

Airport Board Meeting Summary

Thursday, January 11, 2024

Attendees

Greg Lockwood, Project Manager
Steve Noble, Project Manager
Chris Goins, Southcoast Region Director
Bridget LaPenter, Project Manager
Ben Mello, Aviation
Morgan McCammon, Public Involvement
Patty Wahto, Airport Manager
Al Clough
Dennis Bedford
Jason Custer
Jodi Garza
Chris Peloso
Eve Soutiere
Dan Spencer
Members of the Public

Department of Transportation and Public Facilities
DOWL
Department of Transportation and Public Facilities
City and Borough of Juneau Project Manager
DOWL
DOWL
Juneau Airport
Juneau Airport Board Chair
Juneau Airport Board Member
Juneau Airport Board Member
Juneau Airport Board Secretary
Juneau Airport Board Member
Juneau Airport Board Member
Juneau Airport Board Vice Chair

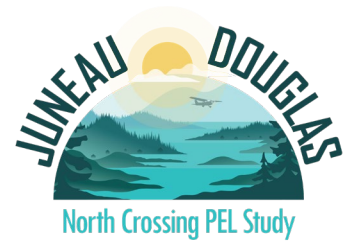
Meeting Objective

To discuss the Juneau Airport Board's concerns with the proposed locations of the north crossing alternatives, specifically the Mendenhall Peninsula and West Sunny Point alternatives.

Presentation Summary

Steve Noble, DOWL Project Manager, shared an overview of the PEL Study, schedule, alternatives development, screening processes, additional fieldwork, summary of comments received from Juneau Airport (JNU) and users, alternatives in relation to Part 77 surfaces, details on Mendenhall Peninsula, West Sunny Point, and Sunny Point alternatives, JNU runway 26 in relation to the West Sunny Point alternative, summary of activities following the PEL study completion, future opportunities for involvement in the PEL study, and project contacts. Steve concluded the presentation by offering to further meet with the JNU Board members or airport users and asking if there were any questions or comments.

Greg Lockwood, Department of Transportation and Public Facilities (DOT&PF) Project Manager, clarified that the PEL Study will not likely conclude with a single alternative, rather it will likely conclude with two or more alternatives to be further evaluated in the National Environmental Policy Act (NEPA) phase.



JNU Board Comments and Discussion

A board member expressed appreciation for the assurances that aircraft approaches are considered as alternatives progress through the screening process.

A board member noted that potential impacts related to construction are crucial. Construction needs to be accounted for to avoid impacts to airport operations.

A board member expressed concern that the Federal Aviation Administration (FAA) be involved in the process. Airlines have proprietary procedures that they do not want public, but FAA must account for all regulations. Steve shared that Patty Wahto had shared similar concerns, and DOWL has received some feedback from FAA and will work with the Airport to continue that conversation.

A board member shared that the Required Navigation Performance (RNP) is considered a precision approach. Steve commented that, while the study team does not have access to the airlines' surfaces, they will coordinate with the air carriers to account for the vertical separation between the crossing structure and the airport surfaces. Additionally, the design will be for a 75-year design life rather than a 15- to 20-year situation.

A board member noted that the approaches required by the FAA to meet the airport layout plan. He suggested a feasibility analysis regarding the medium-intensity approach lighting systems (MALSRs) locations. Steve mentioned that the north crossing alternatives will be aligned to avoid conflicts with the existing airport layout plan (ALP), and if the ALP is updated, we will revise the alignments accordingly. He also mentioned that any impacts to existing or future approaches based on the existing or future runway length would be considered fatal flaws in the location of the north crossing alternatives. Ben Mello mentioned that once a runway length was determined, it would be a good idea to complete a feasibility study that includes the new MALSR locations and future RNP approaches. This would be completed with the help of Delta, Alaska Airlines, and Alaska Seaplanes as well as the FAA through the airspace analysis tools.

A board member commented that the airport users are operating in confined space with unique conditions.

Public Comment

No public comment was received at the meeting.

Action Items

- Steve sent the presentation to Patty Wahto to circulate with the Board.