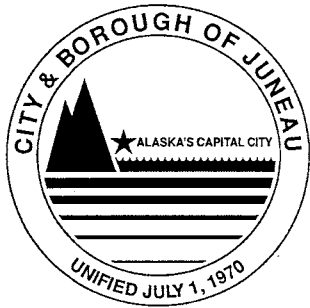



ATTACHMENT #2



**JUNEAU INTERNATIONAL AIRPORT
MEMORANDUM**

TO: Airport Board
FROM:  Allan Heese, Airport Manager
DATE: May 5, 2006
RE: Summary of RSA Alternatives Meeting held April 13, 2006

Participants:

FAA - Byron Huffman, Deb Roth, Patti Sullivan, Jim Lomen, Pat Oien
CBJ - Mayor Bruce Botelho, Ron Swanson, Allan Heese
State of Alaska - Commissioner McKie Campbell

The discussion centered around a new RSA proposal from CBJ. This proposal built upon the ideas presented by Airports Division Manager Byron Huffman to Mayor Botelho, CBJ Manager Rod Swope, and Ron Swanson approximately one month ago. This new proposal solved what CBJ/JNU considered to be several problems, which existed with the FAA's preferred alternative (to date, that is Alternative RSA-6B) and also with the proposal presented by Airports Division Manager Byron Huffman. This new proposal achieves the following objectives 1) meets FAA standards for RSA; 2) maintains existing runway length for all operations; 3) uses same west end configuration as both FAA alternatives (6B and Mr. Huffman's presented alternative); 4) maintains west threshold at existing location; 5) extends parallel taxiway to new runway ends; 6) avoids Mendenhall Wetlands State Game Refuge lands to the east of the airport; and 7) avoids use of EMAS. Negative aspects of this new alternative include an increased footprint in wetlands and a need to analyze the approach/departure procedures based on the shift in RW thresholds on the east runway end.

Much discussion took place regarding how new alternatives should be included in the ongoing EIS process. For example, should both the new FAA proposal, as well as the new CBJ proposal,

**1873 Shell Simmons Drive, Suite 200, Juneau, Alaska 99801
Telephone: (907) 789-7821 Fax: (907) 789-1227**

be carried forward for analysis and discussion in the FEIS. After looking at the pros and cons of the questions, CBJ requested and FAA agreed that only the CBJ's new proposed alternative would be carried forward as the new CBJ proposed action. It was agreed that all parties would work together to expedite completion of the FEIS and ROD including CBJ contract amendment approval process. A new contract amendment for the EIS consultant, SWCA, will be required to analyze this alternative and edit the EIS to reflect the change in CBJ's proposed action for inclusion in the FEIS. JNU staff will work with Patti Sullivan to review the existing and projected expenses against the existing EIS grant amount and ascertain if sufficient funds are available for the EIS contract amendment and other necessary work (JNU staff time, permitting consultants, etc.).

The FAA representatives to the meeting made it clear that they will continue to consider EMAS as a practicable alternative, and therefore the preferred alternative based on the existing regulatory framework, despite major objections from CBJ/JNU. This being the case, CBJ has concluded that in order to avoid installation of EMAS they will pursue Congressional legislation, which will preclude the FAA from selecting an EMAS alternative. It was acknowledged that if CBJ is successful in achieving Congressional legislation, then the FAA would be required by Federal Law to select the new CBJ/JNU proposed action as the FAA preferred alternative in the ROD.