



ATTACHMENT #1

Juneau International Airport

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RESOLUTION OF THE JUNEAU INTERNATIONAL AIRPORT BOARD

A RESOLUTION DIRECTING THE AIRPORT MANAGER TO DEVELOP A MITIGATION PLAN FOR IMPACTS FROM SAFETY AND DEVELOPMENT PROJECTS INCLUDED IN THE JUNEAU INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STUDY

RESOLUTION NO. 2005-03

WHEREAS, the City and Borough of Juneau (CBJ) has chosen an alternative for Wildlife Hazard Management and Runway Safety Area expansion which requires approximately 18 acres of land from the Mendenhall Wetlands State Game Refuge (Refuge), and

WHEREAS, there is a written requirement, stated in the Refuge Management Plan (Plan) that CBJ mitigate for such impacted lands through restoration or replacement, and

WHEREAS, Alaska Statute Section 16.20.034 "Mendenhall Wetlands State Game Refuge" and the Plan prohibit activity on or use of Refuge lands that creates a hazard to aircraft, and

WHEREAS, FAA stated policy/instructions for mitigation prohibit actions which create or increase wildlife hazards to aviation within 5 miles of JNU, and

WHEREAS, FAA stated policies and advisory circulars provide guidance as to actions required by JNU to deal with wildlife hazards off-airport, regardless of distance, and

WHEREAS, in correspondence dated November 15, 2005, a copy of which is attached hereto, FAA has clarified its guidance and will not require baseline and ongoing monitoring of wetlands mitigation sites within FAA's Wildlife Hazard siting as a condition of mitigation sites for preservation;

NOW, THEREFORE, the Juneau International Airport Board resolves:

Section 1. The Airport Manager is directed to develop a mitigation plan for the Juneau International Airport Development Projects using the following guidelines:

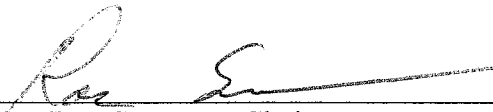
- 1) Preservation of existing wetlands or other existing wildlife habitat is an acceptable alternative for satisfying the mitigation requirement; and

- 2) Mitigation projects within five miles of JNU are acceptable providing no enhancement of existing habitat and no new habitat or attractants to wildlife, especially water fowl, are created; and,
- 3) Mitigation using lands outside the five-mile range shall have no restrictions as to the manner of mitigation; that is, it may be preservation, creation of wetlands or wildlife habitat, or some other acceptable project.

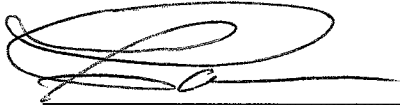
Section 2. Repeal of Resolution. Resolution Number 2005-02 is hereby repealed.

Section 3. Effective Date. This resolution shall become effective on December 7, 2005.

Adopted this 7th day of December 2005 in Juneau, Alaska.

By: 
Ron Swanson, Chair

Attest:



ATTACHMENT B-2

Allan Heese

From: patricia.sullivan@faa.gov
Sent: Tuesday, November 15, 2005 3:09 PM
To: Allan Heese; tcarson@carsondorn.com
Cc: jim.lomen@faa.gov
Subject: FAA comments on draft mitigation plan for JNU
Attachments: Comments on Draft Mitigation Plan Nov 2005.doc; Revised Draft Mit Plan Outline.doc

Allan and Tom,

Attached are FAA's comments on the draft mitigation plan submitted for review on Nov. 3, 2005. I want to highlight that:

FAA has taken another look at our guidance and considered the input received from the Airport and agencies in participating the development and review of the mitigation plan for Juneau regarding the monitoring Conditions 1 and 2 in FAA's September 7, 2005 email. We have determined that while the FAA highly recommends that baseline and ongoing monitoring of wetlands mitigation sites within FAA's Wildlife Hazard siting criteria be done, consistent with paragraph 2-4a. of the AC, we would not require this monitoring as a condition of mitigation sites for preservation. Rather,

FAA points out that the grant assurances require that JNU comply with Advisory Circulars including AC 150/5200-33A "Hazardous Wildlife on or Near Airports".

Section 2-4 a. of AC 150/5200-33A, Existing Wetlands on or near airport property, states that "...airport operators should be alert to any wildlife use or habitat changes in these areas that could affect safe airport operations. At public use airports, the FAA recommends immediately correcting, in cooperation with local, state, and Federal regulatory agencies, any wildlife hazards arising from existing wetlands located near airports." This applies to existing wetlands whether they preserved as part of a mitigation plan or not.

Further, Section 3.6, Local coordination, encourages the establishment of a wildlife hazard working group (WHWG) as a means to facilitate communication, cooperation, and coordination of the airport and its surrounding community necessary to ensure the effectiveness of its WHMP. FAA recommends that a WHWG should be used as a means to address potential hazardous wildlife use of existing wetlands and other land uses surrounding the Juneau Airport.

Additionally, the FAA notes that the provisions in the Mendenhall Wetlands State Game Refuge Statute that stipulate that Alaska DNR and ADF&G would assist CBJ in filling in bodies of water near to the Airport that are attractants to waterfowl and, thus, a potential hazard to aircraft operations appear to be a clear acknowledgement of the potential for wildlife using the Refuge wetlands and habitat surrounding the Airport to conflict with safe Airport operations. The Refuge Statute indicates that the Airport and the Refuge would work together to address waterfowl attractants on the refuge. We would expect that the same provision be extended to mitigation sites added to the Refuge to address the requirement in the Refuge management plan to fully mitigate impacts to the refuge. This would not be a change from what exists today.

In summary, FAA would agree to preservation of existing wetlands and would not require the Airport to do anything more than what the grant assurances require or what is already in place in the Refuge Statute.

This comment is included in the attached comments on the draft plan. I felt that it was important for you to be aware that FAA has re-evaluated the conditions previously communicated for preservation mitigation with the siting wildlife hazard siting criteria.

Patti

11/16/2005