APPENDIX A. PUBLIC INVOLVEMENT SUMMARIES

JNU MPU TAC Meeting #1

Date: 5 December 2024

JNU MPU TAC Mtg #1 Attendance

Name	Company	Email	Phone
Patty Wahto	JNU International Airport	pwahto@jnuairport.com	(907) 789-7821
Ke Mell	JNU International Airport	ke.mell@jnu.com	(907) 321-3809
Mike Green	JNU International Airport	mike.green@jnuairport.com	
Andres Delgado	JNU International Airport	andres.delgado@jnuairport.com	907-321-3803
Amanda Dopps	Alaska Airlines	amanda.dopps@alaskaair.com	253-797-4367
Art Feitas	Alaska Airlines	art.freitas@alaskaair.com	
Jessica Wuttke-Campamor		Jessica.L.Wuttke-Campoamor@faa.gov	(907) 271-5379
Ben Dodd	FAA-JNU Air Traffic Control Tower	benjamin.dodd@faa.gove	907-642-9230
Eddy Rodriguez	FAA-JNU Air Traffic Control Tower		
Andrew Miller	Alaska Seaplaes	andrew@flyalaskaseaplanes.com	907-789-3331
John Loverink	Alaska Seaplanes	john@flyalaskaseaplanes.com	907-789-3331
Joel Kain	Survey Point	joel.kain@surveypoint.com	907-8212122
Mike Rawsen	Coastal Helicopters	mrawsen@coastalhelicopters.com	907-789-5600
Sarah Lowell	Coastal Helicopters	slowell@coastalhelicopters.com	907-789-5600
Jason Kulbeth	North Star	jason@northstartrekking.com	907-723-0631
Jerry Godkin	JNU Airport Board	jerry.godkin@juneau.gov	907-723-8882
Jill Lawhorn	CBJ Lead Planner	jill.lawhorn@juneau.gov	
RaeAnne Hebnes	Michael Baker International	rhebnes@mbakerintl.com	907-273-1618
Phil Jufko	Michael Baker International	phil.jufko@mbakerintl.com	833-466-6021
Marc Luiken	Michael Baker International	marc.luiken@mbakerintl.com	907-273-1617

Key Points Discussed

Meeting Agenda

- **Welcome and Introductions**
- **Master Planning Process**
- **Inventory of Existing Facilities**
- **Aviation Activity/ Critical Aircraft Forecasts**
- **Capacity Assessment/ Facility Requirements**
- **Airport Alternatives**
- **Implementation Plan**
- **Aeronautical Survey**
- **Airport Layout Plan Drawing Set/ Exhibit "A" Property Inventory Map Update**
- **Schedule**

Welcome and Introductions

- Juneau Staff were introduced
- The Juneau Master Plan Update Project Team was introduced to the TAC
- TAC members were introduced; TAC member roles and responsibilities were briefly covered

Master Planning Process

- The Master Planning Process was discussed; explained this process follows a FAA process that looks at potential airport changes and growth for the next 20 years
- Project objectives were covered
- Issues that will affect the Master Planning process
- Planning needs that must be addressed in any Master Plan Update
- Public Involvement plan for this Master Plan Update

Inventory of Existing Conditions

- This process will make up the first chapter of the Master Plan Update and will be provided in a Working Paper to the TAC

Aviation Activity Forecast

- Forecasting Trends and the importance of forecasts were discussed
- A Critical Aircraft for the airport will be identified in the forecast
- The Aviation Activity Forecast must be approved by the FAA
- The forecast will be provided as a Working Paper to the TAC

Facility Requirements

- Once the forecast is approved the project team will use the critical aircraft to identify future facility requirements
- Facilities impacted by the critical aircraft include:
    - Airfield (Runway, Taxiways, Aprons, Lighting/NavAids)
    - Landside
    - Terminal Area
    - Air Cargo
    - General Aviation
    - Support Facilities
- Facility requirements are then used to identify airport alternatives

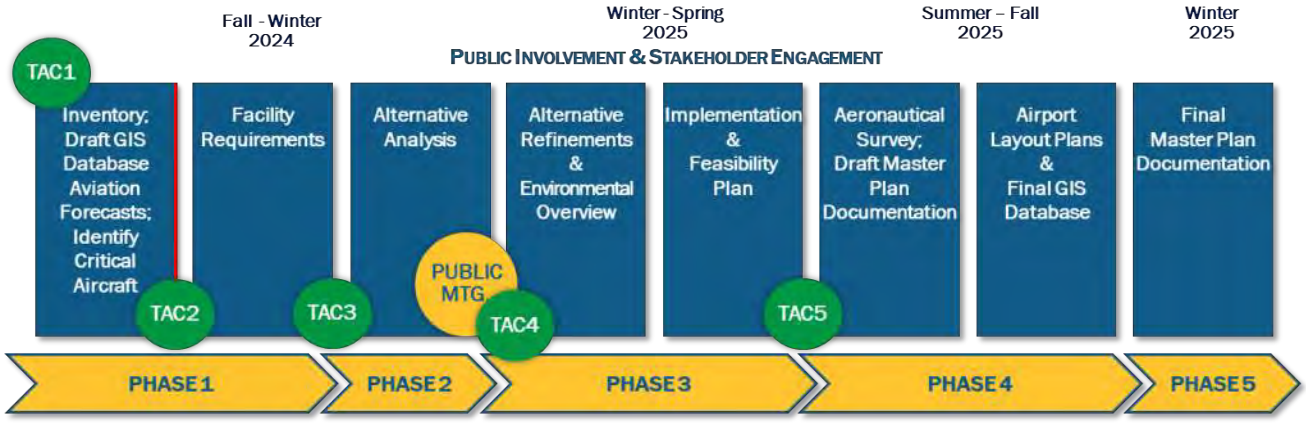
Airport Alternatives

- Alternatives are evaluated and a Preferred Airport Development plan is identified
- Projects and Project Phasing is then laid out
- Estimates of Probable Cost for projects are determined
- Capital Improvement Program is created from the approved project list
- Sources of Eligible Funding are also identified
- Potential Revenue Enhancement Opportunities are explored

Airport Layout Plan and Exhibit "A"

- An Airport Layout Plan will be developed after an aviation survey is completed next summer
- Exhibit "A" will also be updated to include all current property inventory

Project Schedule



Deliverables

- **Electronic Working Papers – make up the chapters of the Master Plan Update**
- **Technical Report – that will include the FAA approved forecast and the remaining Master Plan Update**
- **Airport Layout Plans**
- **Exhibit "A" Property Map**

Next Steps

- MBI will send out the planned TAC meeting schedule and include the expected WPs for each meeting.
- Request RNP approach data from each carrier who is using these
- Working Paper #1 – Existing Conditions/Forecast
- TAC Meeting #2 – December 2024
- FAA Forecast Review
- Airport Facility Requirements

TAC Comments and Questions

- ATC chief, Ben Dodd is concerned about equipment status/capabilities in the tower (radio related)

TAC Meeting Questions:

- Patty Wahto (JNU Airport): FAA Brought up the ALP only represents published approaches. She let the members that private approaches were important to include on ALP inorder to protect in the future
- Joel Kain (Survey Point): Who will we be meeting with during 1-on-1 meetings
    - RaeAnne (MBI project Team): 1-on-1's will be with MBI team and possible Ke and/or Patty
- Joel (Survey Point): Thanked Mike for understanding of special ops at JNU
    - Offered to provide LOAs the helicopter operators have with community, other airlines (Alaska & Delta), airport
    - FAA is happy with how the airspace is regulated
- Ben Dodd (FAA ATC): Discussed tower deficiencies with radios and communications.
    - Phil (MBI project team): informed him that was outside of the scope of the MPU, however we can document it in the report at the very least.

TECHNICAL ADVISORY COMMITTEE	MEETING #2	
DATE	March 12, 2025	
TEAMS INFO:	Join the meeting now Meeting ID: 267 299 087 305 Passcode: ws6gQ98x	
PROJECT ATTENDEES:	JNU Airport	**Patty Wahto**
	JNU Airport	**Ke Mell**
	JNU Airport	**Mike Green**
	JNU Airport	**Andres Delgado**
	Michael Baker Int'l.	**RaeAnne Hebnes**
	Michael Baker Int'l.	**Phil Jufko**
	Michael Baker Int'l.	**Marc Luiken**
	Michael Baker Int'l.	**Karin McGillivray**
TAC ATTENDEES	Alaska Airlines	**Art Feitas**
	FAA-JNU Air Traffic Control Tower	**Ben Dodd**
	Alaska Seaplanes	**Andrew Miller**
	Alaska Seaplanes	**John Loverink**

Key Points Discussed

Safety Minute

- **Topic**: Wildfire preparedness.
- **Discussion:** Due to lower-than-average snowfall, the risk of wildfires has increased. Participants were advised to:
    - Know their evacuation routes.
    - Share their evacuation plans with family members.
    - Ensure essential items, such as medications, are ready to go in case of an emergency.

Meeting Agenda

- **Existing Conditions**: Review of current airport facilities and operations.
- **Aviation Forecast**: Discussion on future aviation demands and trends.
- **Facility Requirements**: Needs for future airport infrastructure.

Project Updates

- **Consultant Project Team Introductions**:
    - RaeAnne Hebnes (Project Manager), Philip Jufko (Lead Planner), Marc Luiken (Support), Karin McGililvray (Public Involvement).
- **Project Initiation:**
    - The project began in December with an initial phase focused on inventory and forecasting.
    - The team conducted a comprehensive review of existing airport facilities and operation.
    - The team is now moving towards alternatives analysis and public meetings.
- **Inventory and Forecast Phase:**
    - Detailed assessment of current airport infrastructure, including runways, taxiways, aprons, and terminal areas.
    - Collection of data on current aviation operations, passenger and cargo volumes, and aircraft types.
    - Development of an aviation forecast to predict future demand and trends.
- **Alternatives Analysis:**
    - The team is now moving towards analyzing different alternatives for airport development.
    - This phase involves evaluating various options for runway extensions, taxiway reconfigurations, and terminal expansions.
    - The goal is to identify the most feasible and effective solutions to meet future demands.
- **Working Papers:**
    - The team has prepared working papers outlining the findings from the inventory and forecast phase.
    - Participants are asked to review these papers and provide feedback by March 21, 2025.
    - The feedback will be used to refine the plans and ensure they address all concerns and requirements.

Existing Conditions

- **Facilities**
    - Overview of current airport facilities, including runways, taxiways, aprons, and terminal areas.
    - Discussion on the adequacy of these facilities to meet current and future demands.
- **Challenges**
    - Overview of current airport facilities, including runways, taxiways, aprons, and terminal areas.
    - Discussion on the adequacy of these facilities to meet current and future demands.

Aviation Forecast

- **Trends**:

- Growth in passenger and cargo operations.
- Impact of tourism on aviation demand.
- Changes in the aircraft fleet, including the introduction of new aircraft types.

- **Forecast Approval**:

    - Importance of obtaining FAA approval for the aviation forecast.
    - Adjustments made to the forecast to reflect accurate data and trends, particularly for helicopter operations.

Facility Requirements

- **Runway Extension**

    - Potential need for extending the runway to accommodate future aircraft.
    - Discussion on the feasibility and impact of such an extension.

- **Taxiways**:

    - Potential need for extending the runway to accommodate future aircraft.
    - Discussion on the feasibility and impact of such an extension.

- **Terminal Expansion**:

    - Potential need for extending the runway to accommodate future aircraft.
    - Discussion on the feasibility and impact of such an extension.

Main challenges

Airport Facility Needs:

- **Challenge**: Addressing the growing demand for airport facilities and operations.
- **Solution**: Reviewing existing conditions and planning for future infrastructure needs, including runway extensions and terminal expansions.

Aviation Forecast Accuracy:

- **Challenge**: Ensuring the aviation forecast is realistic and approved by the FAA.
- **Solution**: Adjusting forecast numbers to reflect accurate data and trends, particularly for helicopter operations.

Runway and Taxiway Configurations:

- **Challenge**: Maintaining safety and efficiency with current runway and taxiway layouts.

- **Solution**: Considering potential reconfigurations and extensions to meet future demands while addressing safety concerns.

Terminal Capacity:

- **Challenge**: Limited space in the terminal, particularly in the outbound baggage area and security screening.
- **Solution**: Planning for terminal expansion to accommodate increased passenger traffic and improve operational efficiency.

Environmental and External Factors:

- **Challenge**: Changes in the environment and external projects, such as the N Douglas crossing, impacting airport operations.
- **Solution**: Coordinating with external projects to ensure they do not preclude necessary airport developments.

These challenges highlight the need for careful planning and coordination to ensure the airport can meet future demands while maintaining safety and efficiency.

Next Steps

- **Public Involvement**
    - A public meeting is scheduled to gather input and feedback from the community.
    - The first public meeting is set for April 9, 2025, where the team will present the proposed plans and gather comments.
        - 6-8 PM Juneau International Airport
    - A technical meeting is also scheduled for April 10, 2025, to discuss detailed technical aspects and finalize plans.

- **Technical Meeting #3**: Scheduled for April 10, 2025.
- **Comments**: TAC to provide feedback on the working papers by March 21, 2025.

Action Items

- **Feedback**: Submit comments on the working papers.
- **Meetings**: Attend the upcoming public and technical meetings.
- **Document Sharing**: Consultant to create platform to share recording and presentation from today's meeting.

TECHNICAL ADVISORY COMMITTEE	MEETING #3	
DATE	April 10, 2025	
TEAMS INFO:	Join the meeting now Meeting ID: 295 078 166 743 Passcode: DX3jY3KN	
PROJECT ATTENDEES:	JNU Airport	**Patty Wahto**
	JNU Airport	**Ke Mell**
	JNU Airport	**Andres Delgado**
	Michael Baker Int'l.	**RaeAnne Hebnes**
	Michael Baker Int'l.	**Phil Jufko**
	Michael Baker Int'l.	**Marc Luiken**
	Michael Baker Int'l.	**Karin McGillivray**
	Coastal Helicopters	**Sarah Lowell**
TAC ATTENDEES	Northstar Helicopters	**Shannon Hasty**
	Alaska Seaplanes	**John Loverink**
		Ethan Berto

Key Points Discussed

Meeting Agenda

- **Alternatives Analysis**
- **Development Considerations**
- **Airfield Development and Airspace Considerations**
- **Terminal Area**
- **Northeast Development Area**
- **Northwest Development Area**

Alternative Analysis

- **Evaluation criteria used for Alternative Analysis**: Of the various criteria listed, emphasized achieving overall objectives, potential impacts these alternatives may have, the timing or construction phasing of each alternative, and the need to ensure they fit within the existing environmental conditions and stipulations from the original EIS.

Development Considerations

- **Overview of key environmental concerns**
- **Land use considerations**
- **Jordan Creek Greenbelt considerations**

Airfield Development

- **Based on the critical aircraft determination, Boeing 737-900, this alternative recommends:**
    - Shifting the entire runway to the east by 400' to accommodate a full 1000' standard Runway Safety Area on the west end of the runway.
    - Extending the runway east to 9200' to accommodate greater aircraft takeoff weights by the critical aircraft.
    - This will require extending the standard 1000' RSA to the east and moving the MALSR east as well.
- **Airspace Analysis of the Airfield alternative:**
    - Analysis of a One Engine Inoperative scenario with a required climb gradient of 62.5:1 is not impacted by the closest DOT&PF North Douglas Crossing alternative (Sunny Point Alternative).
- **Advantages and Disadvantages of extending the runway to the east:**

Alternative	Advantages	Disadvantages
Runway Extension	• Achieves 9,200-foot runway length requirement • Full length 1,000-foot RSAs are provided to resolve non-standard conditions. • The closest Juneau Douglas North Crossing (Sunny Point Alternatives) does not impact the proposed airfield development	• **Impacts to local environs (rerouting of streams)** • **Requires additional land acquisition** • **Requires relocation of MALSR and MALSF** • **Requires the relocation of Taxiway B, Taxiway B1, and Taxiway G** • **Runway markings, lighting, and visual aids to navigation will need to be removed and relocated.**

Terminal Area Development

- **Recommendations for the terminal area include:**
    - Extending the terminal to the east into the area currently used for rental car parking.
    - Reconfiguring the baggage handling system to increase capacity and efficiency
    - Two options to reconfigure the TSA queuing line to increase capacity and efficiency
    - Moving and constructing a new Air Traffic Control Tower east of the terminal in the space currently occupied by the Coastal Helicopter hangar, formerly the sand storage hangar.
    - Adding a four level parking garage to accommodate rental car parking, employee parking and passenger parking.
    - Adding 9600 SF of apron space NW of the terminal for future lease lot development

- **Advantages and Disadvantages for this alternative include:**

Alternative	Advantages	Disadvantages
Passenger Terminal Expansion	• **Provides for future long-term passenger terminal needs** • **An additional ADG-III parking position with a future PBB connection**	• **Requires the relocation of the rental car parking area** • **Future apron expansion has the potential to impact nearby helicopter operations.**
Baggage Makeup and Screening	• **Provides improved baggage induction belt access to inbound baggage screening area** • **Eliminated the need to manually transfer baggage via carts to screening area** • **Enhances baggage security through reduced manual handling of baggage**	• **Requires reconfiguration/relocation of airline offices**
Security Checkpoint Screening	• **Increases the queuing capacity to improve the overall efficiency of the security screening checkpoint**	• **Reduces the circulation area of the adjoining corridor (Option 1)** • **Requires the relocation of Food/Bar Concessions and reconfiguration of area to meet circulation requirements (Option 2)**

Northeast Area Development Area (NEDA)

- **Alternatives for the NEDA include:**
    - Moving the Alaska Air Cargo facility to this location and constructing a new 72,000 SF cargo facility; creating parking spaces for multiple 737 aircraft next to this facility.
    - Expanding the parking apron to approximately 150,000 SF with a geothermal loop to help with snow removal.
    - Creating a new 42,000 SF Maintenance, Repair, and Overhaul (MRO) facility to the east of the parking apron.

Northwest Development Area (NWDA)

- **Alternatives for the NWDA include:**
    - Adding 20,000 SF to the Airport Maintenance Facility
    - Demo'ing current aging hangars and building modern hangar facilities for GA aircraft and FBO use
    - Reconfiguring lease lots and building new hangar space to the west of Alex Holden Way.

Next Steps

- **Public Involvement**

    - Airport Board Meeting on 10 April
    - Assembly Presentation TBD (either May or June)

- **Technical Meeting #43**: Scheduled for June 19, 2025.
- **Comments**: TAC to provide feedback on the working papers by April 18, 2025.

Action Items

- **Feedback**: Submit comments on the working papers.
- **Meetings**: Attend the upcoming public and technical meetings.
- **Document Sharing**: MBI has created a SharePoint site and is posting all TAC meeting, meeting summaries, and other documents.

TAC Comments and Questions:

Patty Wahto (JNU Airport): Concerning the preferred alternative, it sounds more like an environmental document. She reminded the TAC that an EIS had already been accomplished and that future projects would likely fall under a NEPA Categorical Exclusion.

Patty Wahto (JNU Airport): Did the airspace analysis considered light poles on the bridge for the total bridge height.

Patty Wahto (JNU Airport): Impacts for the North Douglas Crossing may impact airspace related to proprietary RNP approaches.

Patty Wahto (JNU Airport): **T**here may be avigation issues that should be included in disadvantages.

Ke Mell (JNU Airport): With regards to RON spot #6, with the stair access, this spot almost immediately became a gate.

Patty Wahto (JNU Airport): During the summer, our gates are almost always filled.

Sarah Lowell (Coastal Helicopters): Concerning the ATCT move, should tenants begin looking for alternate lease space? I assume the airport would like to keep operators like us on the airport.

Ke Mell (JNU Airport): As an example of big picture thinking, when we did the parking lot expansion, we moved the drainage line to help keep our options open.

Patty Wahto (JNU Airport): We meet with TSA twice per year. Queuing lines can be 40 – 50 minutes which is outside TSA metrics. We continue to work with them on solutions.

John Loverink (Alaska SeaPlanes): How often does Alaska Airlines divert into JNU?

Ke Mell (JNU Airport): If the (North Douglas) crossing happens, then all of the area southeast of the airports comes into play.

Patty Wahto (JNU Airport): The airlines are more concerned about pile driving during bridge construction. May cause them to stop operations into JNU during construction. Recommend bringing this issue up in the Plan.

TECHNICAL ADVISORY COMMITTEE	MEETING #4	
DATE	June 19th, 2025	
TEAMS INFO:	Meeting ID: 277 946 682 411 Passcode: Ym9uM9kV	
PROJECT ATTENDEES:	JNU Airport	**Ke Mell**
	JNU Airport	**Andres Delgado**
	Michael Baker International	**RaeAnne Hebnes**
	Michael Baker International	**Phil Jufko**
	Michael Baker International	**Marc Luiken**
TAC ATTENDEES	Coastal Helicopters	**Sarah Lowell**
	Survey Point Holdings	**Ethan Berto**
	Alaska Seaplanes	**Jodi Garza**
		Andrew Miller

Key Points Discussed

Meeting Agenda

- **Refined Alternatives**
- **Environmental Overview**
- **Implementation Plan**
- **Next Steps**

Refined Alternatives

Based on input from Juneau International Airport staff, the Technical Advisory Committee (TAC), and comments from the public, refinements to the alternatives are needed to address issues raised or direction received during the review process.

Airfield Development

Instrument Approach Improvements: The preferred airport development plan includes improving instrumentation designed to improve approach procedures for Runway 8-26 to support aeronautical operations at JNU. There are long-term plans to extend the runway to the east. After Runway 8-26 is shifted and extended, the runway extension will maintain the high intensity runway lighting (HIRL); however, runway end identifier lights (REILs) and the MALSR will need to be relocated.

Airfield System Development: The preferred airfield development includes the shift and extension of Runway 8-26. The runway will be extended 343 feet to reach a total length of 9,200 feet. The team looked at the closest Juneau North Douglas Crossing option, the Sunny Point Alternatives and determined the minimum approach elevation based on one-engine out operations. This elevation provides the maximum elevation of any bridge element including the vehicles. The runway thresholds will be relocated to meet runway safety area (RSA) per FAA Airport Circular guidance and future runway length requirements. The runway extension also requires that parallel Taxiway A be extended to connect with the future thresholds. The extension of Taxiway A

will maintain a taxiway centerline to runway centerline separation of 400 feet. Existing Taxiway B1 will need to be relocated to avoid direct access between the Northwest Development Area and the runway. The preferred airport development plan also recommends that all taxiway connections to Runway 8-26 are constructed in accordance with TDG–3 design standards.

Terminal Development

Passenger Terminal:

- Conduct a Terminal Area Planning Study within the next five years to better determine the development triggers and phasing associated with the future expansion of the passenger terminal**.**
- Reconfigure the ticketing area to accommodate the expansion of the existing baggage induction belt to serve Delta Airlines**.**
- Based on input received from the TAC to improve efficiency and throughput capacity the preferred option includes an additional security screening lane and reconfigured passenger queue to achieve this goal. Concessions will move into space occupied by the Alaska Room to accommodate this option.
- To accommodate future passenger demand during the 20-year planning period, the final recommendation is to expand the passenger departure lounge to accommodate 528 seats.
- The ultimate configuration shows extending the terminal to the east, adding two additional passenger boarding bridges and gates which will displace the rental car parking lot. This will drive the need for additional parking, potentially a parking garage in the location of the existing parking lot. It will also support the potential relocation of the FAA Air Traffic Control Tower to the east of the proposed terminal expansion. These movements to the east will affect the existing Coastal Helicopters lease space. This was brought up during the last TAC meeting and the feedback received from Coastal led to a recommendation which is covered in the Northeast Development Plan.

Aircraft Parking

- Part 121 apron will include a new Passenger Boarding Bridge (PBB) for existing Gate 6, and also provide an additional Gate 7 with a PBB with the extension of the terminal facility to the east.

Q: Ethan Berto (Survey Point Holdings): I remember a proposal for Gate 6, but is Gate 7 new to this plan?

A: Phil Jufko (MBI): As we looked at previous studies, Gate 7 was already envisioned as part of the terminal expansion to the east.

Response: Ethan Berto (Survey Point Holdings): Our concern is the constant encroachment from the airport owner on our lease holdings. We also have concern about the "solution" proposed in the Northeast Development Plan. It may not work for all helicopter operators.

Northeast Development Area

Alaska Airlines Cargo: Based upon feedback from airport staff and the TAC, it was determined that the future 75,000 sq. ft. Alaska Airlines cargo facility with a 150,000 sq. ft apron and supporting activities would be one of the leading considerations influencing the preferred development of this area.

Additional Facilities: This configuration shows additional space to the east of the cargo facility for a Maintenance and Repair Operation (MRO) facility and also hangars east of the apron to accommodate additional tenants. This will also accommodate TDG-III aircraft movement on and through the apron.

Additional Helicopter Operations: We propose additional airfield apron and hangar facilities to the east of the current TEMSCO helicopter operation. We want to reserve this space for aviation use in the future. We also recommend reserving space to support additional helicopter operations in the future.

Q: Ethan Berto (Survey Point Holdings): We've been through a number of these processes and we continue to say that this area does not work for co-locating multiple helicopter operations. A safety standpoint, we have a Letter of Agreement (LOA) with the tower for separation of aircraft and we abide by that and it works great. Collocating this close together would cause delays and departures and conflicting airspace issues. We've been told safety is a top priority and we continue to tell consultants this option does not work from a safety standpoint for helicopter operations.

A: Ke Mell (JNU) and Phil Jufko(MBI): We'd like to consider spacing between operations. What is the minimum spacing?

Ethan Berto (Survey Point Holdings): I think it would be good to have a separate meeting with the helicopter operators to develop other alternatives. Several studies have looked at alternatives including on the south side of the airport.

A: Phil Jufko (MBI): Our team would be willing to have a separate meeting to discuss other options/alternatives for the helicopters.

Northwest Development Area

New Hangars: Replace aging hangars with new box hangars and T-hangars.

Float Plane Access Road: Reconfigure this road to accommodate 6 new box hangars and 5 more T-hangars. Designed to show what might be possible to maximize development in this area.

Fuel Farm Access Road: Construct a new Fuel Farm Access Road to provide direct access to airfield facilities.

Snow Removal Equipment Building (SREB): Consolidate existing airport maintenance facilities into a new 20,000 sq. ft. addition to the SREB. Keep overflow apron parking in front of SREB to meet aircraft parking needs during peak periods.

Emergency Vehicle Access Road: Extend the emergency vehicle access road east of the float pond to complete this road around the airport.

Overview of key environmental concerns

- **Land use considerations**

Projects that are recommended on existing airport facilities will likely be less NEPA intensive as these areas are already disturbed. Projects on airport-owned land that has not previously been developed will present more challenging NEPA documentation. There are still a lot of what appear to be remnant wetland patches and some waterways running across the airport.

Most of the projects will likely fall under NEPA Categorical Exclusion action. Three on the list are likely to automatically default to environmental assessment, runway extension being the largest impact. Extending the runway is going to be a big lift. Based on the overall footprint, whether extending beyond airport boundaries or if there is a sizeable enough footprint that requires a lot of infill into what appear to be wetlands, would fall under regulations of the Army Corps of Engineers.

Additionally, the Mendenhall State Game Refuge (MSGR) presents the most serious impediments to development and hurdles to overcome. Specifically, section 4(f) of the USDOT Act of 1966. Section 4(f) is essentially a threshold that must be cleared demonstrating everything possible has been done to avoid and minimize impacts to the protected resource – in this case the MSGR. If it is still unavoidable, then the resource must be made whole. The Department of Fish and Game Commissioner would sign a best interest finding that essentially says, “yes, we're allowing extensions to the runway, we're sacrificing some of MSGR, but we're getting something in return that overall, we believe will balance out to no net impact.” So, the positives and the negatives balance out.

There is certainly a strong argument to combine some of the projects into one larger project all conducted under one single environmental assessment rather than a whole series of smaller categorical exclusions. Especially those that are pushing out towards that east side and going into MSGR, this might be best done in one document.

The list of permits that can be expected with many, but not all, of the projects are:

- Corps of Engineers Section 404 permit
- AK Department of Environmental Conservation Section 401 Water Quality Certification

- AK Department of Fish & Game Title 16 permit
- AK State Historic Preservation Office Section 106 consultation

The US Army Corps of Engineers Section 404 Permit is required for fill into wetlands. In addition, AK Department of Environmental Conservation's Section 401 water quality certification piggybacks with the 404, saying there will be impact to adjacent water quality with filling in these wetlands.

Some of the projects are on or near Jordan Creek or Duck Creek. These projects will require involvement from the Department Fish and Game, including a Title 16 fish habitat permit.

State Historic Preservation Office (SHPO) section 106; requires investigation into whether a facility on the airport or in an area you wish to develop must be listed on the National Register of Historic Places. It's part of the process. We have to look at them, but it appears the SHPO process is probably not going to be a big issue.

Finally, Department of Environmental Conservation; there are about 1/2 a dozen known contaminated sites, some of which are active contaminated sites on or around the airport. At least one or two of them are PFAS concerns, and most of the others have various hydrocarbon spills. The Environmental Overview is put into the master plan to help determine the extent of environmental effort needed for each project.

Q: Jodi Garza (Alaska Seaplanes): So we talked about our impact on the environment, but what about the environment impact on the airport? You know, flooding and the washing away the runway. Is there anything in the master plan for mitigation of the changing environment?

A: Phil Jufko (MBI): If you mean rip rap or armor rock to harden against the Mendenhall River, I could see that happening during the design phase of one of these projects. Ke mentioned the airport is already looking at sustainable and resilient solutions. Sustainability is something we look at for every project, especially for airports in Alaska.

Implementation Plan

We've broken up the projects into three term lines, short term, which is pretty much happening right now to about 2028

For the short-term planning period, we've got about 26 projects. As was mentioned, some of these projects were identified through the master planning process, some of them are already part of the airport's CIP program. Some of them were confirmed and we are updating costs as we go along.

Key projects that are scheduled on a regular basis, whether short, mid or long term include constant rehabilitation at the prescribed times for pavements, runway, taxiways and aprons.

Additional projects scheduled outside the 20-year planning window include Gate 7, the ATCT relocation, and parking garage as examples that have already been discussed. They are shown on the plan so additional planning can take place. These projects also provide a starting point for the next Master Plan Update in approximately 10 years.

Eligible and ineligible projects categorized by the FAA. The list of these projects can be found in Chapter 8, Table 8-2. This helps the airport plan for how to pay for and prioritize future projects in the Capital Improvement plan. Chapter 8 is still a work in progress.

Q: Jodi Garza (Alaska Seaplanes): I was wondering, you mentioned Juneau was in a good place to receive FAA funding. Can you expound on that?

A: Phil Jufko (MBI): The fact the airport keeps their Master Plan and Airport Layout Plan updated, ensures they are ready to receive FAA funding, especially when another airport may not be ready and extra funding becomes available. Additionally, as Patrick mentioned, when pre-engineering and environmental documents are accomplished early, this puts an airport in a place where they have "shovel ready" projects and makes it attractive for FAA to fund.

Follow up: Marc Luiken (MBI): The other fact that puts Juneau in a good place for funding is they are municipality owned versus state owned. This means they compete separately for FAA funding rather than be bunched in with all of the other state-owned airports when it comes to FAA funding.

Q: Sarah Lowell (Coastal Helicopters): My question has to do with expansion. Where does the data come from that is used to determine the need for more gates?

A: Phil Jufko (MBI): If we're starting from scratch we look at peak operating periods in the schedule. Where we see three, four, or more aircraft scheduled to be at gates nearly simultaneously. Then there are those times when all gates are full, this is more due to unscheduled events, like weather, or aircraft mechanical issues. Airport operations help sort out where to put aircraft when things get busy. So, we look at historical data on the number of times peaking has happened, how many aircraft, how many passengers, all of that data goes into determining the size of the terminal departure lounge and the number of gates needed to service aircraft. Since it has been some time since that was done, a Terminal Area Planning Study is one of the recommendations of this plan.

Q: Sarah Lowell (Coastal Helicopters): Where are you getting this passenger data. Is it enplanements?

A: Phil Jufko (MBI): It's two sources. It's operations; how many flights per day and when are they scheduled? Second, aircraft capability and capacity, along with load factors. For Juneau, that will be Boeing 737s.

Q: Sarah Lowell (Coastal Helicopters): Do you include helicopter enplanements in these numbers?

A: Phil Jufko (MBI): No, helicopter enplanements are not counted when considering airport terminal capacity, because they are not operating from the terminal. However, we would consider Alaska Seaplanes operations and enplanements since they are operating out of the terminal.

Next Steps

Please provide feedback and any comments on the working paper associated with Chapters 6-8 by July 3rd.

The Aeronautical Survey phase of the project is currently underway. The data gathered from this survey will allow the ALP to be updated. Once the draft ALP is completed, it will be submitted to the FAA for approval and acceptance.

The full draft Master Plan update will be ready to publish on the airport webpage shortly after the July 4th weekend. However, another meeting to speak with the helicopter operators about future locations may delay publication.

Once the FAA has approved and accepted the forecast and the ALP, this will wrap up the Master Plan Update. The team anticipates completing the project by the end of 2025.

End of meeting.

PUBLIC OPEN HOUSE	MEETING #1
DATE	April 9, 2025
TIME	6 to 8 pm
GROUP	Public, see sign in sheet
LOCATION	Alaska Room, Juneau Int'l Airport
ATTENDANCE	
STAFF PRESENT	JNU: Ke Mell, Andres Delgado Micheal Baker: RaeAnne Hebnes, Phil Jufko, Caitlyn Frye
PUBLIC	4 People signed in
COMMENTS	No written comments were received.

Outreach

Date	Method	Description
4/3/25	*Juneau Empire* print advertisement	Display style advertisement ran in local newspaper
4/7/25	Airport Website	Meeting notice posted on airport website
4/8/25	Social Media	Meeting notice posted
4/9/25	Flyer	Posted around airport

Open House Summary

Team members described the project to open house attendees, providing a tour of the display boards and highlighting key items that each board represented.

Open House Materials

Eight display boards were stationed throughout the room. The boards showed Airfield Development, Terminal Building Improvements for the 1st and 2nd floors, Terminal Area Development, Northwest Area Development, Northeast Area Development, the Aviation Forecast, and Project Schedule. A welcome board was positioned outside of the Alaska Room.

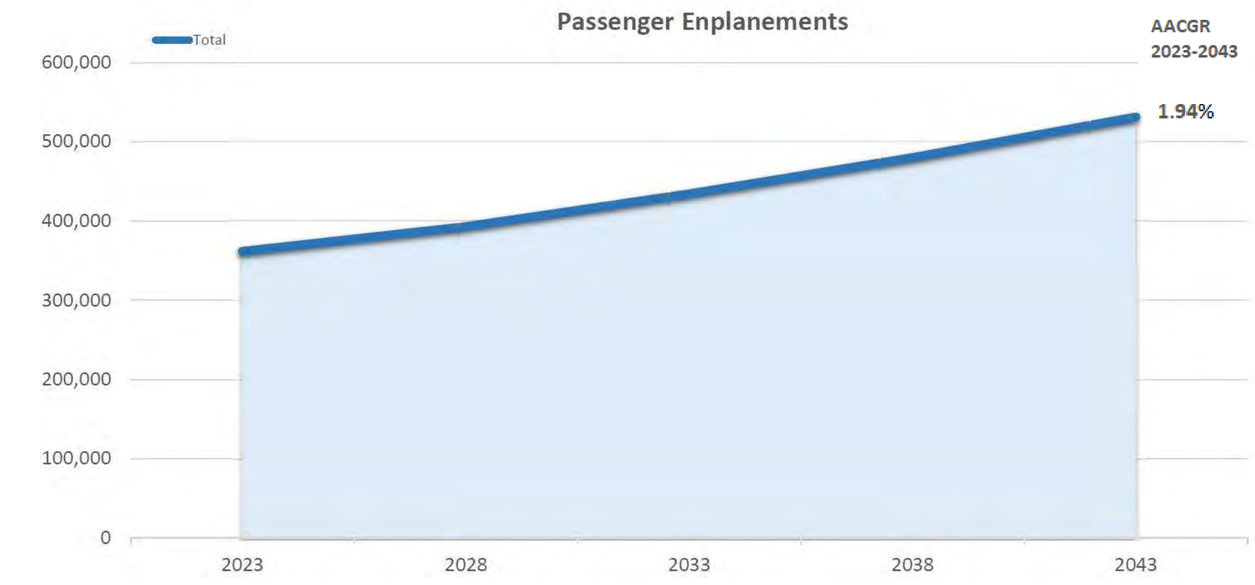
WELCOME to the

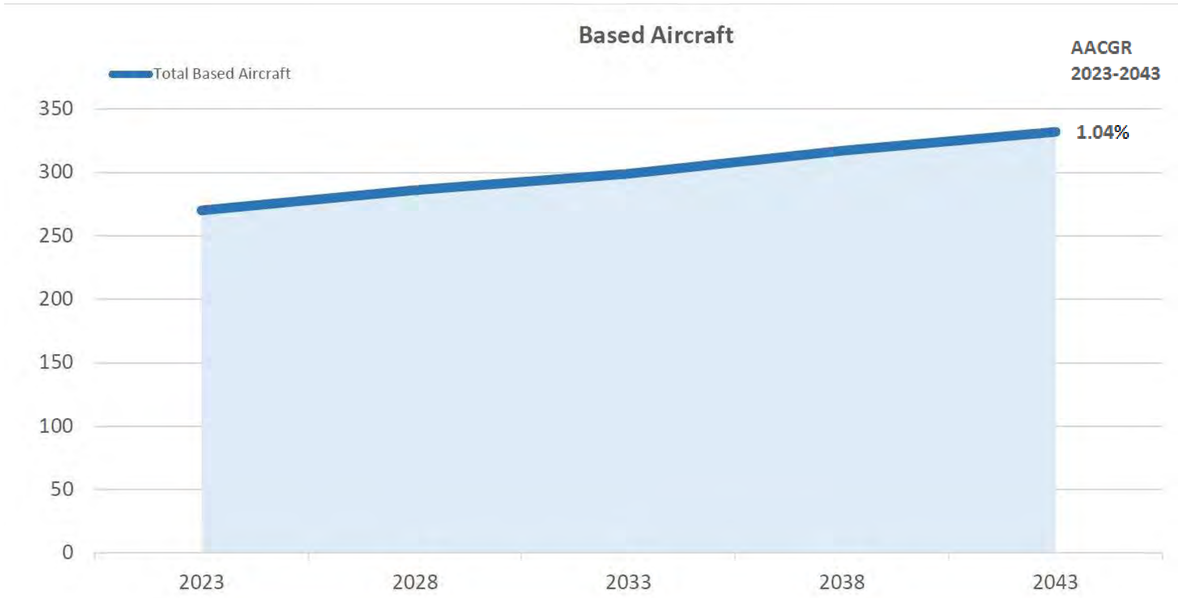
JUNEAU
INTERNATIONAL AIRPORT
ALASKA'S CAPITAL CITY

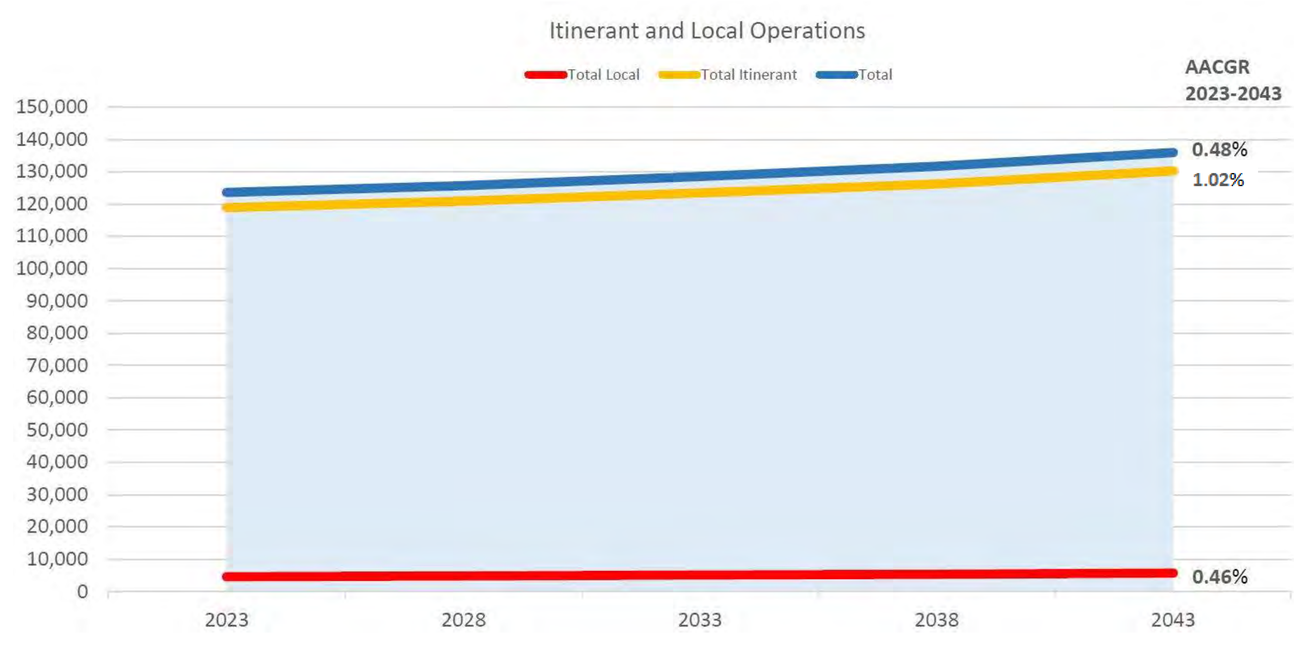
Juneau International Airport Master Plan

Public Meeting

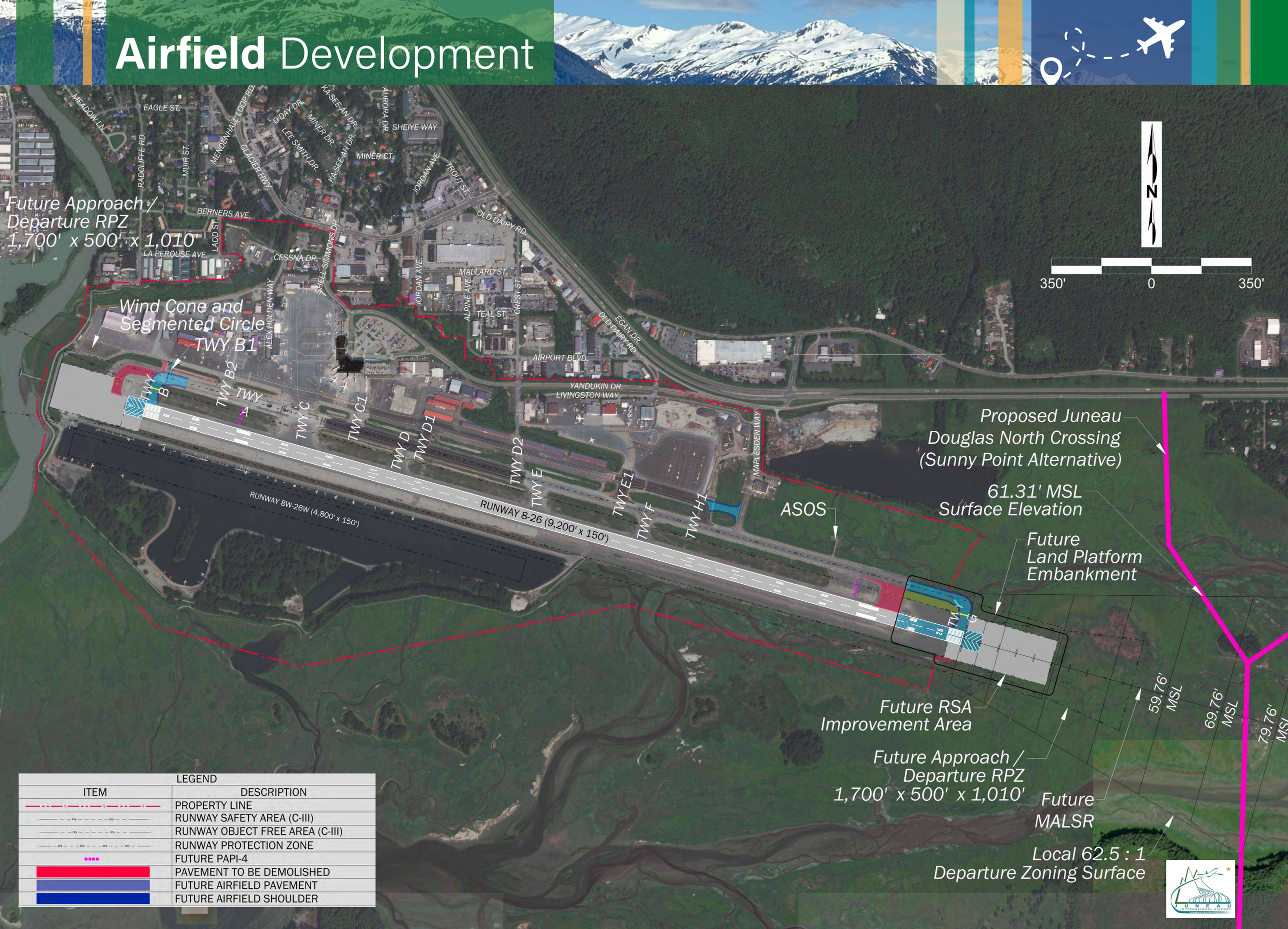
Aviation Forecast Summary







Airfield Development



LEGEND	
ITEM	DESCRIPTION
	PROPERTY LINE
	RUNWAY SAFETY AREA (C-III)
	RUNWAY OBJECT FREE AREA (C-III)
	RUNWAY PROTECTION ZONE
	FUTURE PAPI-4
	PAVEMENT TO BE DEMOLISHED
	FUTURE AIRFIELD PAVEMENT
	FUTURE AIRFIELD SHOULDER

Northeast Development Area

LEGEND	
ITEM	DESCRIPTION
	PROPERTY LINE
RSA	RUNWAY SAFETY AREA (C-III)
OFA	RUNWAY OBJECT FREE AREA (C-III)
	FUTURE BUILDING
	FUTURE ACCESS AND PARKING
	FUTURE AIRFIELD PAVEMENT

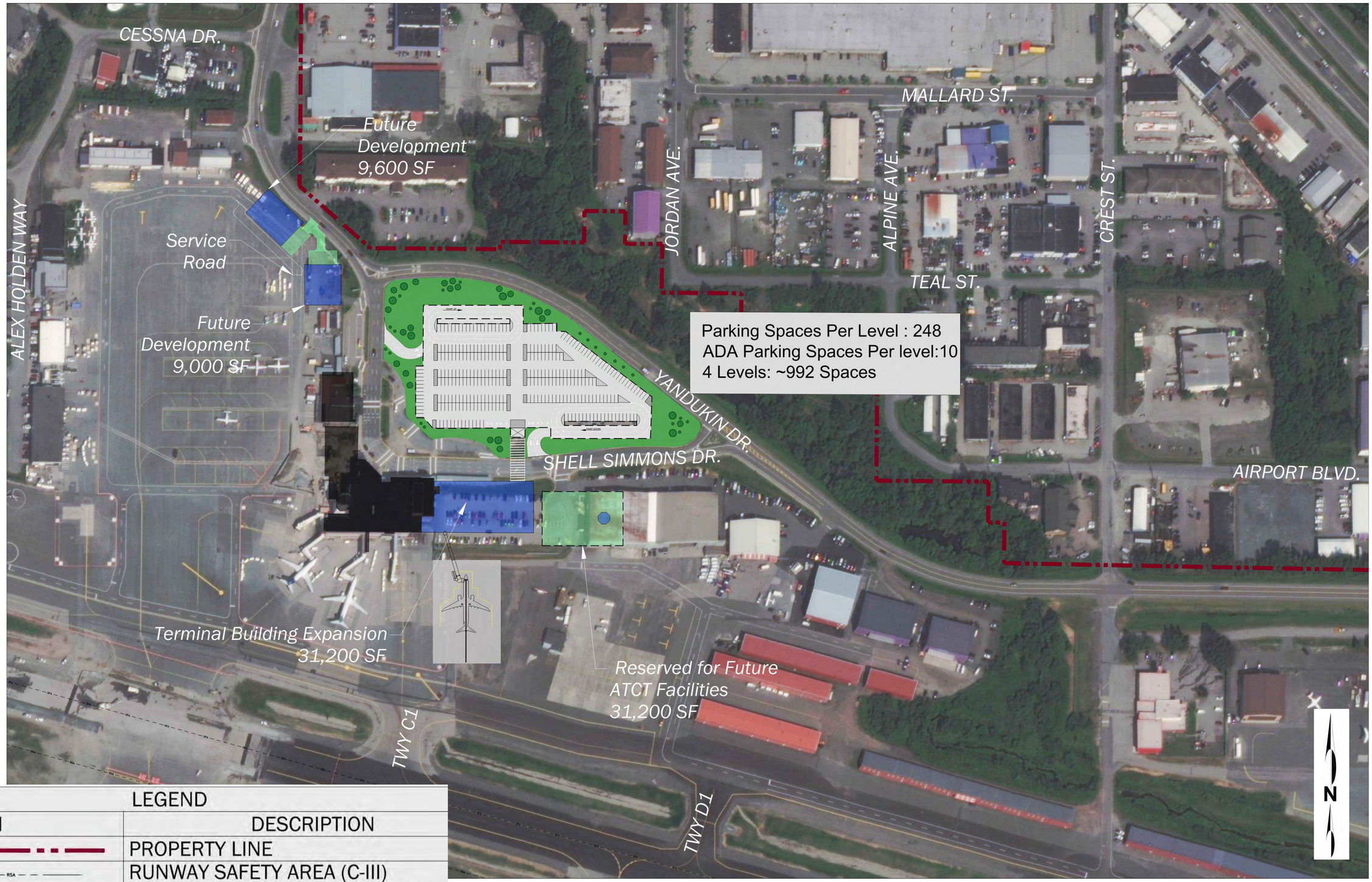
JUNEAU INTERNATIONAL AIRPORT
ALASKA'S CAPITAL CITY

Northwest Development Area

LEGEND	
ITEM	DESCRIPTION
	PROPERTY LINE
RSA RSA RSA RSA	RUNWAY SAFETY AREA (C-III)
OFA OFA OFA OFA	RUNWAY OBJECT FREE AREA (C-III)
	FUTURE BUILDING
	FUTURE ACCESS AND PARKING
	FUTURE AIRFIELD PAVEMENT

JUNEAU INTERNATIONAL AIRPORT
ALASKA'S CAPITAL CITY

Terminal Area Development

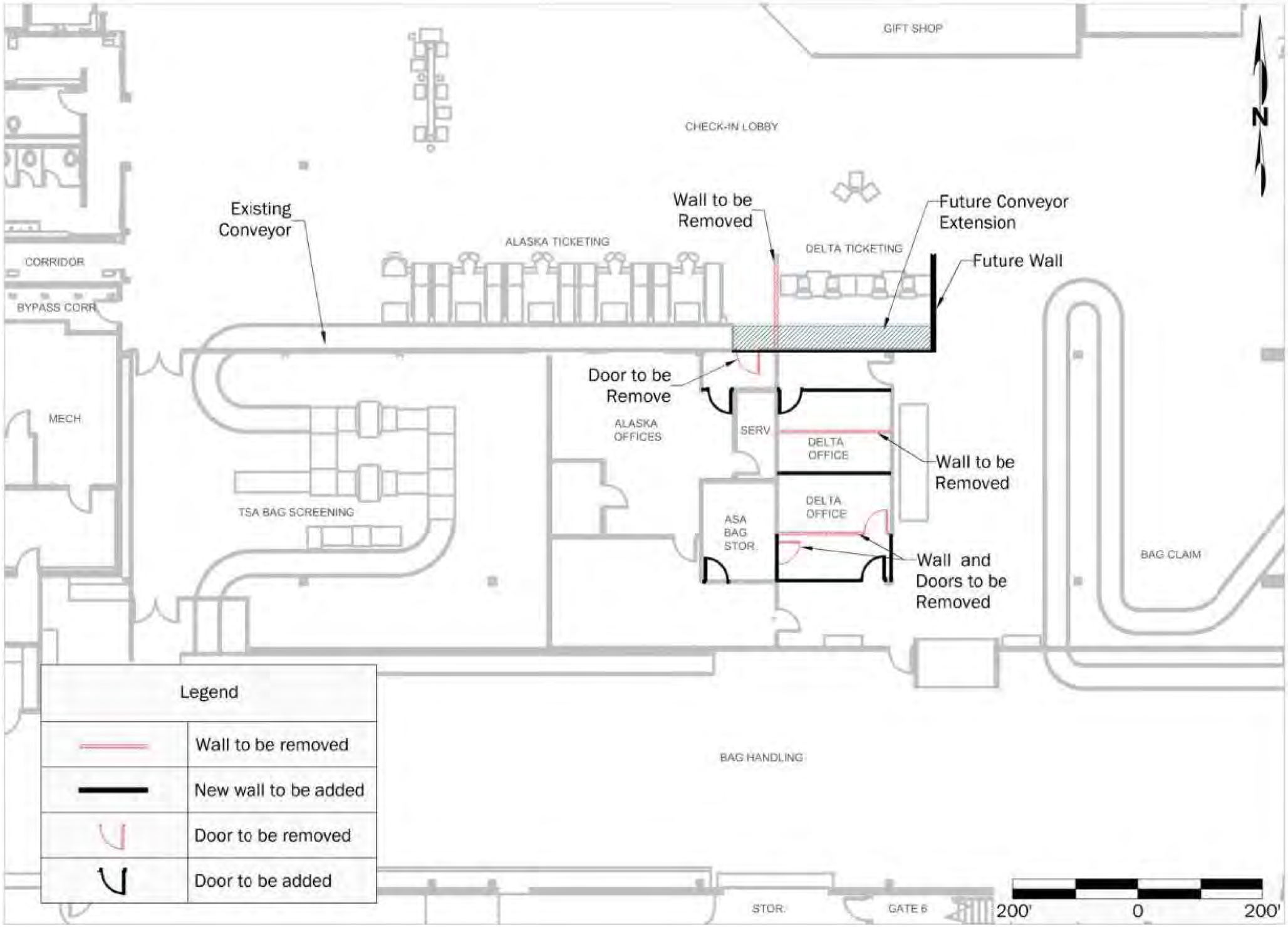


LEGEND	
ITEM	DESCRIPTION
	PROPERTY LINE
RSA	RUNWAY SAFETY AREA (C-III)
OFA	RUNWAY OBJECT FREE AREA (C-III)
	FUTURE BUILDING
	FUTURE ACCESS AND PARKING
	GRASS
	GARAGE

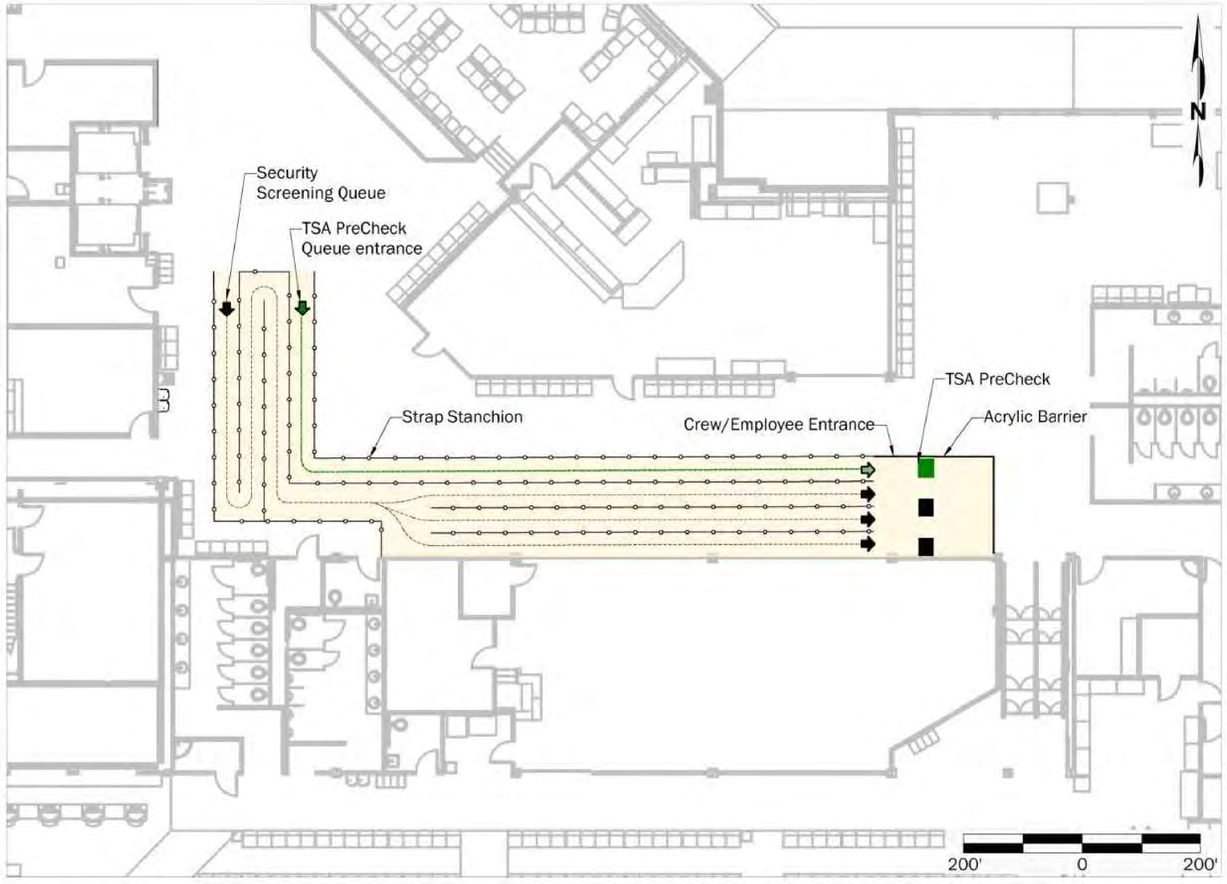
JUNEAU INTERNATIONAL AIRPORT
ALASKA'S CAPITAL CITY

Passenger Terminal Development

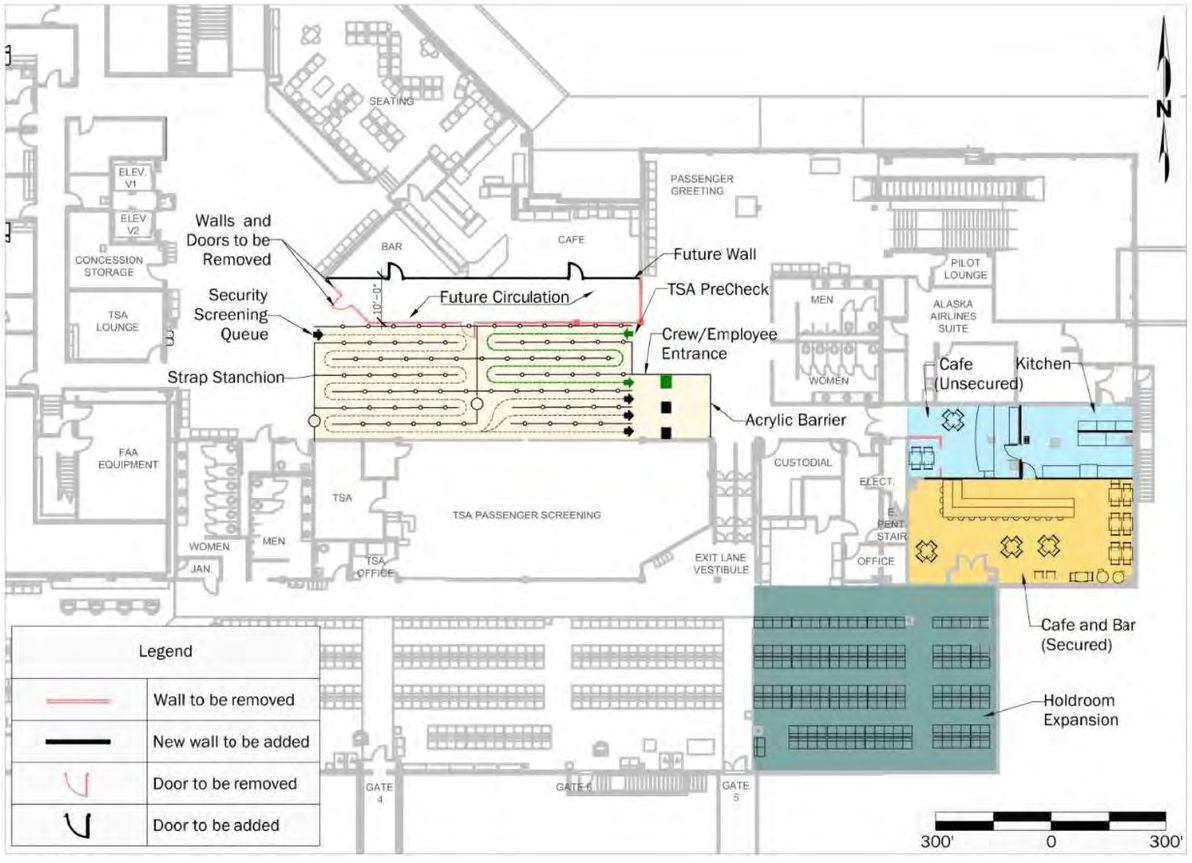
Level 1



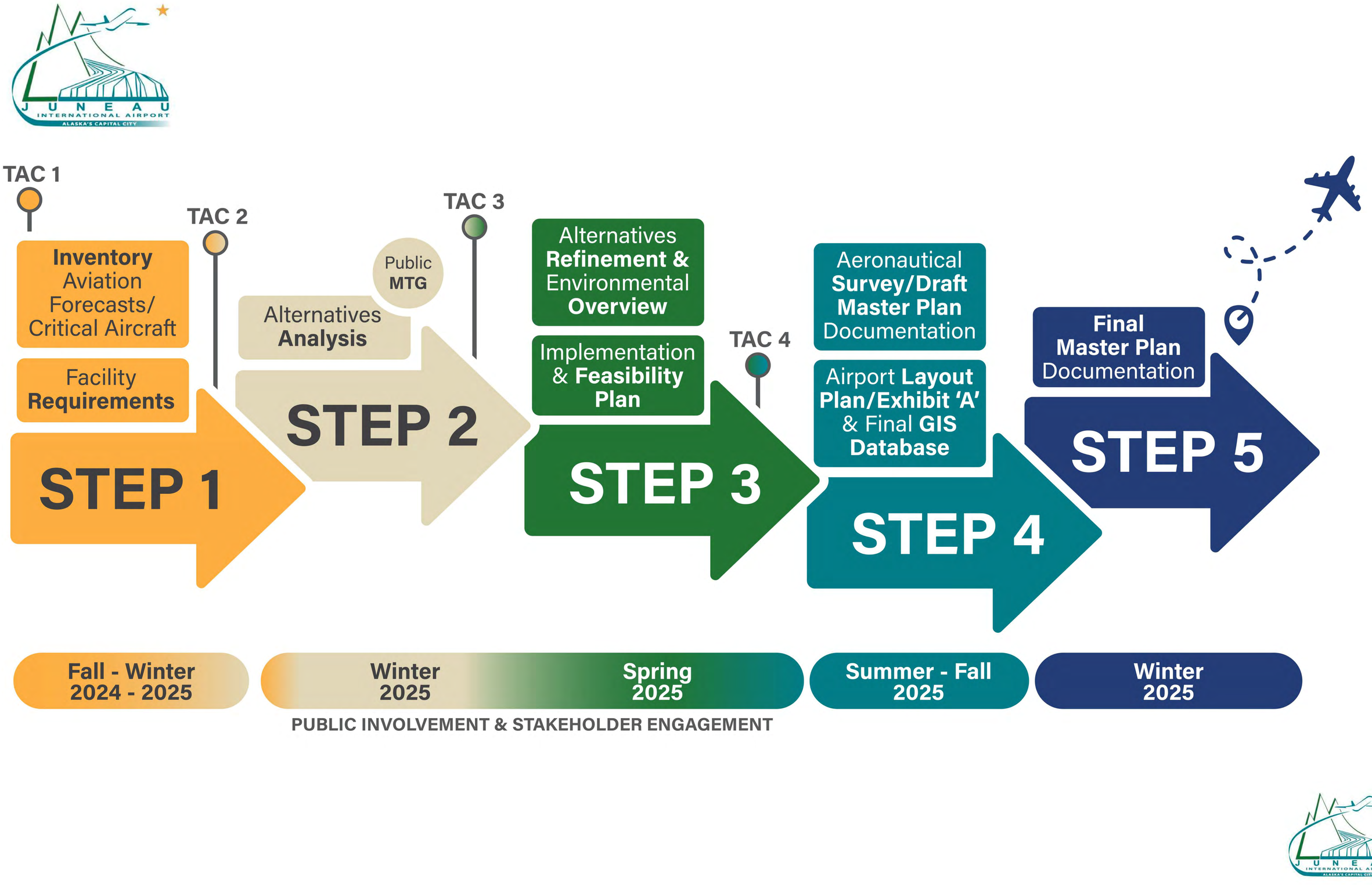
Level 2: Option 1



Level 2: Option 2



Schedule


TAC 1
TAC 2
TAC 3
TAC 4
Inventory Aviation Forecasts/ Critical Aircraft
Facility Requirements
STEP 1
Public MTG
Alternatives Analysis
STEP 2
Alternatives Refinement & Environmental Overview
Implementation & Feasibility Plan
STEP 3
Aeronautical Survey/Draft Master Plan Documentation
Airport Layout Plan/Exhibit 'A' & Final GIS Database
STEP 4
Final Master Plan Documentation
STEP 5
Fall - Winter 2024 - 2025
Winter 2025
Spring 2025
Summer - Fall 2025
Winter 2025
PUBLIC INVOLVEMENT & STAKEHOLDER ENGAGEMENT

Michael Baker INTERNATIONAL

We Make a Difference

Juneau International Airport Master Plan Update

Juneau International Airport Board

April 10, 2025

Agenda

- Welcome and Introductions
- Master Planning Process
- Schedule
- Work Completed
- Public Involvement
  - Website
  - Technical Advisory Committee
  - Public Open House
  - CBJ Assembly
- Work Underway/Work Remaining
  - Aeronautical Survey
  - Airport Layout Plan Drawing Set/
    Exhibit "A" Property Inventory Map Update
- Questions

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Master Planning Process

Juneau International Airport

What is a Master Plan?

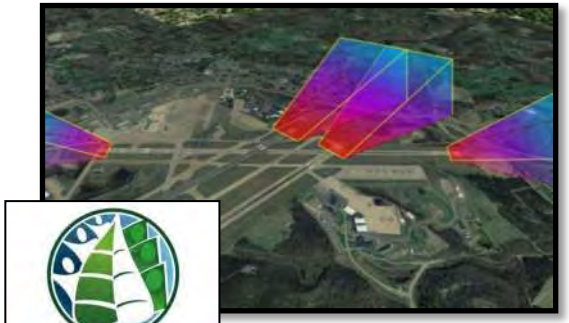
- Projection of the Airport's ultimate growth over a 20-year timeframe
- Plan for the ultimate development of physical facilities
- Development guide, including timing and costs, that considers adjacent land uses and environmental issues
- Step-by-step description of the logic used in formulating the plan
- Display of the plan in graphical and written form
- Positions the Airport to compete for FAA funding

Major Objectives

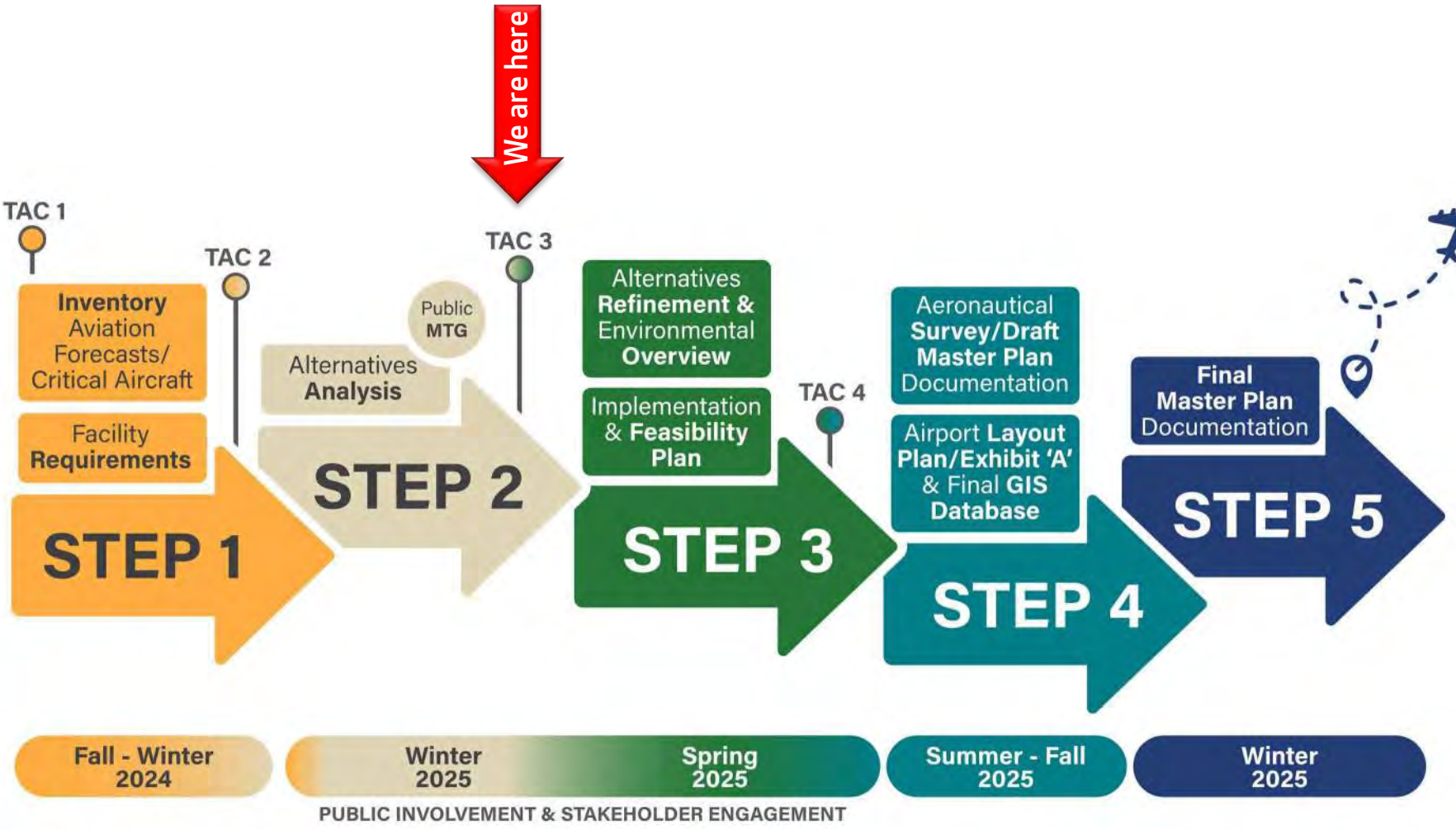
- Optimize the operational efficiency, effectiveness, capability and safety of the airport
- Enhance the economic and social value of the airport
- Meet the long-range aviation needs of the community
- Ensure that current and future airport plans are environmentally compatible and in harmony with local and regional plans and objectives
- Provide planning options that are consistent with these project goals

Airport Master Planning Issues

- Recommendations from previous planning efforts
- Changes since previous master plan
- Changes in FAA Airport Design guidance
- Aerial survey and mapping IAW FAA's Airports Geographic Information System
- Airspace and land use compatibility
- Optimize land utilization
- Maximize revenue opportunities
- Sustainable solutions for the future



Master Planning Process



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Work Completed

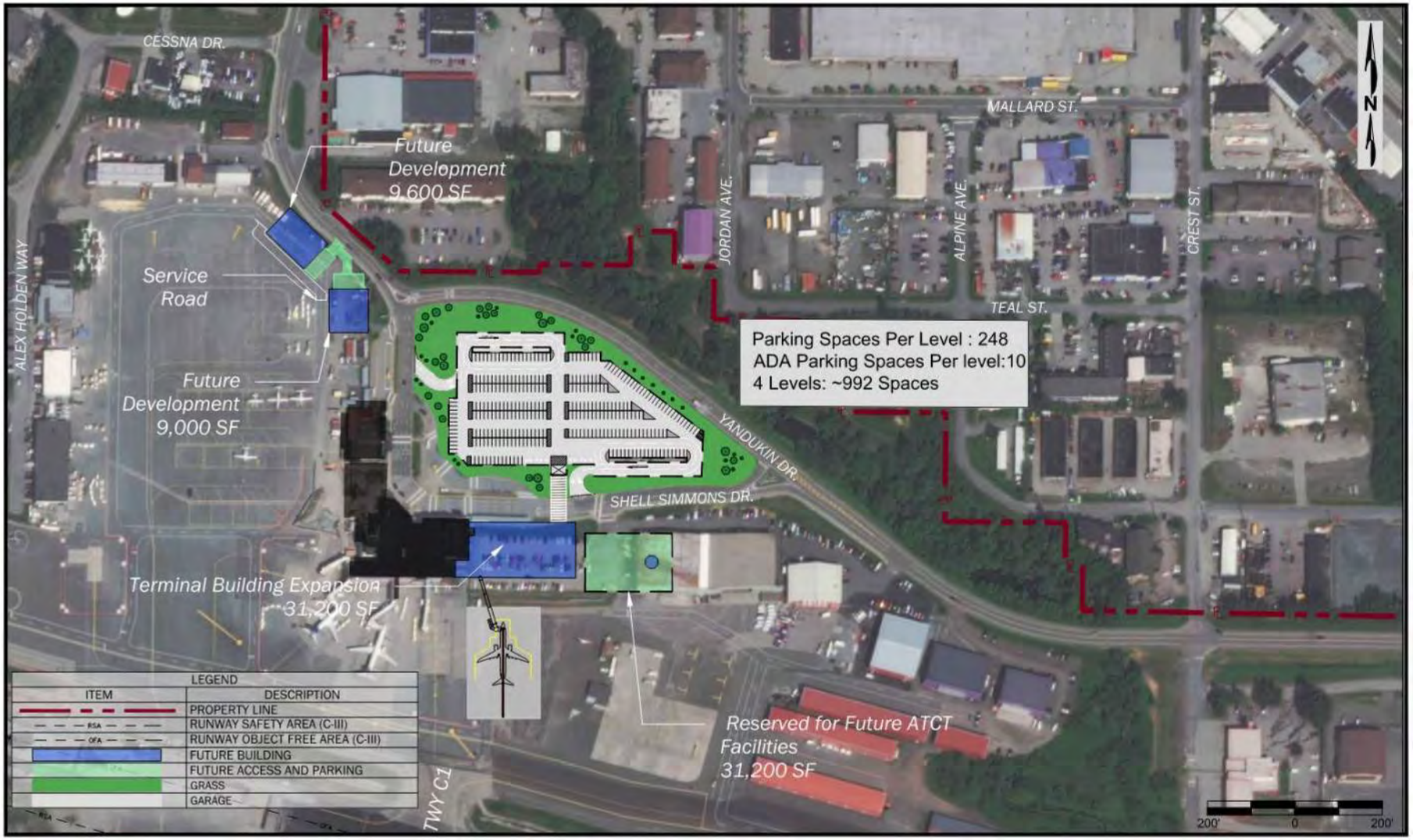
Juneau International Airport

Overview of Airport Facility

- Small-hub commercial service airport
  - 662 acres
- Runways capable of handling commercial and float plane aircraft
  - Runway 8-26 – 8,857' x 150'
  - Runway 8W-26W – 4,000 x 150'
- Airport Traffic Control Tower
- Non-precision instrument approaches
- Cargo/ground handling, fueling, Fixed Base Operator and aircraft maintenance services
- Air cargo service to meet logistics and distribution needs
- General aviation facilities

Airfield Analysis

Terminal Area Development



Northeast Development Area

Northwest Development Area

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Public Involvement Process

Juneau International Airport

Public Involvement

- Technical Advisory Committee
  - Diverse group of key stakeholders
  - Review meetings at key milestones
  - Role: Provide advisory input related to aviation, community, planning and legal issues

- Public Open House Meeting
- Project Status Briefings
  - Airport Board
  - City/Burrough of Juneau
  - Local Organizations

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Remaining Work

Juneau International Airport

Working Papers

- **Working Paper 4**
  - Alternative Refinement
  - Environmental Overview
- **Working Paper 5**
  - Implementation Plan
- **Final Technical Report**

ALP/Exhibit "A" Update

- Aeronautical Survey and Mapping
  - June 2025 – Dictated by Weather Conditions
  - Required by FAA to maintain updated Airport Geographic Information System (AGIS)
- Airport Layout Plan Drawing Set Update
- Exhibit "A" Property Inventory Map Update
- ALP is approved by the FAA

Your thoughts . . .

APPENDIX B. AGENCY COORDINATION

ASSEMBLY PUBLIC WORKS AND FACILITIES COMMITTEE MINUTES - DRAFT

June 2, 2025 at 12:10 PM

Assembly Chambers/Zoom Webinar

https://juneau.zoom.us/j/91849897300 or 1-669-900-6833 Webinar ID: 918 4989 7300

A. CALL TO ORDER

B. LAND ACKNOWLEDGEMENT

We would like to acknowledge that the City and Borough of Juneau is on Tlingit land, and wish to honor the indigenous people of this land. For more than ten thousand years, Alaska Native people have been and continue to be integral to the well-being of our community. We are grateful to be in this place, a part of this community, and to honor the culture, traditions, and resilience of the Tlingit people. Gunalchéesh!

C. ROLL CALL

Members Present In-Person: Chair Hughes-Skandijs; Ms. Hall, Mr. Kelly, Mayor Beth Weldon

Members Present Via Zoom: Mr. Smith

CBJ Staff Present: EPW Director Denise Koch, EPW Deputy Director Nate Rumsey, Grant Manager Ashley Heimbigner, Airport Manager Dave Palmer, Airport Architect Ke Mell, John Bohan Chief CIKP Engineer John Bohan, Utilities Superintendent Brian McGuire, Administrative Officer Breckan Hendricks, Meeting Clerk Kevin Allen, Tourism Manager "Alix" Alexandra Pierce.

Others: Planning Commissioner David Epstein (Zoom)

D. APPROVAL OF AGENDA - Agenda was approved.

E. APPROVAL OF MINUTES

1. April 21, 2025 - Regular Meeting - Approved with no changes.

F. ITEMS FOR ACTION

1. Funds Transfer Request to the Marine Park CIP (P41-105) from the Waterfront Seawalk CIP (H51-113) - Action Requested

   Director Koch explained that this is a request for $3.5 million from the Waterfront Seawalk CIP to the Marine Park CIP, and the total project is anticipated to cost a little over $10 million. She expressed that with this transfer request they would have enough funds to go out to RFP this summer.

   Mayor Weldon asked what they are doing for $10 million.

   Ms. Pierce responded that marine construction tends to be expensive. She said they are still moving forward with the design that went through public process and was viewed by the Assembly. She noted that this should have been taken care of in the Marine Passenger Fee budget, but a miscommunication between staff on the line item amount for Marine Park was the reason it was not. She added it is also a complete renovation of the park, and they got a lot of public feedback about a new performance space. She stated that the park will be reconfigured to allow for more gathering and seating.

   Mayor Weldon asked if this would delay or cause any problems with Seawalk.

   Ms. Pierce answered no, it would not cause any delays, as they are still in design with that project and they have a lot of permitting and coordination to get through before making any construction decisions.

Chair Hughes-Skandijs voiced that she was on the project page today to review the design documents and amount of public process that occurred. She inquired if they have funds pulled and will be talking about going out to bid this summer if they would be going out to bid for construction.

Ms. Pierce responded yes, the next step is bidding for construction, but did not know if the current design documents on the project page are updated.

Chair Hughes-Skandijs asked if they start going to bid at 30%, as that is what the project page stated they were at.

Ms. Pierce answered that she believes they are further along than 30% and they are ready for bid.

Chair Hughes-Skandijs understood there was a miscommunication with staff going through the budget process, but guessed this was not the first time they have transferred money out of the Seawalk, because they continuously put Marine Passenger Fees in there, as that is a long term and community goal to work on those future alignments. She voiced concern about the policy choice to continuously move money out of the Seawalk, because over time it will not be building up, which would make them more reliant on a large revenue bond or another funding mechanism in the future.

Ms. Pierce responded that in the Marine Passenger Fee budget they have a big chunk of money for Shore Power and that CIP has a lot of money in it and they have the Seawalk. She stated that Seawalk is a living, breathing project, as they have been moving money in and out of it as they have been doing work, and Marine Park is part of the Seawalk. She voiced that they probably would have reconfigured the Passenger Fee budget a little differently if the miscommunication did not happen by allocating less money to Shore Power and more money to the Seawalk, and that is a conversation they need to have as a group. She expressed that this project is a Seawalk Project, and they need to make long term decisions on Shore Power and how far they want to push on the Seawalk, and what is their highest priority.

Chair Hughes-Skandijs stated that for this committee, it really comes down to their priorities with the source of funding. She knows this is being characterized as a Seawalk project, but she feels like highest priority being adding additional alignment and redoing Marine Park does not rise to the top of her priority list, but she understood that good work has been happening on that. She added that she resides across the street from Marine Park, and the idea of removing covered space to make less covered space to discourage camping is a consequential decision, as her unhoused neighbors sleep under there pretty peacefully every night.

Mr. Smith moved that the Public Works and Facilities Committee request a transfer of $3.5 million to the Marine Park CIP from the Waterfront Seawalk CIP and forward that to the Full Assembly for approval. He asked for unanimous consent.

The motion passed.

2. Michael Baker International (MBI) Juneau International Airport (JIA) Master Plan Update Presentation - Information only

Marc Luiken, with Michael Baker International, stated that they are helping Juneau International Airport with their master planning process. He explained that the master planning process is a plan mandated by the FAA that is done every 10 years, that looks at what kind of projects the airport should consider, an implementation plan, and puts together cost estimates for the projects and positions ~~for~~ the airport to compete for FAA funding. He noted that most of the projects, including this one, is funded through Airport Improvement Program Federal Funds. He went over the major objectives, which include making the airport as operationally efficient as possible and maximize the facilities they have and where else there could be development, enhance the economic and social value, meet long-range aviation needs, ensure current and future airport plans are environmentally compatible, provide planning options consistent with project goals, and comply with FAA planning guidance and current Advisory Circulars.

Mr. Luiken explained that they are at step 3 of 5 in the master planning process, which consists of refining the alternatives that they are going to look at and the implementation and feasibility plan.

He gave an overview of the airport facility and airfield development recommendations, including bringing the runway up to FAA standards that consists of adjusting the west end runway safety area from 400 feet to 1000 feet and extending the runway from 8,857 to 9,200 feet to give the critical aircraft the capacity to operate fully. He also talked about the analysis they did to see if there were any conflicts between expanding the runway and the bridge, as an aircraft has to be able to climb out at a 62.5 foot to 1 foot climb ratio. Their analysis showed that it would clear the bridge by 27 feet. He noted that this analysis was very cursory and more detailed analysis should be completed to confirm no conflict existed. Finally he noted this would be a major project and would probably be toward the end of the 20-year planning timeframe.

He went over the terminal area development that included quite a bit of recommended projects and things that could be done to improve the capacity, like expanding the terminal to the east, creating a four-story parking facility, adding another gate for additional airport parking, adding additional hangar space to the north of the terminal, and FAA potentially moving their control tower to the east of the expanded terminal.

He discussed the Northwest Development Area recommendations, which include replacing aging box hangar facilities and adding additional box hangars and T-hangars, consolidating all maintenance operations into one facility, and adding a road from the secure area into the fuel dump. Mr. Luiken talked about public involvement that consisted of the Technical Advisory Committee, Public Open House Meeting, and project status briefings, and they feel like they have had a thorough public process. The remaining work to be done is the refinement of the alternatives, environmental overview, implementation plan, and a final technical report; however, before they provide the final plan, they need to complete the Aeronautical Survey and Mapping.

Mr. Kelly asked if they would still be able to compete and receive grants since federal grants have become a lot less stable since the beginning of the year in a lot of different sectors.

Mr. Luiken had the understanding that the Airport Improvement Program Grants come from the FAA Reauthorization and that federal funding should continue.

Mr. Smith asked if the airport master planning process and public engagement piece covered helicopter tourism related noise.

Mr. Luiken answered that there is an option to do that, and the airport also does noise studies. He believed there was an agreement between the helicopter operators and the Tourism Board for the maximum number of operations that they could fly.

Mr. Kelly inquired if they would be extending or shifting the runway.

Mr. Luiken responded the biggest need is to shift it east 600 feet to meet the FAA standard of 1,000 foot Runway Safety Area, but they also recommended extending that runway slightly to bring it up to 9,200 feet.

Mr. Kelly inquired if they took potential traffic into account when clearing the bridge crossing by 27 feet or if they only accounted for the structure of the bridge.

Mr. Luiken believed they only measured for the structure of the bridge.

Ms. Hall asked if there was a concern with the increase in heli-tours in regard to airspace compatibility.

Mr. Luiken stated that they have a maximum number of aircraft in operation that they would potentially fly in a season that is agreed to with the Tourism Board, but because of weather, they are not achieving

those operations. He said they also have an agreement with the airport, FAA, and the other carriers as far as how they operate that keeps them from being in conflict.

Mayor Weldon understood moving the coastal helicopters away, as it is not a safe place to have them back out into the airport road, but she was concerned with them being right next to each other, because if they both are leaving with six helicopters a piece at the same time, that seems like a lot of congestion.

Mr. Luiken admitted that he is not the person to comment on helicopters operations except for how many operations, which is what they are trying to assess right now by making sure they are reporting accurate operational numbers.

Ms. Hall expressed that knowing that their population projections are coming down, this seems like a pretty big increase to their airport. She asked if population projections were taken into consideration.

Mr. Luiken answered yes, but they also look at national trends, as does the FAA, and there is a growth projection they use to build what could happen at that airport based on those trends. He added that they also talk to the carriers to get input on their activity and what they are planning.

Mr. Kelly voiced that it shows the parking garage as an area of terminal area development in our current parking lot, which was recently improved, and it looks like some of the areas slated for new buildings is where they put overflow parking. He inquired if that space would still be available to handle overflow parking when the garage is being built or if the new buildings would be going in there before that.

Mr. Luiken responded that they will be conferring with the airport on that, as the implementation plan will list the projects as far as what would be early in development. He stated that it is possible that the airport has the vision to put those facilities there sooner than the parking garage, which will probably be many years down the road, so it is likely that would be one of the first projects pursued.

Mr. Kelly asked if any of the work being done would displace the airport trail people use for hiking that goes around the airport that is also meant for emergency vehicle access.

Mr. Luiken answered not that he is aware of.

Mayor Weldon expressed that the current design of the parking garage was horrible, with a lot of wasted space, but stated the cost of one space right now is about $50,000, so 992 would be about $49.6 million. She asked how that was going to happen since it is not eligible for FAA funding.

Mr. Luiken responded that they are going to put it in the plan, and it will be up to the airport and the community to determine whether that is appropriate.

3. Juneau Douglas North Crossing (JDNC) Project Update - Information Only

Director Koch gave an update on the JDNC Project, stating that the Planning and Environmental Linkages (PEL) Study is open for public comment and closes on June 9, and if anyone is interested in learning more about the study, the website is https://www.jdnorthcrossing.com/ It is anticipated that it will take about four weeks for them to wrap up the final PEL, and the next step for the project would be a NEPA process. She voiced that by the time contractor is selected and the process starts, they will have the draft publicly available and they will have a final Airport (JIA) Master Plan from Michael Baker that would be integrated into the consideration for the JDNC NEPA process. She added that whoever the selected contactor is would not design a bridge that would conflict with the plans for the airport. She commented that they had an open house on the PEL on May 15th with over 150 people there, with a lot of good conversation and public comments received.

G. PWFC 2025 ASSEMBLY GOALS

1. PWFC Milestones for 2025 Assembly Goals - 6.02.2025

Chair Hughes-Skandijs noted that the milestones were included in the packet and it shows their progress.

H. CONTRACTS DIVISION ACTIVITY REPORT

1. April 11, 2025 to May 20, 2025

   Chair Hughes-Skandijs commented that the Contracts Division Activity Report was also in the packet.

I. NEXT MEETING DATE

1. July 14, 2025 @ 12:10 PM

J. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.gov.

Michael Baker
INTERNATIONAL

We Make a Difference

Juneau International Airport Master Plan Update

City and Borough of Juneau Assembly

June 2, 2025

Agenda

- Welcome and Introductions
- Master Planning Process
- Schedule
- Work Completed
- Public Involvement
  - Website
  - Technical Advisory Committee
  - Public Open House
  - CBJ Assembly
- Work Underway/Work Remaining
  - Aeronautical Survey
  - Airport Layout Plan Drawing Set/
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- Questions

Michael Baker
INTERNATIONAL

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Juneau International Airport

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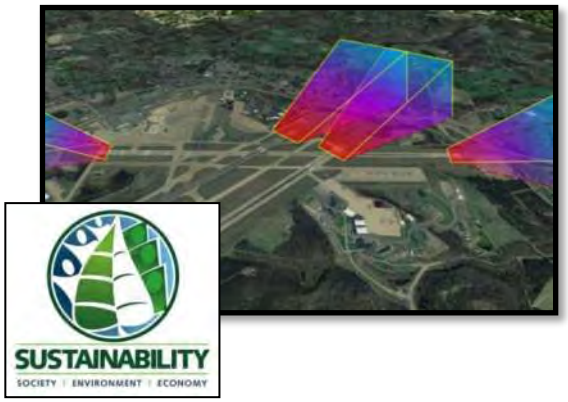
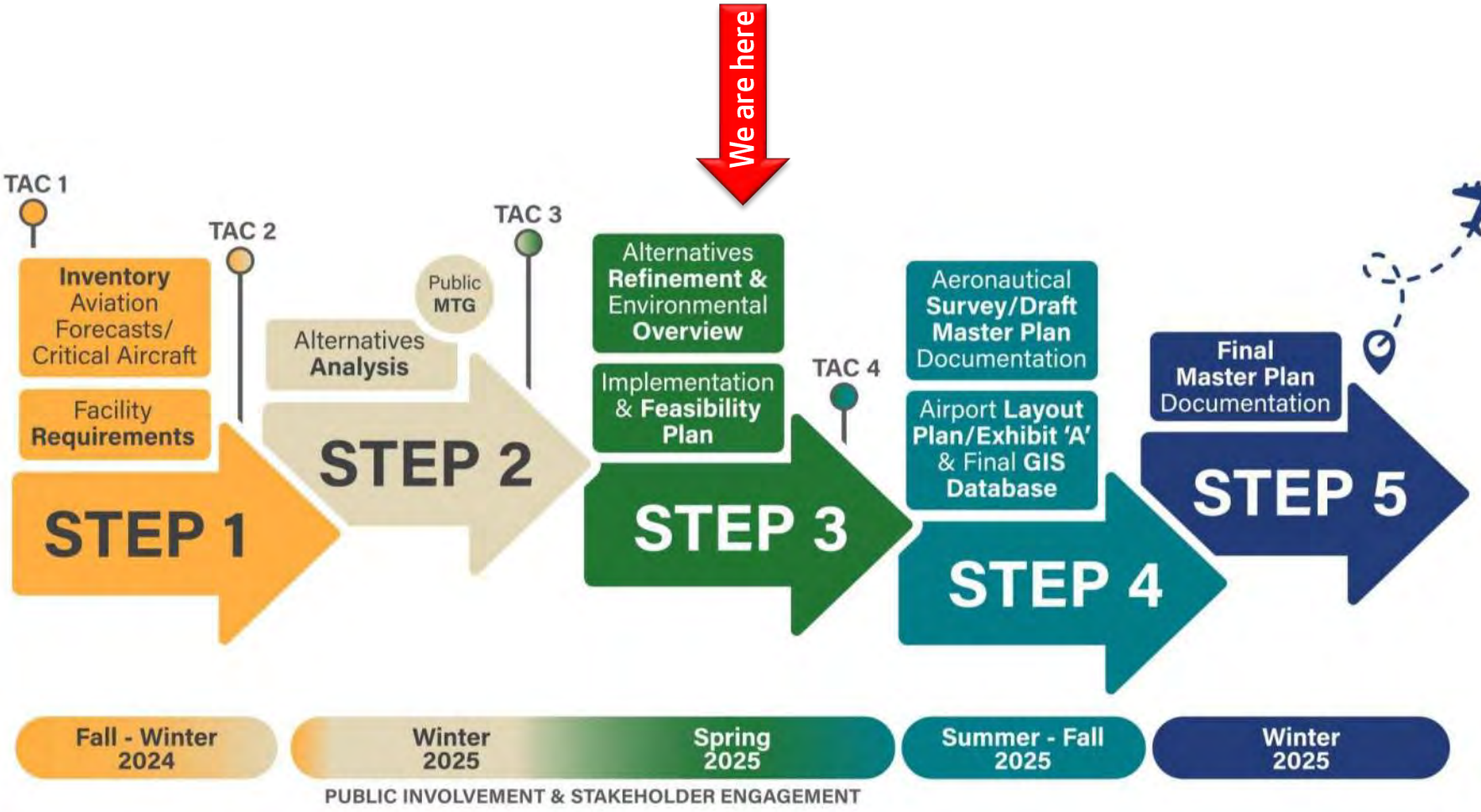
Airport Master Planning Issues

- Recommendations from previous planning efforts
- Changes since previous master plan
- Changes in FAA Airport Design guidance
- Aerial survey and mapping in accordance with FAA's Airports Geographic Information System
- Airspace and land use compatibility
- Optimize land utilization
- Maximize revenue opportunities
- Sustainable solutions for the future



Master Planning Process



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Work Completed

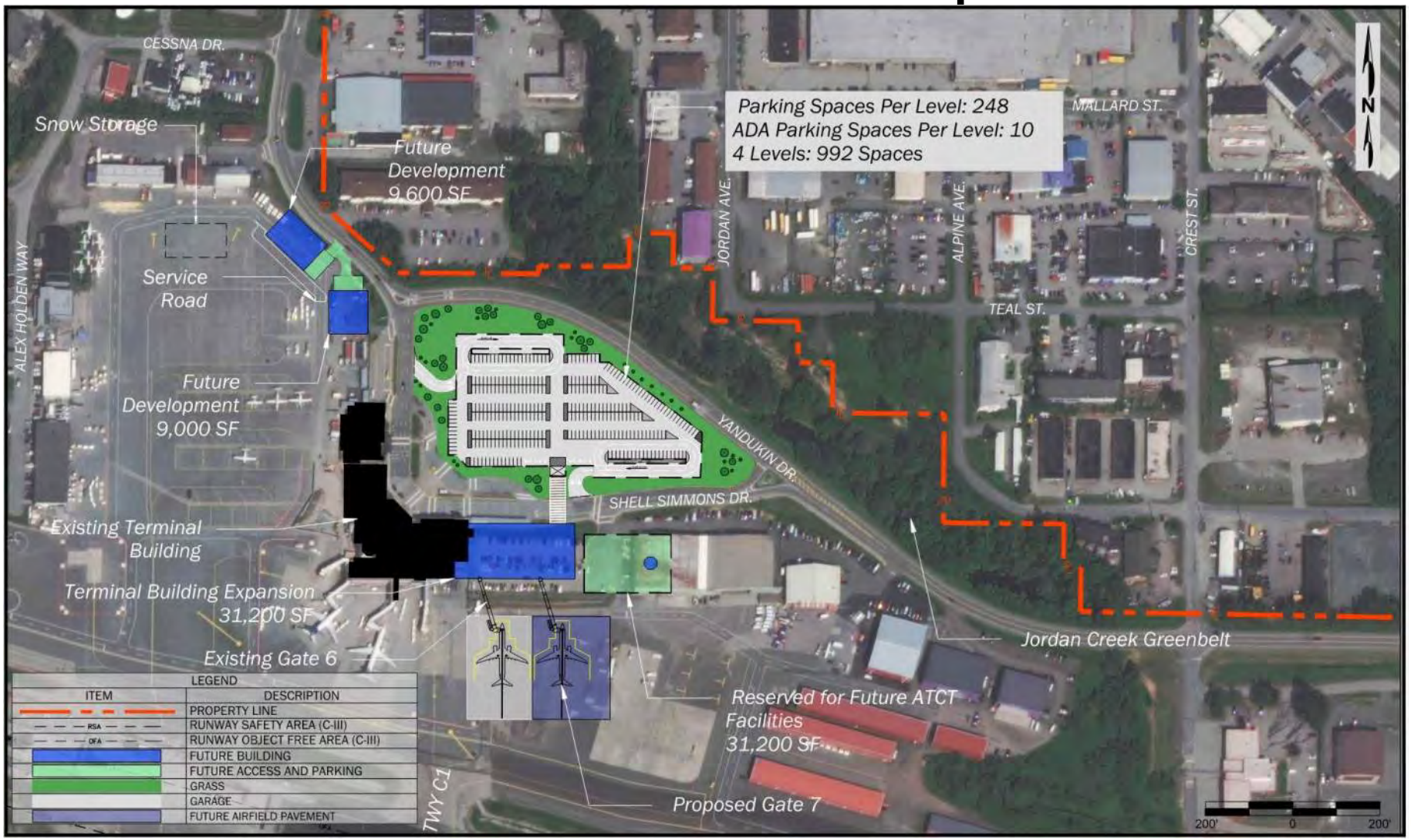
Juneau International Airport

Overview of Airport Facility

- Non-hub commercial service airport
  - 662 acres
- Runways capable of handling commercial and float plane aircraft
  - Runway 8-26 – 8,857' x 150'
  - Runway 8W-26W – 4,000 x 150'
- Airport Traffic Control Tower
- Non-precision instrument approaches
- Cargo/ground handling, fueling, Fixed Base Operator and aircraft maintenance services
- Air cargo service to meet logistics and distribution needs
- General aviation facilities

Airfield Development

Terminal Area Development



Northeast Development Area

Northwest Development Area

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Public Involvement Process

Juneau International Airport

Public Involvement

- Technical Advisory Committee
  - Diverse group of key stakeholders
  - Review meetings at key milestones
  - Role: Provide advisory input related to aviation, community, planning and legal issues

- Public Open House Meeting
- Project Status Briefings
  - Airport Board
  - City/Borough of Juneau
  - Local Organizations

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Remaining Work

Juneau International Airport

Working Papers

- **Working Paper 4**
  - Alternative Refinement
  - Environmental Overview
- **Working Paper 5**
  - Implementation Plan
- **Final Technical Report**

ALP/Exhibit "A" Update

- Aeronautical Survey and Mapping
  - June 2025 – Dictated by Weather Conditions
  - Required by FAA to maintain updated Airport Geographic Information System (AGIS)
- Airport Layout Plan Drawing Set Update
- Exhibit "A" Property Inventory Map Update
- ALP is approved by the FAA

Your thoughts . . .

U.S. Department
of Transportation

**Federal Aviation
Administration**

Alaskan Region Airports Division

222 W. 7th Avenue, Box 14
Anchorage, Alaska 99513-7587
Tel. (907) 271-5438
Fax (907) 271-2851

January 5th, 2026

To: Andrés Delgado
1873 Shell Simmons Dr
Juneau, AK 99801

Dear Mr. Andrés,

Juneau International Airport, Juneau, Alaska
Forecast Approval

The Federal Aviation Administration (FAA) approves the baseline scenario through year ten in the Juneau International Airport Master Plan Update submitted on December 16, 2025 for use in the Master Plan. We found the forecast to be generally consistent with the 2024 TAF. It uses current data and is supported by generally accepted forecasting methodologies.

The existing and future critical aircraft for Runway 8/26 is determined to be the Boeing 737-900 or RDC D-III.

The existing and future critical aircraft for Runway 8W/26W is determined to be the DHC-2 DeHavilland Beaver aircraft or RDC A-I.

Approval of the forecast does not automatically constitute a commitment on the part of the United States to participate in any development recommended in the Master Plan or shown on the ALP. FAA approval of the baseline scenario in this forecast does not constitute justification for future projects. Justification for future projects will be made based on activity levels at the time the project is requested for development, in accordance with criteria in FAA Orders 5090.5 and 5100.38. Documentation of actual activity levels meeting planning activity levels will be necessary to justify AIP funding for eligible projects. Further, the approved forecast may be subject to additional analyses if the fundamental rationale of the forecast or the critical aircraft changes materially.

If you have any questions, please contact me at heather.m.arneson@faa.gov, 907-271-5026.

Sincerely,

HEATHER M ARNESON
Digitally signed by HEATHER M ARNESON
Date: 2026.01.05 10:51:29 -09'00'

Heather Arneson
Community Planner