JUNEAU INTERNATIONAL AIRPORT

ENVIRONMENTAL IMPACT STUDY UPDATE

3/25/2005
JUNEAU INTERNATIONAL AIRPORT

PURPOSE OF BRIEFING

• UPDATE AIRPORT BOARD ON STATUS
• ANSWER QUESTIONS REGARDING REQUEST FOR LAND TRANSFER
• DISCUSS
  – IMPACTS TO WETLANDS
  – IMPACTS TO PUBLIC
  – UPCOMING PUBLIC PROCESS
JUNEAU INTERNATIONAL AIRPORT

HISTORY OF PROJECT

- MASTER PLAN UPDATE COINCIDENT WITH NEED TO UPGRADE RSAs
- ASSEMBLY DIRECTED 20 YEAR PROJECTS
- EA BEGUN - DOOMED FROM THE START (BUT REQUIRED BY FAA)
- FAA DENIED FONSI * - REQUIRED EIS

* FONSI = FINDING OF NO SIGNIFICANT IMPACT
PROJECTS IN STUDY EXPANDED

- RSA EXPANSION
- SNOW REMOVAL EQUIPMENT FACILITY (SREF)
- NE QUADRANT DEVELOPMENT
- NW QUADRANT DEVELOPMENT
- MALSR RWY 26
- FUEL FARM ACCESS ROAD
- WILDLIFE MANAGEMENT (INCLUDES SEVERAL PROJECTS)

ALL PROJECTS AFFECTED BY DELAYS
SNOW REMOVAL EQUIPMENT FACILITY

• SREF ISSUES
  – LONG ESTABLISHED NEED, DIFFICULT TO COMPLETE
  – CRITICAL TO ASSET PROTECTION
  – SOURCES OF FUNDING
  – REQUIRES ASOS RELOCATION
• Show viewgraph of SREF facility, Figure 2-27 and ASOS, Figure 2-39
JUNEAU INTERNATIONAL AIRPORT

AIRPORT DEVELOPMENT & GROWTH

• **NE QUADRANT** (near WINGS / TEMSCO)
  – COMMERCIAL
  – LARGE PRIVATE
  – REQUIRES ASOS RELOCATION

• **NW QUADRANT** (near Mendenhall River)
  – PRIVATE AIRCRAFT HANGARS / TIEDOWNS
  – REQUIRES DUCK CREEK RELOCATION

3/25/2005
• Show Viewgraph of NW Quad with and without Duck Creek Relocation, Figures 2-29 and 2-30
• Show Viewgraph of Duck Creek Channel, Figure 2-31
MALSR

- MALSR = APPROACH LIGHTS FOR RWY 26
  - WHERE’S THE RUNWAY END - DEPENDS ON RSA ALTERNATIVE CHOSEN
  - BENEFIT IS BETTER MINIMUMS & SAFER APPROACHES
  - ACCESS TO EQUIPMENT (ROAD, BOAT, ETC.)
  - REQUIRES EASEMENT OR ACQUISITION OF 0.7 TO 1.3 AC REFUGE LAND
• Show Viewgraph of “typical” MALSR Road alignment, Figure 2-44
JUNEAU INTERNATIONAL AIRPORT

WILDLIFE HAZARDS MANAGEMENT

• PRECEDENT SETTING TO BE IN EIS

• HABITAT ELIMINATION VS ADDED HAZING

• ADD FULL TIME OFFICER AND INCREASE CONTROL EFFORTS TO ELIMINATE NEED FOR PROJECTS

• ELIMINATE HUNTING PROGRAM

• FORM A COMMITTEE FOR CONTROL OVERSIGHT
JUNEAU INTERNATIONAL AIRPORT

RSA EXPANSION

• RUNWAY SAFETY AREA
  – EXPANSION REQUIRED TO COMPLY WITH FEDERAL REGULATIONS
  – MOST CONTENTIOUS FOR LONGEST TIME (FIRST EA, NOW EIS)
  – STANDARD 1,000 FEET OFF EACH END, 500 FEET WIDE FOR ENTIRE LENGTH
  – IS IT PRACTICABLE - BY FAA - YES
  – COMPLIANCE THROUGH EMAS OR FULL BUILDOUT
JUNEAU INTERNATIONAL AIRPORT

Figure 2-1. Fill and Grade Existing RSA Deficiencies
• RSA ALTERNATIVES (SIDES)
  – WIDEN SAFETY AREA SOUTH SIDE, EAST END BY 138’ (250’ REQUIRED) FOR ALL ALTERNATIVES
  – SPECIAL CONSIDERATION FOR JORDAN CREEK
    – OUR PREFERRED ALT EXTEND CULVERT WITH BOTTOMLESS ARCH FOR BETTER FISH MOVEMENT
  – SOME AGENCIES WANT FULL CULVERT REPLACEMENT AT $2.3 M
RSA

• RSA ALTERNATIVES (ENDS)
  – BUILD ONTO EXISTING RUNWAY (LOCATION OF ENDS DOESN’T CHANGE)
  – JNU PREFERRED - FULL BUILDOUT, RELOCATE ENDS EAST
  – EMAS
  – NO ACTION (NOT AN OPTION)
  – ALL ALTERNATIVES REQUIRE REFUGE LAND

• CURRENTLY ~250’ AT EACH END; NEED 1,000’
Viewgraph of various alternatives, figure 2-25 and Comparison Spreadsheet
JUNEAU INTERNATIONAL AIRPORT

RSA

- **EMAS = ENGINEERED MATERIAL ARRESTING SYSTEM**
  - CONCEPTUALLY SIMILAR TO MOUNTAIN RUNAWAY TRUCK RAMP
  - "CRUSHABLE CONCRETE"
  - DESIGNED TO STOP AIRCRAFT QUICKER THAN FLAT RUNOUT
JUNEAU INTERNATIONAL AIRPORT

RSA

EMAS - PROS

• REDUCED FOOTPRINT
  – 600’ LONG, 500’ WIDE

• DEMONSTRATED EFFECTIVENESS FOR STOPPING AIRCRAFT

• FAA SUPPORT
JUNEAU INTERNATIONAL AIRPORT

RSA

EMAS CONS

• UNPROVEN IN SE AK CLIMATE (FAILED JNU TEST – MUST BE KEPT DRY)
• VERY HIGH INITIAL COST ($13.9 TO $18.7 M)
• PERIODIC REPLACEMENT (UNKNOWN LIFE - FAA ESTIMATES AT 10 YRS)
• INVENTORY FOR REPLACEMENT
• RUNWAY STATUS IF DAMAGED
• REFUGE LAND REQUIRED 1.8 TO 5 ACRES
RSA

EMAS CONS (CONT)

- ANNUAL O&M COSTS ($50K - $150K + ADDITIONAL STAFF)
- NEEDS TO BE KEPT DRY & CLEAR OF SNOW
- SPECIAL EQUIPMENT REQUIRED
- ADDED STAFF ($60K + PER FTE)
- EARLY STATE IN-HOUSE ANALYSIS DETERMINED EMAS NOT DESIRABLE
• Show Viewgraph of Alt 6a  Figure 2-22
JUNEAU INTERNATIONAL AIRPORT

RSA

FULL BUILDOUT
- JNU PREFERRED ALTERNATIVE

• FILL TO STANDARD DIMENSIONS
  – 1,000’ LONG, 500’ WIDE

• SURFACE TO SUPPORT AIRCRAFT WITHOUT DAMAGE IN DRY CONDITIONS
JUNEAU INTERNATIONAL AIRPORT

RSA

FULL BUILDOUT PROS

• MUCH LOWER CONSTRUCTION COSTS ($9.4 M)
• ONE TIME INSTALLATION - BUILD IT AND FORGET IT
• MINIMAL O&M COSTS
• NO CHANCE OF STRUCTURAL FAILURE
• Show Viewgraph of Alt 5c, Figure 2-21
FULL BUILDOUT CONS

- LARGER FOOTPRINT
  - GREATER WETLANDS IMPACTS (28.4 AC W/EMAS 16.1 TO 23.9 AC)
  - REQUIRES REFUGE LAND (7.4 ACRES)
JUNEAU INT’L AIRPORT

EAST END

3/25/2005

291,747 SQ FT = 6.7 ACRES
• Show viewgraph of East End Slew, Figure 2-40
JUNEAU INT’L AIRPORT
WEST END

520,523 SQ FT = 11.95 ACRES
MITIGATION - WE RECOGNIZE IT IS REQUIRED

WETLANDS ACCESS - WE HAVE NO PLANS TO ELIMINATE ACCESS – TRAIL, ROAD AND FENCE RELOCATED WEST
JUNEAU INTERNATIONAL AIRPORT

MENDENHALL WETLANDS

STATE GAME REFUGE

– ESTABLISHED BY STATE LAW 1976
– REFUGE PLAN WRITTEN MARCH 1990
– ANTICIPATED FUTURE CBJ NEEDS
  • AIRPORT
  • TRANSPORTATION CORRIDORS
STATE LAW & PLAN

- MADE PROVISIONS FOR AIRPORT / TRANSPORTATION CORRIDORS

“… shall include provisions under which the CBJ may acquire land … for purposes of expanding the Juneau Municipal Airport, establishing additional transportation corridors… and these uses are considered preferential under Article VIII of the state constitution”
STATE LAW & PLAN
– OBLIGATED STATE TO ASSIST IN WETLANDS FILL FOR WILDLIFE MANAGEMENT

“…if requested by the CBJ the Departments of Fish and Game and Natural Resources shall assist in filling the ponds, lakes or other bodies of water adjacent to the existing runway to eliminate them as sites attractive to waterfowl.”
WHAT IS OUR REQUEST?

- TAKE ADVANTAGE OF PREFERENCE

- 7.4 ACRES (RSA) / OF REFUGE LAND, LESS THAN 0.05% OF TOTAL REFUGE

- WE CAN SUPPLY SIMILAR AREA AROUND THE REUGE AS MITIGATION
JUNEAU INTERNATIONAL AIRPORT

MENDENHALL WETLANDS

STATE GAME REFUGE

• USE TRIGGERS FEDERAL DOT ACT OF 1966, SECTION 4F:

– The Secretary may approve a transportation program or project requiring the use…of publicly owned land of a publicly owned park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if –
• SECTION 4F (CONT):
  – only if –
  
  • (1) there is no prudent and feasible alternative
to using the land; and

  • (2) the program or project includes all
possible planning to minimize harm to the
park, recreation area, wildlife and waterfowl
refuge, or historic site resulting from the use

3/25/2005
JUNEAU INTERNATIONAL AIRPORT

MENDENHALL WETLANDS
STATE GAME REFUGE

• TWO KEY POINTS
  – PRUDENT AND FEASIBLE ALTERNATIVE (WHO DETERMINES THIS)
  – OWNER-DETERMINED SIGNIFICANCE (SUBJECT TO FAA REVIEW)
REQUESTING REFUGE LAND NOW CARRIES NO RISK

FOR OUR PREFERRED ALTERNATIVE TO HAVE THE BEST CHANCE TO SUCCEED, WE MUST RESOLVE THE ISSUE OF THE REFUGE BOUNDARY AND SECTION 4(f) NOW

IF CBJ Chooses TO NOT REQUEST THE TRANSFER, ALL INDICATIONS ARE OUR ALTERNATIVE WILL CERTAINLY BE DROPPED
PURPOSE OF BRIEFING (CONT)

IMPORTANT TO REMEMBER

ALL RSA ALTERNATIVES REQUIRE REFUGE LAND

IF EMAS FAILS OTHER AIP PROJECTS MAY HAVE TO BE ABANDONED / DELAYED TO REPLACE EMAS
SUMMARY

- WE DON’T WANT EMAS ALTERNATIVE
- ADOT ASKING FOR EXPERIMENTAL INSTALLATION FOR THREE YEARS
- WE NEED TO OBTAIN ONLY 2.4 MORE ACRES OF REFUGE LANDS TO AVOID FAA’S APPARENT PREFERRED ALTERNATIVE (6C)
- TO OBTAIN REFUGE LAND, CBJ REQUEST IS ESSENTIAL
- OWNER MUST DETERMINE LAND TO BE INSIGNIFICANT
- FAA MUST CONCUR
SUMMARY

STATE LAW FORESAW CBJ NEED TO REQUEST REFUGE LAND FOR OUR AIRPORT

JNU’S ANNUAL BUDGET WILL INCREASE BY APPROXIMATELY $250k IF FAA’S APPARENT WHM AND RSA ALTERNATIVES ARE SELECTED
CONCLUSION

• EIS IS PROGRESSING SLOWLY TOWARDS DISTRIBUTION OF DRAFT EIS (SCHEDULED FOR APRIL, ‘05)

• THREE MAIN ISSUES REMAIN
  – RSA PREFERRED ALTERNATIVE
  – REFUGE ACQUISITION
  – WILDLIFE MANAGEMENT AS PART OF EIS