AIRPORT MANAGER'S REPORT

a. Air North Service Update. Air North Airlines COO Ben Ryan has provided an update on the proposed flight schedule between Whitehorse, BC, Canada and Juneau for this coming Spring/Summer. Air North will be flying ATR 42's with a seating capacity of 32-42 twice a week (Monday and Friday) beginning in May and going through October. The time of day for the flights is still being determined based on gate capacity in concert with Alaska Airlines and Delta Air Lines. Alaska Seaplanes will provide the ground handling for Air North flights. The service was originally announced last spring for the 2022 summer season, but postponed due to Air North staffing and Whitehorse airport construction.

b. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #2). **NO CHANGE.** The Airport Fund Balance reflects what is reported to/adopted by the Assembly, and aligns with the CBJ Comprehensive Annual Financial Reports (CAFR). The report also reflects proposed use of CARES Act funds to cover the projected operational budget deficits. The CRAB reflects the approved use of the additional $108K for funding the Float Pond Phase 2 Design work until the grant is awarded after bidding.

c. CARES/CRRSAA/ARG Fund Balance (Attachment #3). The breakdown of CARES Act/CRRSAA funds used and proposed to be used/proposed to-date is detailed below. This is an update based on November Board motions, bids and updates to accruals. Attachment #3 shows the updated spreadsheet of the projects and expenses for the CARES Act funds. The list shows the projects and funding already in use, as well as projects for consideration. At this time, the Airport is looking at $6M still available and looks to the Board for approval on additional projects or use in the budget. The spreadsheet provides further detail for the table (below).

CARES/CRRSAA/ARG Act Use			12/1/2022
30,590,133	Grant awards*		
(727,145)	FY20 Operational Expenses		
(3,427,111)	FY21 Operational Exp incl tenant relief; yearend		
(602,375)	FY21 Airport GO Bond debt service		
(662,625)	FY22 Airport GO Bond debt service		
(203,028)	TWY Regulator Upgrade (appropriated)		
(1,610,000)	Bag Belt Replace - Est; + $50K design (10/21)		
(600,000)	Parking Lot Design (max) - Estimate		
(238,400)	Bagwell Gas Detect $43k desgn+construct 195.4k pend		
(165,000)	SREB Circulation Pump Upgrade *May 22 bids		
(175,000)	Sand/Chem bldg Back-up Boiler TBB July 2022		
(48,715)	Forklift vehicle		
22,130,734	Balance		
	Proposed Use		
(98,347)	Required Concession Relief (not for other use)		
(1,200,000)	FY22 Tenant Rent Relief (est)		
(2,192,800)	FY22 Operational Expenses (est) + 107.9K int hit		
(1,200,000)	FY23 Tenant Rent Relief (est)		
(1,572,100)	FY23 Operational Expenses (est)		
(1,421,500)	FY24 Operational Expenses (est)		
(660,300)	FY23 Airport GO Bond debt service		
(657,000)	FY24 Airport GO Bond debt service		
	April 2022 Board Project Approvals		
(450,000)	Terminal Seating	11/9/22 Board inc by $350	
0	Terminal Lighting		
(350,000)	Terminal Ceiling		
(20,000)	Man Lift		
(35,000)	Fuel Station Access Control & Generator		
(20,000)	TSA Bag Screening Floor		
(32,000)	SREB Wash Bay Protection		
(296,400)	NWDA Electrical Upgrades		
(190,000)	Float Pond Electrical Upgrades		
(572,200)	Gate K Culvert Replace ($49.1K +$523.1K est)		
(120,000)	Old Shop UST remove/replace/cleanup		
(5,000,000)	Parking Lot Construction -TBD *-Est* *(in design)*		
6,043,087	*Proposed/estimated balance*		

d. 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:

- **UPDATE** - *Title 49 (Jordan Creek) Variance Request.* Staff is still looking to work with the CBJ on Title 49 language for limbing after the Planning Commission denied the variance request on November 22, 2022. Staff was told to work with the Community Development Department (CDD) during their rewrite of Title 49 for inclusion of safety or other ways to allow limbing in this area.

- **UPDATE –** *Juneau Douglas North Crossing Project*. Alaska Department of Transportation (ADOT) has started the North Crossing project, for a second crossing over the channel between Juneau and Douglas. The Airport participates in the Technical Advisory Committee due to protection of aircraft approach corridors coming down the channel. Please visit the ADOT website for the project **www.jdnorthcrossing.com** or make comment to the project email **JDNorthCrossing@dowl.com**. Staff will be meeting with DOWL, contracted by the State for this project, on January 6 to ensure the importance of the approach corridors (RW 26) remains protected for further approach lighting and lower minimums.

- ***NO CHANGE –*** *Transportation Security Administration (TSA) passenger screening checkpoint equipment*. This project is on hold due to construction requirements for the larger equipment.

- ***NO CHANGE -*** *Encampments on Airport Property*. Airfield crew continues to clean up the illegal campsites and trash in the greenbelt areas around the creeks. They are performing weekly clean-outs of these sites and belongings. Of safety concern are the number of drug needles they are finding in the greenbelt.

- ***NO CHANGE -*** *United Parcel Service (UPS) Package Bin Theft.* Staff continues to work with UPS on the outgoing drop-boxes that fill/overflow to avoid theft of packages.

- ***NO CHANGE –*** *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights* (MALSR) approach lighting. Senator Sullivan submitted language changes for the FY23 Reauthorization Bill that would allow the transfer, ownership and maintenance of approach lighting systems to the FAA upon completion. The language would add MALSR equipment to the list of allowable lighting equipment, and allow the transfer of this to the FAA even if paid for through Airport Improvement Program (AIP) funding. This is now pending final Senate and House approval.

- ***NO CHANGE*** *– Alaska Department of Natural Resources (DNR) Land Conveyance/ Easement.* During the Airport Runway Safety Area (RSA) Project, the ends of the runway shifted and required additional land (safety area) at each end of the runway. The installation of the Runway 8/26 approach lighting (MALSF (Medium Intensity Approach Light Systems with Sequenced Flashing Lights)/MALS (Medium Approach Light System)) requires easement into State wetlands. Two tracts of land at each end are in the process of finalize conveyance to the Airport. Staff is working with DNR to close out this project. The conveyance process is in final

DNR review. Airport staff and DNR expect that the final review and recording soon. A third tract of land (west end) that is currently used for FAA approach lighting is easement only.

- **NO CHANGE** –*PFAS Testing and Monitoring*. Cox Environmental continues with their quarterly testing of groundwater, survey the test wells to determine flow direction, including two private wells within the test radius.

- **NO CHANGE –** *Egan/Yandukin Intersection Improvements Project*. ADOT has narrowed down design alternatives for the project. Please visit ADOT website for the project at http://dot.alaska.gov/eganyandukin.

- **NO CHANGE –** *FAA Compliance Land Use/Financial Letter (January 2019)*. Staff continues to work on the remaining compliance items. Staff is looking to acquire the Loken/Channel Flying property due to through-the-fence operations.

- **NO CHANGE –** *FAA Disabilities Compliance and Title VI Review*. Staff is working on the self-evaluation programs with the terminal substantially complete.

- **NO CHANGE –** *Passenger Facility Charge (PFC) cap increase* JNU continues to discuss PFC increases with our DC Lobbyist and Congressional Delegation.

- **NO CHANGE –** *Capital Improvement Program (CIP) and Passenger Facility Charge (PFC) 10*. With FFY20 FAA AIP terminal grants covering the entire amount of FAA-eligible terminal construction, PFC (PFC9) collections may be abbreviated with less match required. Staff is monitoring the amount needed for the terminal project to assess when to start PFC10 application process.

- **NO CHANGE –** *Maintenance Programs* (roofs, heat pump equipment, baggage systems, etc.). Staff continues to develop maintenance contracts for specialized systems similar to what we do with airfield lighting and controls.