



AIRPORT BOARD AGENDA

October 9, 2025 at 6:00 PM

Airport Alaska Room/Zoom

<https://juneau.zoom.us/j/81320381493>

Or join via audio: 1-253-215-8782 Webinar ID: 813 2038 1493

TO TESTIFY: CONTACT SHANNON VAN VALIN, 907-586-0962

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF MINUTES
4. APPROVAL OF AGENDA
5. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
6. NEW BUSINESS

A. AIP ARFF Wetland Rescue Vehicle Grant FFY25

1. Acquisition of a Marsh Master MM-2MX to provide wetland rescue and off-pavement response capability that JNU currently lacks. This has been an 18-month effort, and we are on track to be the first airport in the nation to successfully apply for this purpose-built ARFF support vehicle under AIP eligibility. The vehicle enhances access and patient extraction in tidal/wetland areas while preserving ARFF readiness on paved surfaces.

Board Motion: *Approve the appropriation of \$300,200 in AIP grant funds and \$20,000 in local match from Capital Reserve to the ARFF Wetland Rescue Vehicle CIP.*

B. AIP Snow Removal Equipment Grant FFY25 Procurement

1. Procurement of Snow Removal Equipment to replace aging units and sustain reliable winter operations. This procurement reduces runway occupancy time, improves airfield condition management, and ensures fleet reliability across storms and freeze-thaw events. The package includes:
 - Motor grader - leveraging new FAA reauthorization guidance that expands SRE eligibility in Alaska to include equipment such as graders to meet unique operational needs (see R-PGL 25-08 summarizing Alaska exceptions following the 2024

Reauthorization Bill).

- Vacuum truck - for glycol recovery/collection and airfield support functions that are AIP-eligible under FAA environmental and related guidance (glycol recovery/vacuum trucks).

Board Motion: *Approve the appropriation of \$1,037,875 in AIP grant funds and \$54,625 in local match from Capital Reserve to the SRE FY25 CIP.*

7. STAFF REPORTS

A. Airport Manager's Report

B. Airport Project Manager's Report — Ke Mell

**C. Airport Project Manager's Report—Mike Green
No Updates.**

8. CORRESPONDENCE

9. COMMITTEE REPORTS

10. ASSEMBLY LIAISON

11. BOARD MEMBER COMMENTS

12. ANNOUNCEMENTS

13. NEXT MEETING DATE The next regular Airport Board meeting will be held on November 13th at 6pm in the Alaska Room/Zoom.

14. EXECUTIVE SESSION

15. ADJOURNMENT



Juneau International Airport Capital Improvement Program - FFY 2026 to 2030

October 1, 2025		Federal					Local					AIP Entitlement w/ Rollover	BIL/IJA w/ Rollover		
FFY	Description	Project Total	AIP Entitlement 93.75%	AIP Discretionary	IJA AIG 95%	IJA ATP	Other Grant	Unidentified Funds	PFC's	Sales Tax	JNU FB	Capital Reserve	Bonds		
	Available Funds													\$5,814,891.00	\$9,751,312.00
2025	ARFF Wetland Rescue Vehicle - ACQUIRE (AIP 105)	\$320,200	\$300,200									\$20,000		\$5,514,691	\$9,751,312
	Snow Removal Equipment - ACQUIRE (AIP 107)	\$1,097,875	\$1,037,875									\$60,000		\$4,476,816	\$9,751,312
														\$4,476,816	\$9,751,312
														\$4,476,816	\$9,751,312
														\$4,476,816	\$9,751,312
	Available Funds													\$7,676,816	\$13,151,312
2026	RWY 26 MALSR - DESIGN	\$900,000			\$855,000							\$45,000		\$7,676,816	\$12,296,312
	E-1 Ramp Rehab - DESIGN	\$750,000			\$712,500							\$37,500		\$7,676,816	\$11,583,812
	Snow Removal Equipment - ACQUIRE	\$6,000,000	\$5,625,000						\$375,000					\$2,051,816	\$11,583,812
	Departure Lounge ADA Elevator - CONSTRUCT	\$2,500,000			\$2,375,000							\$125,000		\$2,051,816	\$9,208,812
	RSA Grading - CONSTRUCT	\$3,300,000			\$3,135,000				\$165,000					\$2,051,816	\$6,073,812
	Conduct Terminal Area Plan	\$800,000			\$760,000				\$40,000					\$2,051,816	\$5,313,812
	Zero Emissions Vehicles (ZEV) - ACQUIRE	\$445,000			\$422,750								\$35,250	\$2,051,816	\$4,891,062
Movement Area Markings (5 Year, Year 1)	\$250,000			\$237,500								\$12,500	\$2,051,816	\$4,653,562	
	Available Funds													\$5,251,816	\$8,053,562
2027	E-1 Ramp Rehab - CONSTRUCT	\$6,000,000			\$5,625,000				\$375,000					\$5,251,816	\$2,428,562
	RWY 26 MALSR - CONSTRUCT	\$6,700,000		\$6,365,000					\$418,750					\$5,251,816	\$2,428,562
	MAGVAR Conversion to 09/27 - DESIGN	\$400,000			\$375,000							\$25,000		\$5,251,816	\$2,053,562
	Movement Area Markings (5 year, Year 2)	\$250,000			\$237,500							\$12,500		\$5,251,816	\$1,816,062
	Terminal Upgrade - DESIGN	\$800,000	\$750,000						\$50,000					\$4,501,816	\$1,816,062
	Outbound Baggage Belt Upgrades - DESIGN	\$100,000			\$93,750				\$6,250					\$4,501,816	\$1,722,312
	Available Funds													\$7,701,816	\$5,122,312
2028	Terminal Upgrade - CONSTRUCT	\$5,000,000	\$4,687,500						\$312,500					\$3,014,316	\$5,122,312
	MAGVAR Conversion to 09/27 - CONSTRUCT	\$800,000			\$750,000				\$50,000					\$3,014,316	\$4,372,312
	Movement Area Markings (5 year, Year 3)	\$250,000			\$237,500				\$12,500					\$3,014,316	\$4,134,812
	Outbound Bag Belt Upgrades - CONSTRUCT	\$2,000,000				\$1,875,000			\$125,000					\$3,014,316	\$4,134,812
	Shell Simmons/Yandukin Upgrade - DESIGN	\$1,000,000			\$937,500				\$62,500					\$3,014,316	\$3,197,312
														\$3,014,316	\$3,197,312
	Available Funds													\$6,214,316	\$6,597,312
2029	Gate 6 PBB - DESIGN/CONSTRUCT	\$2,250,000			\$2,109,375				\$140,625					\$6,214,316	\$4,487,937
	Runway MAGVAR Conversion - CONSTRUCT	\$1,000,000	\$937,500						\$62,500					\$5,276,816	\$4,487,937
	Movement Area Markings (5 Year, Year 4)	\$250,000			\$237,500				\$12,500					\$5,276,816	\$4,250,437
	Shell Simmons/Yandukin Upgrade - CONSTRUCT	\$10,000,000				\$9,375,000			\$625,000					\$5,276,816	\$4,250,437
	Fuel Farm Access Road - DESIGN	\$500,000						\$468,750	\$31,250					\$5,276,816	\$4,250,437
	Runway Rehabilitation - DESIGN	\$3,000,000		\$2,812,500					\$187,500					\$5,276,816	\$4,250,437
	Available Funds													\$8,476,816	\$7,650,437
2030	Snow Removal Equipment - ACQUIRE	\$6,000,000	\$5,625,000						\$375,000					\$2,851,816	\$7,650,437
	EVAR Extension - DESIGN	\$750,000			\$703,125				\$46,875					\$2,851,816	\$6,947,312
	NEDA/TL H/F-1 Rehab - DESIGN	\$1,000,000			\$937,500				\$62,500					\$2,851,816	\$6,009,812
	Movement Area Markings (5 Year, Year 5)	\$250,000			\$237,500				\$12,500					\$2,851,816	\$5,772,312
	Fuel Farm Access Road - CONSTRUCT	\$2,000,000						\$2,000,000						\$2,851,816	\$5,772,312
	Runway Rehabilitation - CONSTRUCT	\$30,000,000		\$28,125,000					\$1,875,000					\$2,851,816	\$5,772,312
		\$115,889,941	\$19,385,428	\$53,906,063	\$21,890,897	\$11,250,000	\$0	\$2,468,750	\$5,543,750	\$785,126	\$357,500	\$399,177	\$0	\$2,851,816	\$5,772,312



TO: JNU Airport Board
FROM: Andres Delgado, Airport Manager
DATE: October 2, 2025
RE: Airport Manager's Report

A. New Security Manager, Kathy Mancini

Please join us in welcoming Kathy Mancini, who started on September 22 as JNU's Security Manager. Kathy is onboarding now and "learning the ropes," including the Airport Security Plan, access control and badging workflows, and points of contact with TSA and our partner agencies (CBP, CCFR, and JPD). Over the coming weeks, Kathy will be coordinating with stakeholders, reviewing inspection findings and SOPs, and settling into day-to-day responsibilities as our primary security point of contact. We are excited to have her on the team.

B. Airport Financial Model

Airport staff are working with Frasca & Associates to overhaul the airport's financial model so it's simpler and easier to use. The current model is highly complex; this effort will streamline structure and inputs, clarify assumptions and allocations, reduce manual steps, and make scenario testing and updates more straightforward. We are in early discussions now and expect steady progress over the next few months leading to budget preparations. No policy changes are proposed at this time.

C. Federal Government Shutdown

The federal government shut down on October 1. While JNU remains open and ATC/TSA operations continue, the shutdown has the potential to slow certain administrative actions. Because most of JNU's project work is predominantly under AIP contract authority, airport planning and environmental reviews funded by AIP are expected to continue, and existing construction can generally proceed if no new federal approvals are required. Potential pinch points include Buy America waiver processing and timing of reimbursements/draws, which may experience delays. Staff are monitoring impacts and will update the Board as conditions evolve. No Board action is requested.

D. Capital Improvement Program (CIP) Update (Attachment 01)

Staff submitted JNU's updated CIP list to the FAA on October 1 to align grant programming with our budget calendar and immediate operational needs. The update emphasizes safety and reliability, keeps near-term projects grant-ready, and clarifies anticipated funding splits (AIP/IIJA with local match from Capital Reserve Account, and PFC where eligible). Looking ahead to FFY26–FFY28, the plan sequences design and

construction for key airfield and terminal work, e.g., MALSR, E-1 ramp rehabilitation, terminal upgrades (including accessibility improvements), MAGVAR conversion and lighting, outbound baggage, RSA grading, and recurring movement-area markings so we can move efficiently as funding windows open. No Board action is requested with this item. Staff will return with specific grant offers and appropriation requests as projects advance.

E. ARFF Truck Status

Our 20-year-old ARFF truck (Engine A-3) has suffered a major drivetrain failure. The preliminary repair path (off-site rebuild of the Twin Disc torque converter) is quoted at ~\$86,000 with an estimated 1–3 months out of service. Parts availability is poor, and local vendors cannot perform the work. Given the unit's age and pending replacement, staff will prioritize fleet continuity via loaner rather than investing in a heavy repair for now. With current staffing and the Palmer lease in place, we continue to meet our required ARFF Index.

Operational continuity (current plan):

- Loaner from Gustavus (GST): Coordinating with AKDOT&PF and FAA. Because the GST unit is AIP-obligated to Gustavus, the loan requires FAA approval and an MOU. FAA's position is that it's feasible if GST has no scheduled large-air-carrier service until early June and required notices/records are completed. Target return by May 1, 2026 for GST pre-season testing (or earlier once JNU's new ARFF is accepted).
- Palmer ARFF lease: Continue leasing to ensure uninterrupted ARFF coverage while approvals are finalized and timelines are confirmed.
- New ARFF delivery: We are seeking a firm manufacturer delivery date; if it arrives before the GST loaner must be returned, coverage remains intact.

Next steps:

- Finalize FAA/State approvals and the AKDOT/JNU MOU (notices, records, logistics/insurance, condition documentation).
- Maintain the Palmer lease until the replacement is in service or the GST loaner is on-site.
- If delivery or approvals slip, staff will return with options.

Hot Topics – The following items highlight ongoing issues staff is addressing in addition to regular Airport Project Reports.

F. NO CHANGE - Passenger Facility Charge (PFC10) Application Process

The Airport has initiated the public process for the PFC10 application. Draft projects and costs were provided to the airlines, with a consultation meeting held on March 11, 2025. Several proposed projects have since been removed; the application remains in draft status, and additional eligible projects will need to be identified before the application can be completed.

G. NO CHANGE – Passenger Facility Charge (PFC) Cap Increase

JNU continues to discuss PFC increases with our DC Lobbyist and Congressional Delegation.

H. NO CHANGE – Juneau–Douglas North Crossing

The PEL Study continues to advance. Level 2 Screening results were released in February 2025, followed by a Draft Final PEL in May, with the final study due after the June 9 comment deadline. The July 2025 report confirmed all five alternatives remain viable for NEPA review, with Salmon Creek scoring highest. DOT&PF and DOWL continue to assert that any alternative conflicting with approach surfaces or the ALP will be modified or removed. Additional information and documents are available at www.jdnorthcrossing.com, and comments may be directed to JDNorthCrossing@dowl.com.

I. NO CHANGE – Encampments on Airport Property

Encampments and trash in the Jordan Creek Greenbelt and other airport areas persist. JPD and JNU staff continue monitoring day and night, with clean-outs ongoing. This remains a continuing challenge for the Airport.

J. NO CHANGE – Egan/Yandukin Intersection Improvements Project

AKDOT has narrowed down design alternatives for the project. Please visit ADOT website for the project at <http://dot.alaska.gov/eganyandukin>.

K. NO CHANGE – ARFF Truck Procurement

In July 2024, JNU was awarded an AIP grant of \$1,007,116 to purchase a 1,500-gallon ARFF truck to replace A3, a 2003 Oshkosh. The FAA Airport Division has rescinded the grant because Sourcewell, the cooperative purchasing contract used, is not an approved method for procuring the ARFF apparatus. The truck was ordered in September 2024, Rosenbauer has begun the build, and delivery is expected no later than March 2026. This equipment is essential to maintaining JNU's Index "C" rating for commercial jet service. Forward funding of this truck is being done through fund balance. The purchase will be shifted to PFC10 funding once collections tentatively begin in Spring 2027, with the draft PFC10 application to be updated after airline consultation. As PFC revenues are received, the fund balance will be reimbursed.



MEMORANDUM

TO: Andrés Delgado, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: October 1, 2025

RE: Airport Architect's Report

*Updates since last report in italics. Look ahead in **bold italics**.*

Mendenhall Riverbank Stabilization: The project remains to be closed out with the State of Alaska Department of Military & Veterans' Affairs (DMVA). It is unclear to what extent DMVA's grant application processing will be affected by the Federal shutdown, but there could be some potential impact. On October 1, staff contacted DMVA re the status of JNU's grant application. Terry Kurth, Public Assistance Branch Chief at DMVA, promised to check with DMVA's finance staff as to the timeline for payment.

Island Contractors submitted their final closeout paperwork and JNU staff approved Island's final (only) pay request. proHNS submitted their final pay request and staff approved it. The final pay request for proHNS left \$9914 unspent in their contract, which brings the total cost of contractual services for the project to \$287,046.25, under the \$300K authorized by the Board in their May meeting and the Assembly in their June meeting. Staff will pursue reimbursement from DMVA. Staff will seek reimbursement for staff time required to administer the contracts and to coordinate with DMVA, but it is unclear whether JNU will be reimbursed.

JNU came through the 2025 jökulhlaup without damage. Staff were on site the morning of August 13 at 815a, about the time of peak flow. Water was high, but appeared to be 8-10' below the Emergency Vehicle Access Road/dike trail. Despite a number of trees floating past, the water velocity was relatively slow and was not scouring the riverbank. proHNS visited the site on the next day's low tide and provided a report with photos documenting no damage.

Island Contractors completed the work in late July and staff sent the final engineer's report, with extensive photographic documentation of the completed rock armor, to DMVA.

On June 30 staff emailed DMVA requesting an update as to the status of DMVA funds to cover JNU's grant application. Terry Kurth responded: "I talked to Tiffany, our deputy director (at DMVA), and she indicated that the new fiscal funds take time to be available in IRIS (state accounting system). I'm translating the process as best as I can so bear with me. The division will submit our spending plan per disaster to the Governor's office and the legislature for approval before we can have the funds loaded into IRIS. She estimated the funds could be available in

September. AK-23-296 is in the line up but it's not at the top. She's aware of the need to fund the disaster, but there are disasters with a higher priority in funding."

Due to the uncertain status of DMVA reimbursement, staff requested and the JNU Board (May 8) and the City and Borough of Juneau (CBJ) Assembly (June 9) approved an appropriation of \$300,000 to the project from airport funds, preferably to be reimbursed by a grant from DMVA upon completion.

The total project cost—excluding JNU staff time—is likely to exceed the \$276,230 that was submitted to DMVA for reimbursement, as JNU staff did not include the engineer's fees for permitting, and for Construction Administration and Construction Inspection (CA&CI). The \$276,230 was based on the engineer's construction cost estimate of \$258,405 and the engineer's fee of \$12,245 to produce bid documents. ($\$258,405 + \$12,245 = \$276,230$) To that should be added \$5,000 for permitting and \$17,950 for CA&CI, yielding a total project budget of \$299,180, assuming no changes during construction. Of this total, ($\$12,245 + \$5,000 =$) \$17,245 has already be contracted for and paid; the project budget to complete the work is ($\$299,180 - \$17,245 =$) \$281,934.

On April 16, JNU received an email from Terry Kurth. He stated, "I learned yesterday that (the State Division of Homeland Security & Emergency Management (DHS&EM) is unable to obligate (Project Worksheet) PW 0003 for AK-23-296 due to insufficient Disaster Relief Funds (DRF) for that disaster. The remaining disaster funds available are less than the amount needed to award PW 0003 for \$276,230.00. This shortfall of funds is a temporary issue, and we anticipate additional funds becoming available after the current state legislative session. Sorry for this bit of bad news, but it is a temporary setback. This only applies to this disaster for CBJ. Please proceed with the work on PW 0003. We will notify you of any changes to this DRF as they become available." JNU staff followed up and determined that DHS&EM obligates the entire amount of the grant at once; they will not obligate the grant unless they have all the funds required to do so.

Four bids were received on April 9, but the two lowest bidders were deemed non-responsive. One of the non-responsive bidders, RNB Construction, LLC, protested the bid results. The City and Borough of Juneau (CBJ) did not uphold the protest to the declaration of Island Contractors as the apparent successful bidder. RNB Construction did not appeal CBJ's response. The protest and response have been sent to the Department of Military and Veterans' Affairs) DMVA for their review before contract award.

On behalf of JNU, proHNS applied for and received all permits required for stabilization and repair of damage from the 2023 jökulhlaup:

1. On September 4, 2024, proHNS submitted an application to the Alaska Department of Fish and Game for a permit for work that could affect fish habitat. On October 9, JNU received the permit.
2. On September 3, 2024, proHNS submitted an application to the U.S. Army Corp of Engineers for a permit to work in the "Waters of the United States". On October 21, JNU received the permit.

3. On August 12, 2024, proHNS submitted an application to DNR for a permit for work below 'ordinary high water', in this case the high tide line. On January 29, JNU executed an amendment to our existing ADL 107597 avigation easement which granted permission for the work.
4. On October 23, 2024 proHNS submitted an application to the City & Borough of Juneau (CBJ) for a Floodplain Development Permit and a grading permit. The Floodplain Development permit was received on May 15, 2025. *On June 25, 2025, JNU received the grading permit.*

At the August 21, 2024, low tide JNU staff and proHNS visited the site of the 2023 damage. There was no damage from the 2024 jökulhlaup additional to the 2023 damage.

The jökulhlaup that occurred on August 5, 2023 stripped approximately 110 lineal feet of rip rap from the Mendenhall River embankment just southwest of the float plane pond. Permanent work to repair damage must follow normal City and Borough of Juneau contracting and bidding procedures and permitting by relevant agencies. Eighteen months from August 5, 2023, is February 5, 2025. JNU staff applied for the eight-month extension on November 26, 2024; DMVA staff assured JNU that the extension would be granted.

Master Plan Update (MPU): *On account of some back-and-forth between the Federal Aviation Administration (FAA) and Lounsbury Associates (the subcontractor who flew the aeronautical obstruction survey) with regard to the scope of Lounsbury's data processing, the overall project schedule has been pushed back a bit. **MBI anticipates submitting the Final Draft Forecast to FAA by mid-October.** The remainder of the project schedule is dependent on FAA feedback/approval of the Final Draft Forecast, and the extent to which the back-and-forth has impacted processing of the aeronautical obstruction survey data. **At this point the delay appears to be on the order of a month from the project schedule below. It is unclear to what extent the FAA's reviews will be affected by the Federal shutdown, but review of a master plan update is not an "essential government service", and a prolonged shutdown would delay completion.***

As of the September JNU Board meeting, MBI had hoped to have a draft MPU for public comment in mid/late Oct. The Airport Layout Plan (ALP) will follow a few weeks later into November, and the final Master Plan Update in late December, after FAA review.

The aeronautical obstruction survey was flown June 24 and 25, however it will take three to four months to process the resulting data.

MBI presented an overview of their work to the CBJ Assembly Public Works and Facilities Committee at the Committee's June 2 regular meeting, and to the JNU Airport Board at the April 10, 2025 regular meeting.

MBI visited JNU on December 4 and December 5, 2024. They met w/JNU staff and members of the TAC, toured the facilities and laid the groundwork for their work over the following year.

The current Airport Master Plan is being updated with regard to data and forecasts of aviation demands, expansion for future planning consideration, Airport Layout Plan, and related Exhibit "A". This update will include an obstruction survey, but does not look to change the sustainability goals, environmental inventory, nor financial plan.

Channel/Loken/Coastal Contamination: *(No change)* As of August 28, Cox Environmental stated, "ADEC is currently taking much longer than their "standard" 30-day window to review submittals."

As of August 6, the State of Alaska, Department of Environmental Conservation (ADEC) hoped to complete their review of the Site Characterization Report by mid-August.

On June 30 JNU received the Site Characterization Report. Cox Environmental provided this summary:

- Soil: No Gasoline Range Organics (GRO) detected; one Diesel Range Organic (DRO) detection below cleanup levels; arsenic detected above migration to groundwater cleanup levels but below human health standards (considered naturally occurring).
- Groundwater: DRO detected below cleanup levels; arsenic detected above cleanup levels in three wells (considered naturally occurring); lead detected below cleanup levels.
- Extent delineated: Horizontal and vertical extent of GRO, DRO, and arsenic contamination delineated; lead plume delineated with additional wells installed.

CES recommends the site be evaluated for "Cleanup Complete with Institutional Controls" now that lead groundwater contamination extent has been delineated. DEC has not yet responded to the report.

At the January Board meeting the Board approved the appropriation of \$43,338 for Cox Environmental for an updated site work plan and additional drilling/testing groundwater wells, as required by ADEC, for the contaminated site abutting Airport-Coastal/Loken property; up-front funding provided by Airport Fund Balance and repaid through an insurance claim through CBJ Risk Management.

On December 9 ADEC approved the Site Characterization Report submitted by Cox Environmental on July 15, 2024. In the letter ADEC stated, "Additional site characterization is required south of JIA-12 and west of CF-12 to determine the extent of the groundwater contaminant plume." Cox Environmental has submitted a budget for the work required.

Cox Environmental is under contract for JNU's ADEC required Site Assessment Work Plan (SAWP), and under contract with Loken for their parallel SAWP. Drilling on both properties to assess the extent of below grade contamination was completed on May 9, 2024. Cox Environmental reported that "Based on field screening, contamination is likely present in soil borings ... located in the vicinity of the decommissioned waste oil burner. The contamination was present down to the water table which was encountered at a depth of 9-10 ft. below ground surface (bgs). The borings on the eastern portion of the Coastal/JIA properties did not indicate contamination is likely present. We will issue a full report after we complete sampling of the newly installed groundwater wells next week and have the results of the soil/groundwater samples from the lab."

ADL 107380 Conveyance: *(No Change)* The time to complete processing remains unknown. On August 28 the State of Alaska Department of Natural Resources (ADNR) reported that, “once we can submit the conveyance for patent, it’ll take about 30 days for the Realty Section to issue patent.

“At this point, the Realty Team is looking to the Southeast Regional Office for some details on a couple easements issued near the west end of the Juneau Airport. When the Realty Team completed its most recent title report for the western end of the airport (C040S065E36), they came across a BLM permitted 44 LD 513 within State tidelands, serialized as AA-000549. Having picked up with case file so far into the adjudication process, I don’t have an explanation why this wasn’t discovered in prior research. They are updating their research to make sure this is a legitimate Federal right-of-way issued by BLM and held by the FAA, before issuing patent. Federal records in ACRES/TWPALL show an application was received by BLM from FAA in 1967 and BLM issued a right-of-way for the Juneau Municipal Airport Lighting System, Access Road, and Underground Utility Line in 1968, well after Statehood, when the State received these tidelands. The Realty Team is determining if the two easements are associated with the FAA application before reaching out to BLM to seek closure of AA-000549.

“I’m not sure how long this will take. It’s my understanding that Realty is meeting with the Regional Office today, but this will take a little time to seek closure of the BLM right-of-way before requesting patent.”

During the Runway Safety Area (RSA) project in 2009, the Airport, through the Environmental Impact Statement (EIS) public process and mitigation, acquired wetlands parcels from the State for the extension of the RSA on both the RWY 8 and RWY 26 ends, and to accommodate portions of the approach lighting systems. The Airport is still working with ADNR to convey these parcels to the Airport’s property. Once this is completed and recorded, the Airport Layout Plan and ‘Exhibit A’ will need to be updated by Michael Baker International to reflect the conveyance in the airport boundaries.

New and Renewing Tenant Leases

Due to the spring’s retirements and resulting extreme short-staffing, staff are being pressed into duty outside their areas of professional expertise. Staff have been working with new and current tenants to put new and renewing leases in place, and will continue to do so.

New Guardian Hangar by DoudBTS

In April JNU was approached by DoudBTS requesting to lease an airfield lot on which to construct a hangar for Guardian Flight. Guardian currently occupies an existing hangar on Lot 2 of Block P, on Livingston Way between the lots occupied by Airlift Northwest’s hangar and the National Guard’s hangar. The new hangar will be an upgrade for Guardian, and will be located on Lot 5 of Block P, just east of the Wings hangar.

JNU and Doud BTS are currently negotiating the lease.

DoudBTS has received a Phase I Environmental Survey Assessment, and shared it with JNU. JNU does not require an ESA from tenants, but tenant project financing and liability concerns do require it. The ESA did not reveal any issues.

DoudBTS has engaged Alaska Commercial Contractors (ACC) for the project. ACC has moved part of the large pile of recycled asphalt pavement (RAP) that occupies the northern side of the North East Development Area (NEDA) to make room for their work, and is constructing a temporary airfield security fence so construction can take place entirely on the unsecured (landside) of the airport. At completion of construction, the permanent security fence will be installed. You will see construction progressing this fall towards a planned 2026 hangar completion.

Staff Recruitment

Due to the spring's retirements and resulting extreme short-staffing, staff have been working with CBJ Human Resources (HR) to update the position description and fill the position in support of the JNU projects office that Kris Ritter formerly occupied. Staff will continue to do so until the position is filled and on-boarded.

Secure Identification Display Area (SIDA) Americans with Disabilities Act (ADA) Elevator:
(No change) On May 8 Northwind Architects submitted their fee proposal; staff are reviewing it.

On February 14, JNU received proposals from two design consultants, Jensen Yorba Wall and Northwind Architects. On March 24 Northwind Architects was selected and will begin contract negotiations with JNU shortly.

On March 4, 2025, the Assembly appropriated \$50,000 to the Manager for the Departure Lounge ADA Elevator Capital Improvement Project, funding provided by Airport Revolving Funds. The Airport Board reviewed and approved this at the December 12, 2024, meeting.

Staff thanks Mr. Bedford for participating in review of the two consultant proposals received for design of the elevator installation. In his email returning his comments, he noted: "I think that it is important that the elevator installation have minimum impact on the view of the airport from the sterile area. I think that it is beneficial to the airport and the aviation community as a whole that the traveling public be exposed to and take an interest in airport operations. Both proposals seem to recognize that the area on the ramp level between gates 3 and 5 is extremely congested but I would like to emphasize this point. Although the south wall of the terminal is probably the most logical site for the proposed elevator, that area takes the full brunt of the prevailing southeast wind, and this should be taken into account during the design process."

The work will be in two phases: 1) to conceptually identify possible locations and associated costs for an elevator; and 2) once a location is chosen, the architect and consultants will prepare bid documents. Staff estimate that concept design will be less than \$50K. Total design and construction costs will depend on the concept selected.

An elevator serving the Departure Lounge, Bagwell, and 121 Apron would facilitate ground boarding for passengers who cannot use stairs, and employee access between the floors. The

elevator would require a SIDA badge for access and operation. Federal Aviation Administration (FAA) has reviewed the concept and stated that the project would be eligible for AIP or BIL funding.

E-1 Ramp Rehab: *(No change)* Staff have registered with the Alaska Heritage Resources Survey as a “qualified professional” and are editing the concurrence letters per Federal Aviation Administration (FAA) direction.

When the Categorical Exclusion (CATEX) application was submitted to the FAA in December of 2024, the FAA requested State Historic Preservation Office (SHPO) concurrence that no additional sites eligible for listing have been found or buildings have aged in (become 50 years old) since 2003. This requires a search of the Alaska Heritage Resources Survey website. Within the past year SHPO has restricted access to the website to “qualified professionals”. This would typically require CBJ to issue a Request for Proposals (RFP) for a qualified professional, evaluate their submissions, and contract for the services. For a small project like this, the administrative overhead—both time and money—to obtain the search is considerable. However, “qualified professionals” includes registered architects. JNU staff include registered architects, and staff have been granted access to the website. Normally the concurrence is a two-step process, but in this case—with the limited scope of the project and JNU having a qualified professional on staff, the FAA will approve a direct to findings process, skipping the first step.

Departure Lounge Carpet Replacement: *(No change)* Staff are drafting a scope of work and have estimated the cost at \$150,000. Staff anticipates funding the work through the local match for the terminal renovation project. When staff have a quote, this will come back to the Board for approval. The work is not included in the FY26 budget.

Carpet in the Transportation Security Administration (TSA) passenger screening area and the Departure Lounge needs replacing and continues to deteriorate; the work must include repair of underlying irregularities in the floor slab that are telegraphing through the carpet and accelerating wear. The FAA will not pay for this work. Staff are drafting a scope of work and budget. Ideally work would take place in February, when the terminal is relatively quiet.