

AIRPORT MANAGER'S REPORT – December 12, 2024

- a. Coastal Helicopter Light Flights Fundraiser. Coastal Helicopters will sponsor the Annual Christmas Light Flights fundraiser on **December 20, 2024, from 4:15 p.m. to 7:30 p.m.** All proceeds benefit the Mendenhall Flying Lions and Cancer Connection. The flights depart from the north wing of the Airport Terminal. The Airport will provide free parking for this event. Coastal Helicopters donates aircraft, pilots, mechanics and logistics. As always, this event is weather permitting. People will be able to book online at Coastal's website at coastalhelicopters.com about a week before the 20th event.
- b. FAA Certification Inspection. JNU's annual Federal Aviation Administration (FAA) certification inspection took place November 19-21, 2024. The inspection went very well with only a couple of minor corrections. Two items were corrected immediately and closed out. Some fueling signage in the tank farm needs to be updated, as well as maps in the certification manual, emergency plan and wildlife hazard management plan will require updates to one taxiway by January 31. Kudos to Airfield, Aircraft Rescue/Fire Fighting (ARFF) and USDA Wildlife Services staff for their part in this certification inspection.
- c. Transportation Security Administration (TSA) Regulatory Inspection. The annual audit with TSA and JNU has revealed some deficiencies that the Airport will be required to change. These range from how names are entered into the federal vetting system to audits of fence line access, keys, etc. Changes to the Airport Security Plan are also needed. Staff is already working on the deficiencies in advance of the Letter of Investigation.
- d. Snow and Ice Control Plan Priorities. Snow events, and rain on top of frozen pavement, always creates operational interruptions on an airport. While snow is a 'removal' event; the more difficult condition is the rain hitting the frozen ground (water over ice). Rapid fluctuations in temperature and precipitation are challenging for airfield crews. On December 2, the runway was closed for a few hours due to 'nil' braking. Crew priority is opening the runway and keeping it operational. The Airport Certification Manual (ACM) in coordination with the FAA, determine the priorities for snow and ice control on an airport. Runway, ARFF access to/from runway, and medevacs will always be Priority 1. This is presented to tenants and users every year in the winter briefing. Additionally, the Airport lost eight veteran operators just before the winter season which meant hiring new operators, but more importantly, the required training and certification to operate on the airfield. The Airport only reiterates this information so tenants and users understand the priorities and requirements for winter operations.
- e. Increase in Encampments on Airport Property. Airfield crew continue to see daily campsites, trash and drug needles in the Jordan Creek greenbelt even with the snow. Juneau Police Department is called to assist (when they can) with the eviction while Airfield cleans out the abandoned items. The Glory Hall experiences this issue as well and calls the Airport for assistance. This is at an 'epidemic' level and has become a daily clean-out. It is a strain on crew resources and costly for the Airport. This is a liability for the Airport/City & Borough of Juneau (CBJ). The number of encampments has escalated with the colder/wetter weather.

f. Airport Staffing. The Airport Board has scheduled a Committee of the Whole meeting for December 13, 2024, at 9 a.m. in the Alaska Room to discuss gaps in staffing needs to handle the increased workload and responsibilities of capital projects, additional federal requirements, new programs (Security Manager and Project staffing) and many other operational demands.

g. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #2). The Capital Revolving Account Balance has been updated to reflect the \$50K for forward-funding the ADA Elevator project. The Airport Fund Balance has not changed and reflects the FY25/26 budgets and what has been submitted to the Assembly. ***The Fund Balance is based on the balanced FY25 budget with increases to the Airport Rates & Fees.***

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

- **NO CHANGE** – *Aviation Worker Screening (AWS) and Litigation Update*. Oral arguments were held on October 17, 2024. It is anticipated that the ruling may take several months. Compliance deadline for airports to have the AWS process in place was September 25. JNU is currently fulfilling the requirements of AWS without further extension of the deadline. AWS must include all random hours including nights and weekends.

- **NO CHANGE** - *Parking Lot Equipment*. Republic Parking has installed the new equipment and software for the paid public parking lots, and it is now live. The Airport website provides travelers/users the details on how to pay/exit the lot at: [Airport – Homepage – City and Borough of Juneau](#) and click on the red banner “Parking – Click Here” tab. The system will accept Tap, Applepay and Googlepay. Cash can also be paid inside the terminal at the Parking kiosk located just inside the main doors. Republic Parking also has in-person customer support in the terminal near bag claim/tourism desk and will have the capability to push a call button for assistance at all gates. Note that short-term and long-term parking lots are independent. There is no overflow between the two lots. The ticket a patron gets (requires pushing button to dispense ticket; no longer activated by vehicle driving up) corresponds to the lot they are entering. The Airport Board and Assembly have their own assigned QR code or validation process.

- **NO CHANGE** – *Juneau Douglas North Crossing Project*. Alaska Department of Transportation (ADOT) continues with the PEL phase of the second channel crossing project between Juneau and Douglas. A Technical Advisory Committee meeting was held October 17, 2024. The project website: <https://www.jdnorthcrossing.com/> has a ‘What’s New!’ section detailing Level 2 Screening GIS Maps, as well as ‘meetings’ summary and field report ‘documents’. DOWL and the State continue to state: ‘*Any alternative that conflicts with the approach surfaces or the ALP will be modified to eliminate conflicts or removed from consideration.*’ 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*. With the FAA Reauthorization Bill passed and the language included in the Bill that will allow airports to use AIP funding to

complete the MALSRS system, Staff will be pursuing design with FAA in the new Federal fiscal year.

- **NO CHANGE** - *Parking Garage*. The Airport has a parking garage added to the Airport CIP, but a project of this magnitude requires a funding source to begin planning. Generally, 10% of project cost is a good estimate for planning and design; \$6-7M is the rough estimate. Parking garages are not FAA eligible, so a local funding source is needed for design and construction. This has been turned over to Project Manager Ke Mell for funding sources.
- **NO CHANGE** – *Alaska Department of Environmental Conservation (ADEC) Site Contamination*. In 2014 during a project that required paving a drive lane just south of the old sand shed and Channel/Loken (Coastal) hangar, contamination of soil and groundwater was found. Cox Environmental was hired to perform a Contamination Characterization Report which was provided to the Board in July. The Airport will continue to work with ADEC and Cox Environmental to close out this site. ADEC’s report is anticipated this fall.
- **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 or reapply for a waiver (currently working on). The Assembly has approved \$150,000 in their FY24 Capital Improvement Project plan for: *the Jordan Creek Greenbelt Improvements, for installation of lighting, improve pathway and improve sightlines for Jordan Creek Greenbelt*. See Project Manager Report for Greenbelt Lighting improvements.
- **NO CHANGE** - *Encampments on Airport Property*. The encampments and trash in the Jordan Creek Greenbelt (and other areas on airport) continue. Staff along with JPD monitor the area throughout the day/night; cleanout of the areas continue. This is an ongoing problem for the Airport.
- **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** – *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 as a through-the-fence operation. See Project Manager Report for Property Acquisition Specialist.

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

- **NO CHANGE** - *Passenger Facility Charge (PFC10) Application Process*. The Airport has started the public process for PFC10 applications. This is before the Board for consideration, then begin the airlines and public process. PFCs can collect for past eligible projects but not for projects further out than two years.

- **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.

ATTACHMENT #2

Available Fund Balance Summary

Airport Fund

Last Update: 4/5/2024

	<u>FY23 Actuals</u>	<u>FY24 Amended</u>	<u>FY24 Proj</u>	<u>FY25 Budget</u>	<u>FY26 Budget</u>
Beginning Available FB	2,770,968	3,785,000	3,785,000	3,785,000	3,785,000
Operational Expenses:	(9,888,277)	(9,711,100)	(10,003,300)	(10,606,700)	(10,755,800)
Debt Service (OUT):	(2,994,200)	(3,091,200)	(3,091,200)	(2,505,100)	(2,583,400)
Transfers to Capital Projects:		(600,000)	(600,000)		
Other Non-Oper Expenses:	(271,923)	(541,400)	(1,266,300)	51,400	51,400
JNU Total Expenses:	(13,154,400)	(13,943,700)	(14,960,800)	(13,060,400)	(13,287,800)
Minus Non-operational Exp & Debt Serv:	3,266,123	4,232,600	4,957,500	2,453,700	2,532,000
Operational Expenses:	(9,888,277)	(9,711,100)	(10,003,300)	(10,606,700)	(10,755,800)
Operational Revenues:	6,629,028	7,510,200	7,872,900	10,606,700	10,610,000
CARES Reimb (operations):	4,369,641	2,200,900	2,130,400	-	-
***Other Financing Sources (Uses):	(96,360)				
JNU Total Revenues:	10,902,309	9,711,100	10,003,300	10,606,700	10,610,000
Increase (decrease) in Fund Bal (FB):	1,014,032	-	-	-	(145,800)
Ending Avail FB, including Reserve:	3,785,000	3,785,000	3,785,000	3,785,000	3,639,200
Less 3 Mo. Operating Reserve	(2,472,100)	(2,427,800)	(2,500,800)	(2,651,700)	(2,689,000)
Ending Available Fund Balance	1,312,900	1,357,200	1,284,200	1,133,300	950,200

*** Other Financing sources (uses) include: capital outlay, adjustments pertinent to modified accrual accounting, such as A/P, A/R, and leave accruals/deferrals; as well as changes in restrictions of fund balance.

ATTACHMENT #2
AIRPORT CAPITAL REVOLVING ACCOUNTS (combined)

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Description
	\$819,788	-	-	-	BUDGET
Apr-19			(\$477,000)	**	NO LONGER REQ. Termnl Recon
Jan-21			(\$50,000)		Property Acquisition Frwd Fund Specialist
Jun-24		\$25,000	(\$25,000)		RSA Shoulder Grading Design
			(\$5,000)		ARFF Truck
			(\$26,427)		Master Plan Update
			(\$50,000)		SIDA ADA Elevator
	\$211,361				AVAILABLE BUDGET on 560010101-3990 to forward fund Projects

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

** Temp forward funded \$477K to be credited once Controller's complete transfer back to acct