

GREG ALBJERG, PE**Vice President, National Aviation Planning Leader, HNTB Fellow**

Greg is HNTB's National Aviation Planning Leader. He has more than 32 years of experience in airport planning and design as well as three years as an FAA air traffic controller. He is also a registered professional engineer and an active licensed pilot with instrument rating.

Greg has been directly involved in a wide variety of airport engineering, planning and environmental projects ranging from small general aviation airports to major air carrier airports. He is recognized industry-wide for his airspace and air traffic expertise.

Greg combines his strong understanding of airfield planning, design and operational aspects into plans that get designed and built. His knowledge results in designs and staging that maintain maximum airport operation while projects are under construction. Greg's project experience includes:

Minneapolis-St. Paul International Airport Long-Term Comprehensive Plan (Master Plan) (May 2014-present - est. completion June 2016) - HNTB project manager for the master plan which includes forecasts, airfield and airspace, terminal gates, vehicular parking, arrival and departure curbs, vehicular roads and other landside issues. A key focus of the plan has been to balance the expansion of Terminals 1 and 2 in the most efficient way possible. Planning fee: \$0.78 million

Deer Valley Airport Master Plan Update, Phoenix, AZ (#60331) (2014) - Project principal and general aviation outreach who provided stakeholder outreach and coordination, especially with FAA ATC, general aviation, corporate aviation, and the fixed base operators and flight schools. One of the primary focuses of the master plan was to bring the airfield up to current FAA standards and meet safety requirements addressing FAA hot spots and non-standard geometry issues. Fixing these issues was complicated since addressing safety often results in challenges to airfield efficiency and user convenience. Greg helped work through these issues with the stakeholders and provided input from the perspective of the pilot, air traffic controller, and airfield engineer.

Louisville International Airport (SDF) Runway 11-29 Runway Safety Area (RSA) Project, Louisville, KY (2012-2014) (#56972) - Project principal and senior planning lead who led the planning and preliminary design to bring Runway 11-29 at SDF into compliance with FAA-mandated safety area requirements. The project was complex in that the runway could not be shortened since it is essential to airport operations during strong crosswinds and is surrounded by major physical constraints that cannot be moved. The solution involved implementation of an engineered materials arresting system (EMAS) that would stop very large cargo aircraft as well as small regional jets. The runway localizer was offset and a tunnel was selected for the secure airport service road to provide adequate space for the EMAS. The project involved extensive coordination with the major users of the airfield and the FAA. An EA was also completed, and the project is now in final design.

Los Angeles International Airport (LAX) Runway 7L-25R RSA Improvements, Los Angeles, CA (2012-2013) (#58393) - Senior planner who provided oversight on issues with NAVAIDS, airspace impacts and project phasing to minimize impacts to users.

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Education

BS, Civil Engineering, 1974, University of Minnesota, Twin Cities, MN

FAA Academy, Air Traffic School, 1979, Oklahoma City, OK

Professional Registrations

Professional Engineer: MN, 1986 (#17655)

Licensed Private Pilot with Instrument Rating

Professional Affiliations

American Association of Airport Executives

Airport Consultants Council

Airports Council International North America Technical Committee

Air Traffic Control Association

Airport Cooperative Research Program Panels 3-17, "Evaluating Airfield Capacity" and 03-20 "Defining and Measuring Aircraft Delay and Airport Capacity Thresholds"

Hire Date with HNTB

March 1983

Years of Experience with other Firms

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Greg was also an active member of the Runway Template Action Plan (RTAP) team.
Construction cost: \$75 million.

Martin State Airport (MTN) Comprehensive Facility Planning Services, Baltimore, MD (2012-2013) - Principal airfield planner responsible for addressing various issues with Runway 15-33. The project included analyzing the best location for the displaced threshold to minimize airspace deficiencies associated with close proximity to water and vessel traffic. The analysis included an evaluation of instrument approach procedures and impacts and possible relocation for navigational aids.

Minneapolis-St. Paul International Airport Area Navigation (RNAV) Airspace Delay Analysis, Minneapolis, MN (2012) (#44692-PL-040) - Project manager for a study that modeled proposed RNAV departure procedures to analyze possible changes in airfield and airspace efficiency and operating characteristics. The study produced data which can be used by others to model the changes in noise due to the changes in aircraft flight paths. This project was part of an on-call planning services contract with the Metropolitan Airports Commission.

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Tucson International Airport Airfield Safety Enhancement Implementation Study, Tucson, AZ (Nov. 2011-Dec. 2014) (#58206) - Stakeholder coordinator and technical specialist who provided stakeholder outreach and technical oversight regarding airfield and airspace operational issues. Greg also led the airfield simulation portion of this study. Airfield safety, including reducing runway incursions, was a major component of the study. Greg led the unique approach to evaluating safety issues at Tucson, which involved the use of airfield simulation (SIMMOD Pro!) to help quantify the various safety issues at the airport. Besides providing data on the number of potential runway incursions that would be eliminated by proposed improvements, the simulation also provided stakeholders with a visual animation that demonstrated the problems and showed how they would be addressed. Greg also provided oversight on NAVAIDS, project phasing and cost estimating and cost/benefit analysis.

Minnesota State Aviation System Plan, MN (Feb. 2011-June 2013) (#50137) - Project manager responsible for NAVAIDS and airspace planning. HNTB updated the Minnesota State Aviation System Plans using web-based tools to incorporate innovative solutions. HNTB produced a tool box using GIS to be an interactive tool providing access to a profile of each State airport, allowing them to develop different scenarios for future development to determine funding priorities. An inventory survey was completed online. HNTB met every other week with the State of Minnesota to discuss the project and schedule.

Alaska International Airport System (AIAS) Plan, AK (2010-2014) (#50426) - Project manager who assisted the lead firm (DOWL HKM) in preparing the AIAS Planning Study as part of the AIAS's overall strategic planning effort. The AIAS consists of Anchorage (ANC) and Fairbanks (FAI) International Airports. The purpose of the planning effort was to outline initiatives to strategically position AIAS's standing in the international air cargo and passenger industries, explore the use of incentives and help maximize use of the system's assets, and enhance its long-term financial viability. The AIAS study was designed to determine the capacity of the AIAS system to explore options for transferring aviation activity between the two airports to optimize use of existing capacity, and to determine trigger points for adding new capacity to the system if needed. HNTB was responsible for preparing the forecasts, performing the capacity analysis, and developing a strategic business plan for the AIAS. HNTB prepared the forecasts at a market, airline and aircraft equipment-type level of detail to incorporate in design day flight schedules for simulation modeling and noise analysis. The capacity analysis involved detailed airfield and airspace simulation for ANC and FAI using

SIMMOD. The analysis determined that ANC had sufficient airfield capacity to accommodate up to 258,000 annual operations, at which point delays would become untenable and airlines would begin to make adjustments (schedule changes, overflying, or diversion to other airports) in response.

Minneapolis-St. Paul International Airport Environmental Assessment (EA), Minneapolis, MN (2010-2013) (#44692) - HNTB project manager who led an EA for Phases 1 and 2 of the master plan (LTCP). A Finding of No Significant Impact (FONSI)/Record of Decision (ROD) was issued in March 2013. The plan indicated unacceptable levels of service at landside and terminal facilities. As the passenger activity grows, the levels of service at landside facilities, including access roads, will deteriorate further. The levels of service within the terminal environment at gates, ticket counters, passenger check-in areas, security screening checkpoints, baggage claim and the international arrivals facility will deteriorate to unacceptable levels. Proposed projects will balance activity at the airport between the two terminals and bring the level of service up to acceptable levels through 2020.

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Houston Airport System (HAS) On-Call Planning Contract, George Bush Intercontinental Airport (IAH) North Airfield Alternatives Analysis, TX (2010) (#38344) - Task leader for SIMMOD analysis of two alternatives considered for the north airfield expansion. The analysis was performed on a fast-track basis and considered differences in delay and travel time for the two primary alternatives, and compared them against cost differentials and other airfield impacts.

Portage Municipal Airport Master Plan, Portage, WI (Apr. -Sept. 2009) (#46805) - Project principal who provided QA/QC for this project to prepare a master plan for Portage Municipal Airport.

Salt Lake City International Airport End of Runway De-icing Program, Salt Lake City, UT (May 2008-present) - Task leader for detailed concepts and initial preliminary design that took deicing pad concepts developed under Greg's leadership in an earlier phase to a more detailed concept ready for preliminary design. Greg is also responsible for advanced airfield simulation (SIMMOD) modeling to quantify the benefits of the new pads. The new de-ice pads will relocate all aircraft de-icing activities from existing airline-controlled de-ice pads in the central terminal area to common-use facilities near the runway ends for aircraft deicing just prior to departure. The program includes six new deice pads, and each pad is sized for six to eight aircraft of various sizes to accommodate the projected growth in operations and changes in aircraft fleet mix. The pads are being constructed over an 8-10 year period under multiple bid packages. The program also includes up to four deice support buildings to house a deice control tower, glycol storage, mixing and dispensing equipment, office space and crew break facilities. HNTB is providing overall project coordination, administration and advance planning; development of conceptual designs and cost estimates; design of aircraft pavements; airfield grading and earthwork calculations; NAVAID relocation; coordination of airfield lighting layout; site utility design (sanitary, water, gas, electrical, data/communication); airport-wide storm drainage detention systems and glycol collection systems design; pump station design; monitoring and control systems design; airfield roadway layout and design; budget monitoring, coordination with airlines and public agencies (FAA, NOAA, ATCT, SLC Public Works), and overall QA/QC. Working closely with Department of Airport staff and local agencies, HNTB provides on-site project management and engineering. Project cost to date: \$136 million

George Bush Intercontinental Airport (IAH) Environmental Impact Statement (EIS), Houston, TX (2008-2011) (#42206) - Project principal for the

SIMMOD analysis and NAVAID oversight. The EIS considered multiple new runway alternatives. The baseline, no action, and various new runway alternatives were computer simulated using SIMMOD for use in developing the purpose and need for the EIS. The analysis involved modeling the airfield, including gates and the terminal area airspace. HNTB conducted the SIMMOD modeling.

Minneapolis-St. Paul International Airport Long-Term Comprehensive Plan (Master Plan), Minneapolis, MN (2008-2010) (#44692) - Project manager responsible for updating the LTCP and developing a report that served as a framework for future development activity at the airport. Industry changes, as well as variations in growth rates for different aviation activities, resulted in some imbalances and deficiencies among various airport elements. Terminal area inefficiencies included baggage claim facilities, public parking, international arrivals hall, passenger security screening, and capacity and concourse refurbishment. On the airfield, consideration was given to new taxiways to improve aircraft circulation. These near-term issues were the primary focus of the LTCP. Sustainability is a high priority for MSP and was also a key consideration for the plan. Type and location of facility improvements to safely and efficiently accommodate aviation demand through the year 2030 were identified and developed. The report recommended phased improvements that are beginning to be implemented. Planning fee \$1.5 million

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Hartsfield (Atlanta-Jackson Atlanta) International Airport (ATL) Comprehensive Development Plan, Atlanta, GA (Dec. 2008-Apr. 2009) - Airfield working group member who evaluated and selected an option for a new sixth runway at ATL. Runway sighting evaluated ATC rules, airspace, topography and surrounding constraints and other airfield facilities. The project involved review and detailed evaluation on SIMMOD computer simulations of the future airfield with both five and six runways. The actual SIMMOD modeling was performed by airport staff.

Aberdeen Regional Airport Master Plan, Aberdeen, SD (July 2007-July 2008) - Project director for this airport master plan project. HNTB worked as a subconsultant to Helms Engineering (the general engineering consultant) to prepare a master plan for Aberdeen Regional Airport. HNTB was responsible for airport inventory, aviation forecasts, airport facility requirements, airport development concepts, financial plan and environmental review.

Salt Lake City International Airport End of Runway Deicing Planning, Salt Lake City, UT (July 2007-2008) - Project manager who worked with the SLCDA to develop the end of runway deicing pad concept, including evaluation of current and projected airport operations, airline fleet mix, airplane taxi and deicing times to determine the number of positions needed at each end of runway to serve SLCIA. The planning work also involved input of airport and airline operational data into simulation software (SIMMOD) to test the number of positions, layouts, and to determine operational impacts. This information provided stakeholders with accurate information on the effects the new end of runway pads will have on airport, airline, and ground control operations. In addition to preliminary pad layout and support facility concepts, detailed program cost estimates were also prepared.

Louisville International Airport (Standiford Field) SIMMOD Analysis/7460 Airspace Approval Support, Louisville, KY (2007) (#41446) - Provided technical oversight for the preparation of the 7460 airspace approval request package for a major expansion to the UPS World Port Facility in the middle of the SDF airfield. As part of the approval process, the FAA required completion of a Safety Management System risk determination due to expressed air traffic line of sight and runway crossing incursion concerns of Runway 11-29 and taxi routing impacts from the proposed closure of Taxiway F, among

other issues. HNTB developed under an ultra-aggressive one-month schedule a SIMMOD airfield model to document the nominal impacts that the closure of the taxiway would pose to airfield operations, and presented this case to stakeholders, including the FAA. The 7460 was ultimately approved to allow for construction to proceed. HNTB provided programming and technical assistance as well as advisory support in navigating the channels of FAA to expedite the review process at the FAA Tech Center.

Metropolitan Airports Commission (MAC) On-Call Aviation Planning Services, Minneapolis, MN (Mar. 2006-present) (#44692) - Project manager updating the long-term control plans (LTCP) for all six of the MAC's reliever airports and for the Minneapolis/St. Paul International Airport as part of an on-call aviation planning services contract. LTCPs are essentially airport master plans with some added requirements by the Minneapolis St. Paul Metropolitan Council. The MAC is in the process of updating the LTCPs for all six of its reliever airports and for Minneapolis St. Paul International Airport. The updates for Airlake, Lake Elmo and Crystal airports began in early 2006 and were completed in mid-2008. Updates for St. Paul Downtown, Anoka County and Flying Cloud Airports started in early 2008. The update for MSP started in late 2007. HNTB has provided airport planning services to MAC since 1979, including master plans, forecasts, airfield and terminal planning, airspace studies, development of facility plans, airport site selection analysis, 14 CFR Part 150 studies and financial analysis for a wide variety of airport operational and development issues.

Matanuska-Susitna Borough (MSB) Airport System Plan, AK (Apr. 2006-Mar. 2008) - Project manager responsible for airspace elements of the plan and technical assistance with site selection for a new airport and floatplane facilities. MSB has the highest concentration of public and private airports in the nation. It is also the fastest growing area in Alaska, attracting new residents and new airports within this rapidly developing region. HNTB was responsible for airspace elements of the plan and technical assistance with site selection for a new airport and floatplane facilities. The MSB is situated within the heart of south central Alaska, encompassing more than 24,000 square miles.

Chelsea Street Bridge Airspace Study, Boston MA (Mar.-Aug. 2006) - Project manager for a detailed airspace study that showed the Chelsea Street Bridge could be built as long as certain mitigation measures were taken. A satisfactory solution for the City Bridge department, Boston Logan Airport, and the FAA was achieved. The Chelsea Street Bridge is in close proximity to Boston Logan Airport. The existing bridge needs to be replaced to improve safety for shipping. The new bridge, to have adequate span over the navigation channel, has a structure height that penetrates several FAA imaginary surfaces. The bridge had received several determinations of no hazard on previous FAA studies. A new study indicated problems due to new FAA criteria.

St. Paul Downtown Airport (STP) Engineered Material Arresting System (EMAS) Design and Construction, St. Paul, MN (2005-2008) - Project principal who provided QA/QC oversight for this project that resulted in the design and installation of an EMAS for both ends of Runway 14/32 at STP. This complex project integrated the Runway 14 approach end with a MALSR approach lighting system, and integrated the 32 approach end with a portable flood wall.

Chicago-O'Hare International Airport Runway 10L-28R Extension and Associated Taxiways, Chicago, IL (2005-2008) (#38561) - Led NAVAID design and oversight. HNTB designed a 3,000-foot extension to Runway 10L-28R and the associated parallel and connecting taxiways. This project allowed for the existing runway to remain open during the day at all times during construction of the extension. The project included new

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NAVAIDS. Airport operations requested that the existing NAVAIDS be maintained during construction. The project was completed two months early and \$33 million under budget. Project cost: \$206 million

Bemidji Regional Airport Shift and Total Reconstruction of Runways 7-25 and 13-31, Bemidji, MN (2005-2008) - Principal in charge who provided NAVAID oversight. Both Runways 7-25 (5,700 feet) and 13-31 (7,000 feet) were shifted and totally reconstructed. Runway 25 was provided with a completely new ILS approach, and the ILS for Runway 31 was relocated. HNTB performed preliminary design for both ILS systems, and coordinated with the state of MN and FAA for final design and construction.

Los Angeles International Airport Runway 7R-25L, Los Angeles, CA (2005-2007) - Led NAVAID design and oversight. To significantly reduce its incursion rate, the airport needed to demolish and relocate Runway 7R-25L, 55 feet to the south, including all navigation and visual aids, utilities, lighting and signage, and add a new center taxiway between Runways 25L and 25R. Runway 25L is a CAT3 runway and Runway 7R is a CAT1 runway.

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Newark Liberty International Airport Goethals Bridge Height Analysis, Newark, NJ (Oct. 2005-2006) - Technical assignment lead and liaison to HNTB's New York office involving a bridge height analysis of future commercial airlines FAR Part 121 departure procedures. Data gathered and communicated during the course of this project assisted with the vertical component of the bridge's design.

Minneapolis-St. Paul International Airport Major Airfield Construction Planning, Minneapolis, MN (Nov. 2004-Nov. 2009) - Project manager for detailed analysis regarding the change in operating procedures necessary to minimize delays while Runway 12R/30L was closed in 2007, and Runway 12L/30R was closed in 2009, both for partial reconstruction. Analysis involved extensive meetings with air traffic control, airlines, military and general aviation, and extensive airfield and airspace modeling using SIMMOD. The study output included detailed airport operating strategies, with anticipated delays for various operating modes to be used by air traffic to develop training and briefing for staff and develop staffing plans. The airlines are able to modify schedules and equipment and the community is made aware of upcoming changes to air traffic patterns. Planning fees \$500,000

New Air Traffic Arrival Procedures, Salt Lake City International Airport, Salt Lake City, UT (Oct. 2003-Nov. 2006) - Air traffic control procedures and operations specialist who developed recommendations for the implementation of the FAA's Northern Utah Airspace Initiative. This initiative included a new four-corner terminal airspace and an environmental analysis of the FAA-proposed new east downwind arrivals to the Salt Lake City International Airport.

San Bernardino International Airport New Precision Instrument Approach Procedure, San Bernardino, CA (Feb.-Oct. 2003) - Technical specialist for the analysis of air traffic operations and future Area Navigation (RNAV) Global Positioning System (GPS) procedures for the San Bernardino International Airport. Greg prepared an FAA application for a new precision instrument approach procedure to improve the airport's relatively high minimums. Due to the surrounding mountainous terrain, lowering the current minimums required a critical understanding of the benefits and limitations of all possible navigation systems and procedure types, especially RNAV.

Minneapolis-St. Paul International Airport Runway 30R Safety Area Study, Minneapolis, MN (2002-present) - Principal oversight for the study and project development to address the deficient safety area on the approach end to Runway 30R at MSP. Runway 30R is 8,200 feet long, and one of the two parallel runways at MSP which accommodated the majority of the approximately 530,000 operations in 2004. The current solution uses declared distances to address the safety area deficiency on a trial basis. If the operational impacts are shown to not be acceptable, an EMAS arresting system, combined with a displaced threshold, will be the likely solution.

St. Paul Downtown Airport (STP) Flood Protection System, St. Paul, MN (2002-2010) (#38252) - Project principal/director for this major improvement project at STP. HNTB provided planning, financial justification, federal EA/state EIS, design, and construction inspection and administration. The purpose of the project was to protect the airport during certain flood events. There were numerous airspace and airfield issues and HNTB coordinated extensively with FAA to resolve them. HNTB prepared dual ALPS for the airport for the non-flood and flood conditions, as the airfield geometry changes significantly when the removable part of the floodwall is deployed. The project involved innovative financing, justification and approval. The success of the project required working with multiple stakeholders including the airlines, military, corporate GA, general GA, state aviation, FAA, Army COE, EPA and state DNR, local community leaders, city government, county government, the area APO and others. The cost of the overall project was \$18 million.

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Ronald Reagan Washington National Airport Composite Airspace Plan, Washington, DC (Mar. 2002-Jan. 2003) - Led airspace design specialist in completing a Composite Airspace Plan for all terminal instrument arrival and departure procedures. The resulting composite of obstacle clearance standards for U.S. TERPS and FAR Part 77 provides the airport with information on where and how future development could affect future flight operations.

Hartsfield-Jackson Atlanta International Airport Composite Airspace Plan, Atlanta, GA (Jan. 2002-Jan. 2003) - Directed the completion of the Composite Airspace Plan for all terminal airspace operations at HAIA. Greg developed the composite of obstacle clearance standards to provide the airport's planning manager with valuable foresight into where and how future development plans, both on-airport and off-airport, may affect the operations and capacity for the new fifth parallel runway.

San Francisco International Airport Runway Reconfiguration Program, San Francisco, CA (Jan. 1999-Oct. 2000) - Technical lead for the airspace portion of the San Francisco International Airport Runway Reconfiguration Program. This project involved extensive TERPS analysis and air traffic procedures analysis to assess the viability of proposed airfield expansion plans. Study evaluation consisted of the use of traditional TERPS, plus new TERPS for use with Global Positioning System (GPS) and Random Navigation (RNAV) procedures.

Minneapolis-St. Paul International Airport Airside Tunnels, Minneapolis, MN (Aug. 1998-Dec. 2003) (#29313) - Principal-in-charge for the design of four cut-and-cover tunnels to carry Group V aircraft over vehicular roadways. Construction of the new runway will isolate a parcel of land between runways. Expansion of the airport is constrained by the density of existing airport facilities and surrounding development. This infield area between runways must be utilized for air freight facilities because alternate locations are not available. Four tunnels provide vehicular access to the infield area, allowing this area to be developed for

air freight tenant operations. Work scope included structural, civil, mechanical and electrical design.

Anchorage International Airport (AIA) Master Plan, Anchorage, AK - (1998-2001) - Technical lead for the airspace portion of the AIA Master Plan. Tasks included TERPS analysis of proposed airfield improvements at AIA, plus extensive analysis of airspace interactions from possible new airports at Fire Island or Point McKenzie. Airspace evaluation considered operations at AIA, Elmendorf Air Force Base, the possible new airports, and the extensive general aviation operations in the Anchorage Bowl area.

AIA Area Airspace Study, Anchorage, AK (1998-June 2000) - Technical lead as representative for AIA on the Anchorage Area Airspace Study, which was led by the FAA.

Minneapolis-St. Paul International Airport Category II/III Feasibility Study, Minneapolis, MN (1998-2000) - Project manager for this study that looked at the feasibility of installing Category II or III approaches to some or all of the Runways at MSP. The study determined it was feasible and desirable to upgrade three runway ends to Category III capability. Following the study, the three runways were successfully upgraded. HNTB played a key role in the FAA coordination process.

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Denver International Airport Air Traffic Analysis, Denver, CO (Sept. 1998-Mar. 1999) - Technical lead for the airspace and air traffic analysis portion of the Denver International Airport master plan update.

Tampa International Airport Master Plan Update, Tampa, FL (June 1997-Nov. 1998) - Technical lead for airspace and air traffic analysis portion of the master plan update.

Metropolitan Airports Commission Airport Capacity Enhancement Terminal Airspace Study, Minneapolis, MN (1997-1998) - Representative for Minneapolis-St. Paul Metropolitan Airports Commission on the Airport Capacity Enhancement Terminal Airspace Study conducted by the FAA.

Dayton International Airport Capacity Study, Dayton, OH (Feb.-May 1997) - Technical lead for airspace analysis and air traffic interactions for the 1997 airfield and airspace capacity study for Dayton International Airport. The analysis involved assessing the impacts of growth of the current hub cargo carrier and the addition of a second hub cargo carrier.

Minneapolis-St. Paul International Airport New Runway 17-35, Minneapolis, MN (1996-2006) - Project director and principal in charge for program management services to oversee the schedule of the design, construction and budget of the more than 60 projects required to construct the new runway, while minimizing disruptions to airside operations and safety. A key component was all the NAVAIDS necessary to commission this runway with full ILS Category III capability. HNTB sighted all the NAVAIDS and provided continuing coordination with FAA throughout the programming and installation of the NAVAIDS.

Anchorage International Airport FAR Part 150 Study, Anchorage, AK - (June 1995-Dec. 1996) - Provided oversight for airspace and air traffic analysis associated with FAR Part 150 study for Anchorage International Airport. Greg also served as the technical lead for airspace and air traffic analysis portion of the master plan update and as representative on the Anchorage Area Airspace Study.

Austin Municipal Airport Feasibility Study and Environmental Assessment, Austin, MN (Mar. 1995-Feb. 1999) - Project director for this municipal airport feasibility study. The study included analyzing the feasibility of extending the runway to better accommodate based and transient business jets as well as the feasibility of a precision GPS approach.

Salt Lake City International Airport Airspace Impacts Analysis, Salt Lake City, UT (Mar. 1995-June 1996) - Technical lead who analyzed airspace impacts associated with initial master plan options for Salt Lake City International Airport.

Worthington Municipal Airport Master Plan Update, Worthington, MN (June 1994-Jan. 1998) - Project director for a master plan update that analyzed typical master plan elements, as well as feasibility of GPS precision approaches to supplement the ILS approach. The project, completed in 1997, also looked at airport facility requirements in light of changed commercial service aircraft and enplanements at the airport.

Metropolitan Airports Commission Planning Studies, Minneapolis, MN (Mar. 1994-Dec. 1998) - Project manager involved with numerous planning studies for the Metropolitan Airports Commission, including runway feasibility studies, airspace studies, navigational aid studies, taxiway studies and aircraft gate studies.

St. Paul Downtown Airport Feasibility and Airspace Studies, St. Paul, MN (Dec. 1993-Dec. 1996) - Project manager for initial feasibility studies, airspace studies and implementation of an ILS approach to Runway 14 at St. Paul Downtown Airport. This project involved extensive surveys and analysis of TERPs criteria due to proximity to downtown St. Paul and other obstructions.

Willmar Airport Master Plan, Willmar, MN (Aug. 1993-2007) (#21941) - Project director for the site selection and master plan for the new Willmar Airport. The master plan is for a new transport category/commuter service regional airport and principal-in-charge for design and construction of the new airport. Unique elements included a feasibility analysis for precision GPS approaches. The need for precision approaches was one of the primary reasons to relocate the airport.

Preliminary Airspace Design, Mexico City, Mexico (June 1993-Nov. 1994) - Technical lead for preliminary airspace design for a new airport for the Mexico City area. The project was complicated because of high site altitude, precipitous terrain and adjacent military airspace and airport.

Richard I. Bong Airport Environmental Assessment, Superior, WI (Mar. 1993-June 1995) - Project director for an Environmental Assessment that included a new 5,300-foot runway and associated improvements at the Richard I. Bong Airport in Superior.

Lee Score Memorial Airport Pavement Rehabilitation, Menomonee, WI (Jan. 1993-Oct. 1995) - Project director for the final design, plan and specification preparation and construction services for a new 4,300-foot runway, pavement rehabilitation of airport areas, lighted navigational aids (REILS, PAPIs, MIRLS) and taxiway construction.

Minneapolis-St. Paul International Airport Dual Track Planning Study, Minneapolis, MN (Mar. 1992-Sept. 1998) (#15252) -Project engineer for a site selection study of a possible replacement airport for Minneapolis-St. Paul International Airport. Greg was responsible for technical input regarding airfield inventory, airspace and operations for the Minneapolis-St. Paul International master plan update and current long-term comprehensive plan. He participated in the environmental study in the areas of airspace

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and flight operations and oversaw the use of GIS to analyze other environmental impacts. Greg was also an active participant in the task force and technical committee meetings.

Bemidji/Beltrami County Airport Master Plan Update, Bemidji, MN (Dec. 1991-Sept. 1997) - Project manager for this airport master plan update. Special elements of the project included analyzing options to address increasing encroachment under the only precision approach, including adding precision or non-precision approaches to other runways.

St. Paul Downtown Airport Pavement Rehabilitation, St. Paul, MN (Jan. 1991-Oct. 1993) - Project director responsible for overseeing final design, plan and specification preparation and construction administration for numerous crack repair, reconstruction and bituminous overlay projects associated with this pavement rehabilitation project.

Airport Site Selection Study, Minneapolis, MN (1990-1996) - Project engineer for site selection study for possible replacement airport for Minneapolis-St. Paul International Airport.

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Minnesota State Airspace Study, Minneapolis, MN (Dec. 1990-Dec. 1994) - Project manager for Minnesota State Airspace Study. Phase A studied the airspace impacts associated with a relocation of Minneapolis-St. Paul International Airport.

Airport Master Plan, Mankato, MN (Mar. 1990-Dec. 1993) - Project manager for Mankato Municipal Airport Master Plan.

St. Paul Downtown Airport Pavement Rehabilitation, St. Paul, MN (1990-1992) - Project director for the St. Paul Downtown Airport 1990-1992 Pavement Rehabilitation final design, plan and specification preparation and construction administration for numerous crack repair, reconstruction and bituminous overlay projects.

Mankato Municipal Airport Pavement Rehabilitation and Update, Mankato, MN (Nov. 1989-June 1996) - Project director responsible for design and construction services for pavement repair and rehabilitation, overlay and grooving for 5,400-foot concrete and 4,100-foot bituminous runways plus installation of airfield signing to meet FAR Part 139 requirements.

Flying Cloud, St. Paul and Lake Elmo Airports Master Plan Updates, MN (Sept. 1989-Dec. 1992) - Project manager for Master Plan Updates for several Minneapolis-St. Paul International Airport reliever airports, including Flying Cloud, St. Paul Downtown and Lake Elmo.

Minneapolis-St. Paul International Airport Technical Input, Minneapolis, MN (Apr. 1989-Mar. 1991) - Technical input regarding airfield inventory, airspace and operations for Minneapolis-St. Paul International Master Plan Update and current Long-Term Comprehensive Plan.

Minnesota State System Plan Study, Minneapolis, MN (1988-1993) - Project manager for Minnesota State System Plan. The project involved typical system plan analysis and a scheduled air service study, economic impact study and heliport study.

St. Paul Downtown Airport Airfield Projects Design and Construction Services, St. Paul, MN (1988-1989) - Project manager for St. Paul Downtown Airport 1988 and 1989 airfield projects design and construction services. Projects included rehabilitated and new taxiways, aprons, roadways and parking lots.

Flying Cloud Airport ILS Capability, Flying Cloud, MN (Feb. 1987-Dec. 1989)

-Project manager for glide slope and middle marker installation design and construction services at Flying Cloud Airport to achieve full Instrument Landing System (ILS) capability. Glide slope is new technology end-fire antenna and is the only one to not be installed by the FAA, yet meeting all FAA criteria for subsequent takeover by FAA.

St. Paul Downtown Airport Stage One Development, St. Paul, MN (1984-1987) - Project engineer for design and construction services for a new 6,700 by 150-foot runway, associated taxiways and building area elevated above the 100-year floodplain.

Jackson Municipal Airport Runway, Taxiway and Apron Reconstruction, Jackson, MN (Mar. 1983-Dec. 1996) - Project director for the Jackson Municipal Airport, runway, taxiway and apron reconstruction final design and plan and specification preparation. This project included reconstruction or overlay of entire 3,600-foot runway length, reconstruction of all paved surfaces and installation of PAPIs, REILS and ODALs.

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