



AIRPORT BOARD AGENDA

September 10, 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. August 13th, 2026 Board Meeting Minutes

4. APPROVAL OF AGENDA

5. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

6. UNFINISHED BUSINESS None.

7. NEW BUSINESS

A. ATCT Roof Replacement Design Funding

Staff request Board approval to appropriate \$75,000 from Airport Fund Balance to advance design of the Air Traffic Control Tower Roof Replacement project, CIP A50-117. The funding will allow design work to proceed in support of the FAA NOFO grant project and is expected to be reimbursed upon receipt of the FAA grant.

Board Action: Approve the appropriation of \$75,000 from Airport Fund Balance to CIP A50-117, ATCT Roof Replacement, for design costs, with reimbursement anticipated from the FAA grant.

B. Guardian Flight Hangar Area Paving Opportunity

JNU staff identified drainage, snow removal, and FOD concerns in the unpaved area adjacent to the new Guardian Flight hangar. With Secon already scheduled to pave the site on September 18, JNU has an opportunity to complete this work at a substantially lower cost than a separate future project.

The estimated cost is \$87,429 for pavement or \$60,519 for a rolled D-1 surface. The Board could fund the improvement through Airport Fund Balance, rent credits, or a combination of both. A rent credit could also be spread over time to reduce the annual impact, such as approximately 100% of rent for two years, 50% for four years, or another proportional

amount and duration. The Board could also authorize a partial rent credit with the remaining cost paid from Fund Balance.

Board Action: Provide direction on the preferred improvement and funding approach and, if approved, authorize Airport funding, rent credits, or a combination thereof in an amount not to exceed \$87,429.

C. Airline Use and Lease Agreement and Financial Model Modernization

JNU is preparing to negotiate successor airline Use and Lease Agreements (ULAs) with Alaska Airlines and Delta Air Lines, with the goal of establishing a modern, standardized agreement that can be made available to qualifying airlines operating at JNU. The Airport is targeting implementation with FY28, effective July 1, 2027.

As part of this effort, staff also intends to modernize the Airport's financial model and underlying rate-setting methodology. While the model was streamlined during the prior budget cycle, it continues to rely on legacy allocation methods, including the 85/15 allocation between Part 121 and Part 135 activity and fixed allocations of certain shared costs. The financial-model work and ULA negotiations are functionally intertwined because proposed agreement terms must be evaluated for their effects on airline rates, Airport revenues, cost allocations, reserves, capital funding, and long-term financial sustainability. The proposed consultant scope will include review of the existing financial framework, development and comparison of alternative rate-setting and cost-allocation methodologies, modernization of the financial model, development of JNU's ULA business and negotiation framework, participation in airline negotiations, financial modeling of proposed agreement terms, and support through Committee and Board review, FY28 budget integration, and implementation. Staff intends to issue a competitive RFP for these services.

Based on preliminary discussions with an experienced airport financial consultant, staff estimates the work may cost approximately \$75,000 to \$100,000. Staff requests authorization to spend up to \$100,000 for the combined ULA negotiation and financial-model modernization effort. The final contract amount will be established through the competitive procurement process.

Board Action: Approve expenditure of up to \$100,000 from Airport Fund Balance, for professional consulting services associated with the JNU Airline Use and Lease Agreement negotiations and financial model modernization, subject to completion of the competitive RFP process.

D. Fund Balance Projections and Capital Reserve

Airport's projected fund balance has been updated per FY26 actuals. The Capital Reserve remains at approximately \$59,000 in available funds, and JNU continues to await final CBJ year-end reconciliation and confirmation of the Airport's fund balance.

The public notice period for JNU's current Passenger Facility Charge (PFC) application has

now concluded, and staff are preparing the final application for FAA review. Approval of the application would allow eligible previously forward-funded costs to be reimbursed to the Capital Reserve, restoring additional capacity.

JNU also continues to await final CBJ year-end reconciliation and confirmation of the Airport's fund balance. Current projections therefore remain preliminary but provide an important starting point as FY28 budget development begins.

See Attachment A.

8. STAFF REPORTS

- A. Airport Project Manager's Report—Andres Delgado**
- B. Airport Project Manager's Report—Ke Mell**
- C. Airport Project Manager's Report—Mike Greene**

9. CORRESPONDENCE

10. COMMITTEE REPORTS

11. ASSEMBLY LIAISON

12. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

13. BOARD MEMBER COMMENTS

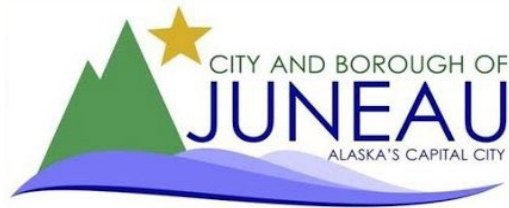
14. ANNOUNCEMENTS

- 15. NEXT MEETING DATE** The next Airport Board Meeting will be held on October 8th, 2026 at 6:00PM in the Alaska Room /Zoom.

- 16. EXECUTIVE SESSION** Airport Manager's Annual Performance Evaluation

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

August 13, 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 Ms. Soutiere called the meeting to order at 6:00 p.m.

2. ROLL CALL

Members Present:

Eve Soutiere

David Epstein

Angela Rodell

Charlie Williams

Michael Neussl

Jordan Kesler

Nolan Davis, Tenant Liaison

Staff Present:

Andres Delgado, Airport Manager

Ke Mell, Airport Architect

Rich Ross, Airport Superintendent

Angelica Lopez-Campos, Airport Business Manager

Brandon Bagwell, CCFR

Mark Fuelle, CCFR

Present via Zoom:

Mike Greene, Airport Project Manager

Christine Woll, Assembly Liaison

3. APPROVAL OF MINUTES

A. July 9, 2026 Airport Board Meeting Minutes

Motion to approve minutes made by Mr. Epstein. Motion passed by unanimous consent.

4. APPROVAL OF AGENDA

Motion to approve agenda made by Mr. Neussl. Ms. Soutiere proposed removing the executive session and postponing it until the next meeting to allow members additional time to complete Mr. Delgado's performance evaluation and consider goals for the upcoming year. She noted that the additional time would also allow newer members to become more familiar with Mr. Delgado.

With no objections, the Board approved the agenda as amended, removing the

executive session from the current meeting.

5. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

None.

6. UNFINISHED BUSINESS

Mr. Epstein noted that committee chairs needed to be appointed. Ms. Soutiere appointed Mr. Epstein as Operations Committee Chair and Ms. Rodell as Finance Committee Chair. Both agreed to resume their respective positions.

7. NEW BUSINESS

A. Airport 101 Board Orientation

Mr. Delgado presented the Airport 101 Board Orientation, developed to provide new Board members with consistent and standardized information about the airport. He explained that the comprehensive PowerPoint presentation would serve as an ongoing reference for Board members and offered to provide additional discussion on individual topics as needed.

Mr. Epstein commended Mr. Delgado for developing the presentation and noted that it was well done and beneficial to Board members.

Mr. Neussl agreed, describing the presentation as informative and helpful in clarifying the Board's role and responsibilities.

B. Airport Movement Area Remarking Contract Award

Mr. Delgado presented the Airport Movement Area Remarking Contract Award, explaining that the runway painting line item had previously been removed from the FY27 budget in anticipation of FAA funding. The proposed term contract with Specialized Pavement Marking is for \$302,489.50 annually for four years.

Ms. Rodell moved to approve the award of the Airport Movement Area Remarking Term Contract to Specialized Pavement Marking based on an annual bid of \$302,489.50, subject to appropriation of funds and receipt of the FAA grant award and requested unanimous consent.

Mr. Neussl asked whether the contract covered only runway markings or markings throughout the airport.

Mr. Delgado clarified that the contract covers the FAA-eligible movement area, including the runway and taxiways up to the movement area boundary line.

With no further discussion or objections, the motion passed unanimously.

C. Airport Movement Area Marking Supplemental Appropriation

Mr. Delgado presented a supplemental appropriation request related to the Airport Movement Area Marking contract. He explained that the line item had been removed from the FY27 budget in anticipation of FAA funding and was not subsequently restored. The supplemental appropriation would add the necessary funding to the current budget and is eligible for FAA grant funding.

Mr. Williams moved to approve a \$302,489.50 supplemental appropriation to the FY27 Airport Operating Budget for airport movement area marking and forward the request to the Assembly for appropriation. He requested unanimous consent.

Mr. Neussl asked whether Airport Improvement Program funding would cover the full amount.

Mr. Delgado explained that the funding would cover the amount less the local match, which is 5% this year.

Ms. Lopez-Campos further clarified that the funding would cover the additional expenses needed for the current budget cycle and that the expense would be incorporated into future budgets.

Mr. Kesler asked whether the airport movement area requires repainting annually.

Mr. Delgado confirmed that annual repainting is necessary because markings deteriorate during the winter and must meet FAA safety specifications.

With no further discussion or objections, the motion passed unanimously.

D. Fund Balance Projections and Capital Reserve

Mr. Delgado presented the fund balance projections and capital reserve update, noting that this information will be provided regularly as the Board moves into the budget cycle. He stated that there were few changes from prior months because the year-end reconciliation and final fund balance are still being completed at the CBJ level. He also reported that the PFC application is under public notice and, following completion of the public notice period and FAA approval, reimbursements for previously funded projects are expected to return funds to the capital reserve.

Mr. Kesler asked for clarification regarding whether the previously approved \$50,000 appropriation for air traffic control should be reflected in FY26 or FY27.

Mr. Delgado clarified that it falls within FY27 for the airport because the appropriation was made after July, while it corresponds with federal fiscal year 2026.

Ms. Lopez-Campos indicated that the applicable information would be corrected.

8. STAFF REPORTS

A. Airport Manager's Report - Andres Delgado

Mr. Delgado reported that the previously announced candidate for Deputy Airport Manager withdrew for family reasons. The position was subsequently offered to Stacy Wilbanks, who accepted. Her anticipated start date may move from November 2 to early October. Mr. Delgado noted that Ms. Wilbanks has extensive experience in airport operations, security, and badging and has previously worked at airports in Rapid City, Denver, Wichita, and Humboldt.

Ms. Soutiere asked where Ms. Wilbanks is currently from.

Mr. Delgado stated that she is from Rapid City, South Dakota.

Mr. Neussl asked whether Ms. Wilbanks had previously visited Juneau.

Mr. Delgado confirmed that she had and noted that her experience in South Dakota also provides familiarity with winter weather and snow operations.

Mr. Williams asked about Ms. Wilbanks' experience with funding and grant writing.

Mr. Delgado explained that he will retain responsibility for those areas. He anticipates the Deputy Airport Manager overseeing daily operations, including airside and terminal operations, security, and badging, while he focuses on long-term airport development, finance, projects, growth, and governmental matters.

Mr. Delgado provided an update on airport fire and rescue vehicles. The new Rosenbauer 4x4 has arrived in Juneau and is being placed into service, with staff training underway. He also reported completing the final inspection of the Oshkosh 6x6 in Wisconsin. The vehicle passed inspection with only minor issues and is expected to arrive in approximately three weeks. An early October service date remains planned, along with an open house and pushback ceremony.

Mr. Delgado provided an update on Canagold cargo development. He reported that the company is pursuing development of approximately 200,000 square feet in the airport's Northeast Development Area adjacent to the Guardian hangar currently under construction. Lease details are being finalized, with an anticipated October 1 lease commencement and construction expected within approximately 18 months.

Mr. Neussl asked whether the proposed Canagold development would affect the location of the Seacon asphalt plant and potentially affect future repaving projects or costs.

Mr. Delgado confirmed that an alternative location for the asphalt plant will eventually be necessary. Potential locations include the southwest corner of the float pond and an area south of the proposed Canagold development. He noted that available airport space is becoming limited and additional alternatives will

need to be evaluated.

Mr. Delgado reported that a tabletop emergency exercise was conducted on July 30 involving a scenario combining an aircraft incident with a GLOF event. He noted that the exercise was particularly relevant given an actual incident that occurred that day and recognized Rich Ross for coordinating the exercise.

Mr. Delgado provided an update on airfield operations and general aviation improvements following concerns raised at the previous meeting. He reported that work is progressing and that additional improvements may be possible pending environmental review and coordination regarding wetlands.

Mr. Davis reported receiving positive feedback from several general aviation tenants regarding recent work and asked when a formal response regarding environmental concerns near Jordan Creek could be expected.

Mr. Delgado stated that preliminary feedback did not identify an immediate concern and that further review with the U.S. Army Corps of Engineers may be necessary. He indicated that staff would continue investigating before providing a definitive answer.

Mr. Davis asked about potential mitigation options for flooding affecting the hangars.

Mr. Delgado explained that the long-term solution would likely involve removing pavement and regrading the area. Due to the cost and complexity of such work, significant planning would be required.

Mr. Davis also noted that Charlie Gerbi, a longtime tenant familiar with the hangars and general aviation area, had offered to provide Board members with a tour of the area and its concerns.

Mr. Delgado invited interested Board members to contact him to arrange a tour.

Mr. Delgado concluded with TSA passenger throughput trends for July, reporting an increase of 4.5%. He stated that passenger throughput will remain a recurring item in his report as the airport continues tracking growth.

B. Airport Project Manager's Report - Ke Mell

Ms. Mell reported that the airport's Storm Water Pollution Prevention Plan (SWPPP), required under the Multi-Sector General Permit issued by the Alaska Department of Environmental Conservation, is due for renewal. Following an RFP process, DOWL was selected as the consultant. Staff are providing information to DOWL, which expects to submit its completed work to JNU by September 14, allowing time for airport review before the September 29, 2026 submission deadline.

Mr. Davis asked whether the recently installed but currently unused washdown pad would be included in the SWPPP.

Ms. Mell confirmed that the washdown pad will be included but explained that additional technical issues must be resolved before it can become operational. The sump pump was previously removed, the electrical receptacle requires repair, and the sump needs to be cleaned. She also noted that because drainage from the pad ultimately enters the float pond without an oil-water separator or similar system, detergents cannot be used. She anticipated that the necessary work may not be completed until spring and noted that tenants will need to be educated regarding appropriate use of the facility.

Mr. Delgado agreed that the washdown pad can be incorporated into the SWPPP but confirmed that additional work is required before it can be placed into service.

Mr. Greene added that the system deteriorated while sitting unused, resulting in accumulated dirt and water in the sump and damage to the sump pump's power feed. He confirmed that these issues must be repaired and emphasized the need to carefully control what enters the float pond.

Ms. Mell reported that construction of the Guardian hangar is progressing, with the building enclosed and site work underway, including underground utilities and preparations for paving the apron and parking lot.

Ms. Mell reported that NorthWind Architects is prepared to begin work on the Secure Identification Display Area ADA elevator project once the applicable grant application is submitted and approved.

Ms. Mell reported that the airport's riverbank stabilization work resulting from the 2023 glacial lake outburst flood performed well during the day's flooding, with no observed damage to the repairs. She noted that reimbursement from the state remains outstanding and that staff will allow additional time before following up due to the state's current emergency response priorities.

Mr. Epstein asked where the reimbursement funds would be deposited once received.

Mr. Delgado clarified that the reimbursement will return to the fund balance.

Mr. Davis asked whether Michael Baker International had received concerns raised by the general aviation community at the previous meeting regarding future planning considerations.

Ms. Mell stated that the comments have not yet been forwarded because airport staff intend to compile all airport comments into a single package before submitting them to Michael Baker International. She noted that there is currently no immediate deadline for completing that process.

Mr. Neussl asked whether a copy or link to the Airport Master Plan Update was available.

Ms. Mell indicated that providing a link would be preferable due to the size of

the document.

Ms. Soutiere requested that the link be circulated to the Board or included in the Board minutes.

Link to the Airport Master Plan:

<https://juneau.org/airport/projects-2>

Ms. Mell noted that a draft is available on the airport website and offered to provide additional guidance regarding where specific information can be found within the document.

C. Airport Project Manager's Report - Mike Greene

Mr. Greene provided an update on the Air Traffic Control Tower Roof Replacement Project. Due to a short FAA timeline for obtaining construction bids, the project is proceeding quickly. A pre-proposal site visit with the design team was conducted on August 5 to verify existing conditions, followed by an architectural proposal on August 10. JNU submitted a statement of reasonableness on August 12, which was approved by the FAA the following day. The package is now with CBJ Contracts awaiting authorization to proceed with design. Construction bids must be obtained by the end of October. Mr. Greene noted that coordination with FAA tower and Technical Operations staff remains necessary, particularly because construction will occur approximately 70 feet above ground on the airside without disrupting tower operations.

Mr. Greene reported that the Runway Shoulder Grading and Navigational Aid Project remains under preliminary FAA engineering review. Staff anticipate that the FAA may determine that grading work will affect the existing VASI system and require expansion of the project to include a PAPI installation. The FAA has also agreed to include an additional Runway Safety Area between Taxiways Bravo and Echo in the project. The existing pavement in that area has deteriorated and developed ponding that the FAA identified as non-conforming. Staff are working with HDR engineers to determine the appropriate corrective action while considering existing drainage infrastructure.

Mr. Greene provided an update on the Airport Movement Area Remarking Project. The FAA accepted the statement of reasonableness submitted on August 8, and the contracting package is now with purchasing pending award to Specialized Pavement Marking.

Mr. Greene reported that the Part 121/135 Apron Rehabilitation Project is substantially complete and in the closeout phase. Staff are working with the contractor on final payment and outstanding closeout requirements, including as-built information and subcontractor DBE certifications. He anticipated that the project would be ready for final closeout soon.

9. CORRESPONDENCE

Ms. Soutiere noted that correspondence received on or around July 7 had been included in the current agenda packet after there was insufficient time to include it in the previous packet. She indicated that the matters had been addressed at the prior meeting, and no additional questions were raised.

Ms. Soutiere also referenced correspondence dated August 1 regarding airport concessions and asked whether any action had been taken.

Mr. Delgado stated that the matter cannot be addressed in the short term but will be considered as part of the upcoming Terminal Area Plan and potential future terminal expansion. He expressed support for creating opportunities for airport businesses to thrive.

Ms. Soutiere thanked Ms. Van Valin for ensuring that Board members receive correspondence in advance of meetings.

10. COMMITTEE REPORTS

None.

11. ASSEMBLY LIAISON

Ms. Woll reported that she had no significant Assembly updates specific to the airport but provided an update on the glacial lake outburst flood (GLOF). She stated that the river crested at approximately 3:00 p.m. at 14.7 feet, approximately two feet lower than the previous year and lower than anticipated. She attributed the reduced flooding to dry conditions and a slower release of water. Water levels were declining quickly, evacuation areas had reopened, and damage assessments were underway.

Ms. Woll reported that the HESCO barriers performed well and that, although seepage occurred, pumps deployed by the U.S. Army Corps of Engineers were effective in helping prevent damage. She noted that the extent of damage in the View Drive area was not yet known and that additional information was expected during an upcoming press briefing.

No additional questions were raised.

12. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

None.

13. BOARD MEMBER COMMENTS

Mr. Neussl thanked Mr. Delgado for meeting with him individually to discuss airport issues and assist with his Board orientation. He also commented on observing testing of the airport's new firefighting vehicle and described the equipment and operation as impressive.

Mr. Williams requested that draft meeting minutes be distributed to Board members earlier than the regular Board packet to allow members to review them while the meeting discussions are still fresh.

Mr. Delgado referred the question regarding the timing and distribution of minutes to Ms. Van Valin.

Ms. Van Valin confirmed that the minutes could be distributed earlier, prior to the Friday Board packet.

Ms. Rodell explained that, as Board Secretary, she reviews the draft minutes before they are included in the meeting packet.

Mr. Williams followed up on a previous request to establish a process for tracking matters requiring further action or resolution.

Mr. Delgado agreed to include updates on outstanding items in future Airport Manager's Reports.

Mr. Williams stated that tracking these items would improve continuity by allowing Board members to identify which matters remain in progress and which have been resolved.

14. ANNOUNCEMENTS

Ms. Soutiere reminded Board members to complete Mr. Delgado's performance evaluation for the next meeting. She emphasized allowing sufficient time for a meaningful evaluation of his first year and encouraged Mr. Delgado to develop goals for the upcoming year.

Mr. Delgado agreed to prepare goals for the next year.

15. NEXT MEETING DATE

The next regular Airport Board Meeting is September 10, 2026, at 6:00 p.m., in the Alaska Room and Zoom.

16. EXECUTIVE SESSION

17. ADJOURNMENT Mr. Epstein moved for adjournment, meeting adjourned at 6:45 p.m.

Airport Fund/Department

9/4/2026

	FY26		FY27		FY28	FY29	FY30
	Amended Budget	Projected Actuals	Amended Budget	Projected	Projected	Projected	Projected
EXPENDITURES							
Total Expenditures	15,845,872	15,508,933	14,911,361	12,689,396	12,388,118	12,755,577	
FUNDING SOURCES							
ALL Summarized	11,032,415	11,268,582	13,107,591	13,240,639	12,938,933	12,936,836	
Total Funding Sources	11,032,415	11,268,582	13,107,591	13,240,639	12,938,933	12,936,836	
FUND BALANCE							
Debt Reserve							
Beginning Reserve Balance	6,582,800	6,582,800	2,640,000	-	-	-	
Increase (Decrease) in Reserve	(3,942,800)	(3,942,800)	(2,640,000)				
End of Period Reserve	2,640,000	2,640,000	-	-	-	-	
Capital Reserve							
Beginning Reserve Balance	201,361	201,361	109,876	59,179	59,179	59,179	
Increase (Decrease) in Reserve	(91,485)	(91,485)	(50,697)	-	-	-	
End of Period Reserve	109,876	109,876	59,179	59,179	59,179	59,179	
Available Fund Balance							
Beginning of Period	2,362,039	2,362,039	3,583,773	4,470,700	5,021,943	5,572,758	
Increase (Decrease) in Fund Balance	648,628	1,221,734	886,927	551,243	550,815	181,259	
End of Period Available Fund Balance	3,010,667	3,583,773	4,470,700	5,021,943	5,572,758	5,754,017	
Less 3 Mo. Operating Reserve	(2,811,969)	(2,749,023)	(3,062,012)	(3,172,349)	(3,097,030)	(3,188,894)	
Ending Available FB (AFTER 3 Mo. RESERVE)	198,697	834,750	1,408,688	1,849,594	2,475,728	2,565,122	
(Finance reclassified \$1.4mil FB in FY26)							
STAFFING	39.82	39.82	40.82	40.82	40.82	40.82	

AIRPORT CAPITAL RESERVE

Attachment A 2-2

Date	Capital Reserve Balance	Reimb Amount (+)	Forward Fund Amount (-) anticipate reimb	Encumbered Amount (-) permanent/ <u>no</u> reimb	Description
	\$819,788	-	-	-	
FY19/26		\$241,162	(\$477,000)		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			(\$118,407)		Ramp Improv & RON 121/135
FY27			(\$50,697)		Air Traffic Control Tower
	\$59,179	AVAILABLE FUNDS			



TO: JNU Airport Board
FROM: Andres Delgado, Airport Manager
DATE: September 4, 2026
RE: Airport Manager's Report

A. Hertz Rental Car Concession

Hertz has notified JNU that it will cease rental car operations at the Airport effective September 30, 2026. The departure will make additional rental car counter and concession space available in the terminal. Staff are preparing to issue an RFP for a new rental car concession and will work to minimize impacts to rental car availability during the transition while returning the space to productive use as quickly as possible.

B. LDA X and Z Approach Restoration

Staff recently met with Delta Air Lines' Instrument Flight Planning team to discuss JNU's instrument approach environment and the continued outage of the Runway 08 LDA X and LDA Z approaches. JNU is also working with federal lobbyist Katie Kachel and Alaska's congressional delegation on correspondence to FAA requesting a status update, restoration timeline, and greater clarity on the path forward for these approaches.

C. Instrument Flight Procedure Feasibility Study

Separate from restoration of the existing LDA approaches, staff are exploring a feasibility study to evaluate opportunities for improved public-use instrument procedures at JNU. The study would assess existing limitations, potential procedure alternatives for Runways 08 and 26, FAA and operator requirements, and a recommended implementation strategy. Staff also intend to evaluate potential AIP or DYAASI funding opportunities and anticipate pursuing the work through a competitive RFP process.

D. UPDATE – ARFF Fleet Replacement Update

The new Rosenbauer 4x4 remains on track to be placed into service by the third week of September, following completion of training, final outfitting, and minor repairs related to shipping damage.

The new Oshkosh Striker 6x6 is expected to be delivered later this month. Shipment was delayed by a back-ordered manufacturer part, which has pushed the anticipated in-service date to late October. Final acceptance testing, outfitting, and training will follow delivery.

The leased ARFF truck from Texas is scheduled to be shipped out by October 1 as JNU transitions to the new fleet.



E. UPDATE - Deputy Airport Manager Recruitment

Stacey Wilbanks continues to move through the final onboarding steps and now expects to arrive in Juneau by early October. Her start date is being coordinated with CBJ Human Resources and Airport operations, with the goal of beginning shortly after her arrival, at the start of the following pay period. Staff look forward to welcoming Stacey to the JNU team.

F. UPDATE - TSA Passenger Throughput Trends – August -1.98%

Year-to-date TSA passenger throughput at JNU remains strong, though August showed a slight decline as seasonal traffic begins to taper. TSA reports that throughput and flight volumes are now trending downward from the summer peak. The morning departure bank remains the primary pressure point, with occasional longer wait times when scheduled departures exceed checkpoint capacity.

JNU Monthly YoY (7 Year)								2025 to 2026
Month	2020	2021	2022	2023	2024	2025	2026	% Inc/Dec
January	19,623	8,584	15,769	17,685	18,820	19,494	19,574	0.41%
February	20,451	9,027	15,299	18,705	20,322	19,547	19,832	1.46%
March	12,921	13,977	21,140	22,969	23,008	22,982	24,331	5.87%
April	1,669	15,031	19,969	22,025	23,353	22,562	23,456	3.96%
May	4,409	21,158	26,212	28,671	29,877	28,601	31,493	10.11%
June	9,426	30,273	35,845	37,732	38,206	37,138	41,253	11.08%
July	13,992	37,361	44,529	44,978	44,556	45,861	47,928	4.51%
August	15,112	35,641	43,070	43,258	44,736	47,398	46,460	-1.98%
September	11,803	24,891	32,460	31,221	32,289	33,080	0	-100.00%
October	10,048	18,666	25,967	24,778	26,048	25,647	0	-100.00%
November	8,800	16,933	20,622	20,794	20,291	20,116	0	-100.00%
December	9,373	18,386	19,934	20,516	22,001	21,035	0	-100.00%
Total	137,627	249,928	320,816	333,332	343,507	343,461	19,574	
Growth		81.60%	28.36%	3.90%	3.05%	-0.01%	-94.30%	

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

G. NO CHANGE - Encampments on Airport Property

Encampments and trash in the Jordan Creek Greenbelt and other airport areas remain an ongoing challenge. Conditions have been relatively stable and manageable. JNU staff continue to monitor airport property for safety and security concerns and coordinate cleanups with partner departments as needed.

H. 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>.

I. 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.

J. 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: September 2, 2026

RE: Airport Architect's Report

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

JNU SWPPP Update: *DOWL has delivered a draft of the Storm Water Pollution Prevention Plan (SWPPP). Staff will review it and respond with comments by September 9, so that DOWL can finalize and **submit the completed work to JNU by September 14**, before the State of Alaska, Department of Environmental Conservation (DEC) 's **deadline of September 29**.*

In mid-June JNU staff were advised of DEC's revisions effective June 1, 2026 to Multi-Sector General Permits (MSGPs). These revisions require revised Storm Water Pollution Prevention Plans (SWPPPs) from JNU and major tenants, specifically Alaska Airlines, Delta, and Alaska Seaplanes. Alaska Airlines and Delta are aware of their obligations under their MSGPs, and JNU will be contracting with a consultant to revise our SWPPP. Entities have 120 days from June 1 to revise their SWPPPs.

Projects Office Staff Recruitment: *Sherri von Wolfe started with the Projects Office on Monday, August 24. She will be working 15-20 hours/week, as did her predecessor Kris Ritter. As with Ms. Ritter, Ms. von Wolfe has other part-time commitments.*

A highly qualified prospective applicant contacted JNU after Ms. von Wolfe was hired, inquiring about the part-time position. The prospective applicant did not know that JNU had just filled the position. This person was interested specifically in the part-time position, as—like Ms. von Wolfe—they have other part-time commitments. Since the full-time position had been filled in June, but the successful candidate had withdrawn before reporting for work, JNU elected to follow up on the interest expressed. The full-time position description was reduced to a 0.4 FTE (as is Ms. von Wolfe's) and advertised. If filled as advertised, the Projects Office would have two part-time positions, assisting the current full-time staff.

New Guardian Hangar by Alaska NNN, LLC: *JNU staff raised concerns about drainage in the southwest (SW) corner of the lot (adjacent to the Wings hangar) resulting from the new concrete apron serving the Guardian hangar. Occupancy of the new hangar will change JNU snow removal routines in the area, and the sand existing adjacent to the JNU storm drain will interfere with efficient snow removal, and end up as Foreign Object Debris (FOD) or clogging the catch basin. To address this, staff asked for a price from the contractor to have Secon pave the currently*

unpaved sandy area feeding into the catchbasin. The area would need to be over-excavated and filled with 1' of C-1 (sub-base course) and 4" D-1 (base course) before September 18, when Secon is scheduled to pave other portions of that lot.

In April 2025 JNU was approached by Alaska NNN, LLC(DoudBTS) requesting to lease an airfield lot on which to construct a hangar for Guardian Flight. The lease was executed on January 23, 2026. 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 on Lot 5A of Block P, just east of the Wings hangar. 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. At completion of construction, the permanent security fence will be installed.

Secure Identification Display Area (SIDA) Americans with Disabilities Act (ADA) Elevator: *Northwind Architects plans to begin conceptual design (evaluation of potential elevator locations) as soon as they receive their contract, which has been delayed by the workload of the CBJ Contracts office.*

On account of the FAA grant funding cycle, the project has been split into separate design and construction phases. Staff are finalizing the FAA grant application for design.

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 had reviewed and approved this at the December 12, 2024, meeting.

The design 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 funding.

Master Plan Update (MPU): *(No change)* Michael Baker International (MBI) is awaiting final comments from JNU and will revise the MPU as appropriate. MBI currently anticipates completing the MPU by October 15. MBI submitted the draft Airport Layout Plan (ALP) on May 18 to JNU and the Federal Aviation Administration (FAA). The FAA may require six weeks for their review. 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 April 9 and 10, MBI visited Juneau to conduct a public open house for the final master plan update, a final Technical Advisory Committee (TAC) meeting, and to provide an update to the JNU Board.

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

On January 5, 2026 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.

Mendenhall Riverbank Stabilization: (*No change*) The August 13 jökulhlaup or Glacial Lake Outburst Flood (GLOF) peaked the afternoon of August 11. There was no damage to our 2025 repair work.

On June 17 JNU's staff contact at the State of Alaska Department of Military & Veterans' Affairs (DMVA) reported, "I was told by our Deputy Director that I can move forward on (closing out) 23-296. It's been a long wait Thank you for your patience," This means that JNU will be reimbursed in the amount of \$303,013, including direct costs (engineering and construction contractors) totaling \$294,180 and JNU staff time totaling \$8,833 (5% of \$294,180). JNU staff anticipate receipt of reimbursement this fiscal year (FY27), although the exact timeline is unclear. Reimbursement 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.

Channel/Loken/Coastal Contamination: *(No change)* During the summers of 2014 and 2015, petroleum-contaminated soil was discovered during activities for an airport ramp paving project in front of a 20-foot shipping container that housed a used oil heat recovery burner and tank at the Channel Flying/Loken/Coastal hangar. The shipping container and underlying property was located immediately adjacent to, and the contamination spread from, the privately-owned source property onto property owned by JNU. Cleanup of the airport property was pursued but groundwater was found to be impacted, and confirmation samples were at levels above DEC cleanup. Cleanup was pursued, and the Alaska Department of Environmental Conservation (ADEC) maintains a contaminated site listing (Channel Flying Juneau Airport, ADEC File #: 1513.38.095) for the site. Coastal Helicopters purchased the property from Channel Flying in August 2024.

In 2024 and 2025 Cox Environmental Services (CES) was contracted by Juneau International Airport (JIA) to conduct a continued investigation of groundwater contamination on the JIA property to the south of Coastal Helicopter property (8995 Yandukin Road) which is associated with the ADEC contaminated site listing. CES was also contracted by Coastal Helicopters in both of the same two years to prepare a separate Site Characterization Report for the property owned by Coastal Helicopters associated with this site listing. The scope of work on each property included installation of twelve (12) on-site soil borings to delineate impacts to on-site soil, and installation of three (3) on-site groundwater monitoring wells to delineate impacts to on-site groundwater. In 2025 CES again monitored the sites under direction from ADEC, and on May 11, 2026 CES recommended that the site be evaluated by ADEC for Site Closure with a determination of "Cleanup Complete with Institutional Controls". Per past JNU staff experience with ADEC responses re test well monitoring, JNU staff does not expect a response from ADEC for six months or more. Moving to Institutional Controls on the part of both JNU and Coastal will enable both parties to close this environmental chapter.



MEMORANDUM

TO: Andres Delgado, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: September 1, 2026

RE: Project Office Monthly Report

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

Air Traffic Control Tower (ATCT) Roof Replacement: The design contract for the ATCT roof replacement project was awarded to the Juneau based architectural firm of Jensen Yorba Wall (JYW) on August 18, 2026.

A site visit by the design team was conducted on August 20, 2026 and the following represents observations from that site visit and subsequent discussion with FAA-ATCT and FAA Tech-Ops:

- The existing FAA antennas and the existing lightning rods have all been mounted to the top of the roof parapet and will not be impacted by roofing operations. The existing parapet cap flashing is in good condition and will not need to be replaced.
- The existing rotating beacon is nearing the end of its useful service life and should be replaced as part of the roofing project. This belt driven beacon utilizes two 400-watt, 40,000-lumen pulse-start metal-halide bulbs which have surpassed their typical lamp life of 6-years. The steel beacon support structure is in good condition and will be retained. The existing beacon will remain in place, and in-use, until its replacement can be coordinated with the roofing work and scheduled to occur during a day-time switchover.
- The existing obstruction lights are obsolete and should be replaced as part of the roofing project.
- The existing Inverted Roof Membrane Assembly (IRMA) is original to the construction of the tower and is in remarkably good condition. The existing membrane will be left in place as a weather seal, and a new IRMA assembly will be installed directly over the old membrane. The existing rigid insulation, filter fabric and concrete ballast pavers will be removed and replaced with new similar materials.
- All material transfers between the cab roof and the contractor staging area will be accomplished by crane.
- Contractor personnel will not be allowed to access the roof through the tower cab. Crew access will be via scaffold platform and ladder from the adjacent terminal roof.

JYW Architects has been made aware of the FAA's construction grant application deadline of October 23, 2026 and is fast-tracking the design work in order to meet their contractual deadline to provide 100% deliverables on or before September 24, 2026. To that end, JYW submitted a 30% set of design documents to JNU for review on August 31, 2026. JNU completed a review of these documents and provided JYW with review comments that same day.



PHOTO 01: Rotating Beacon and Steel Support Assembly



PHOTO 02: Obstruction Lights

With the concurrence of CBJ Contracting, the project will utilize a shortened 21-day bid period. The bid will first advertise on September 29, 2026 with bids being opened on October 20, 2026. This will allow JNU only three days to finalize the final construction grant application – based on bids – and submit it to the FAA.

The construction phase will occur in the spring of 2027, starting in May and ending in August. This will give the a 90-day (summer) completion window to complete all work.

Runway Shoulder Grading and Navigational Aids (NAVAIDS): 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 existing Visual Approach Slope Indicator (VASI) installation, the FAA will want JNU to expand the scope of the RSA Shoulder Grading project to include the removal of the VASI and the installation of a new Precision Approach Path Indicator (PAPI). While JNU will comply with this directive if it is given, JNU has concern with the assignment of an FAA designed and FAA owned work component into JNU’s construction contract. A clear delegation of responsibility and authority will need to be established to address the procurement and delivery of the new PAPI equipment, as well as the installation oversight, inspection, testing and sign-off of the completed PAPI installation.

At the end of May 2026, the FAA provided a list of “additional” survey data that they needed in order to facilitate their engineering review. JNU furnished this list to HDR Engineering (JNU’s project design consultant) and was advised that the “additional” survey data had already been captured as part of the project field survey work and had been incorporated into the CAD survey drawing files that had previously been

submitted to the FAA. This FAA has recently acknowledged that they now have all of the survey information that they need.

In a July 2026 meeting with the FAA, JNU asked if the non-compliant portion of the existing RSA (located on the south side of the runway between Taxiway Bravo and Taxiway Echo) should / could be included within the scope of work for the current RSA Shoulder Grading project. Per the FAA's December 5, 2025 Compliance Letter, the old asphalt pavement surface of this portion of the RSA is "not draining and is accumulating water." In this meeting, the FAA Lead Civil Engineer acknowledged that the corrective work associated with the non-compliant portion of the RSA should be included within the scope of the RSA Shoulder Grading project. JNU staff continues to work with HDR Engineers to identify the scope of corrective work and has issued an initial RFP to obtain a fee proposal for the associated field survey work. Once this additional survey data has been collected, JNU will issue a second RFP to HDR review the surface slopes for compliance with FAA standard, to review the existing surface drainage and perimeter storm-drain collection system, and to develop design documents as needed to bring this portion of the RSA into FAA compliance. These documents will then be integrated into the current set of RSA shoulder grading project documents.

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

- The scope of the project is being expanded to include the non-compliance portion of the RSA. HDR Engineers still need to field survey this area, evaluate the existing drainage system and determine if the surface slope of the asphalt paving meets FAA design standard.
- The current approved project CATEX (Categorical Exclusion) will now need to be revised and re-submitted to the FAA to reflect the addition of the non-compliant portion of the RSA, as well as any changes initiated by the FAA into the project scope of work.
- It is 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 will need to be revised and re-submitted to address any changes to the project scope of work.
- Should the FAA determine that the shoulder 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.

The Board is also reminded that the FAA has advised that they are going to require a second construction phase Reimbursable Agreement (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: A notice-to-proceed was issued to Specialized Pavement Markings (SPM) on August 25, 2026. The award amount for this four-year term contract is \$1,209,958.00.

JNU staff has finalized the project Construction Safety Phasing Plan (CSPP) which has been submitted to the FAA for final approval.

Rehabilitate Part 121/135 Apron and Remain Overnight (RON) Parking Apron: JNU staff continues to work on closing out DOWL's design contract and the associated FAA grant. DOWL's contract to provide construction administration and inspection services (CA&I) and the associated FAA grant will remain open until all close-out work has been completed.

Reconstruction of the E-1 Apron, E-1 Taxiway and F Taxiway: No change since last report. JNU staff continues to work on the development of the scope of work for this project. It was recently decided to include the reconstruction of Taxiway F as part of the project based upon its low Pavement Condition Index (PCI). Staff continues to work on updating the grant application accordingly. The current plan is to obtain a design grant in FY27 and the construction grant in FY28.

Culvert Condition Survey – Jordan Creek @ Runway 8-26: No change since last report. 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.

Airfield Electrical Term Contract: The RFP for this term contract is currently being advertised by the CBJ Finance & Contracts office. If awarded, this term contract will provide JNU with an on-call electrical contractor to help trouble-shoot and repair the various components associated with the airfield lighting systems. This effort follows a recent change in which CBJ Finance & Contracts now agrees that this work is specialized enough to merit its own term contract. JNU staff has developed a scope of work description, work experience qualifications and has identified the current FAA contract provisions that will need to be included within the solicitation and within the term contract.

Runway Edge Lighting Transformer Testing & Replacement: No change since last report. 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.

JNU has obtained a fee proposal from Airside Solutions, in the amount of \$20,500 to provide customer training on transformer testing and replacement and on airfield lighting circuit troubleshooting. JNU intends to follow-up on this training after the airfield electrical term contract has been awarded.

Airport Solicitations and Contracts: No change since last report. JNU staff continues to work with the CBJ Finance & Contracts office to integrate the applicable FAA Contract Provisions into all 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 & 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 applicable FAA contract provisions to be introduced into these contracts within each Project Authorization issued.

JNU staff also continues to work with CBJ Finance & 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.

Airport Construction Document Archiving: No change since last report. JNU staff continues to work on sorting, scanning and culling the old, archived construction documents, as-built documents and miscellaneous reports.

End of Report