



AIRPORT BOARD AGENDA

May 14, 2026 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

A. April 9th, 2026- Airport Board Meeting Minutes

4. APPROVAL OF AGENDA

5. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

6. UNFINISHED BUSINESS

7. NEW BUSINESS

A. Approval of Runway 08/26 Localized Repairs

SECON submitted a \$118,406.80 proposal to complete localized runway repairs at seven locations on Runway 08/26. The work includes milling, repaving, and surface grooving to repair potholes and other localized pavement failures. Funding would come from the Airport Capital Reserve.

Attachment A – Airport Capital Reserve

Motion: Approve the expenditure of \$118,406.80 from the Airport Capital Reserve for localized runway repair work under RFP 025.

8. STAFF REPORTS

A. Airport Manager's Report—Andrés Delgado

B. Airport Project Manager's Report—Ke Mell

C. Airport Project Manager's Report—Mike Greene

9. CORRESPONDENCE

10. COMMITTEE REPORTS

A. May 12 – Operations Committee

11. ASSEMBLY LIAISON

12. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

13. BOARD MEMBER COMMENTS

14. ANNOUNCEMENTS

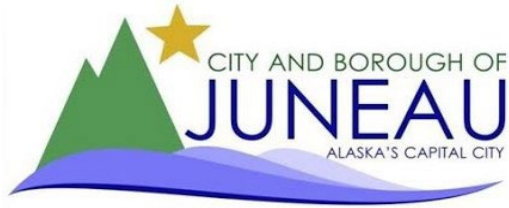
15. NEXT MEETING DATE

- A.**
- Regular Board Meeting – June 11, 2026 - Canceled, Airport Manager Personal Leave
 - Regular Board Meeting – July 9, 2026

16. EXECUTIVE SESSION

17. ADJOURNMENT

ADA accommodations available upon request: contact the Clerk's Office (907)586-5278 or city.clerk@juneau.gov at least 36 hours prior to a meeting, to request ADA arrangements.



JIA AIRPORT BOARD MINUTES

April 9, 2026 at 6:00 PM

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

1. **CALL TO ORDER** Mr. Redmond called the meeting to order at 6:00 p.m.

2. **ROLL CALL**

Members Present:

Eve Soutiere

Angela Rodell

Dennis Bedford

David Epstein

Jerry Godkin

Charlie Williams

Jeff Redmond

Staff Present:

Andres Delgado, Airport Manager

Rich Ross, Airport Superintendent

Ke Mell, Airport Architect

Brandon Bagwell, CCFR

Sherri Zayne, CBJ Law

Theresa Ross, CCFR

Tom Hatley, CCFR Fire Chief

Andrew Pantiskas, CCFR EMS Chief

RaeAnne Hebnes, Michael Baker

Pamela Belalcazar, Michael Baker

Kathy Mancini, CBJ Security Manager

Public Present:

Sarah Lowell, Coastal Helicopters

Chris Heckler

Laurie Craig

Present via Zoom:

Audrey Dean

JD

Emily Wright, CBJ Law

Jodi Garza, Alaska Seaplanes

3. **APPROVAL OF MINUTES**

A. March 12, 2026, Airport Board Minutes

Motion to approve minutes made by Ms. Rodell. Motion passed by unanimous consent.

4. APPROVAL OF AGENDA

Motion to approve agenda made by Ms. Rodell. Motion passed by unanimous consent.

5. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

None.

6. NEW BUSINESS

A. Master Plan Update Presentation to Airport Board

Mr. Delgado introduced the presentation on the Master Plan update. He explained Michael Baker International has been working on this for the last two years and it is soon to come to a close.

RaeAnne Hebnes, Michael Baker Project Manager, went over the master planning process steps and timeline.

Pamela Belalcazar discussed the activity forecast. She explained that FAA requires a full year set of data to start the forecast, and since the process started in fall of 2024, their baseline year was 2023. Their findings showed 2.8% of growth in enplanements, 1.04% growth in based aircraft, and 1.46% growth in operations over the next 20 years. She added they were also asked to select a critical aircraft for Juneau, in which they chose Boeing 737-900. She noted they also evaluated the runway length the aircraft would need to operate without penalty, which would need an extension of the runway from 8,857 feet to 9,200. She added once they received the numbers, they started evaluating alternatives. She discussed the runway alternatives, which included shifting the runway 400 feet for full runway safety area, relocating Taxiway B, extending Taxiway A, extending runway to 9,200 feet, RSA improvement, future MALSR alignment indicator lights, and Douglas North Crossing sunny point alternative. She talked about the passenger terminal level one, as one of their immediate needs is to expand the conveyor to provide Delta with direct access to the bag screening area, requiring re-accommodating the layout of the back offices. She stated one of the solutions they are including for Passenger Terminal Level 2 is expanding the queue area for security and adding a third lane. Ms. Belalcazar talked about terminal area future development, future parking garage, terminal expansion with two new boarding gates, and future air traffic control tower.

Ms. Hebnes discussed the Northeast and Northwest Development Areas. For the Northeast Development Area they proposed future potential apron parking, future cargo facility, proposed MRO facility, equipment/storage, hangar/office, future box hangars and apron, and future helicopter facility. In the Northwest Development Area, they proposed potential airport maintenance building expansion, future box hangars, future T-hangar, future apron and box hangers, future fuel farm access road, and removal of the existing maintenance facility. She then talked about the Implementation Plan, which they have broken down into short term, mid term, and long term projects. She shared the next steps, consisting of providing comments by April 23, 2026, an ALP

Update and finalizing the draft, and publishing the Master Plan on June 1, 2026.

Mr. Epstein asked about the participation of last night's public meeting and what kind of questions they got asked.

Ms. Hebnes answered she was impressed with the community who came and they got feedback that the community likes having presentations. She stated the comments revolved around general aviation, a self-service fuel station, concerns about restrooms, water and electricity in hangars, second crossing concerns, how the MALSARs work and eliminating the side glare from those.

B. Approval of Proposed PFC10 Project List

Mr. Delgado expressed that the Operations Committee met on April 2nd, where they all went through the proposed PFAs for the PFC10 application. He said the Operations Committee recommended this item for Board approval.

Ms. Rodell asked how the short term projects coordinated with this list.

Ms. Delgado responded anything federally eligible in the short term list is including in this list, and there are some items on the PFC10 application that are prior projects they are looking to swap out sales tax money for PFC revenue to replace the local match portion. He noted there are some things on the list not entirely federally eligible. He pointed out this is a 4-6 year application, and by the time the next PFC application comes along, they will be looking at the mid term projects list.

Motion to approve the proposed PFC10 Project List as presented and direct Staff to proceed with air carrier consultation, refinement of project scopes and its cost as needed, and preparation of the Passenger Facility Charge Application No. 10 for FAA submittal made by Mr. Godkin. Motion passed by unanimous consent.

C. TSA Screening Equipment Replacement

Mr. Delgado shared that on April 20th, TSA will begin replacements of the checkpoint screening equipment, which scans carry-on baggage. He stated this will include carpet replacement under the machines and they will issue a PSA for the public as it will bottleneck the TSA checkpoint area for about a week. The hope is for it to be completed by April 24th.

Mr. Epstein asked how the screening equipment would be getting here.

Mr. Delgado answered it may be on the way, if not here already, but it is coming in 27 pallets on several trucks.

D. Jordan Creek/Jordan Avenue Lighting Complaint

Mr. Delgado expressed they received several complaints from Chris Heckler, a resident, alleging airport vehicles use auxiliary lighting in a way that illuminates pedestrians and

nearby residential areas along Jordan Avenue and the Jordan Creek area.

Chris Heckler, 2035 Jordan Avenue, stated three years ago, the airport started patrolling through the area with flood lights, and he feels like every time he goes outside to walk his dog he is lit up by spotlights out in front of his property. He said he was also lit up by them in the Jordan business condo area as well, and he did not understand why.

Ms. Soutiere asked if there was back and forth on this or if this is the first time hearing of this.

Mr. Delgado responded this goes back to around to 2023, and around the time of year when staff is doing night shift. He expressed that when he asked staff about the issue, they say the flood light accidentally gets left on.

Mr. Epstein asked Mr. Heckler what specific relief he is seeking from the airport.

Mr. Heckler answered to stay out of the area, as he did not understand why they are in that area or why they are driving around their neighborhood with flood lights.

Mr. Epstein inquired if he would be okay if they drove through the area without the floodlights on.

Mr. Heckler responded yes.

Ms. Soutiere commented they have had issues on airport property, which is not just necessarily everything behind the fence, and the FAA has warned them to keep those areas clear and keep campers off. She felt that was probably the issue, because they have to do patrols.

Mr. Heckler interjected to say the lights are not lighting up airport property when they are driving parallel to the airport property.

Ms. Soutiere voiced that Mr. Delgado is talking to the employees about it and Mr. Epstein had a good suggestion in turning the flood lights off.

Mr. Delgado added they have spoken with the crew about it and they are doing their best to make sure that does not happen again.

Mr. Heckler added no one answers or returns his calls when making a complaint.

Ms. Soutiere expressed the Board has heard the complaint and are aware of it, so they can work to address that.

Mr. Godkin shared he received all of Mr. Heckler's emails and read them, but as a Board member, he cannot just reply to personnel matters. He agreed the response maybe could have been quicker, but hopefully some resolution can provided.

A. Airport Manager's Report - Andres Delgado

- Chief Bagwell shared the truck they approved to lease last month arrived on time and on budget, and the mechanic with the company they are leasing from is still on site. He said they have run into a couple of compatibility issues but nothing they have not been able to fix, and he expects to meet their goal of 50% operational capacity with his personnel by the 23rd, which is when the Gustavus rig is set to return. He thanked Alaska State DOT and the Gustavus Airport for all the assistance they have provided, and he would like to continue that relationship with them and get some formal MOUs in place. Chief Bagwell reported regarding the Palmer truck, they brought a mechanic up from Washington a couple weeks ago to try and return the truck to service, but they could not, as the roof turret needs to be entirely replaced and they are not able to install parts on the proportioner. Therefore, they made a decision to return it back to Palmer. He said they have a long term plan in place to start this summer and they will be in a great situation, with a reserve that is reliable, two front line trucks, and will be meeting FAA requirements. However, now that they lost their backup plan, they no longer have a reserve, so they are in a dangerous period from now until the first new truck shows up. He stated the new Oshkosh and Rosenbauer are still on track.

Mr. Epstein asked if FAA would be coming to do inspections on the trucks.

Chief Bagwell answered FAA does not do inspections on the trucks, but they do report to the FAA on them.

Mr. Redmond inquired if they had already committed the truck going back to Palmer.

Chief Bagwell responded they have not booked anything to send it back yet, as they have to strip some of their equipment off of it.

Mr. Redmond asked if there was any consequence to sending it back broken.

Chief Bagwell answered they got it back to an operable state and they are okay with that.

Mr. Redmond inquired why the \$50,000 repair for the turret replacement was not a good choice.

Chief Bagwell stated because they would have to ship it and have a certain timeframe to get here, the truck is not theirs long term. He added even with the replacement, there is little confidence it would pass testing due to the damage to the proportioner.

Mr. Epstein asked about cleaning PFAs out of it before sending it back.

Chief Bagwell voiced when it showed up, it had the cancer free foam already on it, so they don't have to worry about that, and the truck from Texas they are leasing already had its foam testing done. The only truck that still has PFAs in it is the only airport owned truck in service, but it will go to reserve status when the new rigs get here, and they will begin the process to get the PFAs out.

- Mr. Delgado shared the Deputy Airport Manager recruitment should be posted by next week and open for a month. He said they will do interviews in late May to early June, with an expected start date of early July.
- Mr. Delgado expressed winter operations would be ending on April 4th. He mentioned there is a threat of snow next week. As of April 3rd, they were at 208.6 inches of snowfall at Juneau Airport. He said in the coming weeks and months, crews will start working every minute cleaning up sand and snow in and around the terminal and airfield.

Mr. Williams asked for a prediction on the budgetary impact of the record snowfall.

Mr. Delgado answered they are fully budgeted each year for snow removal materials and they did use a lot of runway deicer this year. He stated they are usually left with around a third of their stock, but they are currently down to their last 50 tons and went through over 2,000 tons of sand. Whereas last year, they had 100 tons of runway deicer left and only used about 800 tons of sand.

Mr. Williams inquired about staffing budget and overtime.

Mr. Delgado responded they budget for overtime, about \$200,000 a year, and it is all spent and they went over a little bit.

B. Airport Project Manager's Report - Ke Mell

Ms. Mell reported in regard to the Master Plan update, they had a public meeting yesterday at the Valley Library and the Technical Advisory Committee Meeting today, where they received productive comments to be incorporated in the final Master Plan. She said on the fuel contamination, DEC approved the environmental work plan on April 3rd, and sampling was scheduled for today. She noted Coastal Helicopters is also required to sample a well on their property, and both samples will be tested and submitted to DEC, who will decide if further sampling is required. She said Institutional Controls is the final phase in closing out ground contamination sites. She shared they almost never entirely get rid of contamination, but they contain and monitor it and control what happens on a site.

Ms. Soutiere asked if they would be working with CBJ Law to ensure the institutional controls are something the airport can also work with.

Ms. Mell answered yes, when DEC is ready to move into that phase.

Ms. Mell shared they advertised for improvement for a full-time and 15-hour per week project manager position to assist the Projects Office, and they received three applications for the full-time position and no applications for the part-time position. She said they will interview the eligible candidates, but also elected to extend the recruitment period until the positions are filled.

C. Airport Project Manager's Report - Mike Greene

Mr. Delgado reported they have seen no progress on the NOFO Grant applications so far, but has heard they may see some movement on it in late April.

8. COMMITTEE REPORTS

Mr. Bedford reported the Operations Committee met and passed the PFC-10 Application Project List and they were tasked with deciding what projects to prioritize. He said they will meet around the first of May to discuss those.

9. ASSEMBLY LIAISON

10. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Laurie Craig stated she attended the meeting last night, which was helpful so they could understand, and the thing she brought up about the second crossing was evidenced on the third from the left image. She said two of them spoke last night about being afraid that particular selection of route would put the airport in danger, but they were happy to see it was illustrated so other people who did not about it had the chance to see that. She was very pleased with the snow removal at the airport and she asked them to convey to the staff how much the public appreciated the good job they did.

Mr. Epstein asked why the North Douglas Crossing routes displayed constitute a threat to the airport.

Ms. Craig responded there is not a lot of clearance between the aircraft taking off and the potential for electric lights and the arc of whatever bridge would be needed. She said there was a mention of the Coast Guard needing a certain amount of clearance between high tide and the bottom of the bridge. She noted she and a number of others prefer it not go across and bisect the refuge, and want them to look at alternatives.

Ms. Soutiere thanked Ms. Craig for coming and sitting through the entire meeting to give her comments.

11. BOARD MEMBER COMMENTS

Mr. Godkin asked that staff make a good template for their meetings, as there are a

couple things missing on there tonight, like the second public participation and correspondence.

12. ANNOUNCEMENTS

None.

13. NEXT MEETING DATE

The next regular Airport Board Meeting is May 14, 2026, at 6:00 p.m., in the Alaska Room/Zoom. June Regular Board Meeting - Cancelled, Airport Manager Personal Leave

14. EXECUTIVE SESSION

15. ADJOURNMENT Mr. Epstein moved for adjournment, meeting adjourned at 6:55 p.m.

AIRPORT CAPITAL RESERVE

Date	Capital Reserve Balance	Reimb Amount (+)	Forward Fund Amount (-) anticipate reimb	Encumbered Amount (-) permanent/<u>no</u> reimb	Description
	\$583,950	-	-	-	
FY19		\$241,162	(\$241,162)		Terminal Project
FY21			(\$50,000)		Property Acquisition Specialist Forward Fund
FY25			(\$5,000)		ARFF Truck
FY25			(\$26,427)		Master Plan Update
FY25			(\$50,000)		SIDA ADA Elevator
FY25			(\$10,000)		ARFF Truck
FY26			(\$15,000)		ADA/SIDA Elevator
FY26			(\$25,000)		ATCT repairs
FY26			(\$20,000)		Wetland Rescue Vehicle
FY26			(\$60,000)		SRE Motor Grader and Vacuum Truck
FY26			(\$14,240)		Ramp Improv & RON 121/135
FY26			(\$80,000)		Ramp Improv & RON 121/135
FY26			(\$118,000)		Ramp Improv & RON 121/135
	\$110,283	AVAILABLE FUNDS			



TO: JNU Airport Board
FROM: Andres Delgado, Airport Manager
DATE: May 14, 2026
RE: Airport Manager's Report

A. UPDATE – ARFF Truck Delivery Delay & Engine A-1 Issue

The new Rosenbauer 4x4 apparatus has been delayed again and is now expected to complete production in late May. The leased ARFF truck is now in Juneau and is in service. The Gustavus loaner rig shipped back on April 23 per the MOU.

The Oshkosh Striker 6x6 ordered on February 27 remains on schedule for production completion in July and entry into service in October 2026. Once both new trucks are in service, JNU expects to have two new primary ARFF vehicles in the fleet, with Engine A-1 shifted to reserve status.

B. Deputy Airport Manager Recruitment

Recruitment for the Deputy Airport Manager position is now open and has generated significant interest. The position was posted in late April for approximately one month, with interviews anticipated in late May to early June. Staff will continue coordinating with CBJ Human Resources through recruitment, selection, and onboarding.

C. Encampments on Airport Property

Encampments and trash in the Jordan Creek Greenbelt and other airport areas remain an ongoing challenge. A significant cleanup operation was conducted in late April, resulting in the removal and disposal of approximately 14 tons of material. JNU staff continue to monitor airport property for safety and security concerns and coordinate cleanups with partner departments as needed.

D. Federal DHS Funding Restored

Congress approved, and the President signed, legislation on April 30 ending the prolonged DHS funding lapse that had affected TSA and other homeland security functions. For JNU, this reduces near-term uncertainty around federal passenger screening operations, though staffing and funding issues at the national level will continue to warrant monitoring.

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

E. NO CHANGE – Egan/Yandukin Intersection Improvements Project

AKDOT&PF has advanced the Egan/Yandukin concept to a partial signalized access intersection

with an at-grade protected pedestrian crossing, consistent with findings from the Planning and Environmental Linkages study. JNU received an agency coordination letter requesting comments on potential impacts to resources under our jurisdiction. Comments were requested by March 4, 2026. JNU did not submit comments. No Board action is requested. Please visit the ADOT project website for additional information: <http://dot.alaska.gov/eganyandukin>.

F. NO CHANGE– Aviation Worker Screening (AWS)

On Dec 24, 2025, the D.C. Circuit issued its mandate making the prior vacatur of TSA's AWS National Amendment effective; on Dec 29, 2025, the court recalled the mandate as inadvertently issued; on Dec 31, 2025, ACI-NA and airport petitioners asked the court to re-issue the mandate. Pending further court action, airports are to maintain the worker-screening measures now in place.

On Oct 16, 2025, TSA instructed airports to maintain the worker-screening measures in place as of Aug 22, 2025 (date of the D.C. Circuit opinion) and indicated airports may pause work toward requirements with future implementation dates, including explosives detection equipment (EDSE) acquisition, until further notice, in coordination with the local TSA Federal Security Director. The prior EDSE purchase requirement targeted for April 2026 is therefore postponed indefinitely. DOJ did not file its Oct 21 status report. The Court ordered DOJ to respond to the coalition's petition for panel rehearing by Nov 12, 2025. JNU remains compliant with randomized screening across all hours while rulemaking proceeds.

G. 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 JNorthCrossing@dowl.com.



MEMORANDUM

TO: Andrés Delgado, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: May 06, 2026

RE: Airport Architect's Report

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

Mendenhall Riverbank Stabilization: On May 4 staff inquired of the State of Alaska Department of Military & Veterans' Affairs (DMVA) as to the status of our reimbursement request, following up on an inquiry of February 26. *On May 5, in response to another JNU inquiry DMVA said, "We tried to submit the Obligating Award Document (OAD) last year and were told there wasn't enough money in the disaster to fund the Project Worksheet (PW). . . . I'm waiting for our Deputy Director to get the funding spend plan approved and encumbered into the state financial system. She's told me they requested the funds for the disaster and it was approved. As to when I can resubmit the OAD to grants for signature and encumbrance is unknown today. That's the other question I have for our Deputy Director. Sorry we're not moving very fast but we're at the mercy of state funding process. I know our grants side is tired of me asking when will the funds be available, but **I know the money is coming. Unfortunately, not as fast as we'd like.** Hang in there, we'll push the OAD packet through to you as soon as we know we can."* I will resubmit to them the PW I signed on behalf of JNU, which has apparently been lost in personnel transitions at DMVA.

There are a number of administrative steps on the DMVA end, and due to their workload and staff turnover, it is unclear how long it will take. JNU anticipates being reimbursed in the amount of \$303,013, including direct costs (engineering and construction contractors) totaling \$294,180 and JNU staff costs totaling \$8,833 (5% of \$294,180). Staff hope to receive reimbursement in the current fiscal year and continue to monitor the reimbursement process, which is the only outstanding item for the project.

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 of 2025 and staff sent the final engineer's report, with extensive photographic documentation of the completed rock armor, to DMVA.

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): *MBI is awaiting final comments from JNU and will revise the MPU as appropriate. MBI anticipates submitting the final Airport Layout Plan (ALP) about May 15. The FAA may require six weeks for their review, which would put submission of the final MPU and ALP about the end of June. The Final MPU and ALP will be accepted by the JNU Board and the City and Borough of Juneau (CBJ) Assembly before being included in the CBJ Comprehensive Plan. These milestones have not been scheduled.*

On February 13, MBI delivered the Draft MPU to JNU and the Federal Aviation Administration (FAA).

On January 5 JNU received a letter from the Federal Aviation Administration (FAA) stating: “The Federal Aviation Administration (FAA) approves the baseline scenario through year ten in the Juneau International Airport Master Plan Update submitted on December 16, 2025 for use in the Master Plan. We found the forecast to be generally consistent with the 2024 TAF. It uses current data and is supported by generally accepted forecasting methodologies. ...The existing and future critical aircraft for Runway 8/26 is determined to be the Boeing 737-900 or RDC D-III. ... The existing and future critical aircraft for Runway 8W/26W is determined to be the DHC-2 DeHavilland Beaver aircraft or RDC A-I.”

MBI presented an overview of their work to the CBJ Assembly Public Works and Facilities Committee at the Committee's June 2, 2025 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.

For those interested in another Alaska airport's master plan update, Anchorage International Airport's (ANC's) 2026 update is available from the ANC website.

Channel/Loken/Coastal Contamination: On March 3, Cox Environmental submitted their work plan for the sampling to the State of Alaska, Department of Environmental Conservation (ADEC).

*On April 1 DEC commented on the work plan, and on April 2 Cox Environmental responded to DEC's comments. DEC approved the work plan on April 3, and sampling has been completed. The report will be submitted to ADEC shortly and **past experience indicates we may (again) be looking at six months for ADEC to review the report.** Coastal Helicopters is also required to sample a well on their property this year to the same end.*

On February 13 JNU received a letter from the State of Alaska, Department of Environmental Conservation (ADEC), reviewing Cox Environmental's responses to DEC review comments on Cox Environmental's Site Characterization Report for field work conducted in April 2025. DEC requested additional groundwater testing, which Cox Environmental will do this spring. The testing is required by DEC to declare the Cleanup Complete with Institutional Controls.

On June 30, 2025 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.

At the January 2025 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, 2024 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."

New Guardian Hangar by DoudBTS: The foundations are under construction. ACC has applied for the building permit for the building above the foundation, and hopes to have it in hand by mid-May, when the metal building arrives.

The lease was executed by JNU and Alaska NNN, LLC (DoudBTS) on January 23, 2026. JNU staff will be coordinating with the FAA with regard to Section 106 of the National Historic Preservation Act (NHPA) as it applies to new building construction by airport lease tenants.

JNU does not currently have wastewater (sewer) capacity at the north side of the North East Development Area (NEDA), but partial provision of wastewater service was made in 2012, when a wastewater pump vault with forcemain line were installed a hundred feet or so east of the northeast corner of Lot 5. The pumps, valves, and electrical service were never installed because at the time there were no prospective tenants, and such infrastructure does not age well sitting unused.

Alan Steffert, water & wastewater engineer for CBJ Engineering is taking point on coordinating w/CBJ Wastewater personnel as to the particular infrastructure they will need in the empty vault that DoudBTS will be equipping for us. JNU and CBJ Engineering will jointly oversee design and construction to ensure quality and documentation. DoudBTS will have their engineer (PND) design and their contractor (ACC) install the work per CBJ Wastewater's requirements, which facilitates JNU's intent that CBJ Wastewater to take on maintenance (and future ownership) of the wastewater infrastructure. DoudBTS has not yet provided a cost for the work.

DoudBTS has engaged Alaska Commercial Contractors (ACC) for the project. ACC has constructed a temporary airfield security fence so construction can take place entirely on the unsecured (landside) of the airport. The Transportation Security Administration (TSA) has had the location of the temporary construction fence under review since November 20. At completion of construction, the permanent security fence will be installed.

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.

In April 2025 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.

Transportation Security Administration (TSA) Passenger Carry-on Screening Equipment Replacement: *The equipment was replaced the week of April 20. The project came off reasonably smoothly, aside from not being able to replace the carpet in the passenger screening area at the same time.*

Departure Lounge Carpet Replacement: This project has been re-scoped into two parts:
Part A: TSA Passenger Screening Area Carpet Replacement: The new carpet tile has arrived in Juneau *and will be installed by staff as time allows, after the summer season.*

Part B: Departure Lounge Carpet Replacement

As this carpet is in significantly better shape than that in the TSA screening area, this work has been deferred to a future project. The FAA will not pay for this work.

Projects Office Staff Recruitment *On May 4 JNU extended a verbal offer to a qualified candidate, The offer is under consideration..*

Staff received one application for the part-time position, *but it was withdrawn, as the applying party thought the position was full-time.*

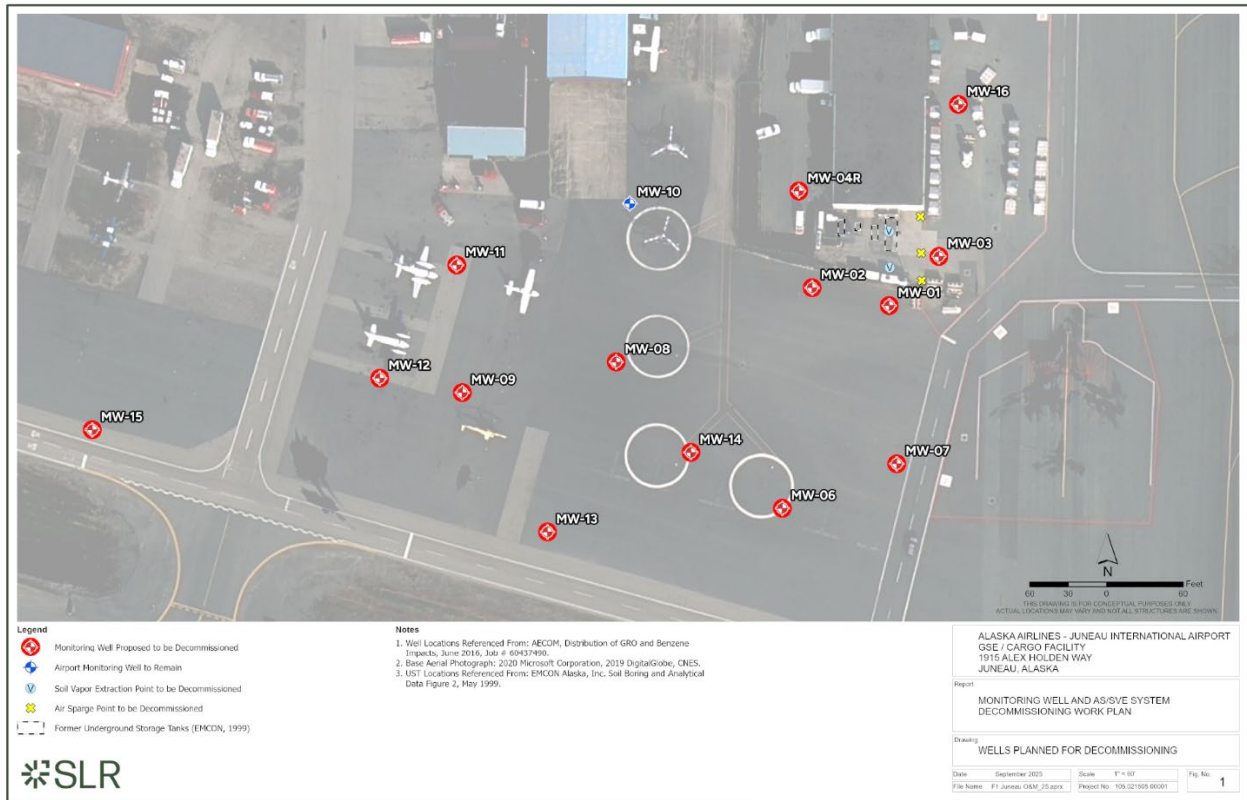
On behalf of JNU, the City and Borough of Juneau Human Resources (CBJ/HR) staff have advertised for two positions—one full-time and one part-time--to assist Projects Office staff. Both positions were advertised on March 19 and the advertisements closed on April 1. On April 6 JNU elected to extend the recruitment period until the positions are filled, and will evaluate candidates as applications are received.

Alaska Airlines Cargo Contaminated Site Closeout: *SLR International Corporation has scheduled de-commissioning of the wells for the week of May 18 (18-22).*

Quoting from a February 24, 2022 letter emailed to Alaska Airlines by the State of Alaska Department of Environmental Services:

“The Alaska Airlines – Juneau Cargo Facility contaminated site is located within the Juneau International Airport. In 1978 a 500-gallon used oil underground storage tank (UST), a 3,000-gallon heating oil UST, a 3,000-gallon gasoline UST, and a 10,000-gallon ethylene glycol UST were installed south of the facility building. In 1993, the 500-gallon waste oil tank was removed. The three other USTs were removed in 1998. Petroleum contamination in the subsurface soil was observed during the UST removal. The exact cause of contamination is unknown as there were no documented releases. Multiple site characterization investigations have been performed since 1993. Corrective actions have included contaminated soil removal and the installation and operation of an ozone injection system from 2004 to 2011. From 2013 to 2019 an air sparge/soil vapor extraction system (AS/SVE) was installed and operated. Groundwater monitoring has occurred annually and/or biannually from 2001 to 2009, in 2011, and from 2014 to present.

On March 23, 2026 staff were contacted by SLR, an environmental engineering firm who has been monitoring the wells for Alaska Airlines. DEC has approved SLR's work plan to decommission 14--all but one--of the wells. As shown below, the wells are generally south and west of the south end of the Alaska Airlines Cargo Building, following the general direction of subsurface drainage.



Per the work plan approved September 10, 2025, “ADEC has requested that MW-10 remain in place and not to be decommissioned. Alaska Airlines has no objections to JNU assuming ownership and continued use of MW-10.” Wells to be decommissioned “are either 1 or 2 inches in diameter and are constructed from either polyvinyl chloride (PVC) or metal. ... The depths of each well vary but typically extend from 10 to 15 feet below the ground surface (bgs).” The plan is to “Remove the well casing and screen until the screened interval is above the groundwater interface, allowing the aquifer material to collapse into the borehole. ... Once the casing has been withdrawn to above the groundwater interface, bentonite chips will be added to the well until the materials are near the ground surface.”

From SLR’s March 23 email to JNU, “MW-10, which was a part of the Alaska Airlines well network, will not be decommissioned but will remain a part of JNU’s groundwater monitoring for PFAS (unrelated to the AS GSE/ Cargo Facility).”

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.



MEMORANDUM

TO: Andres Delgado, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: May 5, 2026

RE: Project Office Monthly Report

Project specific summaries of project status and activity are presented below.

FAA Notice of Funding Opportunity (NOFO) Grant Applications: No change since last report. On December 8, 2025 the Department of Transportation (DOT), Federal Aviation Administration (FAA) announced the opportunity to apply for approximately \$1 billion in Fiscal Year (FY) 2026 competitive funds for the Airport Terminal Program (ATP), made available under the Infrastructure Investment and Jobs Act of 2021 (IIJA), Pub. L. 117-58. In this announcement, the FAA clarified that the FY 2026 ATP announcement would be the final announcement for this program. The purpose of the ATP was to make annual grants available to eligible airports for airport terminal and airport-owned Airport Traffic Control Tower (ATCT) development projects that address the aging infrastructure of our nation's airports. On January 15, 2026, JNU submitted the following grant applications to the FAA:

Grant Application 1: ATCT REPAIRS / UPGRADES:

Estimated total project cost: \$1,643,164

If awarded, the work would include the following:

- A complete upgrade to the existing ATCT fire detection and alarm system with an interconnection into the new terminal fire alarm panel.
- The introduction of a UPS-battery back-up system for the ATCT primary power distribution system.
- The replacement of the FAA owned primary power disconnect switch.
- The introduction of surge protection / arrestor devices on the four (4) tower electrical service panels. (X-Room Panel A, Panel THP, Panel TB and Panel TA)
- The installation of additional convenience outlets within the ATCT cab.
- The replacement of air-handler VU-5 which provides outside (make-up) air to the tower.

The tower was constructed in 1987. The fire detection and alarm system, the primary power disconnect switch, the convenience outlets within the tower cab and air-handler VU-5 were all installed as part of the original tower construction project.

The UPS battery back-up system and surge protection devices are needed to address fluctuations in the electrical service as provided by the local electrical utility.

Grant Application 2: ATCT ROOF REPLACEMENT:

Estimated total project cost: \$1,013,944

If awarded, the work would include the following:

- The replacement of the existing IRMA roof assembly with a new insulated heat welded TPO / PVC exposed membrane roof assembly.
- The replacement of the existing roof curb / hatch with a new insulated curb / hatch.
- The replacement of the existing interior fold-down roof access ladder.

- Modifications to the ATCT cab ceiling as necessary to trim out to the new access ladder housing. The roof assembly, roof curb / hatch assembly and access ladder assembly were installed as part of the original 1987 tower construction project.

Grant Application 3: TERMINAL MECHANICAL & ELECTRICAL REPAIRS / UPGRADES:

Estimated total project cost: \$2,193,088

If awarded, the work would include the following:

- The introduction of surge protection / arrestor devices on the primary service circuit breaker, the emergency generator load center, motor control center and thirty-nine (39) electrical service panels.
- The replacement of 36 air-water heat pumps within the older portion of the terminal.
- The replacement of the Dedicated Outside Air Supply (DOAS) air-handler in the east mechanical penthouse.

The surge protection devices are needed to address fluctuations in the electrical service as provided by the local electrical utility. The heat pumps and DOAS air-handler were installed in 2010 as part of the Terminal Renovation project.

The Board is advised that the work tasks within these NOFO grant applications have been re-assigned from other current projects and have been assembled within application packages best suited to meet the purpose of the ATP announcement. These work tasks were formerly included within the following projects:

- **JIA Surge Protection:** JNU has the 95% design documents as prepared by RESPEC for this project. The work calls for the installation of fifty-one (51) surge protection / arrestors as add-ons to the existing electrical distribution panels within the Terminal, the Snow-Removal Equipment Building and the Sand-Chem Building. Following receipt of the 95% documents, JNU requested a fee proposal from RESPEC to design an Uninterruptible Power Supply (UPS) battery-back-up system for the control tower, and to incorporate this design into the design documents for the surge protection project. JNU has instructed RESPEC to suspend their design effort on this project until it is known whether or not JNU has been awarded any of the NOFO grants.
- **Air Traffic Control Tower – Temporary Fixes:** JNU has fee proposals in-hand from RESPEC to complete the mechanical and electrical engineering design work needed to address the following:
A complete upgrade to the existing tower fire detection and alarm system.
 - o The existing fire detection and alarm devices are obsolete and need to be upgraded to addressable components that are compatible with the new terminal fire alarm system.
 - o The entire system installation needs to be reviewed for code-compliance.
 - o The interconnection between the tower FA system and the terminal FA system is to be maintained.

The removal and replacement of existing air-handler VU-5 which provides outside (make-up) air to the control tower. Following modifications during the terminal renovation project, this air-handler also provides limited back-up heating to the tower.

- o The VU-5 replacement would be a compact high-efficiency air-handler with heating coil(s) and a filter bank.
- o The new air-handler would primarily be controlled by the existing building automation system with some occupant control.
- o The new air-handler would be capable of providing heating to supplement the heat provided by the ceiling mounted cassettes up in the cab.
- o The new air-handler would be equipped with Variable Frequency Drives to control fan speeds and supply (make-up) air rates.
- o The new air-handler would provide positive air-pressure within the tower.
- o The new air-handler will include an occupant controlled “air-replacement” system used to evacuate air from the tower cab. This system would allow occupants to initiate an

automated sequence that would temporarily ramp-up the outside air delivery rate into the cab to flush the cab of excessive heat and/or jet exhaust fumes.

- Associated work will include the introduction of temperature-controlled make-up air into the FAA breakroom. This would address a long-standing code deficiency.

The replacement of the FAA owned primary power disconnect switch.

- During the terminal renovation project, it was discovered that this switch was in very poor condition. The concern is that there is a possibility that if used to power-down the cab, the switch may not be able to hold when use to return power the cab.
- The introduction of surge protection devices on the four (4) tower electrical service panels.
 - This work is already a part of the existing surge protection / power conditioning project with RESPEC.
- The introduction of additional convenience outlets within the tower cab.
 - Per FAA ATC Request: “convenient and strategic locations within the Tower Cab based upon ATC and Tech-Ops recommendations”

Following the FAA’s issuance of the FY 2026 ATP announcement, JNU suspended work on these projects out of concern that Sponsor funded design contracts may not be needed if JNU is awarded one or more of the NOFO grants. In the event that JNU’s application 1 and 3 are not awarded, JNU will proceed with the projects as funding allows.

Runway Shoulder Grading and Navigational Aids (NAVAIDS): No change since last report. The Federal Aviation Administration’s Air Traffic Organization (FAA-ATO) continues to work on their preliminary planning and in-house engineering review of the project to determine whether the surface grade slope adjustments within the Runway Safety Areas (RSA’s) are being brought to “standard” and whether bringing the surface grades to standard will adversely impact the FAA owned NAVAIDS that are located on both ends of Runway 8-26. JNU has not been advised as to when the FAA’s review will be completed.

It remains the position of FAA-ATO that should the FAA engineering review determine that the grading work adversely impact the VASI installation, the FAA will want the scope of the RSA Shoulder Grading project to be expanded to include the removal of the VASI and the installation of the new PAPI.

The Board is reminded that the overall project schedule continues to be impacted – based on the preceding and on the following:

- It is anticipated that the current approved project CATEX (Categorical Exclusion) will need to be revised and re-submitted to the FAA to reflect any changes initiated by the FAA into the project scope of work.
- It is anticipated that the FAA review will introduce additional modifications to the current set of design documents.
- Should the FAA determine that the grading work will “adversely impact” the existing VASI, they will be looking to utilize the JNU RSA Shoulder Grading project as the mechanism to install the new PAPI equipment. This will require additional modification to the current set of design documents. It will also be necessary for JNU’s design consultant (HDR Engineers) to expand their scope of services to include the necessary electrical engineering.
- It is also anticipated that the JNU’s Floodplain Development Permit application will need to be revised and re-submitted to CBJ Community Development to address any changes to the project scope of work.
- The US Army Corps of Engineering permit that had been obtained for the project was set to expire on March 14, 2026. A permit extension has been received.

The Board is also reminded that the FAA has advised that they are going to require a second construction phase RA which will address the costs associated with the FAA’s involvement during the project’s

construction phase. At this time, the extent of the FAA’s involvement during construction, and the associated costs to JNU remains unclear.

Airport Movement Area Remarketing: JNU staff continues to assist the JNU Business Office and CBJ Contracts on the preparation of a Request For Bid package that is being readied for release for competitive bid. This will be a four-year term contract to obtain the services of a Contractor to provide all materials and labor needed for the remarketing of aircraft movement area markings on the runway, primary taxiways and secondary taxiways. Unlike past remarketing projects, the work under the proposed term contract will be eligible for participation under the FAA’s Airports Improvement Program (AIP).

JNU Staff has prepared and submitted a DRAFT of the project Construction Safety Phasing Plan (CSPP) to the FAA for review. A final version of the CSPP, revised per the FAA’s review comments, is being prepared for resubmission.

JNU Staff has reviewed the RFB documents for compliance with the FAA’s March 27, 2026 “Contract Provision Guidelines for Obligated Sponsors and Airport Improvement Program Projects and has coordinated the RFB with the CSPP.

Rehabilitate Part 121/135 Apron and Remain Overnight (RON) Parking Apron: JNU staff continues to move this project into its close-out phase. SECON has submitted a fee proposal, in the amount of \$118,400, for RFP 025 Localized Runway Repairs. The work to be completed includes milling, re-paving and surface grooving at seven repair locations on Runway 8-26. JNU has not yet accepted SECON’s fee proposal. If accepted, these additional costs will be addressed in what is expected to be the final project Change Order (No. 13). SECON has advised that they would be able to address these repairs during the first week of July 2026.

Culvert Condition Survey – Jordan Creek @ Runway 8-26: proHNS Engineering has completed the field work needed to provide an updated condition survey for the large half-arch aluminum culvert assembly which allows Jordan Creek to pass beneath Taxiway H, Taxiway A and Runway 8-26. JNU has not yet received this updated condition survey. It remains JNU’s intent to use the updated condition survey to determine the extent and timing of necessary culvert repairs.

In the previous report, dated April 4, 2024, proHNS stated the opinion that an immediate catastrophic failure of the culvert is unlikely. The report goes on to state that continued deterioration is likely, and that repair work is recommended, even if the source of deterioration is determined and eliminated. In the previous report, proHNS had identified three (3) repair-in-place options, recommending them for further study. They would not require open trenching, would not require a closure of Runway 8-26 and would not require extensive permitting.

At this time, JNU does not have estimated construction costs for any of the three repair options. Upon completion of the updated condition survey, it is JNU’s intent to obtain a fee proposal from proHNS Engineering to identify the design and construction costs for each of the preferred in-place repair options. JNU has confirmed with the FAA that replacement / repair costs would not be AIP eligible because the culvert is within the 20-year useful life of grant 60-2014 and because the FAA considers this work to be a maintenance project.

Airport Contract Reviews: The FAA recently issued updates to their “Contract Provision Guidelines for Obligated Sponsors and Airport Improvement Program Projects” on December 19, 2025 and again on March 17, 2026. These guidelines contain provisions / clauses that the FAA requires to be included in contract solicitations, professional services contracts, construction contracts, equipment acquisition contracts and property / leasing contracts. While most of these provisions / clauses apply to AIP funded contracts, there are some which must be included regardless of funding source and/or contract dollar amount. From a review

of these guidelines, JNU determined that none of the contracts currently used by JNU fully comply with the most recent FAA contract provisions.

JNU staff's initial focus has been to work with CBJ Finance and CBJ Contracts to bring CBJ's current term consultant (design) contracts and the current term contractor (construction) contracts into compliance. It was first suggested by CBJ Contracts that separate term contracts be developed for use by the airport, since the FAA contract provisions would not apply to all CBJ entities that utilized these contracts. The current plan is for the airport to continue to use the current term contracts, and for the FAA contract provisions to be introduced into these contracts within each Project Authorization issued.

JNU staff also continues to work with CBJ Finance and CBJ Contracts to bring the bidding forms, contract forms, contract general conditions and contract supplementary general conditions requirements for large-scale bid projects into compliance with the FAA contract provisions. CBJ Contracts has not yet developed an FAA compliance version of this contract.

Airfield Electrical Term Contract: For years, JNU has wanted to develop an on-call term contract with a local electrical contractor to help to trouble-shoot and repair the various components associated with the airfield lighting systems. CBJ Contracts has just recently agreed that this work is specialized enough to merit its own term contract, and JNU staff is currently working on the development of the contract scope descriptions, work experience qualifications and to identify the FAA contract provisions that will need to be included within the term contract.

Runway Edge Lighting Replacement: In April of 2024, JNU was advised that the manufacturer of the medium intensity halogen runway edge lighting used on Runway 8-26 would be discontinuing support (replacements and spare parts) for these fixtures in approximately two years. Based on this information, and on an initial determination by the FAA that this work would be AIP eligible, JNU started looking into the replacement of the halogen fixtures with new LED fixtures. Through discussions with ADB Safegate and Airside Solutions, it was determined at that time that the estimated materials cost for the new LED edge light fixtures and transformers would be in the \$100K range.

As part of this initial project scoping effort, JNU staff confirmed with Airside Solutions that the existing constant current regulators (CCR's) would be able to power both of JNU's runway lighting circuits in any mixed configuration of the old halogen edge lights and new LED edge lights. With the understanding that AC 150/5340-30J prohibits the use of mixed lighting types/technologies on a permanent basis, JNU reached out to the FAA to verify whether this AC would allow the mixing of edge light types/technologies on a temporary basis. The FAA's responses were as follows:

"Because this is not being funded by AIP, this becomes an issue that rests with Rachel."

Lawson Bordley – Project Manager Alaska Region Office of Airports

"The work will need to adhere to the Airport Certification Manual and Part 139. Nonstandard lighting NOTAMs will also need to be sent, along with WIP NOTAMs."

Rachel Webb - Airport Certification Safety Inspector Alaska Region Airports Division

In an April 24, 2026 meeting with Airside Solutions, JNU was advised that replacement fixtures and spare parts were still available from Multi-Electric and from Airside Solutions for JNU's halogen edge lights.

In April 2026, Jacksonville International Airport (JAX) announced that they were removing their airfield's halogen edge lighting fixtures and in-ground lighting fixtures and were offering these old fixtures to anyone interested. JNU staff determined that the available fixture types were similar to the halogen fixtures in use at JNU, and JNU Airfield Maintenance has responded to JAX with a request for sixty (60) L-862 Elevated Edge # 44C1201/1111 fixtures and ten (10) L850C In-ground Edge # 44A6009/ 0021 fixtures.

Based on the above, the work to replace JNU's existing edge lighting has been tabled for now. This work will be incorporated into the next AIP eligible runway rehabilitation project with the following scope of work:

- Remove the existing halogen edge light fixtures, base plates and transformers and replace with new LED edge light fixtures, base plates and transformers. The existing base cans and all below-grade conduit will remain in place and be re-used.
- Remove and replace the conductors that feed the edge lighting. By the time of this work, these conductors will have reached the end of their useful life.
- Reconfigure the edge lighting circuits. The current configuration has split all of the edge lights into two circuit groups, with one group of fixtures located on the west half of the runway, and one group of fixtures located on the east half of the runway. The re-circuiting will split the circuits to interleave the edge lighting so that each adjacent fixture is on a separate circuit. This will ensure that every other edge light will remain illuminated on both sides of the runway, along the full length of the runway, in the event of a lighting circuit failure.

Runway Edge Lighting Transformer Testing & Replacement: In an April 24, 2026 meeting with Airside Solutions, the issue of stray electrical current from the airfield lighting system was discussed. In this meeting, Rick Lafferty w/ Airside Solution explained that the lighting transformers could be a possible source of current loss as well as the cause of poor system performance (uneven lighting levels). Rick explained that the system utilizes a transformer for each light fixture, and it is not readily apparent if a transformer has failed since the associated light will still illuminate.

Bad transformers equate to system inefficiency, excess power consumption, potential power loss and uneven lighting levels. Rick suggested that JNU start inspecting and testing these transformers and implementing a replacement process as needed.

Block L Hangar Site Drainage: On April 30, 2026, JNU staff met with Ralph Kibby at the Block L hangars to review the issue of site water retention. Following this meeting, JNU staff met with Airport Manager Andres Delgado to discuss the following:

- Remove the berm from the south side of the eastern set of hangars. This will allow runoff to freely flow down into the adjacent drainage ditch.
- Install a second storm drain catch basin / area drain in the alleyway between the north and south Block L hangars. This second area drain to be placed near the northeast corner of the southern Block L hangar.
- Regrade the entire area within the alleyway to drain away from the hangars and into the two area drains.
- Install perforated drain pipes (drain tiles) along each side of the new paved strip that extends between the two Block L hangars. The drain pipe on the east side of the paved strip should be extended to daylight. The drainpipe on the west side of the paved strip should be connected to the new catch basin.

These recommendations were relayed to Airfield Maintenance.

Airport Construction Document Archiving: JNU Staff continues to work on sorting, scanning and culling the old, archived construction documents, as-built documents and miscellaneous reports.

End of Report