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December 14, 2023

Ryan Anderson, Commissioner  
Alaska Department of Transportation & Public Facilities  
P.O. Box 112500  
Juneau, AK 99811-2500

Steve Noble  
Project Manager  
DOWL  
5015 Business Park Blvd., Suite 4000  
Anchorage, AK 99503

Dear Commissioner Anderson and Mr. Noble:

RE: Juneau Douglas North Channel Crossing Project

Juneau International Airport (JNU) has been part of the Technical Advisory Committee (TAC) for the Juneau Douglas (JD) North Channel Crossing project since the project was resurrected a few years ago. JNU has submitted comments since the beginning of the PEL study requesting that the JNU airport approach corridors be protected. Because JNU's comments do not appear to have been included in the summary of comments, please use this letter as our formal comment on the JD North Crossing for options that could negatively impact JNU airport.

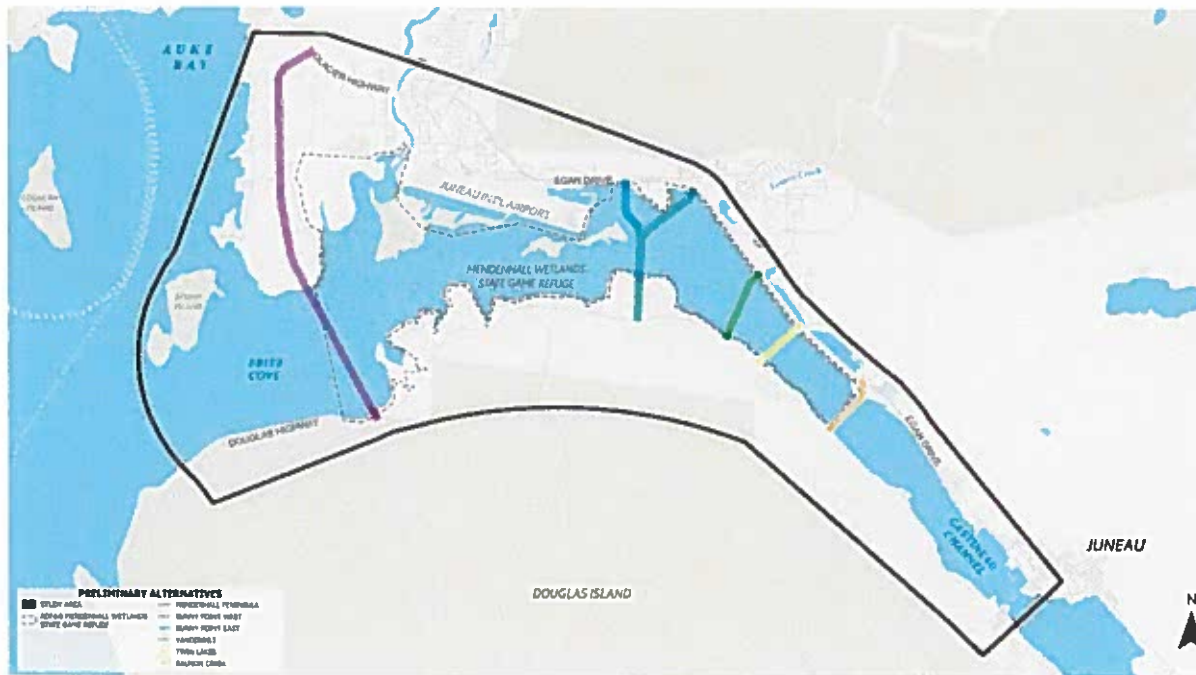
JNU has unique geography that does not lend itself to traditional airport approaches. Radar is not possible for JNU. Weather, wind and terrain present difficult approaches that historically resulted in many 'missed' approaches and cancelled flights into JNU. As a result of these challenges, Alaska Airlines and the Federal Aviation Administration (FAA) joined together to develop the first commercial application of Required Navigation Performance (RNP) to lower the minimums for ceiling and visibility under FAA-approved, proprietary procedures. Both Alaska and Delta now have these approved procedures for both Runways 08 and 26 at JNU. The lowest minimum approaches are down Gastineau Channel to Runway (RWY) 26, which means the approach corridors may be impacted by any permanent structure within the vicinity of a final approach to the JNU airport.

As of August 2023, the JD North Crossing Planning and Environmental Linkages (PEL) study, narrowed the crossing locations to five options:

# ATTACHMENT #1

Section F, Item 3.

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## PRELIMINARY ALTERNATIVES

- STUDY AREA
- ADF&G MENDENHALL WETLANDS
- STATE GAME REFUGE
- MENDENHALL PENINSULA
- SUNNY POINT WEST
- SUNNY POINT EAST
- VANDERBILT
- TWIN LAKES
- SALMON CREEK

On the west end, the Mendenhall Peninsula option, while unknown height, would require navigable heights for boats. This height would have to be considered for aircraft sequencing to land at JNU holding outside of Class D airspace during inclement weather or heavy traffic (float planes and small planes that hold/circle in this area).

On the east end, at final build, the Sunny Point option(s) may impact the approaches to RWY 26. The construction **WILL** impact the approaches to RWY 26 because any pilings/crane work will be an obstruction to airspace.

Further, JNU will be completing the RWY 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) that will extend farther down the channel within the next couple of years. This important system will go out an additional 1600 feet (2400 feet from runway end) which will allow lower minimum approaches down the channel for both Alaska and Delta, which will result in even more safety and consistency for travelers.

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The JD North Crossing proposal focuses on the immediate impact: how approaches are 'today'. This view will be shortsighted if it does not seriously consider where development will be in the next few years and beyond. Due to terrain, any future airport development (including runway extension, safety areas and approaches) would be to the east (down the channel). A bridge crossing at Sunny Point would more than likely impede this growth.

JNU supports a second bridge between Juneau and Douglas, however, has concerns about the location of a bridge in relation to maintaining airport approaches today and in the future.

The Juneau International Airport Board requests that the Juneau Douglas North Crossing not include an option that would negatively impact runway approaches and the safety of the airport and traveling public. The Board requests that the Mendenhall Peninsula, Sunny Point Options, and any other options that are found to conflict with airport approaches be eliminated from the study as non-viable options.

Sincerely,

Al Clough, Chair  
Juneau International Airport Board of Directors

Copy: City & Borough of Juneau Assembly  
Senator Jesse Kiehl  
Representative Andi Storey  
Representative Sara Hannan  
Senator Lisa Murkowski  
Senator Dan Sullivan  
Congresswoman Mary Peltola  
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