

Chronology of Efforts Regarding Flightseeing Noise in Juneau, 1988-2004			
Time Frame	Committee/Group/ Meeting	Document/ Report	Comments
1988-1990	Ad Hoc Floatplane and Tour Ship Noise Study Committee	<i>Final Report of the Ad Hoc Floatplane and Tourship Noise Study Committee</i> (June 1989, 15 pages)	After nine months of work (Oct 88-June 89), the committee delivered a list of three types of options, along with the pros and cons of each option to the Assembly: (1) adhere to voluntary compliance measures, (2) decrease and regulate floatplane operators by ordinance, (3) discontinue use of harbor for floatplane operations. In July 1989, the City Manager recommended that flightseeing operators be given an opportunity to voluntarily comply with regulations, but the Assembly be prepared to take regulatory action if operators did not strictly comply with voluntary compliance measures or if those measures were not effective. In May of 1990, the downtown waterfront flightseeing operators entered into an agreement with the CBJ to adhere to specific noise abatement operations and to phase out use of C-206s and C-185s and replace the aircraft with less noisy aircraft; the CBJ agreed to maintain and publicize a central location for floatplane noise abatement comments and to publish a public information brochure about the issue.
December 1992- January 1994	Ad Hoc Noise Abatement Study Committee	<i>Final Report of the Juneau Ad Hoc Noise Abatement Study Committee</i> (January 1994, 21 pages)	The scope of work for this second noise committee was extended from the downtown waterfront to include the entire City and Borough of Juneau. The committee submitted 16 recommendations including the following: aircraft should adopt a "Juneau Fly Neighborly Program;" the City should fund a noise study of floatplane and helicopter sightseeing tours; the noise hotline should be continued and the city manager should assign hotline management to an appropriate noise management agency; the Assembly should support the concept of long-term planning on tourism for Juneau; the City should remain apprised of new noise reduction technology and the appropriateness of requiring that technology on aircraft operating in the Juneau area. Other committee recommendations related to noise from city street operations, cruise ship engines, horns and public address systems, and vehicle traffic (including bus idling and commercial truck traffic).
1994-1997	Tourism Working Group (TWG)		In December 1994, the mayor appointed a nine-member task force to identify tourism-related issues and possible mitigation solutions and develop a long-range plan for Juneau's visitor industry (by the 1995 tour season, Juneau hosted nearly one half million visitors). The TWG held several large public work sessions and open houses (May 1995; March 1996; April 1996) and commissioned numerous studies including opinion surveys of Juneau residents on the impacts of tourism.
1996-1997	TWG Review of the CBJ Land Use Code		The TWG began reviewing the CBJ's land use code (Title 49) in May of 1996 with the intent to propose amendments addressing the impacts of tourism activities on residential neighborhoods and other areas. Sustained work on Title 49 occurred in the fall and, after numerous worksessions, including some with the Planning Commission, a draft ordinance was ready for Assembly review in February 1997. At that point, however, instead of proceeding with the ordinance, the TWG decided that voluntary measures should be given a chance to work during the summer of 1997. Thus, the "voluntary compliance" program began.
1997-2004	Voluntary Compliance Program and Tourism Hotline		Begun in 1997 as a way to mitigate impacts of tourism on residential neighborhoods (and as an alternative to amending the Land Use Code), the Voluntary Compliance Program (now known as the "Best Management Practices" program) has been modified each year in response to evolving citizen and industry concerns. Since its inception in 1997, flightseeing has been among the most contentious of the issues covered under this program.

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June 1997- December 1999	Tourism Advisory Committee (TAC)		In June 1997, the Assembly adopted Resolution 1862, making the TWG into a permanent citizen advisory board known as the Tourism Advisory Committee. Among the 9 purposes of the TAC as articulated in the Resolution: monitor and document tourism activity, especially as it affects quality of life in the community; solicit comments from citizens and businesses related to tourism and mediate and attempt to resolve concerns and complaints as requested by a person or business adversely affected by or engaged in tourism; as new issues arise, conduct the first level of research and discussion prior to making recommendations to the manager or the assembly; conduct regular research to measure community sentiment on tourism issues and identify remedies that will address impacts; solicit new ideas from the industry and general public on ways to more effectively enhance benefits and reduce impacts of tourism throughout the borough; recommend a borough-wide, annual action plan for tourism in Juneau and monitor implementation of the plan.
November 1999- October 2003	Assembly Planning and Policy Committee		In November of 1999, the Mayor created a new committee of the Assembly—the Planning and Policy Committee (PPC)—and charged it with addressing two issues: tourism and capital facilities in the downtown core (physical improvements to make Juneau a better state capital). Until its dissolution in 2003, the PPC focused most of its efforts on tourism management.
2000	Satellite Heliport Consideration		The Assembly Planning and Policy Committee spent much of its first year discussing flightseeing noise, including the beginnings of an evaluation of what were then being called "satellite heliports."
May 1, 2000	PPC's Flightseeing Noise Intent Statement		PPC adopts the following flightseeing noise intent statement: "The intent of the Assembly is to ensure that flightseeing noise does not unreasonably affect the ability of the City's residents to enjoy their own property or be dissuaded from any outdoor activity."
March-Dec 2000	Flightseeing Noise Mediation		Nine caucus groups (CBJ, U.S. Forest Service, fixed wing operators, helicopter operators, cruise lines, local businesses, conservation interests, Peace and Quiet Coalition and Cruise Control, Inc.) met to find negotiated solutions to flightseeing noise. The mediation team completed the design phase but, unable to reach agreement on next steps, dissolved in December, 2000.
Summer 2000	Flightseeing Noise Study, Phase I	<i>Flightseeing Noise Assessment, Final Draft (1/25/01)</i>	The CBJ contracted with Michael Baker, Inc., and BridgeNet International to document and analyze noise levels in the City and Borough of Juneau caused by helicopter and fixed wing flightseeing and to present mitigation options that could reduce the noise impacts associated with these operations. Contractors recorded detailed noise measurements in residential areas of Juneau in August 2000 and later modeled and analyzed those data. The published report contained extensive noise data and also listed several mitigation options, including new technology, alternative flight paths, satellite heliports, seasonal noise modeling, and mediation.
October 2000	Voter Initiative on Flightseeing Noise		This initiative proposed a City ordinance to regulate noise from flightseeing tours. If passed, the ordinance would have required the City to request the federal government reduce Juneau Icefield helicopter landings, enact municipal regulation of tourist flight schedules, restrict the construction of new heliports and prohibit municipal research related to new heliports. The initiative failed, 31% to 69%.

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Summer 2001	Flightseeing Noise Study, Phase II	<i>Alternative Heliport Site Analysis (9/24/01)</i>	The CBJ hired the same contractors from Phase 1 to examine the feasibility of alternative heliport sites to reduce noise over residential areas. The contractors screened 17 potential heliport sites and finally recommended two as having the best potential to reduce noise over residences: Montana Creek (for tours headed north out of the airport to the Juneau Icefield) and Dupont (for Era's southbound tours).
2000-2002	USFS Reviews Helicopter Landing Permits	<i>Helicopter Landing Tours on the Juneau Icefield, 2003-2007 (May 2002)</i>	The selected alternative authorizes an increase in the number of permitted landings on the Juneau Icefield. Over a period of 5 years, permitted landings increase 16%: from 19,039 in 2003 to 22,040 in 2007.
2001-2002	CBJ Tourism Plan Development	<i>Juneau Tourism Management Plan, Final Draft (April 2002)</i>	Discussions of tourism impacts, including flightseeing noise, occurred throughout the year-long process of tourism plan development. The final draft plan acknowledged past efforts at noise reduction, summarized meeting and webpoll data indicating that helicopter flightseeing "bothers a significant portion of the Juneau population. Frequency and volume are both significant factors in noise irritation....[t]he plan calls for phased relocation of heliports. Heliport relocation process will be coordinated through the City Manager's Office in close partnership with the JTP, and will be designed to collaboratively work with various stakeholders to find mutually workable solutions."
2001	Legal Review of CBJ Authority Regarding Flightseeing	<i>Flightseeing Noise in Juneau: Mitigation Options and Recommendations Under Existing Law (April 23, 2001)</i>	<p>The city retained Rick Durden, an attorney specializing in aviation law, to analyze what the CBJ could do to compel or encourage noise reduction under the law. He stated that "unfortunately, simplistic approaches to noise in the Juneau area suffer from illegality." Regarding helicopter flightseeing, he concluded that "[E]nacting a noise control ordinance...that would be effective and comply with Federal Aviation Regulations, statutes and case law would be extremely difficult, expensive and time consuming....My recommendation is that...the CBJ [should] enter into negotiations with the operators...to reach a noise reduction operating agreement...[that] would establish one or two heliports, well away from the city, for all helicopter operations, and would set out flightseeing departure and arrival routes and altitudes to get flightseeing helicopters to and from locations at or near the ice fields and away from human habitation." Full report available online at www.juneau.org/tourism/documents2001/DurdenFinalReport.pdf</p> <p>Regarding fixed wing operations, Mr. Durden said he was "of the opinion that the CBJ has the authority to regulate noise from seaplanes departing the Channel via zoning...For the sake of a comprehensive plan, one that defines routes and noise levels...I recommend it be reached via negotiation. The CBJ can enter negotiations with the understanding it has the power to impose some fairly stringent regulations in some, but not all, areas, so it behooves everyone to get the problem solved via agreement."</p>
August 2002	Assembly Adopts Tourism Policies	Resolution 2170, Adopting Tourism Management Policies (August 5, 2002)	The adopted policies include the following regarding helicopter flightseeing noise: "It is the policy of the CBJ to work with residents, operators and appropriate government agencies to implement a phased development of alternative heliports to accommodate helicopter flightseeing operations....The manager shall work with the Juneau Tourism Partnership to consider satellite heliports. Initial steps should include conducting an initial-phase feasibility study on the construction of a new heliport at the DuPont or Sheep Creek alternatives identified in the Michael Baker Study before exploring other locations. Other locations, or other management approaches may be explored if identified as alternatives in an environmental study....It is the policy of the CBJ to explore significant noise reduction possibilities through the use of quiet technology and offer workable solutions for both operators and residents alike."

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June 2002 (FY03)	Assembly Appropriates Funds for a Heliport Plan and Noise Abatement Capital Improvement Project		The Assembly appropriated \$500,000 in passenger fees to a "Heliport Plan & Flightseeing Noise Abatement and Implementation (Infrastructure & Quiet Technology)" Capital Improvement Project.
June 2003 (FY04)	Assembly Appropriates Funds for Alternative Heliport and Noise Abatement Capital Improvement Project	Resolution 2215, Adopting the Capital Improvement Program (June 9, 2003)	The Assembly appropriated \$510,000 in passenger fees for "Alternative Heliports/Noise Abatement" Capital Improvement Project.
Summer 2003	Loan Program for Floatplane Noise Abatement	An Ordinance Transferring To The Manager The Sum Of \$500,000 For The Noise Abatement Loan Program (Ord. 2003-19(L), August 25, 2003)	Floatplane noise tests were conducted in May 2003 to evaluate the differences in noise generated in Gastineau Channel by Otters with piston engines and Otters with turboprop engines. After the tests confirmed that the use of turboprop planes resulted in significant noise reduction, the Assembly decided to use \$500,000 in passenger fees to start a floatplane noise abatement loan program. These funds were used to retrofit two aircraft (owned by Wings of Alaska) with turboprop engines. The aircraft now operate in Gastineau Channel.
2003	Federal Appropriations to Mitigate Impacts of Helicopter Charter Flights		In February 2003, Congress appropriated \$350,000 to the Forest Service "to issue a contract...with the City of Juneau, Alaska, to prepare an environmental impact statement to identify ways to mitigate the impacts of helicopter charter flights in the Tongass National Forest on the community of Juneau, Alaska" and \$1 million to the Surface Transportation Program of the U.S. Department of Transportation for "Juneau Heliport, Alaska."
2004	Helicopter Flightseeing Noise Mitigation Project Agreement		The City, the Forest Service, the Federal Highway Administration, and the Alaska Department of Transportation and Public Facilities prepared an agreement to begin working together on an environmental analysis of proposed flightseeing noise reduction strategies, including the construction of alternative heliports. The scope of the agreement changed from what was originally negotiated and work on the project is now on hold until the Federal Highway Administration approves the expenditure of funds appropriated to them.
Fall 2004	Loan Program for Floatplane Noise Abatement	An Ordinance Transferring To The Manager The Sum Of \$464,000 For The Noise Abatement Loan Program (Ord. 2004-14(O), October 11, 2004)	These funds are being used by Wings of Alaska to retrofit two additional aircraft with turboprop engines. The aircraft should be ready for operation in Gastineau Channel by the summer of 2005.