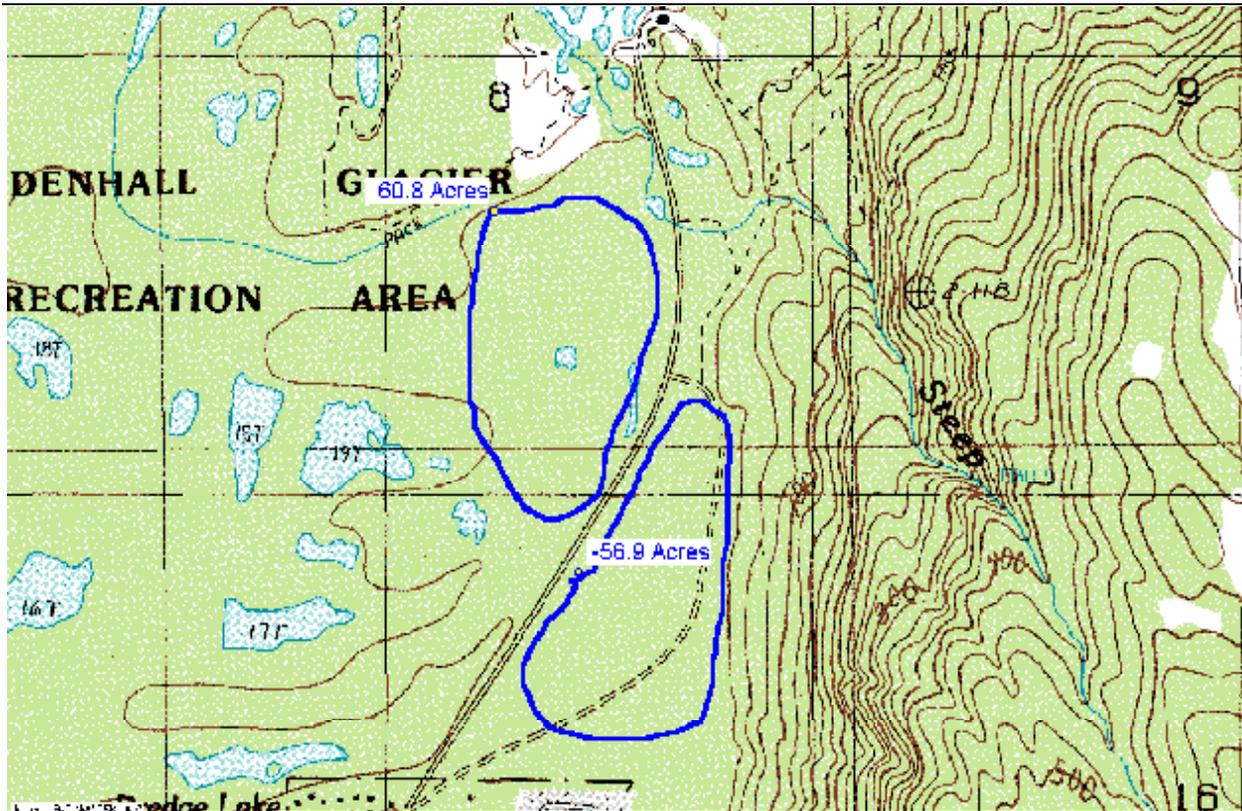


4.2.2 Mendenhall Glacier



Land Ownership:	National Forest Lands	
Physical:	12 to 20 acres	40' elevation
Terrain Features:	Forested flat area with a variety of streams and ponds in the area.	
Adjacent Terrain Features:	Recreation trails and salmon spawning streams are in this area. Mendenhall Glacier Visitor Center and Lake is .5 miles to north. Residential areas are .5 miles to the south.	
Existing Infrastructure:	Electricity	City Water and Sewer
Access:	12.6 miles from Marine Park	19 minutes drive time from Marine Park
Road Description:	Northwest on Egan Highway, a four-lane freeway, for 9.2 miles. Northeast on Mendenhall Loop Road, a two-lane road, for 3.4 miles.	
Type of Traffic:	Commercial and residential traffic.	
Nearest Fire Station:	Glacier Valley Fire Department, 4.5 miles.	

Noise

In the mid to late 1960's, ERA Helicopters operated from a base at the Mendenhall Glacier. This past year, there have been a number of suggestions that this be the site for a new heliport. Operators also expressed interest in the site, though with

reservations about noise impacts. Because of the interest expressed by varied parties, we believed the Mendenhall Glacier area deserved a serious evaluation.

Figure 4.2.2.2 Mendenhall Glacier Flight Routes



	3000' Noise Corridors	6000' Noise Corridors
Affected Land Parcels	2	139
Affected Housing Units	0	125

As mentioned in the summary of this study, to be a success, an alternate heliport must offer dramatic reductions in flightseeing noise, without inflicting new noise levels on a substantial number of people. While this site would offer a reduction in the number of residences within the helicopter noise footprint, it would shift much of those impacts to a new group of homes.

The results of the noise measurements for the Glacier Heliport site are presented in

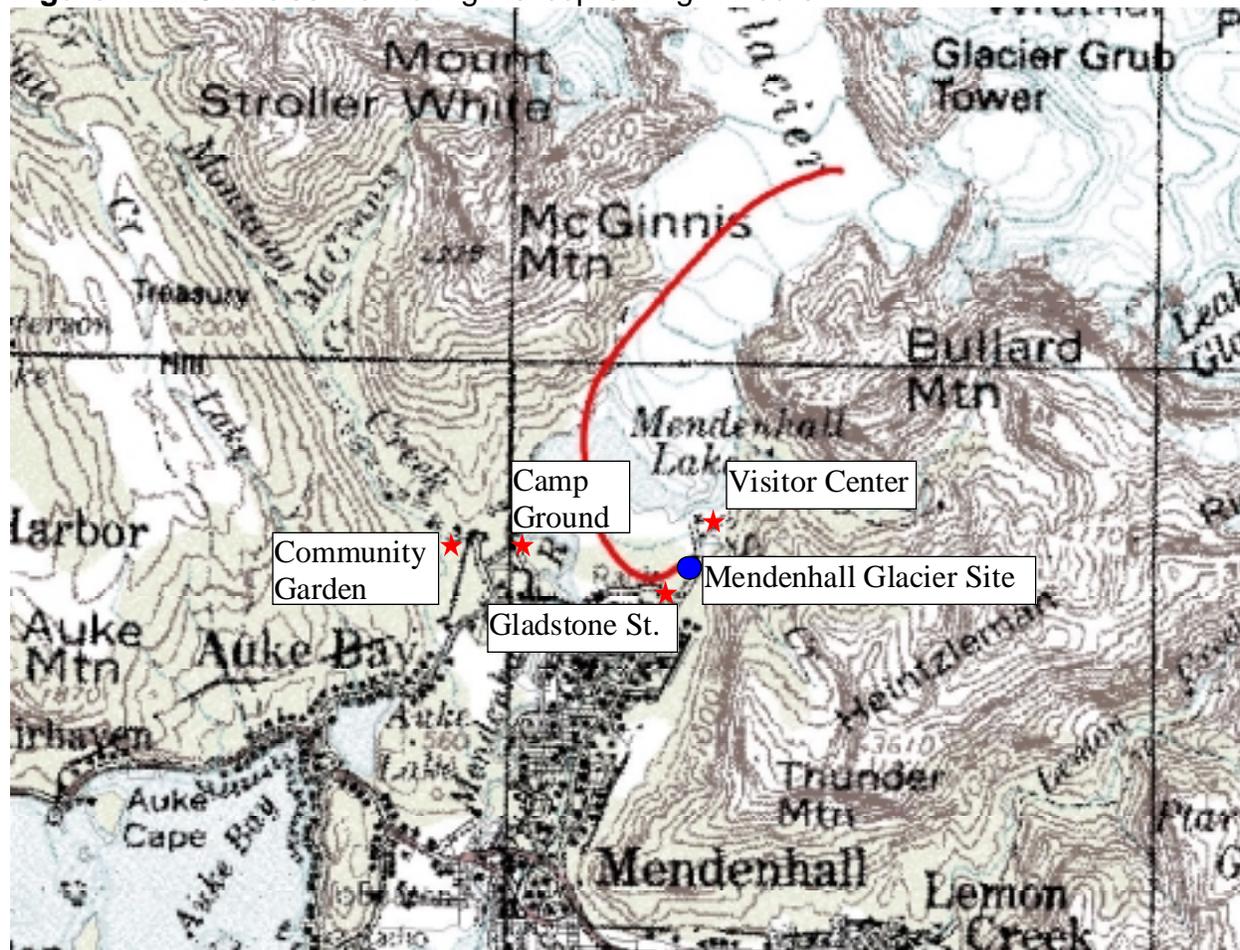
table on the following page. Figure 4.2.2.3 shows the helicopter flight route flown during noise monitoring. The results show that the highest noise levels occur near the Mendenhall Camp Ground measurement site. These levels are higher than what typically occur with current flight paths, or would occur with a Montana Creek heliport. The subdivisions of Brigadoon, Brigadoon II, and Montana Creek II, close to the Skaters Cabin campground would be noticeably impacted. Gladstone Street is the last street off Glacier Spur Road before it crosses into National Forest Land. The noise impacts were not as pronounced as expected at the Gladstone monitoring site, but the noise in the Glacier Park and Glacier Valley subdivisions (bordering the Dredge Lake area) and the Pleasant Gardens Subdivision (east of the spur road, accessed by Gladstone, Garnet, and Threadneedle Streets) would be a new and very noticeable impact.

This study has centered on residential impacts, but it should also be pointed out that a Mendenhall Glacier heliport would increase the noise impacts at the Mendenhall Glacier Visitor's Center and diminish the viewing experience. This might make the Forest Service more reluctant to enter into a land trade to make this possible. Noise on the West Glacier trail would be about the same under this alternative as the Montana Creek heliport, but noise on the East Glacier trail would be greater.

Noise Measurement Results (Maximum dBA)
Mendenhall Glacier Heliport Site (N-A is Not Audible)

Time	Procedure	Camp Ground	Glad Stone St	Visitor Center	Montana Creek
		S111	S112	S113	S114
17:07	Approaching Glacier Heliport Site from South	56	52	54	N-A
17:08	Landing at Glacier Heliport Site	41	52	51	N-A
17:11	Takeoff from Glacier Heliport Site	52	54	51	N-A
17:12	Departing to North Toward Montana Creek	66	51	51	N-A

Figure 4.2.2.3 Noise Monitoring Helicopter Flight Route



Air Safety

Being at a relatively low elevation, the site would remain below most of the low scattered or broken ceilings that tend to make up the inclement weather in the area. With the adjacent terrain protecting the site from the east and west, the stronger northeasterly winds coming down the Mendenhall Glacier would be a moderate factor at the site during the few days per season with strong winds. However, approaches would typically be made into the wind.

Approaches and departures would be just outside of the existing Class D/E airspace at the Juneau Airport. Typical flight paths for the flightseeing tours would remain to the north of the airport, and would produce no airspace conflicts with Juneau airspace or IFR approach/departure procedures.

The Mendenhall Glacier Visitor Center site would be able to meet the requirements set forth in FAA AC 150/5390-2A Heliport Design given that:

1. the site has sufficient area for the functional elements of an alternative heliport;
2. the site has a relatively gradual grade for site preparation; and
3. there are sufficient areas for approach, departure and protection zones.

Physical Description

The Mendenhall Glacier Visitor Center site is located approximately 3.7 miles north-northeast of the Juneau Airport, immediately southeast of Mendenhall Lake. The general site is composed of two relatively level sites of 12 to 20 acres at about elevation 40 feet MSL formed by the retreat of the Mendenhall Glacier. The grade is level for about two miles to the west across the lake, and slopes up toward the Heintzleman Ridge at about elevation 2,500 feet MSL toward the east. There are a variety of streams and ponds in the area as well as recreation trails and salmon spawning streams. The Mendenhall Glacier Visitor Center is one half mile to north. Residential areas are one half mile to the south.

Infrastructure

Electricity and city water and sewer are relatively accessible to the site.

Ownership

This site is owned by the U.S. Forest Service. While the District Ranger has shown a great willingness to work with the CBJ to improve the flightseeing noise issue, the

District Ranger has expressed reservations about a heliport in this area. This option has been in the news several times and the Forest Service has received many calls opposing a heliport at this site. A heliport at this site would require a land trade or lease from the Forest Service.

Access

This site would be very accessible directly off the Glacier Spur Road.