORT

RSA

FULL BUILDOUT

- JNU PREFERRED ALTERNATIVE
- FILL TO STANDARD DIMENSIONS
 - 1,000' LONG, 500' WIDE
- SURFACE TO SUPPORT AIRCRAFT WITHOUT DAMAGE IN DRY CONDITIONS



JUNEAU INTERNATIONAL AIRPORT

RSA

FULL BUILDOUT PROS

- MUCH LOWER CONSTRUCTION COSTS
(\$9.4 M)
- ONE TIME INSTALLATION - BUILD IT AND
FORGET IT
- MINIMAL O&M COSTS
- NO CHANCE OF STRUCTURAL FAILURE

JUNEAU INTERNATIONAL AIRPORT

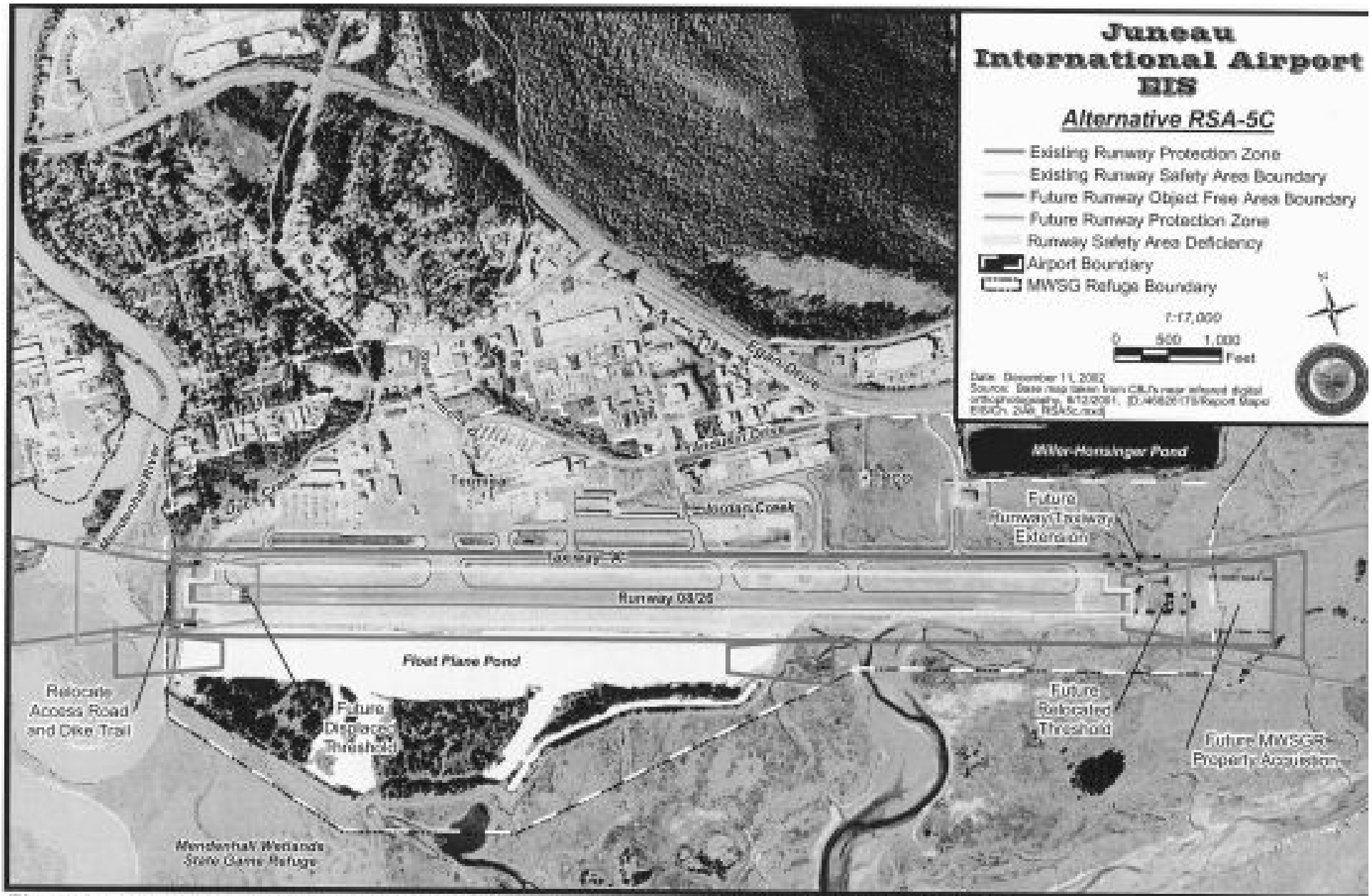
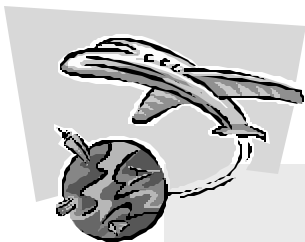


Figure 2-10. Displace Runway 08 Threshold and Construct Additional 26 Runway and Safety Area

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- Show Viewgraph of Alt 5c, Figure 2-21



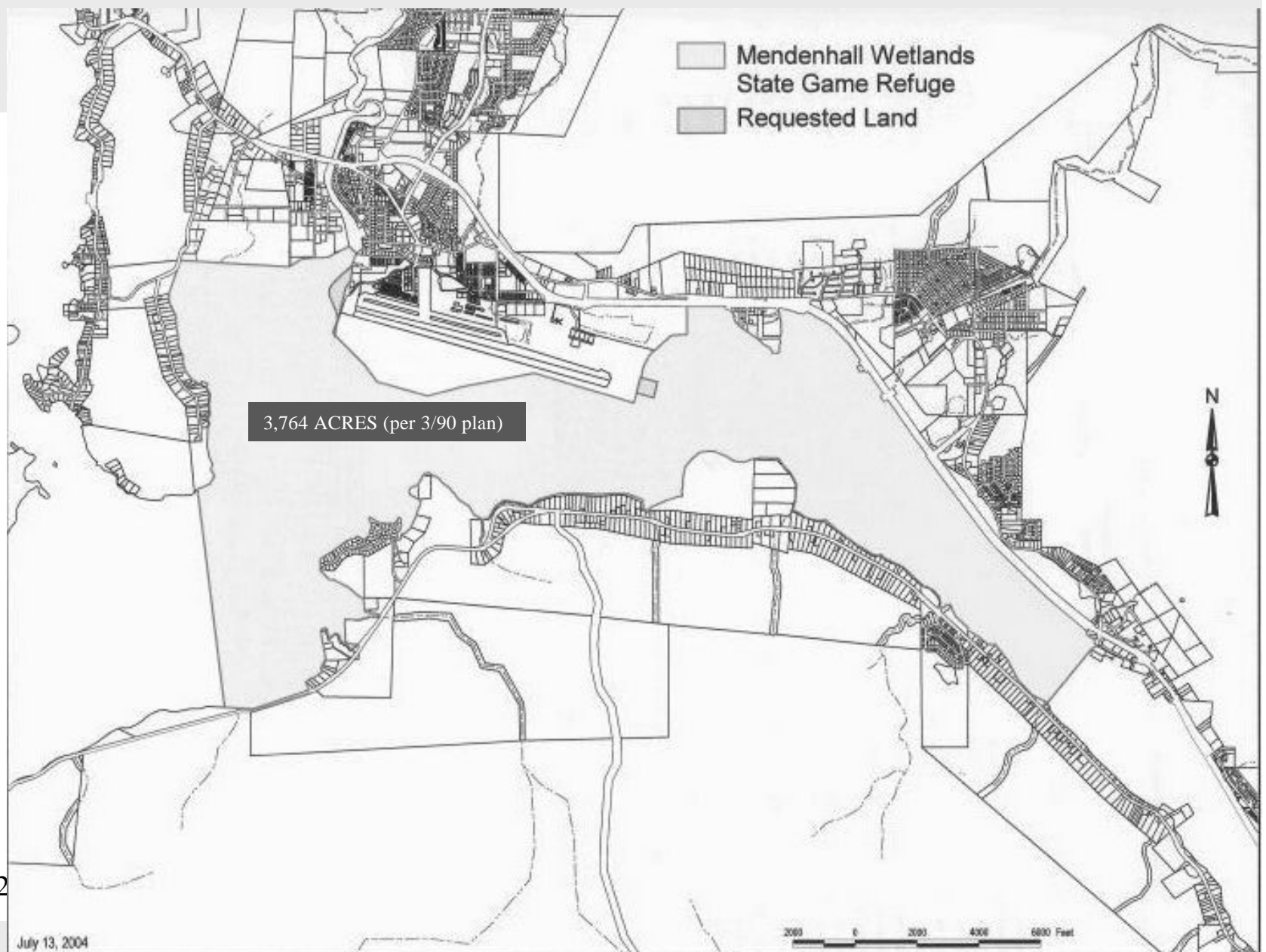
JUNEAU INTERNATIONAL AIRPORT

RSA

FULL BUILDOUT CONS

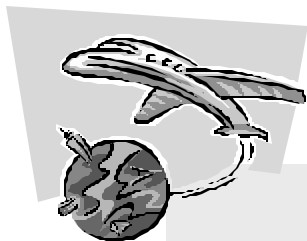
- LARGER FOOTPRINT
 - GREATER WETLANDS IMPACTS (28.4 AC W/EMAS 16.1 TO 23.9 AC)
 - REQUIRES REFUGE LAND (7.4 ACRES)

JUNEAU INTERNATIONAL AIRPORT



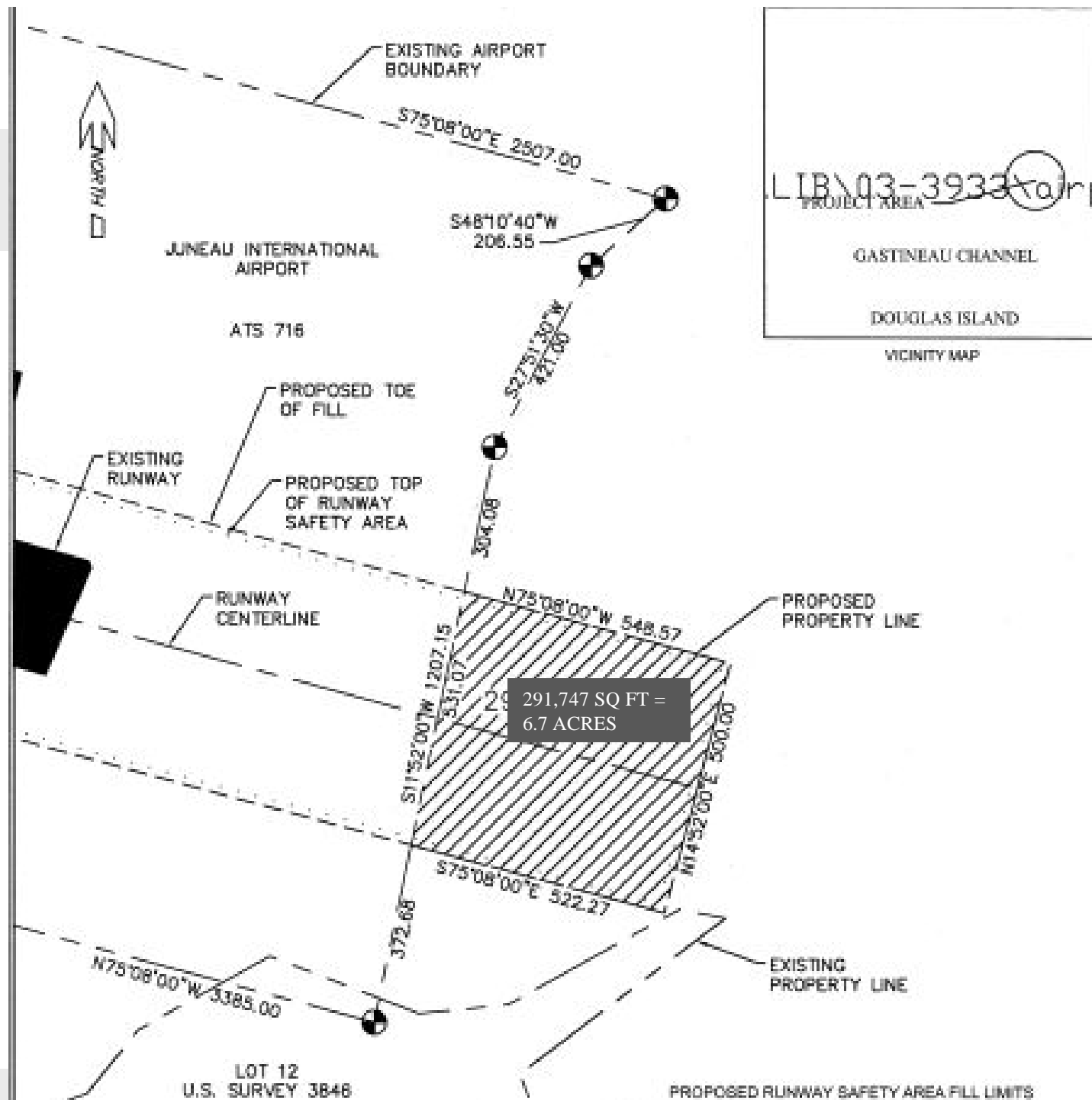
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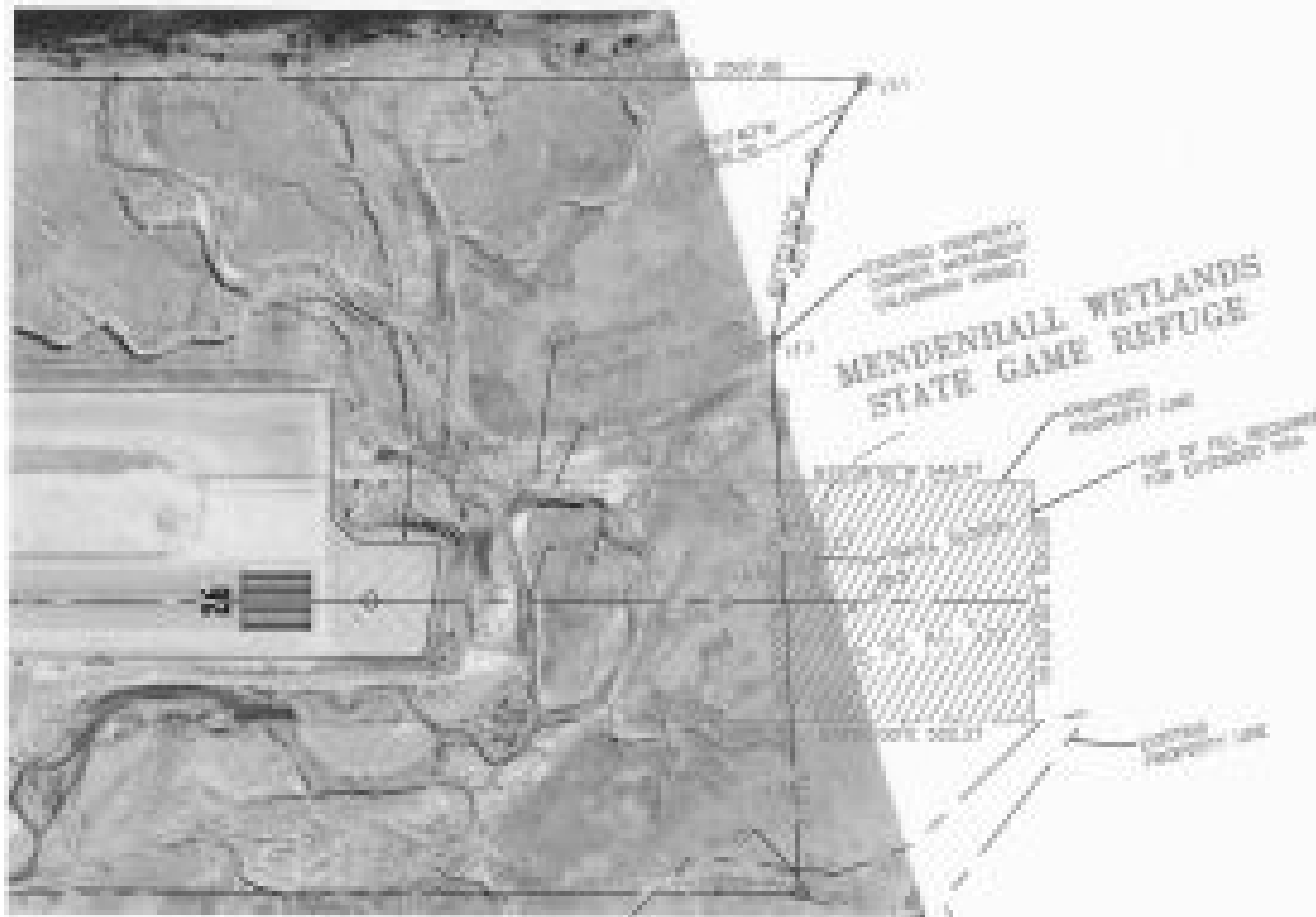
July 13, 2004



JUNEAU INT'L AIRPORT EAST END

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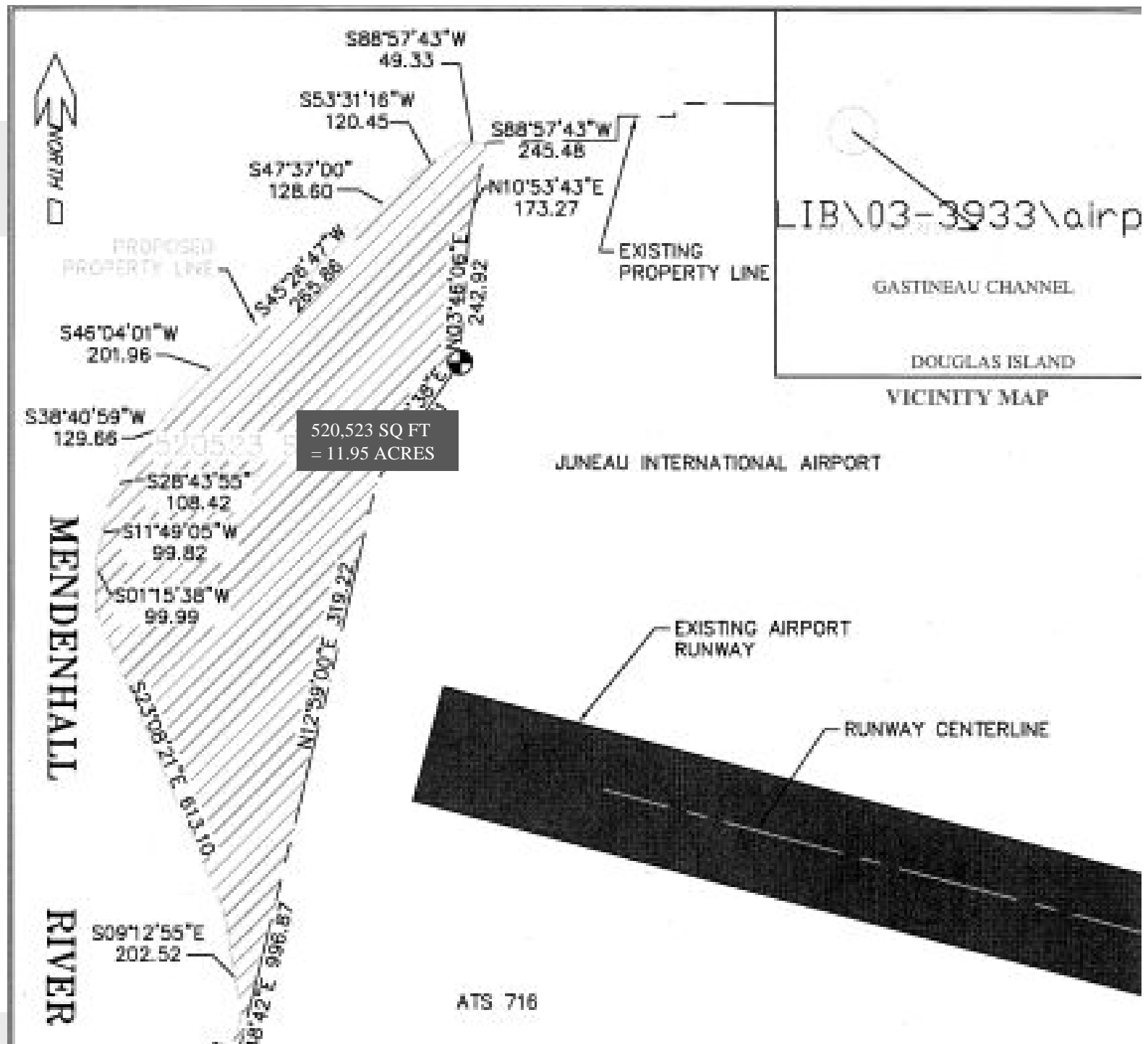
- Show viewgraph of East End Slew, Figure 2-40



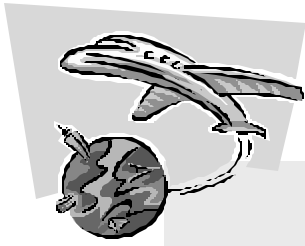
JUNEAU INT'L AIRPORT

WEST END

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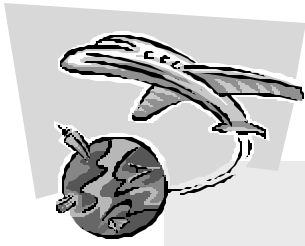




JUNEAU INTERNATIONAL AIRPORT

PROJECT IMPACTS

- MITIGATION - WE RECOGNIZE IT IS REQUIRED
- WETLANDS ACCESS - WE HAVE NO PLANS TO ELIMINATE ACCESS – TRAIL, ROAD AND FENCE RELOCATED WEST

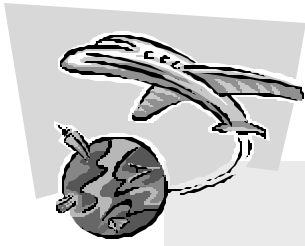


JUNEAU INTERNATIONAL AIRPORT

MENDENHALL WETLANDS

STATE GAME REFUGE

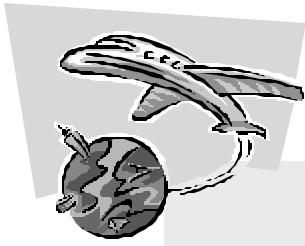
- ESTABLISHED BY STATE LAW 1976
- REFUGE PLAN WRITTEN MARCH 1990
- ANTICIPATED FUTURE CBJ NEEDS
 - AIRPORT
 - TRANSPORTATION CORRIDORS



JUNEAU INTERNATIONAL AIRPORT

MENDENHALL WETLANDS STATE GAME REFUGE

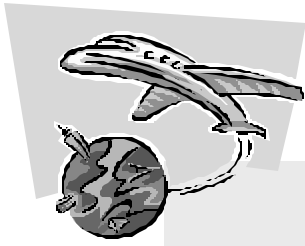
- STATE LAW & PLAN
 - MADE PROVISIONS FOR AIRPORT /
TRANSPORTATION CORRIDORS
 - “... shall include provisions under which the CBJ may acquire land ...for purposes of expanding the Juneau Municipal Airport, establishing additional transportation corridors... and these uses are considered preferential under Article VIII of the state constitution”



JUNEAU INTERNATIONAL AIRPORT

MENDENHALL WETLANDS STATE GAME REFUGE

- STATE LAW & PLAN
 - OBLIGATED STATE TO ASSIST IN WETLANDS FILL FOR WILDLIFE MANAGEMENT
 - “...if requested by the CBJ the Departments of Fish and Game and Natural Resources shall assist in filling the ponds, lakes or other bodies of water adjacent to the existing runway to eliminate them as sites attractive to waterfowl.”

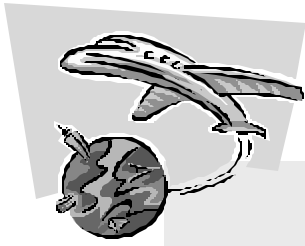


JUNEAU INTERNATIONAL AIRPORT

MENDENHALL WETLANDS

STATE GAME REFUGE

- WHAT IS OUR REQUEST?
 - TAKE ADVANTAGE OF PREFERENCE
 - 7.4 ACRES (RSA) / OF REFUGE LAND, LESS THAN 0.05% OF TOTAL REFUGE
 - WE CAN SUPPLY SIMILAR AREA AROUND THE REUGE AS MITIGATION

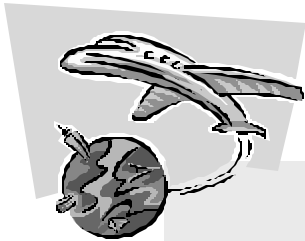


JUNEAU INTERNATIONAL AIRPORT

MENDENHALL WETLANDS

STATE GAME REFUGE

- USE TRIGGERS FEDERAL DOT ACT OF 1966, SECTION 4F:
 - The Secretary may approve a transportation program or project requiring the use...of publicly owned land of a publicly owned park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if –

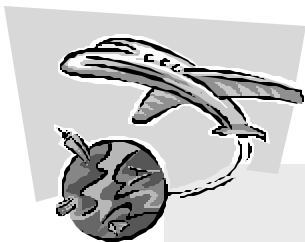


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MENDENHALL WETLANDS

STATE GAME REFUGE

- SECTION 4F (CONT):
 - only if –
 - (1) there is no prudent and feasible alternative to using the land; and
 - (2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use



JUNEAU INTERNATIONAL AIRPORT

MENDENHALL WETLANDS

STATE GAME REFUGE

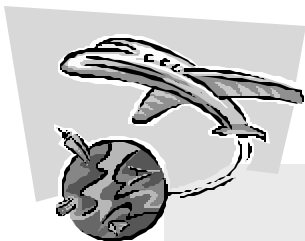
- TWO KEY POINTS
 - PRUDENT AND FEASIBLE
ALTERNATIVE (WHO DETERMINES THIS)
 - OWNER-DETERMINED
SIGNIFICANCE (SUBJECT TO FAA REVIEW)



JUNEAU INTERNATIONAL AIRPORT

TIMING

REQUESTING REFUGE LAND NOW CARRIES NO RISK
FOR OUR PREFERRED ALTERNATIVE TO HAVE THE
BEST CHANCE TO SUCCEED, WE MUST RESOLVE
THE ISSUE OF THE REFUGE BOUNDARY AND
SECTION 4(f) NOW
IF CBJ CHOOSES TO NOT REQUEST THE TRANSFER,
ALL INDICATIONS ARE OUR ALTERNATIVE WILL
CERTAINLY BE DROPPED



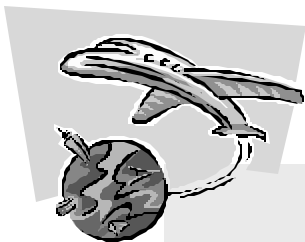
JUNEAU INTERNATIONAL AIRPORT

PURPOSE OF BRIEFING (CONT)

IMPORTANT TO REMEMBER

**ALL RSA ALTERNATIVES
REQUIRE REFUGE LAND**

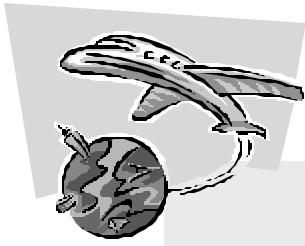
**IF EMAS FAILS OTHER AIP
PROJECTS MAY HAVE TO BE
ABANDONED / DELAYED TO
REPLACE EMAS**



JUNEAU INTERNATIONAL AIRPORT

SUMMARY

- WE DON'T WANT EMAS ALTERNATIVE
- ADOT ASKING FOR EXPERIMENTAL INSTALLATION FOR THREE YEARS
- WE NEED TO OBTAIN ONLY 2.4 MORE ACRES OF REFUGE LANDS TO AVOID FAA'S APPARENT PREFERRED ALTERNATIVE (6C)
- TO OBTAIN REFUGE LAND, CBJ REQUEST IS ESSENTIAL
- OWNER MUST DETERMINE LAND TO BE INSIGNIFICANT
- FAA MUST CONCUR

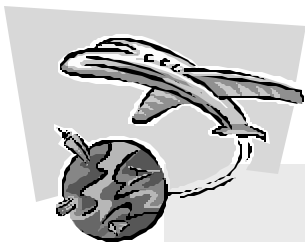


JUNEAU INTERNATIONAL AIRPORT

SUMMARY

STATE LAW FORESAW CBJ NEED TO
REQUEST REFUGE LAND FOR OUR
AIRPORT

JNU'S ANNUAL BUDGET WILL
INCREASE BY APPROXIMATELY \$250k
IF FAA'S APPARENT WHM AND RSA
ALTERNATIVES ARE SELECTED

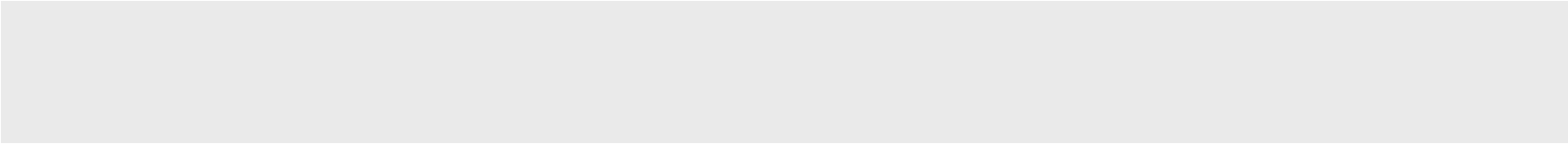


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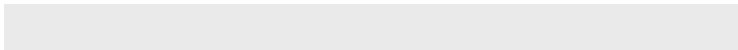
CONCLUSION

- EIS IS PROGRESSING SLOWLY
TOWARDS DISTRIBUTION OF DRAFT
EIS (SCHEDULED FOR APRIL, '05)
- THREE MAIN ISSUES REMAIN
 - RSA PREFERRED ALTERNATIVE
 - REFUGE ACQUISITION
 - WILDLIFE MANAGEMENT AS PART OF
EIS

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