

JUNEAU RUNWAY INCURSION MITIGATION (RIM) PROGRAM

April 10th 2017



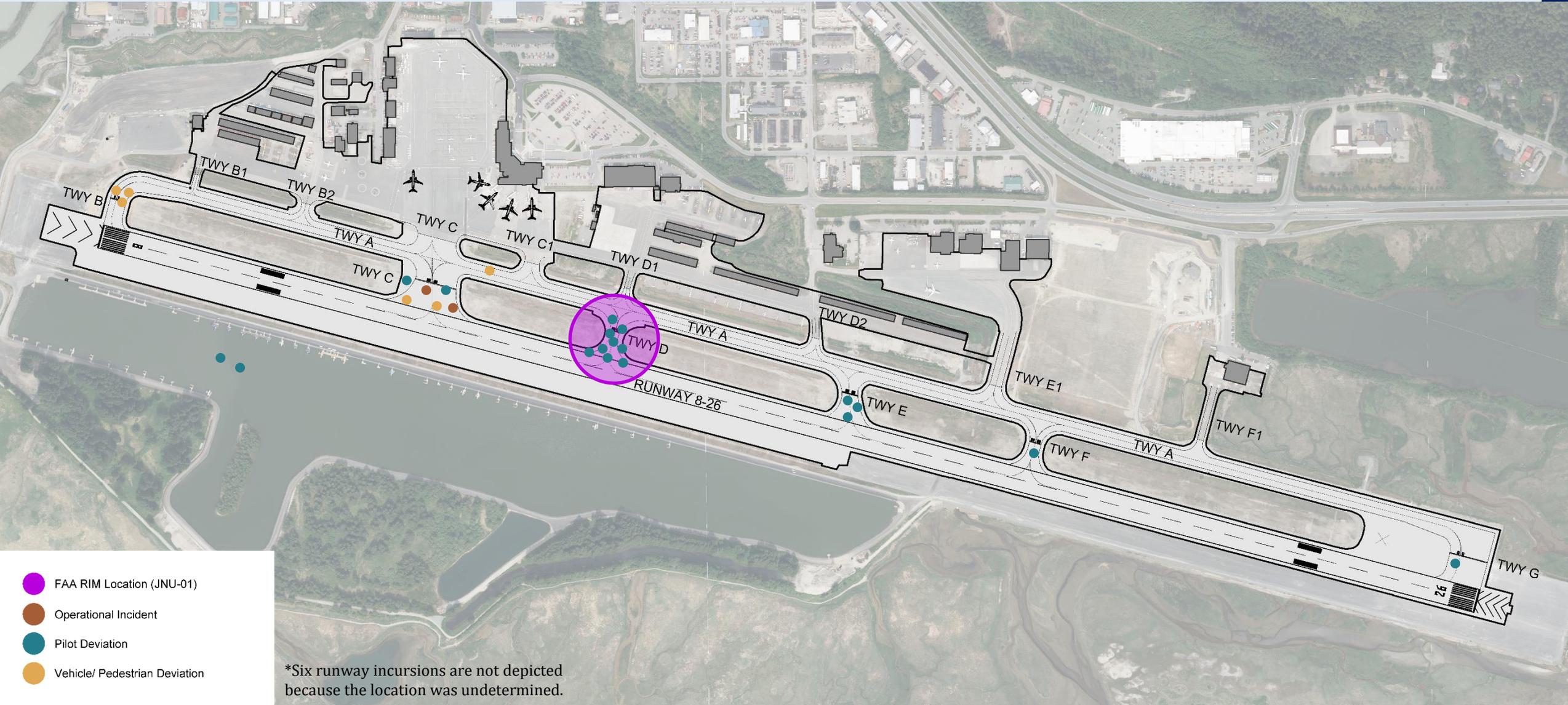


Goals and Objectives

- ➔ The goal of the JNU RIM Program is to determine mitigation solutions for Taxiway C that will reduce the risk of runway incursions at the Airport.
- ➔ The objectives are:
 - » Examine runway incursions data related to Taxiway C, D, E
 - » Consider airfield design and geometry
 - » Develop potential solutions
 - » Priorities mitigation techniques



Juneau Runway Incursions



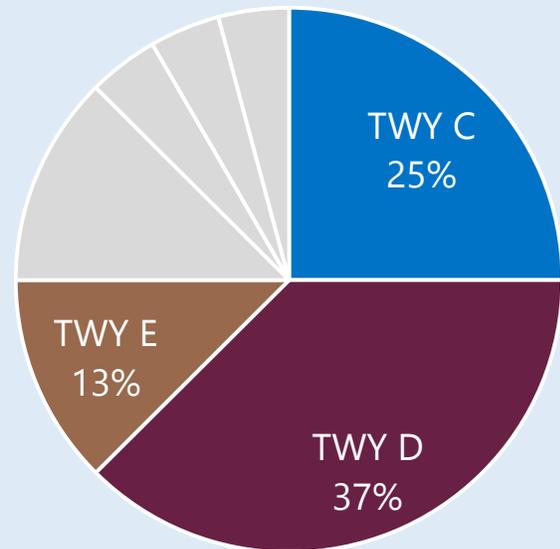
- FAA RIM Location (JNU-01)
- Operational Incident
- Pilot Deviation
- Vehicle/ Pedestrian Deviation

*Six runway incursions are not depicted because the location was undetermined.

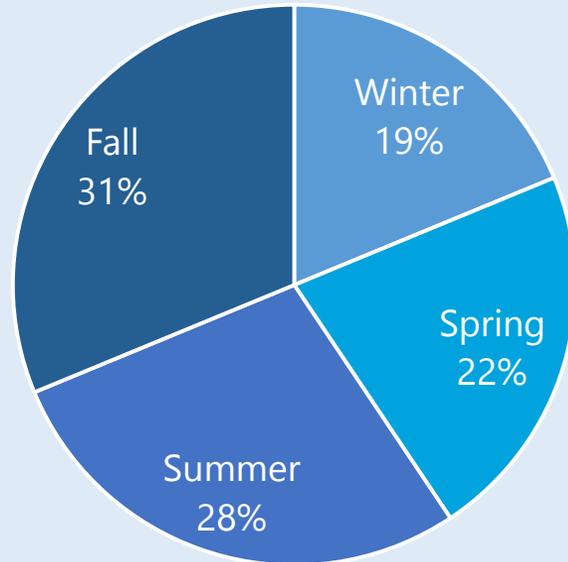


Juneau Runway Incursions

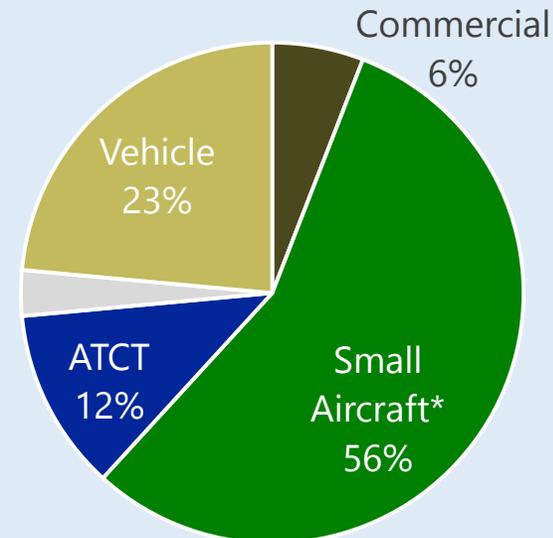
By Location



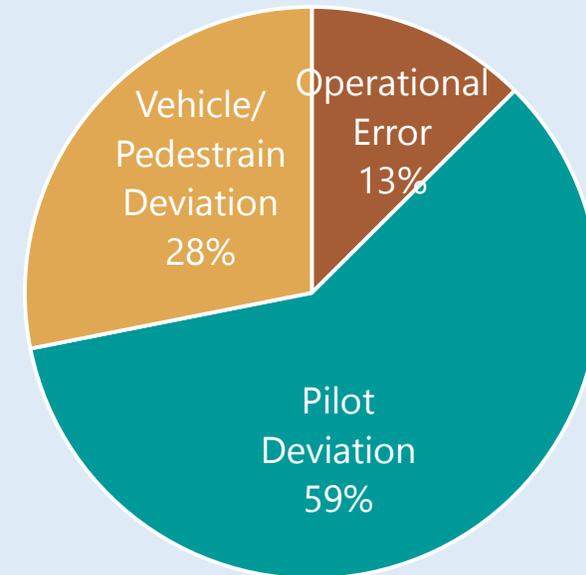
By Season



By User



By Category



* Aircraft with a maximum takeoff weight under 12,500lbs.

Taxiway Design Deficiencies

Taxiway Delta

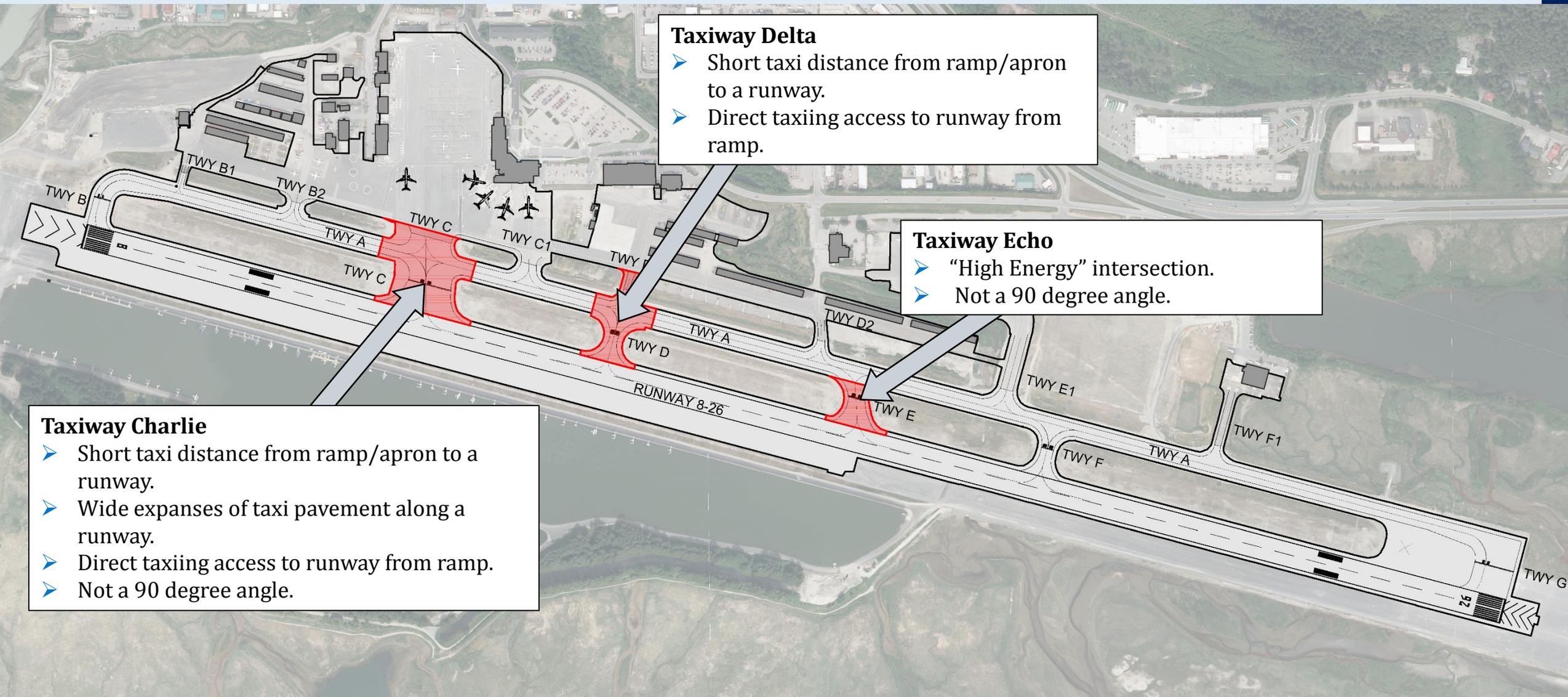
- Short taxi distance from ramp/apron to a runway.
- Direct taxiing access to runway from ramp.

Taxiway Echo

- "High Energy" intersection.
- Not a 90 degree angle.

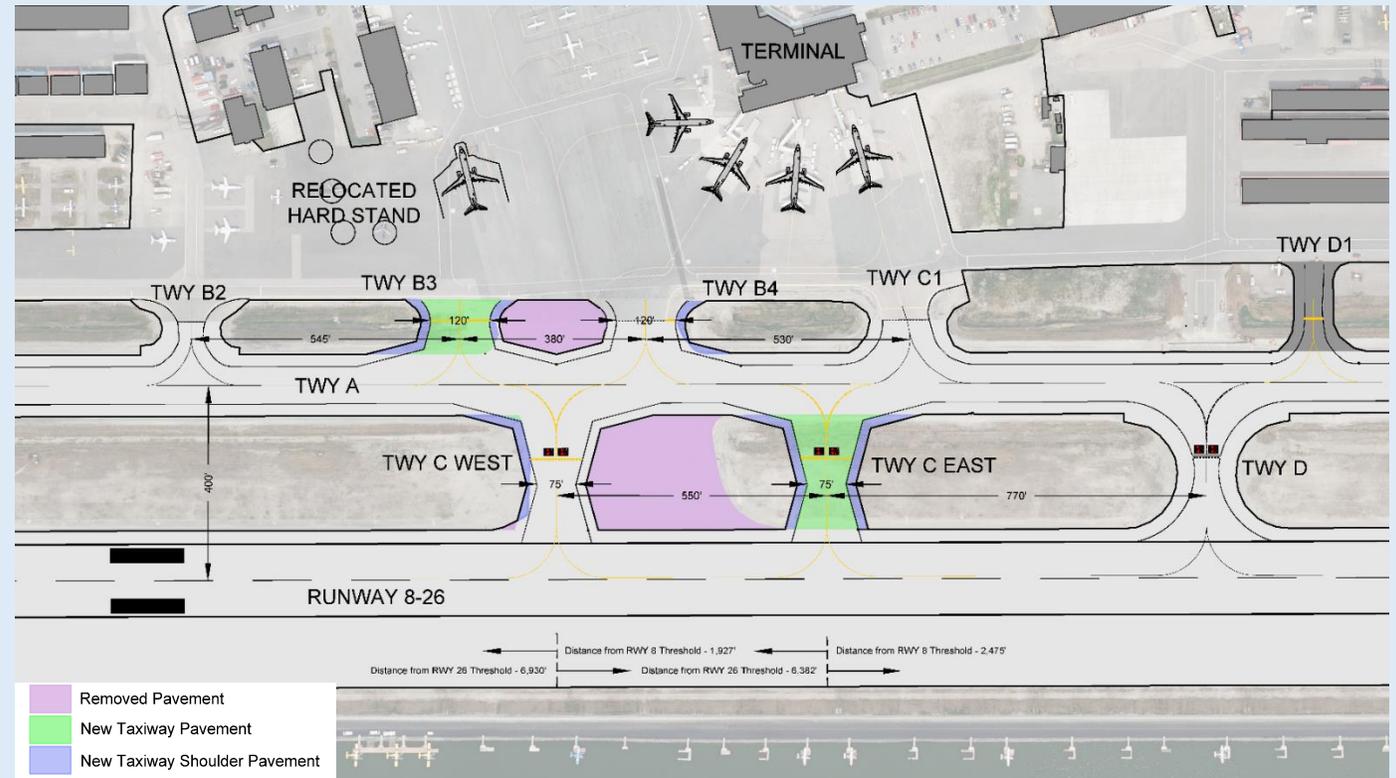
Taxiway Charlie

- Short taxi distance from ramp/apron to a runway.
- Wide expanses of taxi pavement along a runway.
- Direct taxiing access to runway from ramp.
- Not a 90 degree angle.

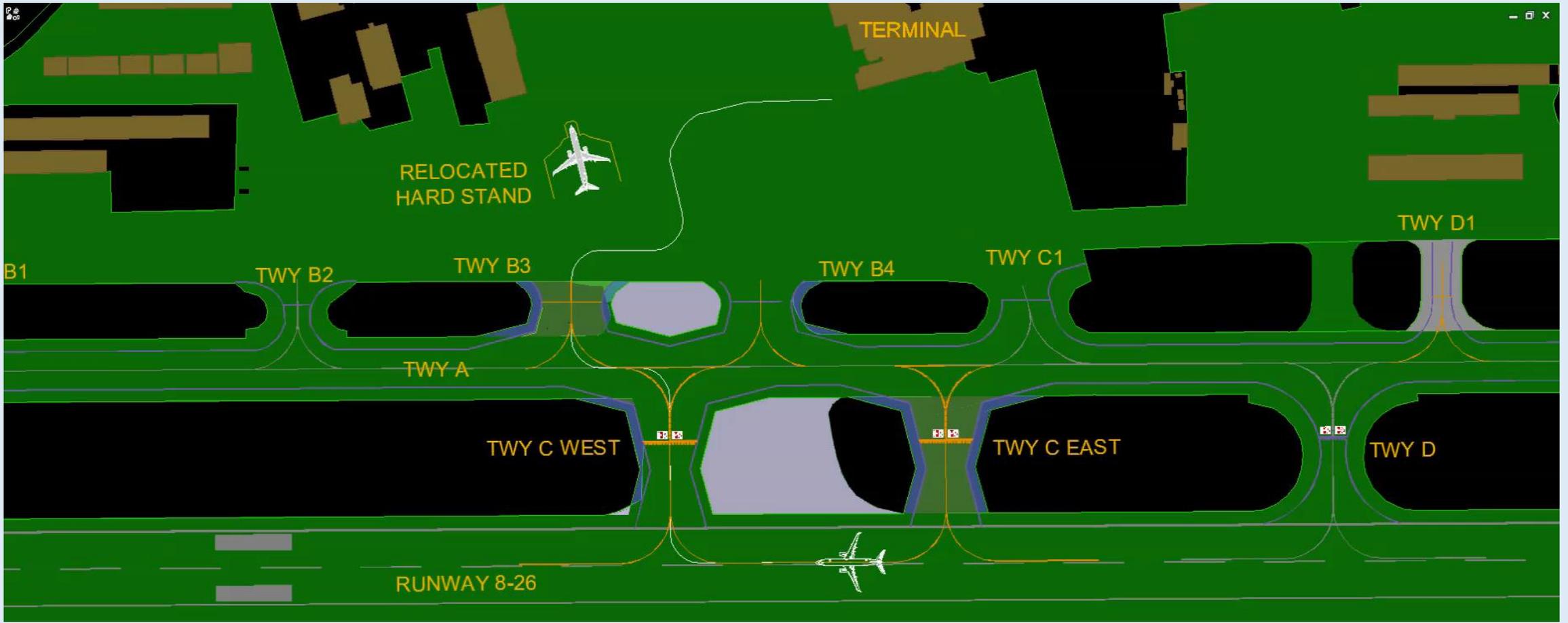


Option 3 – Preferred Solution

- ➔ Meets current airfield design standards.
- ➔ Optimizes the configuration based on the aircraft fleet.
- ➔ Improved ATCT flexibility and airfield efficiency.
- ➔ Increase situational awareness and aircraft performance



Taxiway C Maneuverability – Scenario Two

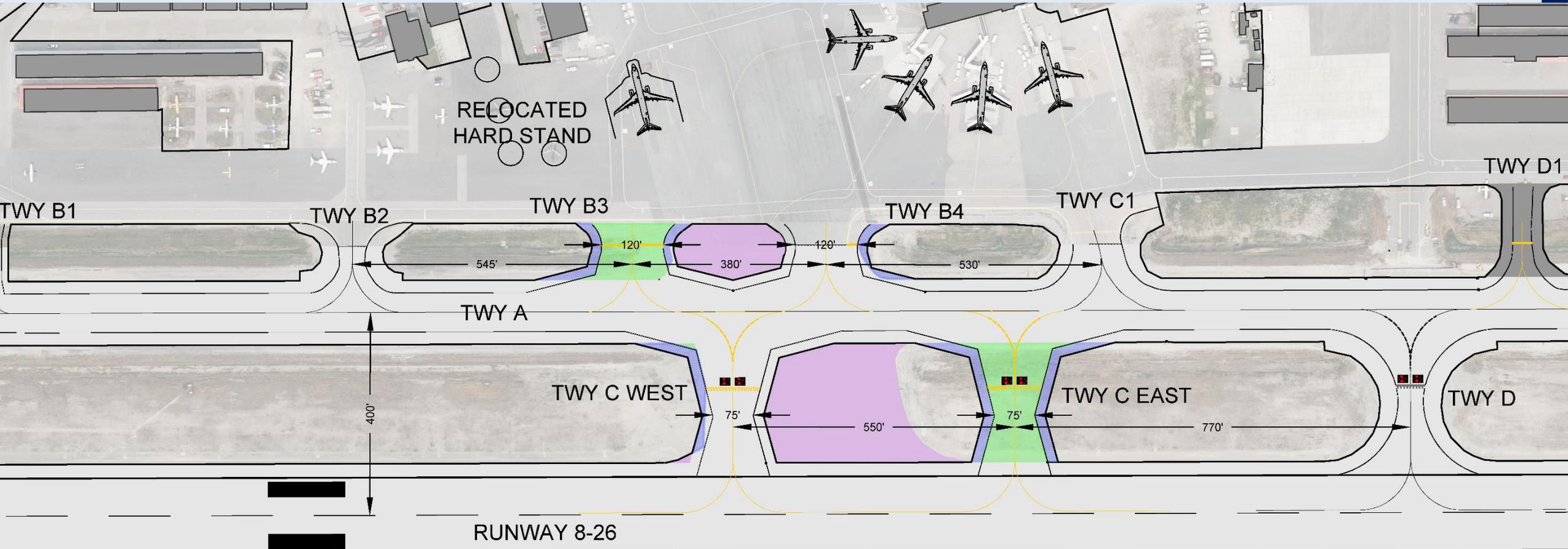


Taxiway C Maneuverability – Separation





Option 3 – Preferred Solution



- Removed Pavement
- New Taxiway Pavement
- New Taxiway Shoulder Pavement

