

AIRPORT MANAGER'S REPORT – August 10, 2023

a. TEMSCO Rent Payments Follow-Up. At the July 13, 2023, Airport Board meeting, the Board approved up to \$295K in either reimbursement through CARES funding, or rental credits if the CARES reimbursement is not approved by the Federal Aviation Administration (FAA). As a follow-up, staff was asked to provide TEMSCO's annual rent amounts, for planning purposes if the reimbursement must be done through rent credits. The following is the current rent (currently abated through CARES) for TEMSCO:

Block HELI, Lot 1,2,3 (Heliport) – \$69,300.00 Annually
Block HELI, Lot 1,2,3 (Frontage Road) – \$15,750.00 Annually
Block P, Lot 17,18 – \$3,696.85 Annually
Block N, Lot 9 (Executive Hangar) – \$2,047.50 Annually

Total – \$90,794.35/Annually

b. Congressional Delegation Visit. Several members of Congress, and their staff will be visiting Juneau on August 8. The visit surrounds U.S. Coast Guard and maritime but will also have a stop-over visit with the Airport Manager prior to departing. A white paper will be provided discussing current projects, JNU notables and broader aviation needs. JNU will also be thanking them for their support and introducing the language in the 2023 Reauthorization Bill to add Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) systems to the list of approach lighting systems to be owned/maintained by the FAA.

c. TSA Mandate for Employee Screening into Secured and Sterile Areas. The aviation workers screening National Amendment (NA) from the TSA is moving forward despite overwhelming opposition from airports and airport advocacy groups from around the country. This NA would require airports to screen aviation workers at all public to sterile/secured area portals randomly using a schedule generated by the Transportation Security Administration (TSA). JNU has reached out to our Congressional contacts to voice our opinion on the financial burden from this NA and the unpractical timeline for implementation. JNU is not opposed to additional security measures, provided there is a reasonable compliance timeline as well as clear direction and adequate funding can be sought.

Staff has been working with the local TSA Regulatory and Assistant Federal Security Director to find a solution that would be cost effective and reasonable for the airport. Discussions are still in progress with the TSA to find a solution that is feasible for JNU before the NA becomes effective on September 25. The requirements for screening will be a multi-phase, with this September 25 phase being the first.

d. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #4). NO CHANGE since last month. The Airport Fund Balance page reflects updates to the FY23/24 budgets and reflects what has been submitted to the Assembly and approved by the Board.

e. CARES/CRRSAA/ARG Fund Balance (Attachment #5). The breakdown of CARES/CRRSAA/ARPA (or ARG) funds used and proposed is updated on Attachment #3. The Airport is looking at just under \$1.5M available in CARES funding.

A Finance Committee meeting will be set up in the next month or so to pursue any further use of CARES grant for operational funding, bond interest payment, or project match (so long as the draw down occurs prior to April 27, 2024).

f. 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:

- **NO CHANGE**– *Alaska Department of Natural Resource (ADNR) Land Conveyance Close-out*. During the Runway Safety Area (RSA) project, the Airport through the Environmental Impact Statement (EIS) public process and mitigation, acquired wetlands parcels from the State for the extension of the RSA on both the RWY 8 and RWY 26 ends, and to accommodate portions of the approach lighting systems. The Airport is still working with ADNR to convey these parcels to the Airport’s property. Once this is completed and recorded, the Airport Layout Plan and ‘Exhibit A’ will need to be updated to reflect the airport boundaries.

- **NO CHANGE** – *Alaska Department of Environmental Conservation (ADEC) Compliance Order by Consent (COBC) Close-out*. On March 9, 2020, ADEC performed a compliance inspection of the Airport’s Storm Water Pollution Prevention Plan (SWPPP). Due to the inspection, a Notice of Violation was issued by ADEC and a COBC was signed March 1, 2021. The compliance order was issued for a two-year period and was adhered to for the duration. The paperwork has been sent in to ADEC for the termination of the COBC. Staff anticipates close-out soon.

- **NO CHANGE**– *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. On June 23, the Airport Manager discussed the concerns of a bridge at either Sunny Point location and the Airport approaches with Federal Aviation Administration (FAA) Airports Division; they were equally concerned. FAA Airports met with Commissioner Binder and team to relay on the aviation concerns. JNU Airport will continue to voice concerns with any bridge option that will impact airport approaches, departures or future development. Please visit the ADOT website for the project www.jdnorthcrossing.com or make comment to the project email JDNorthCrossing@dowl.com.

- **NO CHANGE** – *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) approach lighting*. After introduction by Senator Sullivan, the language that would include the MALSR in the FY23 Reauthorization Bill (that would allow the transfer, ownership and maintenance of approach lighting systems to the FAA upon completion) has gained support from Transportation and Infrastructure Chair, Congressman Graves. 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 approval within the Reauthorization Bill. In June, the Airport received a new five-year Corps of Engineers permit for the work in the wetlands.

- **NO CHANGE** - *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 Development Department (CDD) during their rewrite of Title 49 for inclusion of safety or other ways to allow limbing in this area.
- **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 perform 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** – *PFAS Testing and Monitoring*. Cox Environmental continues with their quarterly testing of groundwater, surveying 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** – *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.