

AIRPORT BOARD

AGENDA

6:00 P.M., THURSDAY, AUGUST 13, 2020

ZOOM WEBINAR: <https://juneau.zoom.us/j/96699462037>

Or Telephone: 669 900 6833 Webinar ID: 966 9946 2037

**TO TESTIFY: CONTACT PAM CHAPIN, 586-0962
BY 3:00 P.M. ON AUGUST 12, 2020**

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF AGENDA

IV. COMMITTEE ASSIGNMENTS

V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

VI. UNFINISHED BUSINESS

A. East Hangars Paving (Attachment #1 and #2). At the June 11, 2020, the Airport Board discussed a request from Mark Morris to pave in front of the east hangars (Block O). The Federal Aviation Administration (FAA) stated that this paving was not eligible as part of the Taxiway Project (Airport Improvement Project (AIP) funds), so local operating funds would need to be used. Mr. Morris has requested the Board to reconsider. Staff has researched similar paving around the airport for historical reference, but could not find all paving history for lease lots/taxilanes. See Attachment #2 for a summary of paving around some of the lease lots.

Staff also reached out to the FAA again for determination of CARES Act funds for this project. On July 28, 2020, FAA responded: *“Funds provided under the CARES Grant are governed by the same principles that govern “airport revenue”, however, airport development projects (such as the apron paving in front of Block N and Block O hangars....), may not be funded with this Grant, unless and until the Grant Agreement is amended or superseded by a subsequent agreement that addresses and authorizes the use of the CARES funds for the airport development project. If you wish to use your CARES funds for the Block N and Block O Hangar Apron Paving, please make a formal request to do so, including the scope of work and estimated cost.”*

The most recent estimate to pave the 65ft strip (approx. 990ft long) is \$195,000. This would include grading and installation of three catch basins (not trench drains) for drainage. Staff has collected the information for the Board to consider and discuss at the meeting, and awaits guidance.

VII. NEW BUSINESS

A. Aircraft Rescue & Fire Fighting (ARFF) Emergency Ring-down Repair (Attachment #3). The ring-down system from Air Traffic Control Tower (ATCT) and Fight Service Station (FSS), to the Glacier Station – ARFF station continues to fail. This system provides the real time dispatch to the station for personal to begin their response (for the required three-minute response time) and not wait until 911 dispatcher relays the information. This antiquated system was first installed in 1976 and is no longer compatible or ‘repairable’. The attached Update from Capital City Fire and Rescue Assistant Chief Chad Cameron outlines the system, why it is needed, the problem and the proposal for fixing the system. The system is estimated to cost \$22,400 to repair. The funding source is the Airport operations budget.

Board Motion: *“Approve the replacement of the Aircraft Rescue & Fire Fighting ringdown system at a cost not-to-exceed \$22,400.”*

B. Section T1-04 Baggage Handling Conveyor Replacement. A 90-degree section of the outbound bag belt needs replacing where it turns to carry baggage into the Transportation Security Administration (TSA) bag screening room. Noises, performance issues and continued downtime is indicating that it is on its last legs. The Airport has received an estimate as a starting point to replace the entire section which includes: conveyor assembly and housing, motor, gear box, program logic control integration, and installation. The estimate for new 90-degree section installed is just under \$22,000. The funding for this system would come from Airport operations budget.

Board Motion: *“Approve the replacement of the 90-degree outbound baggage handling conveyor section at a cost not-to-exceed \$22,000.”*

C. Duck Creek Vegetation/Tree Growth Removal (Attachment #4). As a part of the 2007 Environmental Impact Statement (EIS) Record of Decision (ROD), Duck Creek was relocated within Airport property and vegetation added. The trees and vegetation on the south side (toward the airfield) have now become a wildlife hazard concern due to the attraction of mammals and birds to the area. Alaska Department of Fish and Game (ADFG) was consulted and asked to come out to assess the area. This report addresses the Habitat Biologist’s findings and recommendations to remove certain vegetation/trees while adhering to the EIS ROD. The Airport will proceed under the guidance.

D. Airport Manager’s Report:

1. Airport Fund Balance (AFB) and Capital Revolving Account (CIP) Balance (Attachment #5). The Airport Fund Balance was updated to reflect more accurately what is reported to/adopted by the Assembly, and align with City’s Comprehensive Annual Financial Reports (CAFR). The attached spreadsheet only shows what was adopted by the Board and Assembly. The figures do not show anticipated operational impacts from COVID (such as decreased revenues), nor does it show the CARES Act funding that will cover operating expenses during COVID. However, the spreadsheet does show the debt service for the Terminal (both GO Bond and Revenue Bond) as well as the funds that will cover those bonds. The spreadsheets will be updated as

actuals are reported and as CARES Act funds are applied. FY20 budget is preliminary as well, and has a trickle-down effect on the subsequent bottom line Airport Fund Balance. These bottom line numbers will change as CARES Act funds are applied to the operations budget. This is no change from July report.

2. Passenger Enplanements 2019. The preliminary passenger enplanements for calendar year 2019 show a total of 453,761; a new high for Juneau. This is 13,484 over 2018 counts of 440,277. While JNU has shown steady growth in the past 10 years, 2020 is expected to show very low passenger enplanements (not seen since the early 1980s) due to the COVID pandemic; similar to airports nationwide.

Year	Passenger Enplanements
2019*	453,761
2018	440,277
2017	422,266
2016	420,442
2015	403,538
2014	375,828
2013	359,291
2012	353,048
2011	355,499
2010	344,057
2009	337,038

**preliminary*

3. Employee Updates. Airfield Equipment Operator Brennon Thomas has accepted a new position outside of the CBJ. Brennon has worked for the Airport for a little more than nine years, working his way up to an Equipment Operator. The Airport wishes him all the best in his new job. Nathan Barzee recently transferred from City Streets as an Airport Equipment Operator filling a previous vacancy. The Airfield crew will have a Senior Equipment Operator vacancy as well as the Equipment Operator vacancy that will both need to be filled before fall/winter operations. The Airport is also currently recruiting for the Deputy Airport Manager. This position will continue to recruit until filled.

4. Hot Topics. The following is a list of on-going topics that staff is working on in addition to the regular Architect and Engineering Project Reports:

- *COVID Updates*. State mandates for travel to Alaska have changed. As of August 11, 2020, the most recent information the State may be found on the **Alaska Travel Portal** at: www.alaska.covidsecureapp.com Additionally, more information may be found at: <https://covid19.alaska.gov/travelers/> and FAQs: <https://covid19.alaska.gov/faq/>
- *Alaska Department of Environmental Conservation (ADEC) Storm Water Pollution Prevention Plan (SWPPP) Multi-sector general permit (MSGP)*. The Airport submitted its new five-year permit with a Notice of Intent (NOI) on July

28, 2020. Forms/notices for either an NOI or No Exposure have also been forwarded on to commercial tenants for their submittals to ADEC.

- *Alaska Department of Environmental Conservation Storm Water Pollution Prevention Plan (SWPPP) Multi-sector general permit (MSGP) Inspection.* Starting March 9, 2020, the JNU Airport and several tenants have undergone SWPPP MSGP inspections. JNU was found to be in violation of several missing reports and annual inspections/year-end reports. JNU had many of the annual reports but failed to submit online timely. JNU filed these as non-compliance and uploaded all missing annual reports/inspections, as well as quarterly reports that were on-file. The letter of violation was closed out by ADEC on June 30, 2020. While the deficiencies were closed out, ADEC has notified JNU that there may still be fines associated with the violations through their Compliance Order by Consent (COBC) process. JNU does not have a cost magnitude on the fines, however, ADEC states that JNU may be able to mitigate some portion of the penalty with a Supplemental Environmental Project (SEP). Staff will update the Board with the fines and further SEP efforts and costs, when known.
- *Egan/Yandukin Intersection Improvements Project.* Alaska Department of Transportation (ADOT) has been holding public open houses and community outreach in the planning of the intersection. ADOT has updated traffic accident statistics for 2013-2017. On July 1, ADOT held another meeting with focus group members (JNU Airport is part of that group) to review several alternatives for the intersection. The Airport provided comments for consideration of the alternatives. **The next stakeholder focus group meeting is planned for Friday, August 21, 2020, to discuss the next steps.** Please visit ADOT website on this project at <http://dot.alaska.gov/eganyandukin>. Also any comments or concerns may be emailed to eganyandukin@alaska.gov.
- *FAA Compliance Land Use/Financial Letter (January 2019).* The Airport submitted follow-up reports and updates on October 7, 2019. The Airport and Fire Department finalized their Letter of Agreement (LOA) for services in-lieu of rent. This item is in compliance. Staff continues to work on the remaining compliance items and will bring items back to the Board for action as necessary. Staff continues to work on possible acquisition of the Loken/Channel Flying property which is also tied with the old Sand Shed demolition (Snow Removal Equipment Facility Sand/Chemical grant), as well as U.S. Fish and Wildlife (USFWS) lease. USFWS and FAA attorneys stated that the USFWS may not require lease payments. On July 13, 2020, a letter from the FAA Office of Compliance was received and this compliance matter may be removed from the non-compliance letter. At this time, the FAA has concluded that JNU is working toward compliance on all of these issues.
- *FAA Disabilities Compliance and Title VI Review.* Staff has completed the plan and self-evaluation programs for the final part of the 2017 FAA compliance audit for Americans with Disabilities Act (ADA) and Title VI review. This is now under review with the CBJ for integrating with the overall CBJ ADA plan. Once complete, this will close-out one of the compliance matters with FAA.

- *Passenger Facility Charge (PFC) cap increase.* While this is not off the table at this time, the discussions of the cap have been put on hold. This was also brought up during a visit with Senator Sullivan.
- *Transportation Security Administration (TSA) passenger screening checkpoint equipment* is tentatively scheduled for replacement in September/October 2020.
- *TSA will be cancelling janitorial contracts at airports nationwide.* TSA will still be required to pay for utilities associated with equipment use. This issue has been forwarded to our Washington, D.C., Lobbyist for Congressional weigh-in.
- *Air Traffic Control Tower COVID Cleaning.* FAA ATCT has requested a special Level 2 Cleaning (federal level of cleaning) for their leased facilities in the terminal. The Airport hired two additional staff to help with this (and TSA) cleaning and their contract has been amended to reflect the additional cleaning costs. This is expected to continue through September 2020 at this time.
- *Alaska Occupational Safety & Health (AKOSH) citation mitigation and safety purchases of \$34,000 in-lieu of penalties* were approved by AKOSH. The final purchases and installation occurred the end of May and all documentation was submitted to AKOSH on June 5, 2020, for close out of this violation/citation. The Airport received an email from AKOSH accepting the work and considers this inspection closed-out.
- *Honsinger Pond/Access* (work in progress): Bicknell is working with State Department of Transportation for legal access to their Honsinger Pond property, and working with the City & Borough of Juneau (CBJ) on development. The Planning Commission granted their request for preliminary plat approval for a 15-lot subdivision. **On Tuesday, August 25, the Planning Commission will consider the final plat approval.** Staff continues to request covenants be placed on the property for Land Use Compliance near Airports.
- *Terminal Reconstruction:*
 - o Staff has submitted the application for the FAA AIP grant for FFY20, and updated to reflect 100% match of local funds (from CARES Act). This is currently programmed for a four-year use of AIP entitlement dollars. The grant has not been received, however, a special Airport Board meeting may be required to approve the grant, once it is received, for current federal fiscal year appropriations.
 - o Wayfinding and signage for the public during construction continues to change as needed with the project.
- *Taxiway A, E and D-1 Construction.* SECON is making excellent progress with the minimal traffic due to COVID. SECON is well into next season's work already. It is anticipated that most of the movement area work could be completed this year leaving minimal work for next construction season. We have had a couple of vehicle-pedestrian deviations with the contractor into the movement area (runway/taxiway). These have been investigated with the FAA and closed out through mitigation or reeducation.
- *CBJ Title 49 (Jordan Creek Greenbelt)* allowance to limb/clean-up adjacent to the creek is still in review. The implementation of the changes has been delayed due to committee meeting cancellations and full agendas.

- *Tenant insurance reminders* continue to be sent out. Several certificates have lapsed in our records.
- *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)* approach lighting discussions with FAA. Staff is working with our DC Lobbyist to look for federal facilities and equipment funding. This was also brought up during a visit with Senator Sullivan.
- *Elevator contingency protocol*. To keep the old elevator in use until the new ones are installed. The freight elevator has been demolished.
- *Maintenance Programs Refinement (roofs, heat pump equipment, baggage systems, etc.)*. Staff continues to look at a tracking system for all building component preventative maintenance programs. There are several companies that offer similar cloud based systems. At this time, staff is collecting current basic system, and needs, and will plan to talk to each of the companies to see what they offer and how much per year or per user of the system. Staff is also looking at maintenance contracts for specialized systems (heat pumps) similar to what we do with airfield lighting and controls. Staff anticipates a contract with Daikin for the heat pump systems routine maintenance.
- *Runway Safety Action Team (RSAT) meeting* has been postponed until September 3, 2020.
- *COVID Misc*. The FAA through Federal Emergency Management Administration (FEMA) will be distributing cloth masks to airports nationwide. JNU is anticipating some of these soon. The CBJ will hold weekly meetings for all CBJ employees to hear updates within the City and answer questions.

5. Airport Project Manager Report (Attachment #6)

6. Airport Architect Report (Attachment #7)

VIII. CORRESPONDENCE:

A. Juneau Urgent & Family Care Letter re: COVID-19 Testing (Attachment #8)

IX. COMMITTEE REPORTS

A. **Finance Committee:**

B. **Operations Committee:**

X. ASSEMBLY LIAISON

XI. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XII. BOARD MEMBER COMMENTS

XIII. ANNOUNCEMENTS

XIV. TIME AND PLACE OF NEXT MEETING:

A. Airport Board, 6:00 p.m., Thursday, September 10, 2020, via Zoom meeting.

XV. EXECUTIVE SESSION: Airport Manager Annual Evaluation: *The Airport Board moves to go into executive session to discuss a subject that may tend to prejudice the reputation and character of the Airport Manager, provided the Airport Manager may request a public discussion.*

XVI. ADJOURN

ATTACHMENT #1

From: [Mark Morris](#)
To: [Pam Chapin](#); [Patty Wahto](#)
Subject: August Airport Board Meeting Add Block O Hangar owners to agenda
Date: Monday, July 27, 2020 2:20:34 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Patty,

A group of Block Hangar owners would like to discuss paving between our hangars and taxilane H this summer using some of the \$1.3 Million maintenance money that is part of the CARES act allotment provided to JIA. It is our understanding that the FAA will allow this money to be used on a construction project that would not be AIP eligible. It is our understanding that paving between our hangars and taxilane H is not AIP eligible.

This appears to us to be the right time to perform this work which will reduce operating and maintenance costs to JIA by replacing RAP which will need annual maintenance and asphalt which will be a small fraction of the cost to maintain RAP.

Would you consider putting this topic on the August Airport Board Meeting agenda?

Thank you,

Mark Morris, PE
President



PO Box 210049, Auke Bay, AK 99821, 907-789-3350
Mark's cell: 907-321-3354

ATTACHMENT #1

June 3, 2020

Patricia Wahto
Airport Manager
Juneau International Airport
1873 Shell Simmons Drive. Suite 200
Juneau, Alaska 99801

RE: Pavement in front of Lot 2, Block O Hangar

Patty,

I want to begin by thanking you and the entire Juneau International Airport Staff for the professionalism that you folks exhibit in running our airport. I am proud to have Juneau International Airport (JIA) my home base for our corporate flying as well as my personal flying. Our engineering firm operates two small aircraft for our own travel and technical flying for the State of Alaska, Department of Fish and Game. We have operated at JIA for over twenty years. The airport is very well maintained, the snow is removed promptly, the gates run very well, it is easy to access the badging office, and whenever we encounter staff with needs or concerns, it is always a pleasant, professional experience. Thank you. I consider it a privilege to operate out of JIA.

This letter is born out of deep concern for the safety and protection of my family, friends, and company personnel looking forward to our flight operations during the summer of 2021 when taxilane H is used by 737s, corporate jet aircraft, and turboprop aircraft as taxiway A is closed due to construction.

Our hangar faces taxilane H. The hangar door is approximately 90' from the centerline of taxilane H. Alaska Airlines operates 737-900 aircraft. The 737-900 wingspan is approximately 138'. This puts the wingtip 21' from the hangar door if the aircraft is on the centerline of the taxilane. There is 25' of asphalt from the center of taxilane H toward our hangar. The remaining approx. 65' will be covered with 2" of recycled asphalt pavement (RAP). This material should be smooth and tight when it is laid this summer, but after a winter of snow removal operations by JIA airfield maintenance and other traffic, it will loosen up some. RAP is typically placed in much greater depths to resist coming apart when large vehicles, vehicles making tight turns, and other lateral loads are applied. The current taxilane H reconstruction project calls for 10" of RAP between the edge of asphalt out to the top of side slope to the ditch on the other side of the taxilane. The idea that 2" of RAP will hold together in this application defies common sense to those knowledgeable with JIA operations. None of the JIA airfield maintenance folks that I have discussed this with disagree. I have also discussed it with professional engineers experienced with the material and our airport. They too do not think this material will hold together. During the summer of 2021 when the jets and twin turbo props taxi on taxilane H, their jet and prop blast will most certainly blow some of the loose RAP into the sides of the hangars, causing damage.

ATTACHMENT #1

During the busy summer season (not this year, of course), there are so many Alaska Airlines flights a day and so much medevac and corporate jet traffic, that aircraft producing significant jet/prop blast will be taxiing by the hangar very frequently. We will have to obtain tower permission during a "break" in traffic before leaving and arriving to the hangar, but these "breaks" will be very short in duration. So, we will have to open the hangar door, pull our aircraft out, and start up to begin taxiing very quickly. The opposite being true when we arrive back at the hangar. The idea that the hangar door can be fully closed and locked when these large aircraft pass by is not realistic. Mostly closed, yes. But completely closed and locked every time is a fanciful idea, not reality. Anyone who thinks otherwise is not being realistic. The hangar door is open several inches in the middle when not locked. So when we quickly try to get the plane in or out and get the door down, inevitably, a large aircraft will taxi by blowing loose material under the door or through the partially open sides. This is a serious safety concern and poses damage to our aircraft inside the hangar. The face of our hangars is out of view of the tower. The tower will not know if the door is fully closed or not. Our aircraft will pick up this loose RAP in their tires and carry it out onto taxilane H which will create a FOD problem for the jets and turbo prop aircraft. If the RAP is pulled up into the jets or props and then shot out the back, the safety and property damage risk goes way up.

This solution is just not practical, fair, or just. We know taxilane H is needed for these large aircraft. We know the frequency of the traffic cannot be controlled. Alaska Air is coming and going every few minutes multiple times a day. We know every hangar owner will have to wait, then move very quickly upon permission of the tower. These are unchangeable. However, the surface treatment can be changed to from RAP to hot mixed asphalt (HMA).

Hot mixed Asphalt is the surface treatment between taxilane H and all other hangars except the block O hangars. Asphalt, in proper depth, doesn't come loose like RAP does. If asphalt is used, the safety risk, property damage risk, and FOD risk decreases exponentially.

Patty, I know you and the airport board are aware of this problem, but do not have the money to solve it as the FAA will not consider asphalt in this application as eligible for reimbursement under AIP funding. I suspect this situation can be remedied with the FAA. I have found that a good dose of humility on the part of the design team and owner together with a trip to Anchorage to sit down with the FAA to discuss the problem and work collaborate to find a solution can often produce results everyone can accept. But I can't control that. However, I very much want to help in this issue.

I want to propose a solution in front of my hangar. I am willing to pay for SECON to place asphalt of appropriate thickness from our hangar out to the edge of the taxilane H asphalt along the full width of the hangar. However, we want to deduct this cost from our lease payments over the next five years or more if required. The cost of this asphalt is ultimately the airport's responsibility. Thinking that it is the hangar owner's responsibility is different from what was done for the other hangars fronting on taxilane H. All other hangars with the same type and rate of lease received their asphalt as a benefit under the lease, not at their own expense. Dave Palmer, PE, who was the airport manager at the time my hangar was built promised the new owners that the airport would pave in front of the new hangars. It is time

ATTACHMENT #1

to get this done. I am willing to front the money for paving in front of my hangar if it is reimbursed through reduced lease payments. This is very fair to all parties and removes the need for JIA to come up with the money at this time.

If this solution is acceptable to the JIA, please let me know so that I may ask SECON for a price and work with the JIA Project Manager, Mike Greene, to coordinate on my behalf with SECON to perform this work.

Patty, thank you again for the great work you, your staff, and the Airport Board does on behalf of us, the users, of the JIA.

All the best to you,



Mark Morris

ATTACHMENT #2

Tenant/Pavement Historical Findings

The following information is what staff compiled from records or by contacting tenants. This does not represent a complete list of tenant/pavement history; only what staff has found to-date.

- In 1980-81, tenant recollection regarding the first T-hangar block on the west side: There was a 20' strip of pavement down the center of the taxi lane serving the hangar building and the tenants paid a contractor to pave the approximately 30' from the edge of the lease to the paved strip. (Most of that asphalt is still in use.)
- In 1984, Ward Air paid for tree clearing, filling, paving ("everything") on the Ward Air lots.
- In approximately 1998-99, Coastal Helicopters received rent credit by paying lease rate at the unfilled rate for the fill they provided in their leased area. Coastal Helicopters paid for the concrete ramp and pads on their leased areas.
- In 2008, Ward Air paid for the paving of Block K Lot 14 when they started leasing it.
- In 2008, tenant recollection of west side executive hangars: There was a rumor that the airport would be installing asphalt around those hangars, so most of the tenants chose to live with a narrow existing strip of pavement and install D-1 in front of the hangar doors. In 2019, the airport installed some paving in front of those hangars as part of a re-grading program to address drainage problems associated with the recent airport improvement construction, but several of the tenants on the northeast end of the block are still living with the D-1 solution.
- In 2013, two hangars east of the airport requested to pave from edge of unfinished taxilane to hangars. This was a small area and the cost was split between the hangar owners and the airport (\$4,037.50 each).
- In 2019, the Airport and Coastal Helicopters paved their respective adjacent areas for containment of Foreign Object Debris (FOD) caused by jets on pushback from the gates toward the helicopters. The Airport side was paid through Airport local funds (\$82,761).
- In 2019 during the RSA Phase IIC project, the Taxilane improvements required the Airport to pave right up to hangar doors on portions of the Block H and Block I hangars (west end). Portions of the electrical (tenant and site lighting) distribution, as well as part of the ACS telecommunication feeds in the NWDA were impacted by this project. These utilities followed the old float pond access road, and the Airport had to relocate some of these to avoid conflict with the construction of the new taxi lanes. The old access road was repaved and the Airport had to cut into some of the old asphalt on the north side of the Block I hangars to repair damaged site lighting feeds, then repave. The RSA Phase 2C project also paved right up to the Block M hangar doors when the trench drain work was expanded to address water infiltration into the hangars. *[Of note, this project was designed per the 2014 version of the AIP handbook. There was some language in the old handbook for apron in front of hangars and dimensions were included for different hangar types like in the current handbook. Ultimately, the project justified the pavement for drainage reasons. In some cases the existing pavement could not be used because the grade changed. In other cases the grades were so flat that trench drains were needed, but these were covered based on the 2014 guidance and the impacts from the RSA IIC project.]*

ARFF Ringdown Update – CCFR Station 3

Purpose:

To repair and modernize the legacy ARFF ringdown system within Capital City Fire/Rescue's Station 3.

What is the ARFF Ringdown:

A dedicated analog phone line connects the FAA Tower, Flight Services, CCF/R Station 3 and the Dispatch Center at the Juneau Police Department. This line is utilized by the FAA whenever an aircraft or airport emergency occurs. When the FAA picks up the phone, it immediately rings on the overhead speakers at CCF/R's Station 3 and on a phone line at the Dispatch Center for Juneau Police Department.



Why do you need a ARFF Ringdown at Station 3:

Per 14 CFR § 139.319 Aircraft rescue and firefighting: Operational requirements (h)(2)(i),

Within 3 minutes from the time of the alarm, at least one required aircraft rescue and firefighting vehicle must reach the midpoint of the farthest runway serving air carrier aircraft from its assigned post or reach any other specified point of comparable distance on the movement area that is available to air carriers, and begin application of extinguishing agent.

The alarm produced at CCF/R's Station 3 from the ARFF Ringdown line provides an immediate alert to personnel and a response is initiated from the station. Crews are able to listen to FAA personnel describe the emergency as they get in the apparatus and respond.

ATTACHMENT #3

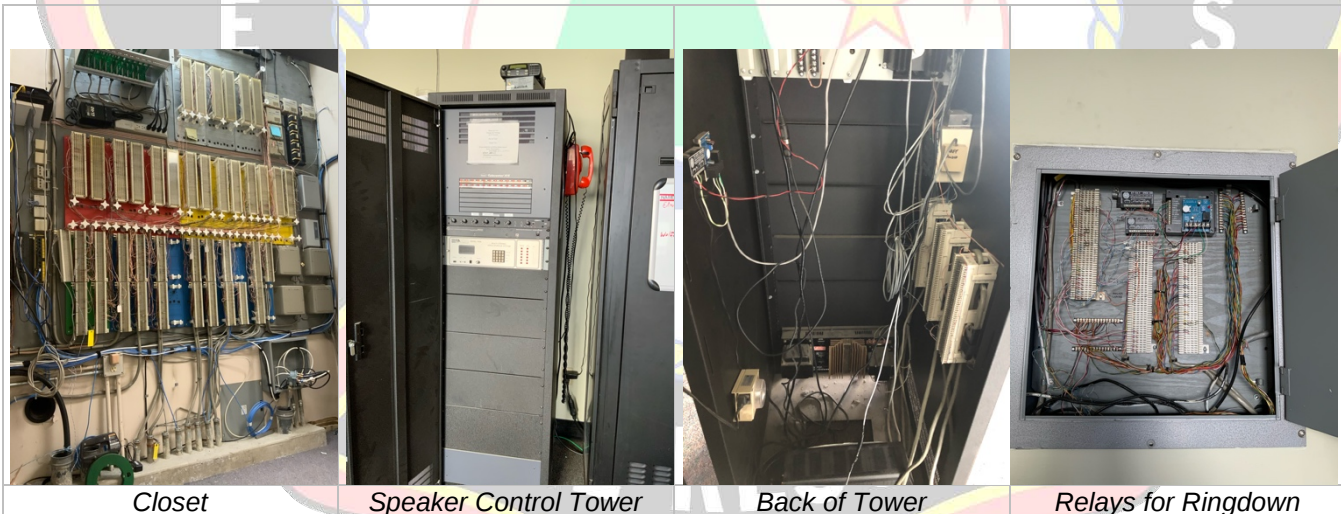
When Dispatch picks up the line, they need to ask questions to ascertain what the emergency is and provide the required response. Once the Dispatcher has the requisite information, they utilize the Phoenix G2 Station Alerting System and radio paging to alert personnel to the emergency. This process takes valuable response time. Without the ringdown system alerting Station 3, personnel won't know there is an emergency until Dispatch pages them.

Why is there a problem:

The existing system speaker system (Valcomm) was installed in the building when the building was constructed in 1976. This speaker system has been patched and repaired by numerous individuals with numerous organizations in the past 44 years.

Over the years and repairs, the system has evolved into something that no one can repair. This is due to complexity, antiquity and inavailability to purchase replacement parts. The ringdown system "goes out" or fails approximately two to three times a year. When the system fails, CCF/R, JPD IT, ACS and Alcan work collectively to try to get it functional again. The last time the system failed (May-June 2020), the system remained not functional for approximately four weeks.

Each time the system fails, there is an expense to pay ACS and Alcan to attempt to repair the system. This expense is compounded by the problems listed above.



ATTACHMENT #3

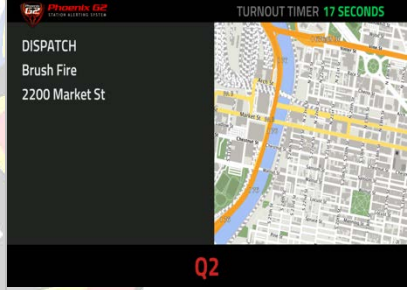
Proposal:

In 2017, Capital City Fire/Rescue installed a Phoenix G2 Station Alerting System in the two career-staffed stations. The station alerting system utilizes new led light speakers and a variety of displays throughout the stations to alert personnel. Due to the complexity of the install, lack of expertise available, and the fragility of the legacy ARFF ringdown system, it was not feasible to connect the ARFF ringdown to the station alerting system.

The frequency of failure of the existing ARFF ringdown system necessitates a significant change in the system. Fundamentally, there are two major problems with the current ringdown system. 1) the analog phone line/system connecting the FAA tower, flight services, CCF/R and JPD Dispatch is marginally functional per JPD IT, Alcan and ACS; and 2) the output or speaker system within CCF/R's Station 3 is failing with increased frequency. This proposal addresses the latter.

Alcan Electric installed the station alerting system for CCF/R and have first-hand knowledge of the ARFF ringdown. Alcan has stated they can modernize and repair the ARFF ringdown circuit within CCF/R's Station 3 and connect it to the existing station alerting system. In doing so, the system will be monitored and be able to be altered and/or repaired by CCF/R, JPD and Alcan personnel. This proposal does not address repairing/modernizing the main analog phone line and system between the locations.

Alcan Electric has researched the project and submitted a budgetary proposal of \$22,400 to complete the work. They will work with ACS, CCF/R and JPD to ensure success of the proposal.

			
Room Remote in each room	LED speakers in room	LED Signs in Station	Television Alerts

Respectfully,

Chad Cameron

MEMORANDUM**State of Alaska**Department of Fish and Game
Habitat SectionTO: Kate Kanouse
Southeast Regional Supervisor

DATE: August 5, 2020

FILE: FH08-I-0002

SUBJECT: Duck Creek JNU Airport
Tree Cutting Trip ReportFROM: Greg Albrecht 
Habitat Biologist

PHONE NO: (907) 465-6384

On August 4, 2020, I visited the realigned portion of Duck Creek within Juneau International Airport security with Airport Operations staff to discuss tree cutting for airfield safety. Bear and deer pass through the Cessna Drive culvert and migrate down the thick alder corridor (Figures 1, 2) that has grown up around Duck Creek and gain access to the airfield. Waterfowl and corvids also use the thick trees for cover and perches. Airport staff would like to cut trees on the south side of Duck creek to be able to more effectively detect and deter mammals and birds that pose an airfield safety risk, as well as discourage their use of the area.

Fish Habitat Permit FH08-I-0002 was issued for the realignment and reconstruction of Duck Creek and does not mention maintenance of tree cover on the floodplain or adjacent to the creek^a, as those areas are outside of ADF&G authority. However, Airport Operations staff requested my assistance to determine tree cutting methods to achieve wildlife and airfield safety objectives without causing unnecessary degradation of the constructed intertidal fish habitat.

The Duck Creek channel was constructed with 3–4 ft tall banks sloped at a 45 degree angle, which along with tall grass provide shade for the creek. Alders on the south side of the creek provide shade as well and are thick at this early stage of colonization. Alders on the shoulder of the roadway and in the field south of the creek presently provide no fish habitat function (Figure 3). Therefore, I recommend considering cutting trees as necessary on the south side of the creek, while leaving a dominant alder every 10–20 ft along the south bank within 10 ft of the creek (Figure 4). The trees left standing could be pruned high enough to see wildlife moving in the creek and along the banks (about 6 ft) and would still maintain shade value and other riparian functions. I also recommend airport staff consult the 2007 Environmental Impact Statement for the airport runway expansion project to ensure there are no environmental commitments that may affect tree cutting, and the City and Borough of Juneau, which regulates riparian vegetation removal.

^a FH08-I-0002 states: “Riparian vegetation will be planted. Plantings will be designed to discourage use of the stream segment by large birds.”

ATTACHMENT #4



Figure 1.—Channel enclosed by grass and alders.



Figure 2.—Alders south of Duck Creek.



Figure 3.—Alders growing on road shoulder.



Figure 4.—Aerial map showing recommendations for complete and selective tree removal to maintain fish habitat value.

Email cc:

Al Ott, ADF&G Habitat, Fairbanks
ADF&G Habitat Staff, Douglas
Dan Teske, ADF&G SF, Douglas
David Harris, ADF&G CF, Douglas
Roy Churchwell, ADF&G WC, Douglas
John Mccomas, USDA APHIS, Juneau
Patty Wahto, JIA, Juneau
Teri Camery, CBJ, Juneau
Ben Soiseth, USACE, Fairbanks
Doug Cooper, USFWS, Anchorage
Habitat Conservation Division, NMFS, Juneau

ATTACHMENT #5

Available Fund Balance Summary Airport Fund

Last Update: 8/10/20

	FY19 Actuals	FY20 Projected	FY21 Budget	FY22 Budget	
Revenues:	7,172,764	5,903,600	7,272,500	7,990,400	
Expenditures:	(7,298,990)	(7,610,400)	(7,896,800)	(8,098,500)	
Transfers (to)/from Capital Projects:	1,819,200	(800,000)			
CARES Reimb (operations):	-				
Debt Service (Rev):	-	(285,000)	(2,451,700)	(2,722,300)	Covered by AIP/PFC revenues, see detail in debt service schedule
Debt Service (GO):	-		(602,300)	(662,600)	
CARES Reimb (debt):	-		602,300	662,600	Reflects expected CARES reimbursement for GO Bonds
*Other Financing Sources (Uses):	60,126	378,500	2,553,200	2,823,800	
Increase (decrease) in Fund Bal (FB):	<u>1,753,100</u>	<u>(2,413,300)</u>	<u>(522,800)</u>	<u>(6,600)</u>	
Beginning Available FB	<u>2,735,100</u>	<u>4,488,200</u>	<u>2,074,900</u>	<u>1,552,100</u>	
Ending Avail FB, including Reserve:	4,488,200	2,074,900	1,552,100	1,545,500	
Less 3 Mo. Operating Reserve	(1,818,325)	(1,902,600)	(1,974,200)	(2,024,600)	
Ending Available Fund Balance	<u>2,669,875</u>	<u>172,300</u>	<u>(422,100)</u>	<u>(479,100)</u>	

*Other Financing sources (uses) include: capital expenditures, transfer of Sales tax to Airport fund, and transfers between Airport operations and CIP projects, other changes in restrictions of fund balance.

ATTACHMENT #5
AIRPORT CAPITAL REVOLVING ACCOUNTS (combined)

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Description
	\$819,246	-	-	-	BUDGET
Aug-18		\$23,438	(\$23,438)		PFC9 reimburse Master Plan match (portion)
Feb-16		\$3,000	(\$3,000)		SREF Geothermal remaining encumbrance
Jan-14		\$39,063	(\$39,063)		RWY Rehab match (portion) anticipate 2019 reimbur
Apr-15		\$32,849	(\$32,849)		RWY Rehab match (portion) anticipate 2019 reimbur
Jul-18		\$310,000	(\$310,000)		Sand/Chem/Fuel Design.
Nov-18		\$21,988	(\$21,988)		Sand/Chem/Fuel Construct match antic 2019 reimb (org \$106,250)
Apr-19			(\$675,000)	**	<i>NO LONGER NEEDED Terminal Recon Prep/construct desgin forwar fund</i>
Oct-19					
	\$144,246				AVAILABLE BUDGET

*Represents all 3 Capital Accounts: Airport Revolving Captial Reservice Acct (ARCRA), Airport Construction Contingency Reserve, Project Design

**Terminal bonds have bee sold; all funding is in place; temp forward funded \$675K tol be credited once Controller's completes transfer back to acct

ATTACHMENT #6



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Engineering Projects Monthly Report

DATE: August 10, 2020

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

Runway Safety Area (RSA) Expansion Phase IIC: The project has been determined to be Substantially Complete, and both JNU (Juneau International Airport) and DOWL continue to work with the Contractor (SECON) on finalizing the project close-out documentation. Final payment has not yet been made to SECON. DOWL continues to finalize the project as-built record documents and the final engineer's report based on JNU review comments.

Float Pond Improvements: The project has been determined to be complete, and with concurrence from the Federal Aviation Administration (FAA) and CBJ (City & Borough of Juneau) Contracts, final payment has been made to the Contractor (Southeast Earthmovers). PND Engineers has submitted the project as-built record documents and the final engineer's report for review by JNU. JNU has submitted its review comments back to PND and is currently waiting for these documents to be finalized and returned.

The second phase of this project, which is intended to raise the roadbed, introduce a drainage ditch, armor a portion of the southern pond bank with rock and reconstruct the float plane dock headwalls, will be done when federal funding is available.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: In spite of the unseasonably wet weather, the project Contractor (SECON) continues to work towards the goal of completing the majority of the Phase 1 (summer 2020) and Phase 2 (summer 2021) work this summer. As reported earlier, following the outbreak of the COVID-19 pandemic, JNU elected to move forward with this project using a revised/re-packaged work phasing plan that was developed to capitalize on a reduction in air traffic on the Juneau International Airport. This revised plan combined the bulk of the Phase 1 and Phase 2 work into eight (8) work phases (Phase S1 through Phase S8). This revised phasing plan has allowed the Contractor access to larger work areas at a time, which has increased construction efficiency and productivity.

SECON is currently working on the completion of Phase S6 and the transition onto work Phase S7. Work completed in Phase S6 included the rehabilitation of the portion of Taxiway A between Taxiway B and Taxiway C, the regrading of the infield ditches and the installation of duct bank manholes and conduit. The work associated with Phase S7 and Phase S8 is as follows:

ATTACHMENT #6

Phase S-7 (24 day closure of TW A from TW E1 to TW G, Aug 12 – Sep 5):

- Work in this phase:
 - Runway infield grading
 - TW A pavement rehabilitation and lighting improvements – profile milling and paving with electrical conduit and vault installation
 - Taxiway H non-movement marking removal and sign removal between B1 and D1



TAXIWAY A-D1-E

Construction Administration & Inspection

POINT OF CONTACT

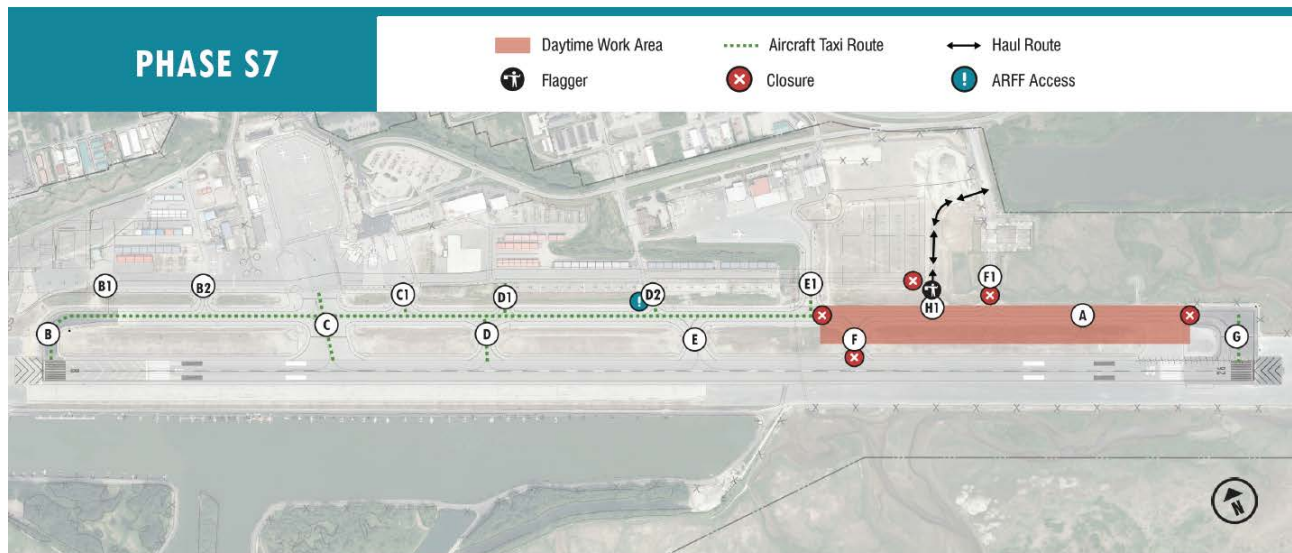
Naomi Hobbs
(907)723-8245

AIRPORT SAFETY

(907)500-8234

PROJECT WEBSITE

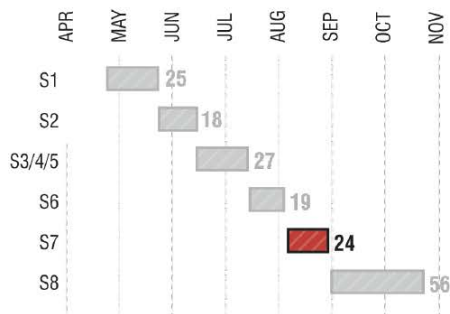
www.JNUTaxiways.com



PHASE S7 OVERVIEW

Taxiway (TW) A rehabilitation and some infield grading work near the Runway Safety Area (RSA).

DURATION (AUG 3 - AUG 31)



IMPORTANT INFORMATION

- Runway back-taxi may be required.
- TW G available for aircraft turns.
- Contractor will remain outside a 400' wide Obstacle Free Zone for operations by B-III aircraft or smaller for daytime work near the runway. Contractor will pull back for larger aircraft.

IMPACTS

- Aircraft size limitations when work is ongoing near the runway.
- TW A closed between TWs E1 and G.
- TWs F, H1, F1 closed.

ATTACHMENT #6

Phase S-8 (53 day closure of TW A from TW D2 to TW F, Sep 7 – Oct 30):

- Work in this phase:
 - Jordan Creek Half-Arch Culvert – this will be 2-1/2 to 3 weeks to complete
 - TW E Realignment – pavement removal and replacement
 - Runway infield regrading between TW E and TW F
 - TW A Rehabilitation – profile milling & paving with electrical conduit and vault installation



TAXIWAY A-D1-E

Construction Administration & Inspection

POINT OF CONTACT

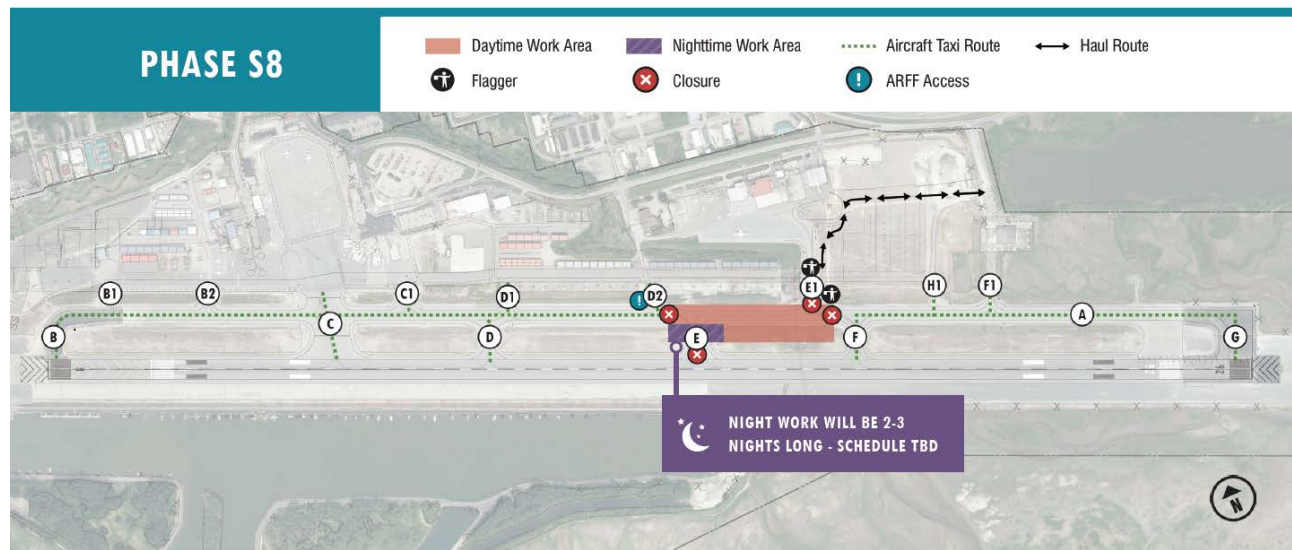
Naomi Hobbs
(907)723-8245

AIRPORT SAFETY

(907)500-8234

PROJECT WEBSITE

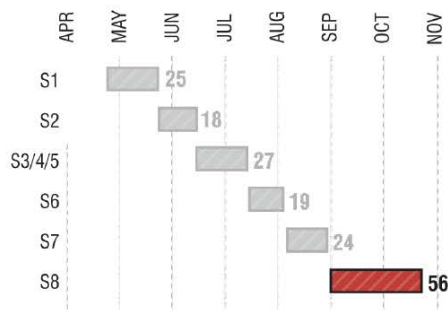
www.JNUTaxiways.com



PHASE S8 OVERVIEW

Jordan Creek culvert, TW A rehabilitation between TWs E and F, and TW E realignment. RSA/infield grading work.

DURATION (AUG 31 - OCT 26)



IMPORTANT INFORMATION

- Runway backtaxi may be required.
- TW G available for aircraft turns.
- RSA reduced to 400' wide (B-III aircraft or smaller) for daytime work in RSA infields. Contractor will exit for aircraft requiring full safety area.

IMPACTS

- TW A closed between TW E and E1.
- TWs E and E1 closed.
- Nighttime paving impact (TBD).

ATTACHMENT #6

In relation to the original project schedule, which called for Phase 1 (summer 2020) work to be substantially complete on July 18, 2020, the overall project remains ahead of schedule. Work that has been completed to date includes the rehabilitation and extension of Taxiway H and the relocation of Taxiway D-1. Work that continues includes the rehabilitation of Taxiway A, the infield grading and seeding, the installation of the new duct bank (manholes and conduit), and the construction of the new Airfield Lighting Regulator Vault (ALRV).

At the completion of Phase S8, currently scheduled to be substantially complete on October 30, 2020, the rehabilitation of Taxiway A will be complete, the realignment of Taxiway E will be complete, the installation of the new half-arch culvert at Jordan Creek will be complete, all infield grading will be complete and seeded, and all new duct bank work (man-holes, conduit and conductors) will be complete.

Work that will not be completed at the end of Phase S8 will include: the completion of the construction of the new ALRV (now scheduled for January 2021), the relocation of the airfield lighting regulators, the relocation of the Runway Lighting Intensity Monitor (RLIM) and its communication cabinet within the new ALRV, the installation of the Airfield Lighting Controls and Monitoring System (ALCMS) within the new ALRV and the cut-over and commissioning of the new ALRV and lighting control system.

The current schedule for the cut-over and commissioning of the new ALRV has not been changed from that which was originally scheduled with the FAA.

The work continues to be completed per the approved construction documents, with minor adjustments as needed based on field observations. All construction work is proceeding in conformance with SECON's Safety Plan Compliance Document (SPCD) and supplemental Safety Plan which introduced a comprehensive infection control plan. This supplemental Safety Plan is mandatory for all SECON employees, subcontractors and materials suppliers that will be on site.

Construction Administration & Inspection (CA&I) services continue to be provided by DOWL, who is serving as the Project Engineer and continues to coordinate directly with JNU, SECON, Air Traffic Control (ATC), the project Airfield Safety Officer and airfield users. DOWL is also coordinating with the FAA Airports Construction Advisory Council (ACAC). ACAC will continue to coordinate with local FAA ATC staff, create construction notice diagrams, and review DRAFT Construction Safety Phasing Plans (CSPP) throughout the project.

DOWL also continues to work on the development and issuance of notices that are being used to keep stakeholders advised of construction activities and impacts over the course of the 2020 and 2021 construction seasons. DOWL continues to develop and issue project notices (mail-outs, e-mails, hard copy hand-outs) to all air carriers and airport tenants, oversight and management bodies, tour operators and float pond users, other airport users and the public.

The project website at www.JNUtaxiways.com remains operational and contains background information, as well as schedule and phasing plan updates, meeting information, links and documents, and contact information for the project team. The website continues to be updated regularly. The email address info@JNUtaxiways.com will be listed on all communication materials. This email address is linked to a distribution list that includes the JNU and DOWL Project Managers.

ATTACHMENT #6

As the Engineers of Record, PDC Engineers continues to provide Limited Construction Administration (CA) services, coordinating with JNU and with DOWL to insure that all work completed by the construction Contractor complies with the requirements outlined within the project construction documents. PDC Engineers continues to coordinate with JNU, DOWL, and SECON on responding to questions raised by the Contractor and to review materials submittals for items that had previously been scheduled to be installed in Phase 2 (Summer 2021).

Polyfluoroalkyl Substances (PFAS) Site Assessment: Cox Environmental has finalized and submitted their formal report to the Alaska Department of Environmental Conservation (ADEC). This report presented the soil and groundwater sampling and analysis data as collected from the monitoring wells that had been drilled in the west, south and east sides of the airfield. This report presented the findings that the groundwater in wells MW-3 and MW-6 were found to contain levels of Perfluorooctanesulfonic acid (PFOS) contamination in excess of the ADEC groundwater cleanup level and that well MW-4 was found to contain a level of Perfluorooctanoic acid (PFOA) that was just slightly higher than the ADEC groundwater cleanup level. This report also included recommendations and next steps for moving forward for continued investigation. Further delineation will be necessary for soils surrounding MW-6 (located nearest the fire station) to determine the vertical and horizontal extent of soil contamination in that area, and additional groundwater wells will need to be installed to delineate the extent of the groundwater plume.

JNU is moving forward on the additional investigating and monitoring work based on last month's (July) Board approval of the quote from Cox Environmental and funding.

Ward Air Hangar Expansion: Ward Air continues to work on the construction of their new maintenance hangar. Their Contractor is currently working on the installation of the large hangar door.

Lavatory Waste Dump Site: JNU has updated the project construction cost estimate (\$94K), and the overall project budget (\$128K) based on a budgetary fee estimate (\$19K) provided by PDC Engineers to complete the design work and the associated bidding and construction documents. This project remains on hold pending the identification of a funding source for the design component.

Parking Lot Repairs: There have been no advancements in the revisions as proposed by Republic Parking for the short term parking lot and Republic has not yet submitted a proposed plan for these revisions for review by JNU.

The Republic Parking proposal is not expected to address other needed repairs in the public pay parking lot. These repairs include: numerous potholes, deteriorated asphalt paving, damaged concrete curbing and settlement of the sub-base and base course materials that are creating areas of ponding.

The cold-patch work placed by JNU Airfield Maintenance in the potholes that had formed in the public parking lots continue to deteriorate. Many areas within these asphalt paving installations are exhibiting "alligatoring" which is indicative of subbase settlement and a precursor to the failure of the asphalt paving. In addition to asphalt paving repairs, the short-term, long-term and staff areas of the large parking lot are in need of general repairs. These repairs include the removal and replacement of large portions of the concrete curbs and gutters, upgrades to the storm water collection and drainage system, upgrades to the exterior lighting and the installation of new signage

ATTACHMENT #6

and striping. JNU has general parking lot repairs on its Capital Improvement Plan but does not currently have any money to address any of these repairs.

Ramp Lighting Upgrades: JNU is currently working to obtain a fee proposal from Haight & Associates to develop the necessary design & construction documents needed to bid this work. JNU is also working on the final verification that the lighting, light mounts, light poles and lighting controls meet the Buy American requirements. Haight & Associates, who designed the electrical component of the North Terminal Renovation, will be tasked with coordinating and finalizing the scope of the ramp lighting work with the lighting that is being provided as part of the terminal project. Haight & Associates will also be tasked with establishing the estimated project construction cost.

The costs associated with this work have been determined by the FAA to be Airport Improvement Program (AIP) eligible and allowable for AIP participation. The grant has already been received and appropriated (including Airport match funds).

ATTACHMENT #7



MEMORANDUM

TO: Patty Wahto,
JNU Airport Manager

DATE: August 10, 2020

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Architect's Report of July 2020 Activity with Look Ahead

Sand/Chemical Building & Fueling Station. The replacement boiler remains incomplete, as the Contractor awaits the programming and controls technicians to make the system operational. Once complete, training and commissioning can take place. The Operations & Maintenance manuals were approved, although not yet bound and delivered to Owner. Airport staff began analyzing the possibility of installing a back-up boiler to this building.

Look Ahead to Upcoming Activity: complete the installation of the replacement heat pump, complete punch lists, and begin project close-out.

Old Sand Shed Removal. Bidding began August 4, 2020, and bids are scheduled to open on August 26, 2020. The pre-bid conference will be held August 12, 2020.

Look Ahead to Upcoming Activity. Complete bid process and proceed with contract award.

Terminal Reconstruction. Demolition continued through July, and earthwork began. By the end of the month, the first footings had been formed. There have been a significant amount of complexities and unknown conditions to address. Some of these have required change orders that have been reviewed and approved by the FAA as eligible for grant funding. The Substantial Completion date for Phase 1 has been extended to May 7, 2021 and Phase 2 is now scheduled for Substantial Completion on November 22, 2021.

Look Ahead to Upcoming Activity. Continue earthwork and begin foundations in August.



From airside, looking northeasterly into work area.



Along Shell Simmons Drive, looking westerly toward terminal.

ATTACHMENT #7

Capital Transit Stop Relocation. It was decided that a preferred location and no cost option for the Capital Transit Stop is at the easterly end of the bus canopy along Shell Simmons Drive. Signage details are underway with Capital Transit. The airport stop has been removed from Capital Transit's route since April, but it is hoped that the route will resume by the end of September in the new location.

Look Ahead to Upcoming Activity. Reach concurrence on location with Capital Transit and execute details to relocate the transit stop.

Other projects/issues worked on by architectural projects staff during June included:

- Continued with close out of the JNU Terminal Electric Service project.
- Began developing new accessible parking layouts for short and long term lots.
- Continued working on the airport's Disadvantaged Business Enterprises (DBE) reports and other documents.
- Responded to COVID issues in the terminal and the construction work areas.

ATTACHMENT #8

JUNEAU URGENT & FAMILY CARE

8505 Old Dairy Road • Juneau, Alaska 99801 • Tel: 907-790-4111 • Fax: 907-790-3111

August 11, 2020

Dear Mr. Crum and Members of the Juneau Airport Board,

Juneau Urgent and Family Care is the only urgent care in the City and Borough of Juneau. We are located less than 1 mile away from the Juneau International Airport. We have been providing services to Southeast Alaska seven days a week, 350 days a year for the last 20 years. We are interested in providing COVID-19 testing to travelers at the Juneau International Airport to assist with implementing the new State of Alaska guidelines. Here are some highlights of our operations.

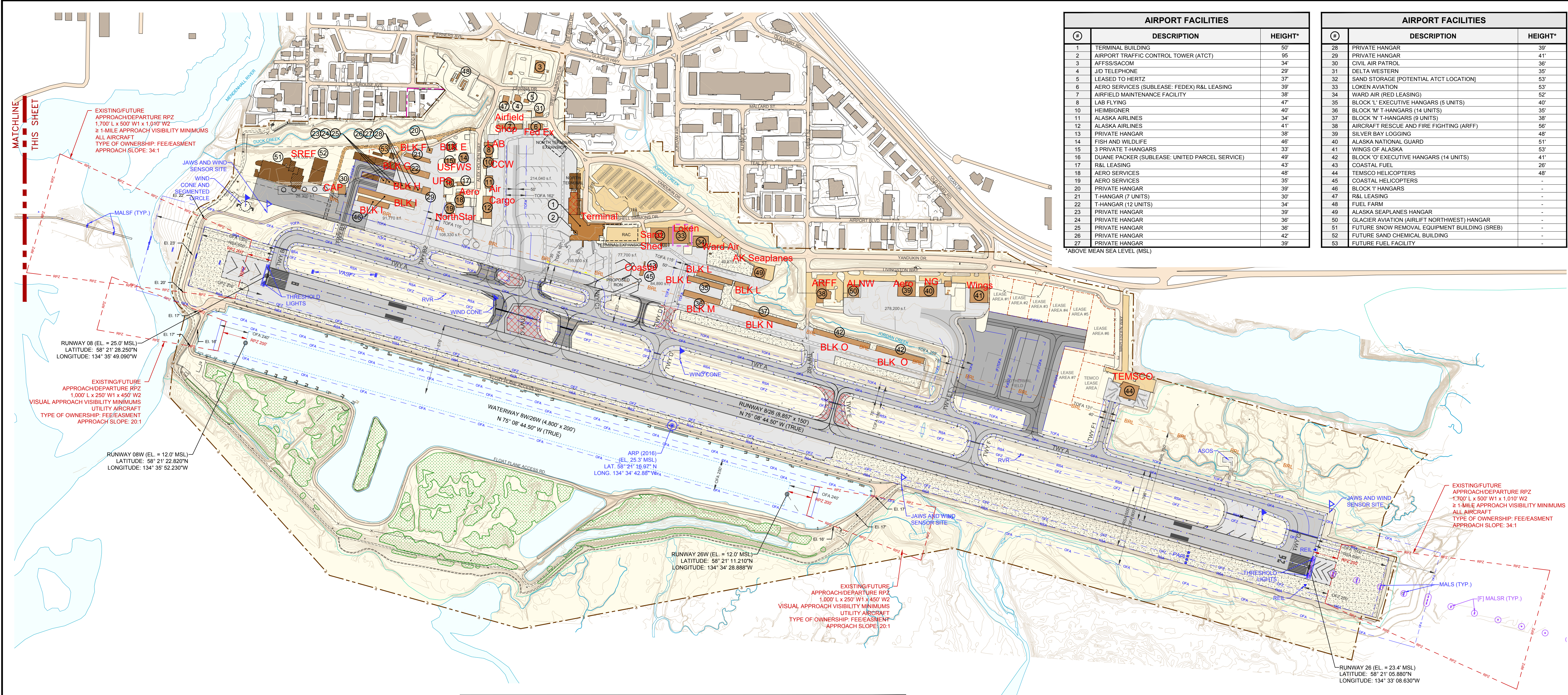
1. **To this day we have performed over 2800 COVID-19 tests.** With the capacity to bill under the CARE Act for uninsured AK residents and insurance for non-residents, this will result in defraying some of the cost to the state and the city.
2. We currently have relationships with 3 laboratories in the state of Washington with **turn around times of less than 48-72 hrs.** We have been able to adjust with the fluctuations in lab capacity to ensure reasonable turnaround times for results.
3. If so required by the contract we could create a **24 hour** medically supervised self test hour covid testing kiosk. This service can also be offered to incoming AK visitors/essential workers.
4. We are the only clinic in Juneau that has been visiting essential workers in their hotels for COVID-19 testing and full medical evaluations on-site should the need arise.
5. Our telemedicine capabilities include home visits with an assistant who is the virtual eyes and ears of the medical provider. These types of visits for COVID-19 positive patients will result in allowing most of them to remain in quarantine and not have to leave the premises to visit a medical office. These home visits will result in less exposure and spread of COVID-19 to the community at large.

We feel we are positioned to consistently provide the level of service the DHHS would expect for Alaskans and visitors alike. Providing medical services in Southeast Alaska has many innate peculiarities. Our clinic has experienced all of them, and we have learned over the years the best ways to overcome them. We look forward to continuing this conversation and aiding Alaska open our economy and returning to our new normal.

Sincerely,



Norvin Perez, MD

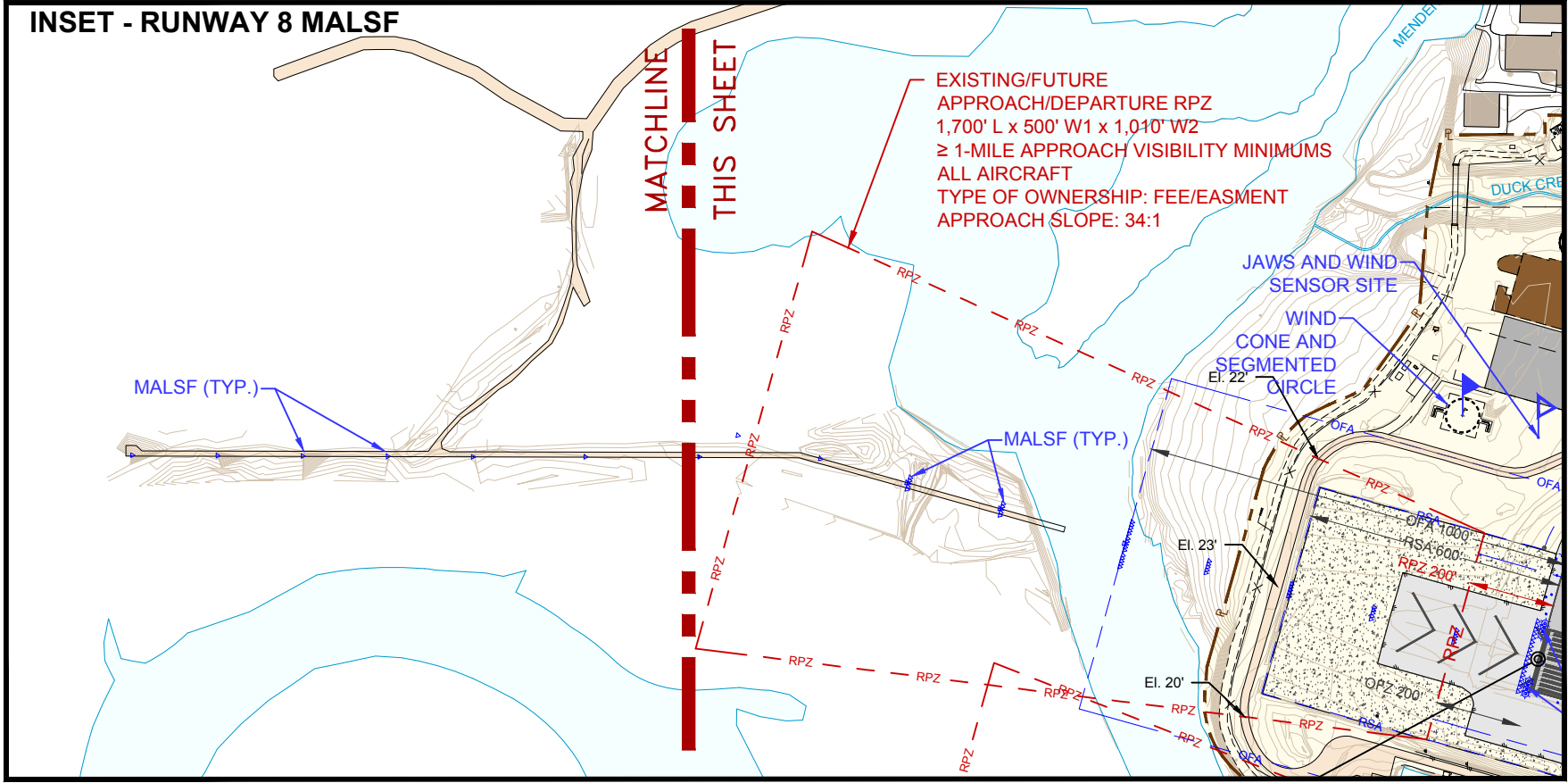
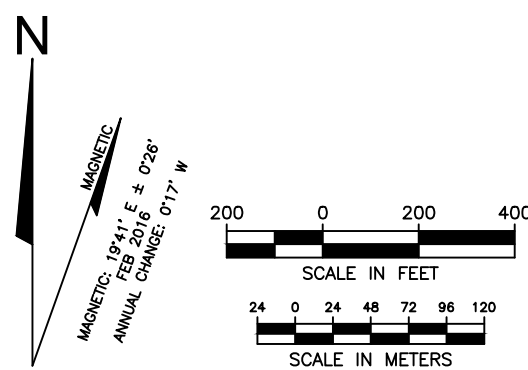


AIRPORT FACILITIES		
#	DESCRIPTION	HEIGHT*
1	TERMINAL BUILDING	50'
2	AIRPORT TRAFFIC CONTROL TOWER (ATCT)	95'
3	AFFSS/SACOM	34'
4	J/D TELEPHONE	29'
5	LEASED TO HERTZ	37'
6	AERO SERVICES (SUBLEASE: FEDEX) R&L LEASING	39'
7	AIRFIELD MAINTENANCE FACILITY	38'
8	LAB FLYING	47'
10	HEIMBINGER	40'
11	ALASKA AIRLINES	34'
12	ALASKA AIRLINES	41'
13	PRIVATE HANGAR	38'
14	FISH AND WILDLIFE	46'
15	3 PRIVATE T-HANGARS	33'
16	DUANE PACKER (SUBLEASE: UNITED PARCEL SERVICE)	49'
17	R&L LEASING	43'
18	AERO SERVICES	48'
19	AERO SERVICES	35'
20	PRIVATE HANGAR	39'
21	T-HANGAR (7 UNITS)	30'
22	T-HANGAR (12 UNITS)	34'
23	PRIVATE HANGAR	39'
24	PRIVATE HANGAR	36'
25	PRIVATE HANGAR	36'
26	PRIVATE HANGAR	42'
27	PRIVATE HANGAR	39'

AIRPORT FACILITIES		
#	DESCRIPTION	HEIGHT*
28	PRIVATE HANGAR	39'
29	PRIVATE HANGAR	41'
30	CIVIL AIR PATROL	36'
31	DELTA WESTERN	35'
32	SAND STORAGE (POTENTIAL ATCT LOCATION)	53'
33	LOKEN AVIATION	53'
34	WARD AIR (RED LEASING)	52'
35	BLOCK 'L' EXECUTIVE HANGARS (5 UNITS)	40'
36	BLOCK 'M' T-HANGARS (14 UNITS)	35'
37	BLOCK 'N' T-HANGARS (9 UNITS)	38'
38	AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF)	56'
39	SILVER BAY LOGGING	48'
40	ALASKA NATIONAL GUARD	51'
41	WINGS OF ALASKA	53'
42	BLOCK 'O' EXECUTIVE HANGARS (14 UNITS)	41'
43	COASTAL FUEL	26'
44	TEMSCO HELICOPTERS	48'
45	COASTAL HELICOPTERS	-
46	BLOCK 'T' HANGARS	-
47	R&L LEASING	-
48	FUEL FARM	-
49	ALASKA SEAPLANES HANGAR	-
50	GLACIER AVIATION (AIRLIFT NORTHWEST) HANGAR	-
51	FUTURE SNOW REMOVAL EQUIPMENT BUILDING (SREB)	-
52	FUTURE SAND CHEMICAL BUILDING	-
53	FUTURE FUEL FACILITY	-

*ABOVE MEAN SEA LEVEL (MSL)

LEGEND		
DESCRIPTION	EXISTING	PROPOSED
AIRFIELD UNPAVED AREAS		NO CHANGE
AIRFIELD PAVEMENT		NO CHANGE
AIRPORT PROPERTY		NO CHANGE
AIRPORT REFERENCE POINT (ARP)		NO CHANGE
AUTOMOBILE PARKING - ON AIRPORT		NOT APPLICABLE
BUILDING - OFF AIRPORT		NOT APPLICABLE
BUILDING - ON AIRPORT		NO CHANGE
BUILDING RESTRICTION LINE (BRL)		NO CHANGE
FENCE		NO CHANGE
HOLDING POSITION MARKING		NO CHANGE
JUNEAU AIRPORT WIND SYSTEM (JAWS)		NO CHANGE
PRECISION APPROACH PATH INDICATOR		NO CHANGE
ROADWAY		NO CHANGE
RUNWAY END IDENTIFIER LIGHTS (REIL)		NO CHANGE
RUNWAY OBJECT FREE AREA (OFA)		NO CHANGE
RUNWAY OBJECT FREE ZONE (OFZ)		NO CHANGE
RUNWAY PROTECTION ZONE (RPZ)		NO CHANGE
RUNWAY SAFETY AREA (RSA)		NO CHANGE
TAXIWAY OBJECT FREE AREA (TOFA)		NO CHANGE
TO BE REMOVED	NA	
TOPOGRAPHIC CONTOUR		NO CHANGE
TREES		NO CHANGE
VISUAL APPROACH SLOPE INDICATOR (VASI)		NO CHANGE
WIND SOCK		NO CHANGE



NOTES	
1.	SEE SHEET 9 OF 11 FOR DETAILS ON LANDSIDE DEVELOPMENT.
2.	THE BUILDING RESTRICTION LINE (BRL) IS BASED ON A MAXIMUM BUILDING HEIGHT OF 36 FEET AT A 250' DISTANCE FROM THE PRIMARY SURFACE. MAXIMUM ALLOWABLE BUILDING HEIGHT FROM THE BRL INCREASES AT A 7:1 HORIZONTAL TO VERTICAL SLOPE UPWARD AND AWAY FROM THE PRIMARY SURFACE IN CONFORMANCE WITH FAR PART 77 SURFACES.
3.	RUNWAY PROTECTION ZONE CONTROL IS VIA OWNERSHIP AND EASEMENT BOTH RUNWAY ENDS.
4.	TAXIWAY A IS NOT PARALLEL TO RUNWAY 8-26

APPROVAL:	FEDERAL AVIATION ADMINISTRATION
KATRINA MOSS, LEAD COMMUNITY PLANNER	Date

1111 3rd AVENUE, SUITE 1600
SEATTLE, WA 98101
PHONE: 206-438-2700

PROJECT MANAGER: JJY
DESIGNED BY: RLO

DRAFTED BY: RLO
CHECKED BY: JJY

#	REVISION	COMPANY	BY	DATE

THE PREPARATION OF THIS AIRPORT LAYOUT PLAN (ALP) WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION (FAA) AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICIES OF THE FAA. ACCEPTANCE OF THIS ALP BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT IMPLY THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

APPROVAL:

CITY/BOROUGH OF JUNEAU

Name / Title

Date

JUNEAU INTERNATIONAL AIRPORT
ALASKA'S CAPITAL CITY

JUNEAU INTERNATIONAL AIRPORT
AIRPORT MASTER PLAN

AIRPORT LAYOUT PLAN

SCALE: 1" = 400'

DATE: SEPTEMBER 2018

AIP NUMBER: 3-16-0133-059-2013

ASN: 2017-AAL-190-NRA

SHEET NUMBER: 3 OF 11