JUNEAU RUNWAY INCURSION MITIGATION (RIM) PROGRAM
JANUARY 25, 2017

Agenda

- Program Description
- Runway Incursions
- Design and Geometry Deficiencies
- Runway 8/26 Operations
- Potential Mitigation
- Next Steps
Background

- Master Plan considered the runway incursions data and found solutions for TWY E and TWY D
- Recommended further study for TWY C
- FAA funded a Runway Incursion Mitigation (RIM) Study

Overview (FAA RIM Program)

- FAA funded RIM Program to decrease incursions nation-wide
- Airfield geometry identified as primary contributing factor for runway incursions (RI)
- FAA targeted spots located based on data from 2008-2015
  - Three or more RI's in one spot in one year
  - More than eight RI's in one spot cumulative
The goal of the JNU RIM Program is to determine mitigation solutions for Taxiway C that will reduce the risk of runway incursions at the Airport.

The objectives are:
» Examine runway incursions data related to Taxiway C, D, E
» Consider airfield design and geometry
» Develop potential solutions
» Priorities mitigation techniques

**Schedule**

We are here.
Juneau Runway Incursions

*Six runway incursions are not depicted because the location was undetermined.*
Taxiway Design Deficiencies

Taxiway Delta
- Short taxi distance from ramp/apron to a runway.
- Direct taxiing access to runway from ramp.

Taxiway Echo
- Not a 90 degree angle.

Taxiway Charlie
- Short taxi distance from ramp/apron to a runway.
- Wide expanses of taxi pavement along a runway.
- Direct taxiing access to runway from ramp.
- Not a 90 degree angle.
- Runway back-taxiing operations.
Option 1 -
Option 2 -