



## CHAPTER ONE

## INTRODUCTION

### GENERAL

The Juneau International Airport (JIA) Master Plan Update (Master Plan) will provide the City and Borough of Juneau (CBJ) with a basis for the development of the community's aviation facilities over the next 20 years. The plan is funded by a grant from the Federal Aviation Administration (FAA), with match funds from the Alaska Department of Transportation and Public Facilities (DOT&PF) and the CBJ.

This Master Plan is tailored to meet the specific needs of Juneau, while adhering to the airport design standards established by the FAA in Advisory Circular (AC) 150/5300-13, *Airport Design*, and is consistent with the Alaska Aviation System Plan (AASP). The Master Plan was conducted concurrently with an update to the *Juneau International Airport Part 150 Noise Compatibility Plan*.

Increased safety and efficiency, as well as assurance that the airport is able to meet the future aviation needs of the community, are important considerations of the Master Plan. At the conclusion of the planning effort, a detailed Airport Layout Plan (ALP) narrative and drawing set were submitted to the FAA for approval. The ALP then becomes the official development plan for the Airport and will allow the CBJ to apply for federal funding to support the construction of the adopted alternatives.

### STUDY OBJECTIVES

The primary objective of the planning process is to produce a long-term development program which yields a safe, environmentally acceptable, efficient, and economical air transportation facility for the community. The final plan recommends actions to enhance land use compatibility, resolve design and capacity deficiencies, identify facilities to serve existing and future air traffic demand, and provides a plan to reconstruct or rehabilitate portions of the Airport.

This Master Plan update includes a step-by-step, or phased, outline of potential development alternatives. This provides a blueprint of pending changes which will aid planning officials with scheduling, budgeting, and the orderly and timely development of the Airport.

This planning process includes:

- C An Airport Master Plan Update
- C An updated ALP set
- C A Part 150 Noise Compatibility Program Update
- C An Environmental Assessment (EA)
- C A Pavement Maintenance Management Program

These documents will be used as the basis for future Airport Improvement Program (AIP) funding requests for project development at the Airport.

## **PUBLIC INVOLVEMENT**

The study approach includes extensive public involvement. Community participation is essential to the development of a realistic and feasible plan. Four public information workshops were conducted during the study. At these meetings, the consultant team and CBJ airport personnel discussed the project.

The project also uses the services of a Planning Advisory Committee (PAC). The PAC was comprised of approximately 25 members of the community representing a variety of interests ranging from use of the Airport to impacts of airport operations on residential neighborhoods surrounding the airport. The PAC met six times during the course of the study. A list of PAC members appears in Appendix B.

The PAC acted as a sounding board for the consultant team. They were asked to review the materials developed by the consultant; provide feedback, suggestions, and comments on written documents; and ensure that the documents developed for this project can be implemented. The PAC did not have any formal voting authority; however, the PAC endorsed the products prepared for their review.

During the course of developing the project reports, public and agency participation was important. Each report signified a strategic point in the study process. At these points, community residents and government agencies were given an opportunity to review and evaluate the work efforts, results, and conclusions. This on-going review and evaluation afforded everyone concerned a voice in the proceedings and kept them informed.

## **ISSUES TO BE RESOLVED**

The initial public meeting was conducted December 5, 1996, from 7 to 10 p.m. at the JIA passenger terminal in the Taku Room. Following that meeting the PAC was appointed, and their first meeting was held on January 27, 1997.

The following issues were identified as important considerations for the Master Plan by the public and/or members of the PAC:

1. Transient parking areas for float and wheeled aircraft.
2. Greenbelts to serve as visual/noise barriers for adjoining neighborhoods.
3. Awareness of Americans with Disabilities Act (ADA) issues throughout the planning process.
  - Reader boards with 2-inch minimum letter size.
  - Accessible air taxi service.
  - Method of boarding flights for wheelchairs, etc.; lifts for wheelchairs at commuter planes.
  - Braille signage - Bathrooms, etc.
  - Pavement curb cuts - Main/Baggage.
  - Parking - Close to main and baggage entrance.
4. Plan more space for T-hangars.
5. Vehicle Parking - Second level parking/remote parking. Rental car, employee, and visitor parking needed.
6. More aircraft tie-downs and transient parking on the float pond.
7. Water, sewer, and electric services on the float pond.
8. Land to build facilities.

9. Acquire land adjacent (north) to the intersection of Yandukin and Shell Simmons. Straighten out Yandukin Drive and make two-way use a PRIORITY.
10. File for Corps of Engineers (COE) permit for float pond expansion for areas 25F and 26F.
11. Expand transient parking on the west ramp.
12. Consider new airport on back (west) side of Douglas Island.
13. Global Positioning System (GPS) potential for Juneau needs consideration.
14. High speed taxiways are needed.
15. Parallel runway at the existing airport should be considered.
16. Tour bus parking/loading zone needed in proximity to baggage carousel.
17. Consider impact of hotel on airport, such as vehicle parking and vehicle circulation.
18. Passenger terminal space needs:
  - Air taxi ticket counter/offices
  - Baggage storage area for large tour groups
  - Office
  - Storage
  - Retail
  - Concessionaire
  - Jetway (ADA access)
  - Infrastructure
  - Ramp space for jets and turbo-powered commuter sized aircraft.
  - Security needs
  - Rental car offices too small
19. Snow removal equipment (SRE) building, including warm, cold, and outside storage requirements.
20. Congestion in baggage claim area and conflict with a single entrance and exit doorway.
21. Queuing space in front of rental cars too small.
22. Relocate Automated Weather Observation System (AWOS), Remote Transmitter/Receiver (RTR), Air Traffic Control Tower (ATCT).
23. General aviation (GA) parking needed.
24. Commercial hangar space needed.
25. Security fencing around airport needed.
26. Air cargo aircraft parking space needed.
27. Air taxi ramp too small.
28. Jetway needs to accommodate Boeing 757.
29. Designate helicopter parking area.
30. Airport equipment, Automated Flight Service Station (AFSS), Satellite Communications (SATCOM) area needs reconfiguration.
31. Need a large aircraft parking location.
32. Space in passenger terminal for children.
33. Pave both east and west end GA aircraft parking aprons.
34. Installation of medium intensity approach lighting system with runway alignment indicator lights (MALSR) for Runway 26 to support GPS approaches.