

AIRPORT BOARD
AGENDA
6:00 P.M., TUESDAY, MAY 10, 2016
ALASKA ROOM

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES:
 - A. Regular Monthly Meeting of April 12, 2016
 - B. Special Meeting of April 27, 2016
- IV. APPROVAL OF AGENDA
- V. PUBLIC COMMENTS
- VI. UNFINISHED BUSINESS
 - A. **Master Plan Update/Presentation:** John Yarnish, AECOM, will provide an update on the sustainability airport master plan process, present development alternatives for several areas including a focused discussion on taxiway intersections with the runway.
 - B. **Wildlife Update:** Tyler Adams, U.S. Department of Agriculture Wildlife Services Biologist, will give an update on the eagle perch project, originally brought before the Board at their January meeting. Mr. Adams has worked on *habitat modification* by offering eagles alternative perching areas that are away from runway safety areas and aircraft approach areas.
- VII. NEW BUSINESS
 - A. **Airport Manager's Report:**
 - 1. Capital Improvement Project (CIP). The Airport and City have been working on numerous (old) grant close-outs so that we can proceed with new FAA grant applications. The Airport ran into one 'hiccup' at the May 2 Assembly meeting regarding the repayment of the \$1,893,118 to the FAA and State for the Snow Removal Equipment Facility (SREF) relocation. The Assembly requested an update on the SREF prior to approving the requested Resolution and Transfer. The December 2015 information was reviewed with the Assembly Finance Committee on May 4, 2016, and this should now move forward through the Assembly at their May 16, 2016 Assembly Finance Committee meeting and the May 23, 2016 Assembly meeting. The Airport anticipates several grants coming before the Airport Board in the July/August time frame. Due to timing, most of the projects will require forward funding for the State match portion until those are issued.
 - 2. Meeting with Senator Murkowski's Staff. Airport Manager Patty Wahto met with Senator Murkowski's staff: Matt Borger and Nathan Solorio (both from her D.C. office), and Connie McKenzie (Juneau Delegation Representative) on May 4, 2016.

Discussion focused on projects including the continuation of the Runway 26 MALSR system, Passenger Facility Charge (PFC) increases, proposed TSA security mandates and updates on the de-icing and EPA/DEC environmental permit impacts. After discussions, they were given a brief airfield tour. As always, we appreciate the audience with our congressional delegation.

3. Security Briefing. The Airport is currently recruiting for a full-time Badging Office employee. Melchie Nelson resigned last week for personal reasons. We hope to have the position filled by the end of May. Administrative staff will continue to fill in. In addition to the personnel changeover, new badge styles and layouts are being phased in with each new badge or renewal. This helps with the badging accountability and audit requirements. Finally, the Transportation Security Administration has asked that we remind the public that security screening wait times may be longer than in the past. Plan to arrive at the airport at least two hours prior to flight times to allow for baggage and passenger screening processing. At the March 8, 2016, Airport Board meeting, this issue was discussed, however, the direction to distribute flyers with the TSA recommendations was not endorsed by the TSA office.

4. Hangar Labels. The Fire Department requested that hangars be labeled for ease of locating during an emergency. The Airport started the process by labeling the 'Block' letters on the ends of the hangar condos. Numbers/directions (e.g., '1-6 →') may be added at a later date. Airport M&O Superintendent Scott Rinkenberger and the Airfield crew did a great job using old signs and installing them using old screw holes whenever possible. If new holes were made, they were done with grommet screws and silicone.



- 5. Airport Engineer Report (Attachment #1)
- 6. Airport Architect Report (Attachment #2)
- VIII. CORRESPONDENCE:
- IX. COMMITTEE REPORTS
 - A. **Finance Committee:**
 - B. **Operations Committee:**
- X. ASSEMBLY LIAISON
- XI. PUBLIC COMMENTS
- XII. BOARD MEMBER COMMENTS
- XIII. ANNOUNCEMENTS
- XIV. TIME AND PLACE OF NEXT MEETING:
 - A. Airport Board, 6:00 p.m., June 14, 2016, Alaska Room
- XV. EXECUTIVE SESSION
- XVI. ADJOURN



MEMO

TO: Patricia Wahto
JNU Airport Manager

DATE: May 5, 2016

FROM: Ken Nichols, P.E., C.M.
JNU Airport Engineer

RE: Engineer's Report

General

Project specific summaries of project status and activity presented below. Additionally, I have attached a table of project status information.

Airport Sustainability Master Plan

The consultant team will present information on May 10 to the Technical Advisory Committee (3:00 p.m. in the Alaska Room) and the Airport Board (6:00 p.m. in the Alaska Room), a stakeholder meeting on May 11 (9:00 a.m. in the Alaska Room) and Assembly Committee of the Whole on May 16 (6:00 p.m. in the Assembly Chambers).

RSA Expansion Phases I and IIA

Grant and project closeout efforts continue. The land transfer plat has now been finalized and the transfer recorded with the Department of Natural Resources. A final permit from Department of Fish & Game is expected in the next few days.

RSA Expansion Phase IIB

Aircraft parking aprons are in design development for both the NE and NW sites. Several bid schedules and additive alternates are under development for each project element. I have spent time coordinating the design teams for this project, the Snow Removal Equipment Facility project, and the master planning effort.

Runway 8/26 Rehabilitation

Installation of the roaming maintenance station and some cleanup work was initiated last week. I had a conversation with Stantec today regarding the as-built drawings. They were not submitted as noted in last month's report to the Board.

Previously identified deficiencies in the runway safety area grades as well as grading around FAA equipment (VASI, RVR, etc.) will be the subject of a separate future project. I will work with the ADO in the near future to develop an action plan.

Renumbering the runway to 9/27 will be postponed to coincide with FAA's schedule for updating the instrument procedures. I have submitted the notification to the flight procedures group. I expect the renumbering will take place in 2020.

ATTACHMENT #1

Air Cargo Hard Stand

The Airport Board Operations Committee reviewed the new site and layout on April 11. I met with Craig Jennison of Northstar Trekking on April 12. He concurred that the new parking position would not be a problem for their helicopter operations. I discussed production schedule with Stantec for the bid package earlier today. I expect we can put the project out to bid in early June.

Runway 26 MALSR

State grant funds will be used to proceed with permitting for the construction in the wetlands. No action was taken on this project in April.

ADEC Storm Water Multi-Sector General Permit

I submitted the monitoring data for the storm water season to DEC on April 28. An additional sample was taken from Outfall 3 (behind the shop) on April 29. We are awaiting results of the laboratory analysis for that sample. Also based on the annual average test results, we are required to develop a plan to address the amount of aircraft deicing chemicals in the discharge. I will organize a meeting with tenants sometime in May to develop an action plan.

Float Pond Improvements

I will prepare a checklist for FAA to make a determination that repairs to the float pond are "Categorically Excluded" from further analysis under NEPA. This document will allow FAA to provide funds for the improvements.

ATTACHMENT #1**AIRPORT ENGINEER'S PROJECT STATUS REPORT**

Kenneth S. Nichols, PE, CM

Project	Status	Schedule	Contractor	Notes
Air Cargo Hardstand				
Design	In Progress	May 2016	Stantec	Consultant will complete design in May 2016
Construction	Future	Fall 2016	tbd	
Runway 8/26 Rehabilitation				
Closeout	In Progress	Spring 2016	Secon	Installation of Roaming Laptop Initiated
North RSA Grading				
Survey	Complete	tbd	R&M	Combine with RWY 9/27 Conversion
Runway 9/27 Conversion				
Planning and Coordination	Future	tbd	staff	FAA will set schedule
Construction	Future	tbd	tbd	
Runway Safety Area Phase I				
Closeout	In Progress	Construction Complete	AIC	Land Transfer Complete
Runway Safety Area Phase IIA				
Closeout	In Progress	Construction Complete	Secon	Need As-Built Drawings from FAA
Runway Safety Area Phase IIB				
Design	In Progress	Spring 2016	DOWL	NE and NW Development Areas
Construction	Future	2016 & 2017	tbd	
Runway 26 MALSR				
Planning and Permitting	Not started	Begin Spring 2016	staff	
Sustainability Master Plan				
Alternatives Development	In Progress	May 2016	AECOM	Alternatives presentation in May
Taxiway A & F Rehab, Taxiway C, D, E RIM				
Planning and Coordination	In Progress	RFP Spring 2016	staff	Design consultant tbd
Design	Future	Fall/Winter 2016	tbd	
Construction	Future	2018-2019	tbd	

ATTACHMENT #2



MEMORANDUM

TO: Patty Wahto,
JNU Airport Manager

DATE: May 3, 2016

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Architect's Report of April 2016 Activity

A productive meeting was held with Alaskan Region Federal Aviation Administration (FAA) staff on April 7, 2016 to review scope, schedule, and funding plans of several projects. JNU is scheduled to receive important FFY16 Airport Improvements Program (AIP) grants this summer, so I am working with JNU Airport Engineer Ken Nichols, consultant design teams, and City and Borough of Juneau (CBJ) staff to accelerate the completion of bid documents and coordinate schedules to ensure that funding deadlines can be met. Coordination with CBJ Engineering Contracts office has resulted in the development of updated "front end" documents and general conditions to meet FAA requirements and industry standards. FAA grant applications are being prepared, but will not be able to be finalized until actual construction bid amounts are received.

The Snow Removal Equipment Facility (SREF) design team contract for design and construction documents has been finalized, and work has begun in earnest. The construction documents are scheduled to be complete in mid-June. Many of the design assumptions and construction details from the previous building design are being re-used, but significant changes were needed to respond to the new site. The attached drawing illustrates all of the planned components of SREF on the site. The colored areas are eligible for FAA funding through AIP grants.

The focus of current design work is the initial Phase 1-a Equipment Garage. Future components such as the maintenance and operational support spaces have been considered in the site concept, and will be developed to a higher design level in the Fall, once Phase 1-a construction contract is underway.

Phase 1-a, the SREF equipment garage will be approximately 42,000 s.f. in size and will house the equipment and functions noted in the adjacent table. It will be heated and ventilated through the use of a ground source (geothermal) heat pump system. The geothermal loop field is also illustrated in the attached site concept drawing. It will be constructed as part of the RSA II-B (NW Quad Development) project, also scheduled for AIP grant this summer.

Program Name	Programmed Area (sf)
HEATED EQUIPMENT CIRCULATION	20,200
PLOW	1,400
PLOW	1,400
PLOW	1,400
PLOW / BROOM	2,000
BROOM	1,250
BROOM	1,250
BROOM	1,250
DEICING*	600
DEICING*	600
SAND	600
BLOWER	580
BLOWER	580
BLOWER	580
BLOWER	580
FORKLIFT	200
SAND	600
FRICTION TESTER	360
LOADER	500
LOADER	500
LOADER	500
GRADER	625
GRADER	625
UTILITY VEHICLE	360
MAINTENANCE BAY*	2,100
UNISEX TOILET / SHOWER	70
GENERATOR	600
GEOTHERMAL PUMP ROOM	210
MECH/ELECT: FANS, PANELS, FIRE, COMM	2,078
Total (does not include de-icing equipment)	42,398
Non-eligible portion of Maintenance Bay	600
TOTAL AIP ELIGIBLE	41,798
* In future Phase 2 Sand/Chem bldg	
** FAA portion of Maint Bay = 1500sf; JNU = 600sf	

ATTACHMENT #2

The design team submitted 95% complete construction bid documents for the Aircraft Rescue and Fire Fighting (ARFF) Building Modifications project on May 3, 2106. The documents have been sent to the cost estimator and are being reviewed by owner, design team, and the FAA Alaskan Region office. The schedule calls for beginning the bid period in May. Detailed bid and award schedules for all of Junea International Airport's (JNU) construction projects are currently being developed to communicate and coordinate critical deadlines over the next four months.

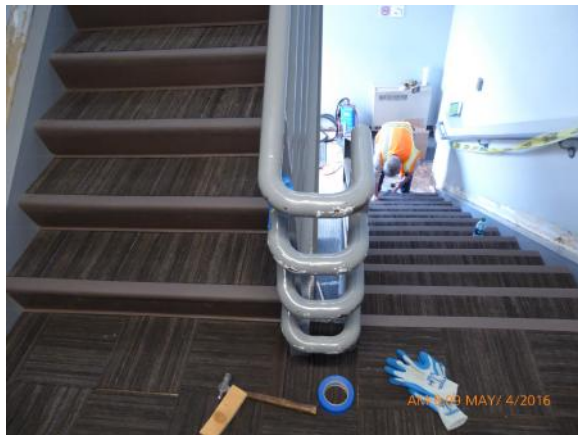
Renovation of the first floor Women's toilet room is complete, and many positive comments have been received. The Men's toilet room will be renovated later this summer. Other maintenance projects in the terminal that are currently in progress include replacement of stair coverings at the main stairway and Gate 2, and completion of the overhead door replacement in the Baggage Handling Area. New lighting for the main stairway has been designed and will be constructed through an electrical term contract in September.

Silverbow Construction began the roof replacement on April 22, 2016. Most of the work is being accomplished under a tent, which is usually safer and more productive, but was challenging at the project start due to poor weather. The tear-off and hazardous materials abatement are expected to be complete by May 7th, then construction of new components will proceed. Substantial completion is scheduled for June 10, 2016.

CBJ Purchasing Department continues to prepare the Request for Proposals (RFP) for a new contract for the advertising concession. We are hopeful that the solicitation will be advertised soon. The current contract expires at the end of September, and negotiation and execution of a new contract and transition from existing aging equipment will take many weeks to complete. We are anxious to have the RFP process completed as soon as possible to minimize disruption in advertising services and JNU advertising revenue.



First Floor Women's Restroom complete.



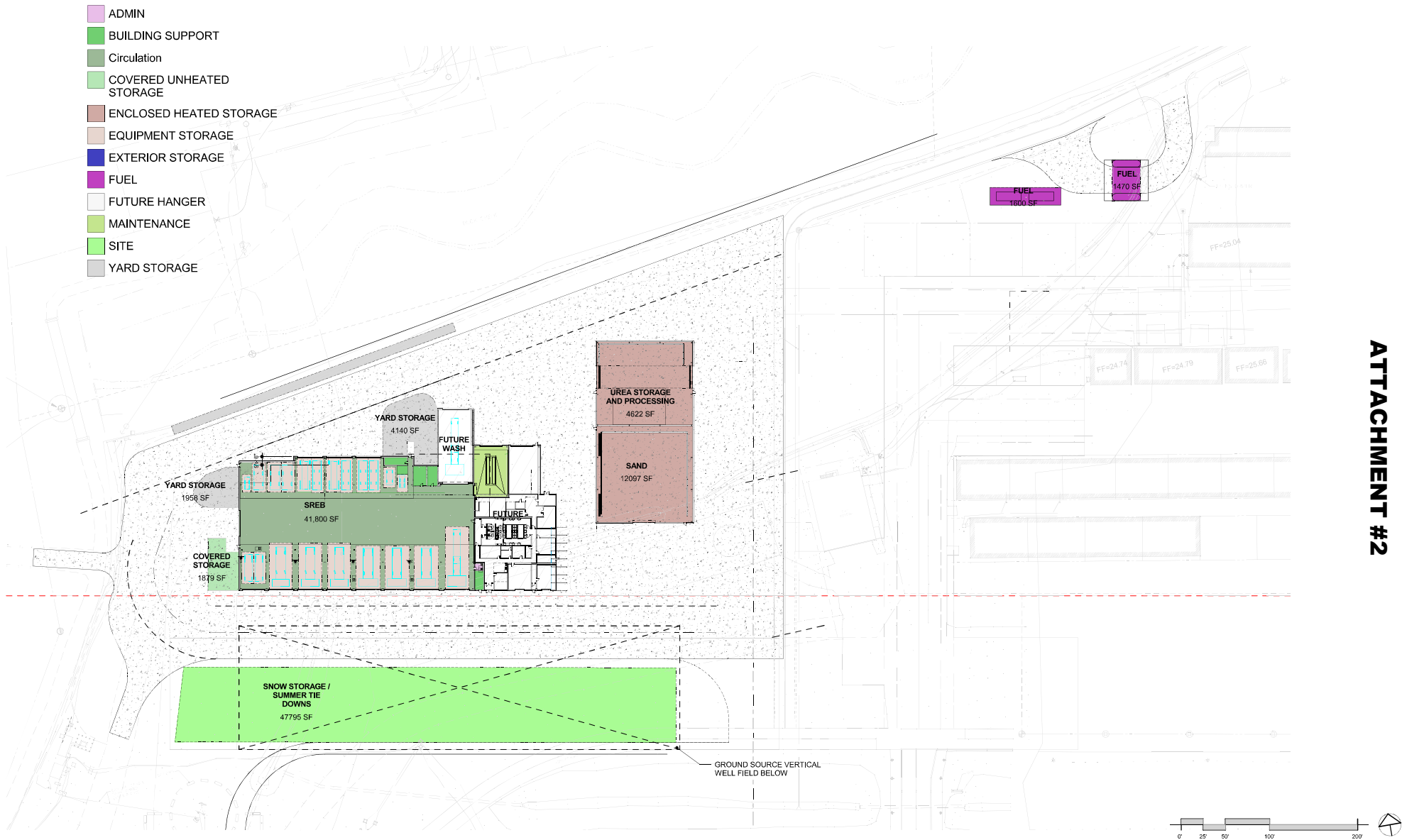
Gate 2 Flooring Replacement in progress.



Sections of old roof are cut out and removed.

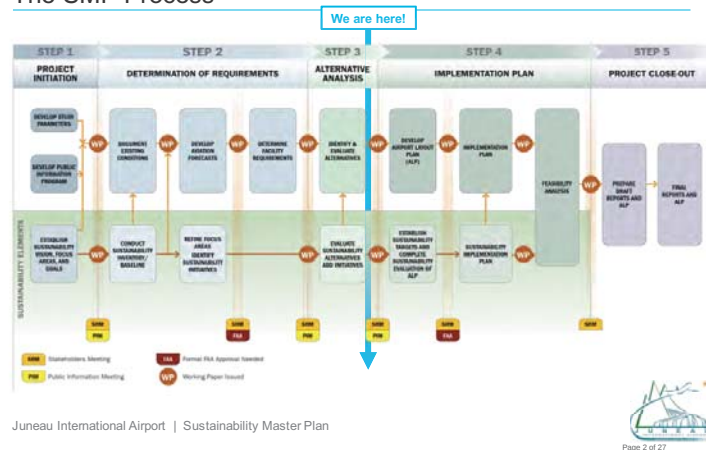


Active work area is enclosed under tent.



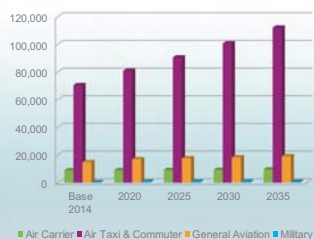


The SMP Process

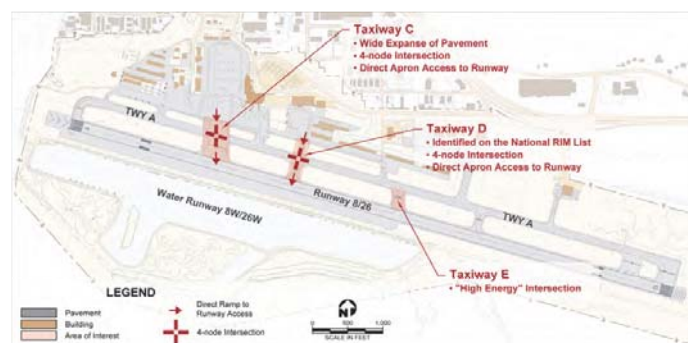
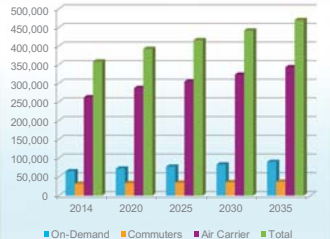


Forecasts of Aviation Demand

Forecast of Annual Operations



Forecast of Annual Enplaned Passengers



Identified Taxiway Issues at JNU



46 Incidents Recorded at JNU between 2004 and 2015

Taxiway C – 5 incidents (4 involved pilots crossing the hold line without clearance)

Taxiway D – 7 incidents – enough to be included on FAA's RIM high priority list

Taxiway E – 2 incidents

Remaining 32 incidents involved:

Failure to comply with ATC instructions or failure to communicate with ATC – 14

Runway incursion by vehicles, snow removal equipment or pedestrian – 7

Incidents related to construction project - 11



Taxiway D Identified in FAA's Runway Incursion Mitigation Program



Alternate 1 – Do-Nothing



Alternate 2 – Reposition Taxiway D



Taxiway D Identified in FAA's Runway Incursion Mitigation Program



Alternate 3 – Reposition Taxiway D-1



Alternate 4 – Close Taxiway D



Taxiway D Identified in FAA's Runway Incursion Mitigation Program



Alternate 5 – Close Taxiway D-1



Taxiway D Recommendation

	Alternative 1 Do Nothing	Alternative 2 Reposition TW D	Alternative 3 Reposition TW D-1	Alternative 4 Close TW D	Alternative 5 Close Taxiway D-1
Improve Safety	No	Yes	Yes	Yes	Yes
FAA Criteria	No	Yes	Yes	Yes	Yes
Operational Impacts	No	Yes	Yes	Yes	Yes
Cost	None	\$2,039,333	\$1,018,057	\$36,400	\$36,400
Environmental Factors	None	None	None	None	None
Impact on Sustainability	None	None	None	None	None

Recommendation

- Relocate Taxiway D1 to address the primary safety concern.



Taxiway E



Alternative 1 - Do-Nothing



Alternative 2 – Realign and Remark Taxiway



Taxiway E



Alternative 3 – Close Taxiway E



Taxiway E Recommendation

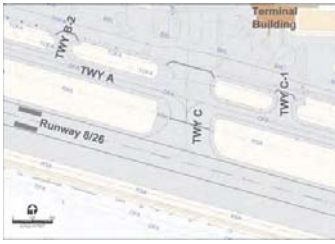
	Alternative 1 Do Nothing	Alternative 2 Realign and Remark Taxiway	Alternative 3 Close Taxiway E
Improve Safety	No	Yes	Yes
FAA Criteria	No	Yes	Yes
Operational Impacts	No	Yes	Yes
Cost	None	\$2,039,333	\$36,400
Environmental Factors	None	None	None
Impact on Sustainability	None	None	None

Recommendation

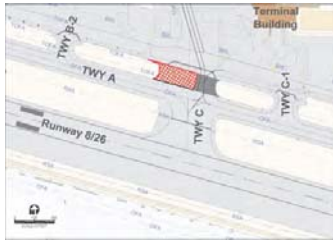
- Realign Taxiway to standard configuration.



Taxiway C



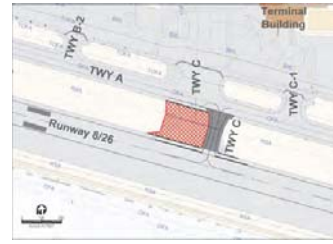
Alternative 1 - Do-Nothing



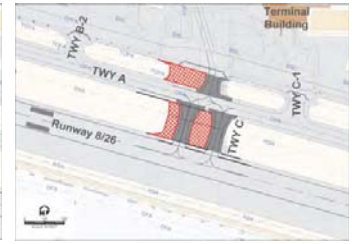
Alternative 2 - Realign Ramp Connection



Taxiway C



Alternative 3 - Realign Runway Connection



Alternative 4 - Mark as Dual Taxiway



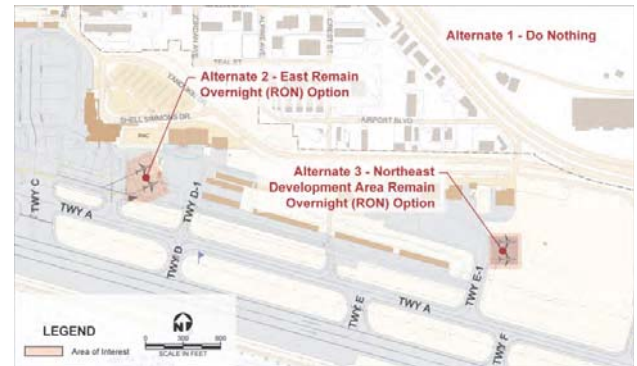
Taxiway C



Alternative 5 - Close Taxiway



Remain Over Night Parking (RON) Positions



RON Recommendation

	Alternative 1 Do Nothing	Alternative 2 Eastern Positions	Alternative 3 RON in NE Development Area
Accommodate Demand	No	Yes but relocates other uses.	Yes
Terminal Adjacency	N/A	250 ft.	4600 ft.
FAR Part 77	Compliant	Compliant	Compliant
Ground Service	Yes	Yes	Yes
Cost	\$0	\$4,630,360	\$4,120,000
Sustainability	None	None	None

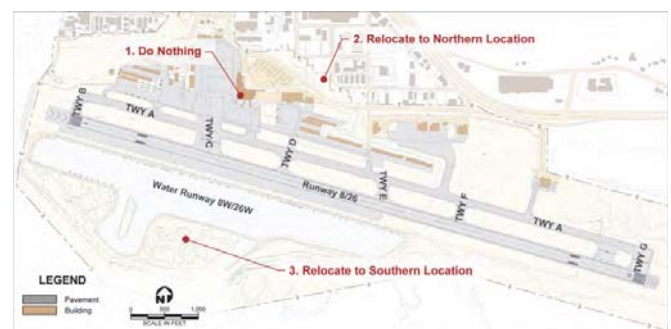
Note: The cost associated with Alternative 2 includes relocation of current buildings and helicopter landing area.

Recommendation

- Provide the RON positions east of the terminal.
- Requires relocation of helicopter operations.



ATCT Locations



ATCT Recommendation

	Alternative 1 Do Nothing	Alternative 2 Northern Relocation	Alternative 3 Southern Relocation
Line of Sight	Yes	Yes	Yes
Aircraft Recognition	Good	Good	Good
Airspace	Yes	Yes	Yes
Utilities	Yes	Yes	No
Access	Yes	Yes	No
Cost	\$0	\$5,834,500	\$8,134,500
Environmental Factors	None	Yes	Numerous
Impacts on Sustainability	None	None	None

Recommendation

- Work with FAA to relocate the ATCT.
- Preserve the airport land on the opposite side of Yandukin Road for this purpose.



Air Cargo Positions



Relocated Helicopter Operations Area



Recommended Terminal Expansion



General Aviation Development – West Area



General Aviation Development – East Area Option 1



General Aviation Development – East Area Option 2



Juneau International Airport | Sustainability Master Plan



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Next Steps

- Finalize the Airport Layout Plan
- Develop Implementation Plan
- Financial Feasibility Analysis

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Questions/Discussion

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