Juneau International Airport

Final EIS and Section 4(f) Evaluation

PART I:

Chapters 1-3 and Executive Summary

Federal Aviation Administration

City and Borough of Juneau, Alaska

April 2007

“Contours and associated elevation data included in this EIS are provisional only, based on 2001 LIDAR data that has not been fully confirmed by quality control procedures. This information is provided for planning purposes only, and may be revised in the future. FAA and CBJ assume no liability for the use of this data.”

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

EXECUTIVE SUMMARY

Final Environmental Impact Statement and Section 4(f) Evaluation
for
Juneau International Airport
City and Borough of Juneau, Alaska

This statement is submitted for review pursuant to the following public law requirements: Section 102(2)c of the National Environmental Policy Act (42 U.S.C. 4321 et seq); "Section 4(f)" of the Department of Transportation Act (49 U.S.C. 303(c)); Sections 401 and 404 of the Clean Water Act (33 U.S.C. 1344); Section 10 of the Rivers and Harbors Act (33 U.S.C. 403); various chapters of the Department of Transportation Act relating to aviation and airports (49 U.S.C., including Chapters 401, 411, 445, 471, and 481); Executive Order 11990, Protection of Wetlands; Executive Order 11998, Floodplain Management; and other applicable Federal, State of Alaska, and City and Borough of Juneau laws. This Final Environmental Impact Statement (EIS) discloses the environmental consequences associated with proposed development activities at the Juneau International Airport (JNU). JNU and the Federal Aviation Administration (FAA) have proposed a number of actions designed to enhance operations safety, facilitate aircraft alignment with Runway 26, and improve Airport facilities, including:

- Bring the Airport into compliance with FAA standards for runway safety area,
- Improve navigational alignment with Runway 26 at night and during poor weather,
- Construct and use a new, larger snow removal equipment and maintenance facility,
- Develop an improved, safer, and more secure access route to the fuel farm,
- Construct new aircraft parking and storage facilities to meet existing and future demands, and
- Implement an improved wildlife hazard management program that will reduce potential for aircraft collisions with wildlife.

The proposed Airport improvements would be completed during the 2008-2015 time period and, depending on the alternatives implemented, may result in temporary or long-term impacts to wetlands, water quality, wildlife habitat, vegetation, essential fish habitat, visual quality, socioeconomics, air, noise and two DOT 4(f) properties, the Dike Trail and Mendenhall Wetlands State Game Refuge.

FAA is the lead federal agency for this EIS. The U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, National Marine Fisheries Service, and Alaska Department of Fish and Game are cooperating agencies. The U.S. Environmental Protection Agency, Alaska Department of

Environmental Conservation, and Alaska Department of Natural Resources have also participated in the EIS. This Final EIS will also serve as the environmental review document for permits issued by the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act.

Comments concerning this Final EIS should be received by close of business on June 11, 2007 and may be submitted electronically at *www.jnu-eis.org* or mailed to the following address:

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