

AIRPORT BOARD
AGENDA
6:00 P.M., TUESDAY, FEBRUARY 9, 2016
ALASKA ROOM

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES: Regular Monthly Meeting of January 12, 2016
- IV. APPROVAL OF AGENDA
- V. PUBLIC COMMENTS
- VI. APPOINTMENT TO FINANCE COMMITTEE
- VII. UNFINISHED BUSINESS
- VIII. NEW BUSINESS
 - A. **Jetbridge 5 Failure.** On Sunday, January 31, 2016, a local power interruption (brown-out followed by an outage) is *presumed* to be the culprit for the jetbridge 5 failure. The jetbridge will not react to the controls. Staff is working with Jetbridge America and local company, RMC Engineering, to run diagnostics. As a starting point, a ‘motherboard’ has been ordered to see if this will bring the system back on-line (at a cost of \$700). This is a component that should be kept on-hand regardless. If this part does not fix the problem, a new PLC (program logic control) may be required. This is a more expensive component (\$6,000 to \$7,000) plus travel and costs for a technician from Jetbridge America to come up to program the unit. There are resistors on the jetbridge which would protect for power surges (and outages that we have had in the past), but may not work for ‘brown-outs’. As staff moves forward to repair the jetbridge, we will be researching ways to provide expedited local repairs, as well as prevent future failures during similar power interruptions. This ultimate long-term solution/reconfiguration could be upwards of \$30,000 to \$40,000. We hope to have more information the week of the Board meeting and will keep the Board updated on the long-term solution. At this time, staff would like approval for the next level of repair, if the ‘motherboard’ does not fix the jetbridge. This would be the PLC unit, Jetbridge America personnel, and RMC diagnostics, at a cost not to exceed \$15,000.

Board Motion: *“Approval for the immediate repair of jetbridge 5, at a cost not-to-exceed \$15,000. Repair costs to be funded from the FY 16 Airport Maintenance & Operations Fund Balance/Reserves.”*

B. Airport Manager's Report:

1. 2015 Preliminary Enplanements. While the total enplanements for 2015 will not be released until fall 2016, the air carrier (Part 121) enplanements showed a 5.5% increase over 2014. This is good news for our Passenger Facility Charge (PFC) collections.
2. Kristi Warden, Deputy Division Manager (and Acting Manager in Byron Huffman's absence) of Alaska Region FAA, Airports Division, came through Juneau on January 27. She spent the day with the State then met with JNU staff to get a familiarization of the Airport, projects and a tour of the airfield. Prior to working for the FAA, Ms. Warden's background was working airport operations. She thoroughly enjoyed her JNU tour and could relate on the airport-level. Ms. Warden was impressed with all of the improvements at JNU and our small staff.
3. Employee (x2) Accident. On January 28, 2016, two of our airfield mechanic/operators were involved in a work-related injury in the shop. While troubleshooting an electrical fault on the Case Skid Steer/loader, the equipment engaged and lunged forward, rolling over one employee and hitting the other employee. Both employees went to the hospital for evaluation. Injuries were minimal. We anticipate one employee back to work on February 8, and hopefully the second employee will return to work in the very near future. An investigation is being conducted by the CBJ Risk Management department. Precautions were taken with securing/chocking the equipment prior to the work.
4. Airport Engineer Report (Attachment #1)
5. Airport Architect Report (Attachment #2)

IX. CORRESPONDENCE

X. COMMITTEE REPORTS

A. Finance Committee: An initial meeting has been set for February 11, 2016, at 9:30 a.m. in the Alaska Room to review the current (FY 16) budget projections and review the proposed FY 17/18 biennial budgets.

B. Operations Committee: Staff is gathering information from other airports to assess and review JNU's current Leasing Policy. A meeting will be set in the near future to review the Leasing Policy, as well as address the location of the air cargo aircraft hardstand parking area.

XI. ASSEMBLY LIAISON: The Airport welcomes Loren Jones as our new Assembly Liaison and looks forward to working with Mr. Jones. The Airport also wishes to thank our former Assembly Liaison, Debbie White, for her work and attendance at our Board and Committee meetings.

XII. PUBLIC COMMENTS

XIII. BOARD MEMBER COMMENTS

XIV. ANNOUNCEMENTS

XV. TIME AND PLACE OF NEXT MEETING:

A. Airport Board, 6:00 p.m., March 8, 2016, Alaska Room

XVI. EXECUTIVE SESSION

XVII. ADJOURN

ATTACHMENT #1



MEMO

TO: Patricia deLaBruere
JNU Airport Manager

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

RE: Engineer's Report

DATE: March 4, 2016

General

My report for this month is formatted the same as previous reports with project specific summaries of project status and activity presented below. Additionally, I have attached a table of project information.

Airport Sustainability Master Plan

A series of meetings previously scheduled in March has been postponed to April to discuss project alternatives. The consultant team will present information to the Airport Board and Technical Advisory Committee tentatively scheduled for April 12 and the Assembly Committee of the Whole on April 25. I will meet with the consultant project manager on March 14 to discuss the project alternatives to be presented in April.

RSA Expansion Phase IIA

Grant and project closeout efforts continue. Airport and grants staff have been working on several grant closeout packages. In February, I met with legal department staff regarding the RWY 08 Threshold issue.

RSA Expansion Phase IIB

The consultant has prepared preliminary layouts for both the NE and NW development areas. Several meetings have been held in conjunction with the SREF design to discuss layouts for the NW Development Area. Last week we were informed that the FBO complex by Aero Services (Atlantic Aviation) will not move forward this year in the NE Development Area. The Guardian Flight medevac facility is still planned for construction.

Runway 8/26 Rehabilitation

In addition to the installation of a roaming maintenance station for the airfield lighting system, the contractor has been asked to return to complete some work. I am still waiting on the consultant team to submit the as-built drawings.

In-pavement light fixture damage is still under investigation. I received a report from Lucas Schneller (Stantec) on the results of his site visit. Further investigation and follow-up will be required.

ATTACHMENT #1

Previously identified deficiencies in the runway safety area grades, as well as grading around FAA equipment, will be the subject of a separate future project. I will work with airport management and FAA ADO staff to develop an action plan. This work should be combined with the Runway 9/27 Conversion efforts currently underway.

Air Cargo Hard Stand

I am waiting on a discussion of the hardstand position with the Airport Board Operations Committee (meeting TBD) to finalize the bid package for this project for construction in the 2016 summer season. No action was taken on this project in February.

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 February.

ADEC Storm Water Multi-Sector General Permit

I performed a facility inspection and collected samples from select locations February 10, 2016, for laboratory analysis. Laboratory results of the sampling were received on February 26, 2016. The results show that there are exceedances of benchmark guidelines at two locations. There were no locations where effluent limits were exceeded.

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

Ken Nichols, Airport Engineer

Project	Status	Schedule	Contractor	Notes
Air Cargo Hardstand				
Design	In Progress	March 2016	Stantec	Design is 95% Awaiting Airport Board Operations Committee
Construction	Future	Spring 2016	tbd	
Runway 8/26 Rehabilitation				
Closeout	In Progress	Spring 2016	Secon	Roaming Laptop schedule tbd Additional punchlist items identified
North RSA Grading				
Survey	Complete	tbd	R&M	Combine with RWY 9/27 Conversion
Runway 9/27 Conversion				
Planning and Coordination	In Progress	2016	staff	
Construction	Future	Spring 2017	tbd	
Runway Safety Area Phase I				
Closeout	In Progress	Construction Complete	AIC	
Runway Safety Area Phase IIA				
Closeout	In Progress	Construction Complete	Secon	
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	April 2016	AECOM	Alternatives presentation in March
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: Patricia deLaBruere
JNU Airport Manager

DATE: February 4, 2016

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Architect's Report of January 2016 Activity

The Aircraft Rescue and Fire Fighting (ARFF) Building Modifications Design Report was completed during January and submitted to the Federal Aviation Administration (FAA) on February 3, 2016. Following FAA concurrence, the design team will proceed with refining the design into bid ready documents. The current construction cost estimate is approximately \$2.34M, which includes the cost for temporary relocation of security fencing and Gate K; the total project cost estimate is approximately \$3M. This is above the earlier project estimate of \$1.98M that was based on the concept of an extension to the ARFF Apparatus Bays rather than the replacement that is now considered the most viable option. Efforts are being made to reduce construction costs through design detailing, and efficiencies in the construction management tasks are being developed. An updated construction cost estimate will be developed when the drawings are 95% complete, which is expected by late May.

The professional services team led by ECI was selected for the Snow Removal Equipment Facilities (SREF) design and construction administration services. The first two contracts (geothermal loop field and SREF phase I) are currently being negotiated. Design and construction documents for the geothermal loop field will be incorporated as a specific component of the larger RSA II-b NE/NW Apron Development project. This is similar to the contract structure that was used for the horizontal loop field at the NE quadrant and will be less costly than a stand alone project. The Pre-Design meeting for the geothermal loop field project is tentatively scheduled (assuming contract execution) for February 11, 2016.

The SREF design will kick off with scoping meetings that are tentatively scheduled for the week of February 15, 2016. The architectural program will be revisited and the design team will get oriented to the new site at the northwest quadrant.

Renovation plans for the first floor toilet rooms (in the "knuckle" area of the building) are nearly complete. We are working with the City & Borough of Juneau (CBJ) Engineering Department's term contracts to hire the construction contractor, and utilize airport staff to perform demolition. This allows the contractor to have clear access to the work areas, and reduces unknown conditions and disruptions to the public. The total cost of the renovation is estimated at \$100,000; the completion date is targeted for May 2016. These restrooms will be the only ones on the first floor when we reconstruct the north end terminal. They are also in dire need of repairs.

Airfield Shop Roof Replacement construction documents are currently out to bid. The bid opening is scheduled for February 12, 2016. Substantial completion is scheduled for June 10, 2016. Construction management services will be done by Airport staff with support from design consultant Tony Yorba.

The Transportation Security Administration (TSA) has been in contact with the Airport to utilize a portion of the old kitchen and service area (near the dining room) for administrative offices. This area would not be part of the north end terminal work. TSA needs to look at funding for remodel of the area to suit their need.

Projects Office staff continues to update the website that includes incorporating the new CBJ format and organizational framework. Staff has also begun development of a new Request for Proposals for the advertising concession. The current contract with Lamar is scheduled to expire on September 30, 2016.