



April 27, 2006

Mr. Allan Heese
Manager, Juneau Int'l Airport
1873 Shell Simmons Dr.
Juneau, AK 99801

RECEIVED
MAY - 1 2006
Juneau International
Airport

Dear Mr. Heese:

Alaska Airlines has reviewed your alternate Runway Safety Area proposals of March 31 and April 4, 2006. We appreciate the opportunity to provide our input on these proposals.

These proposals support our past input of maintaining the existing usable runway length to the greatest extent. From a takeoff and landing weight perspective, the proposals provide us equal weights to what we have available today. However, we must consider more than the aircraft performance issues. These proposals move the location of the runway thresholds, which will require Alaska Airlines to redesign all of our Required Navigation Performance (RNP) arrival and departure procedures. The procedures would need to be designed to new criteria, so even some existing obstacles could increase the minimums, as well as new obstacles that may need to be considered under the new criteria.

An initial look at possible impacts to the minimums indicates an increase by at least 15' to 87' decision altitude. The visibility requirements would also increase by ¼ mile on some of the procedures. Alone, these issues are significant. An even greater concern is that in order to redesign and resubmit the RNP procedures, Alaska Airlines would need final runway survey coordinates. Because the precise coordinates are generally not available until after the project is completed, it is likely ASA would be without RNP procedures at JNU for a minimum of 12 – 18 months during FAA's review and approval process of the new procedures. There is a possibility the new procedures would not be approved at all.

Because RNP is so critical to our schedule reliability in JNU, we are not able to support this proposal which changes the runway thresholds. In 2005 alone, ASA documented 546 "saves" by RNP in Juneau, which roughly translated to 55,000 passengers who were able to arrive and depart as planned rather than face a delay or diversion. We cannot put the RNP program in jeopardy for any period of time.

Thank you for continuing to involve Alaska Airlines in your Runway Safety Area decision process. If we can be of any further assistance, please let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "Lynae Jacobson", is written over the typed name.

Lynae Jacobson
Manager, Air Traffic & Airfield Operations
Alaska Airlines

cc: Pat Oien – FAA
Carl Allen, Kathy Smith – Alaska Airlines