JUNEAU RUNWAY INCURSION MITIGATION (RIM) PROGRAM

April 10th 2017
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
Juneau Runway Incursions

*Six runway incursions are not depicted because the location was undetermined.
Juneau Runway Incursions

By Location
- TWY C: 25%
- TWY D: 37%
- TWY E: 13%

By Season
- Fall: 31%
- Winter: 19%
- Spring: 22%
- Summer: 28%

By User
- Small Aircraft*: 56%
- ATCT: 12%
- Vehicle: 23%
- Commercial: 6%

By Category
- Pilot Deviation: 59%
- Vehicle/Pedestrian Deviation: 28%
- Operational Error: 13%

* Aircraft with a maximum takeoff weight under 12,500lbs.
Taxiway Design Deficiencies

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

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.

Taxiway Echo
- "High Energy" intersection.
- Not a 90 degree angle.
Option 3 – Preferred Solution

- Meets current airfield design standards.
- Optimizes the configuration based on the aircraft fleet.
- Improved ATCT flexibility and airfield efficiency.
- Increase situational awareness and aircraft performance.
Taxiway C Maneuverability – Scenario Two
Taxiway C Maneuverability – Separation
Option 3 – Preferred Solution