

ATTACHMENT #3

JNU PFC10 Project List

10/07/2024

Project #	Project Name	PFC Amount	Project Description	Project Justification	Financial Plan (i)	Project Objective	Estimated Project Implementation Date (mm/yy)	Estimated Project Completion Date (mm/yy)
1	Design & Construct Terminal Area (121/135) Apron Rehab, RON & lighting	\$1,271,430	This project provides local match for two AIP grants (91& 100) in the design and construction of the Terminal Area (121/135) Apron Rehabilitation and construct new remain overnight ramp (RON). This project would rehab aging pavement and correct drainage/ponding.	The thirty year-old Part 121 and 135 aprons, drainage/catch basins were deteriorating and creating FOD, and are well beyond their useful life with Index ratings of 'poor'. Areas of ponding, potholes and asphalt spalling were throughout the ramps. In accordance with the Sustainability Master Plan, the Remain Overnight (RON) lage aircraft parking was needed to accommodate large aircraft that were getting towed to the small aircraft parking ramp due to shortage of parking and demaind with increased operations. AIP grants were awarded for Design and Construction phases--local match was temporarily provided from local sales tax, to be reimbursed from PFC.	Total Project Cost--\$19,862,874; AIP--\$18,621,444; PFC Requested--\$1,241,430	This project improves safety, and preserves capacity. The project follows the Master Plan and Pavement Condition Report, as well as further age-related deterioration of the pavement surface.	09/22	12/26
2	Design & Install Passenger Boarding Bridge - Gate 5	\$132,180	This project provides local match for two AIP grants (92& 98) in the design and installation of the Passenger Boarding Bridge at Gate 5.	In December 2013, Delta Air Lines announced it's return to service to JNU, effective May 2014, using B757 aircraft. The 1984 PBB at Gate 5 only served B737 aircraft and would not accommodate larger aircraft. The PBB was also old and beyond it's useful life. Juneau had to procure a used jetbridge quickly, and found a used one available until a new one could be planned in the CIP. By 2022, the used jetbridge was twenty-two years old and was failing; fatigue, metal rot, leaking in the inclement weather, no heat, and operationally failing, including auto-leveler to aircraft and hydraulic/electronic actuators. Lights inside the PBB were also failing. No system integration was viable for this antiquated PBB. A new system would also supply an integrated GPU. A new PBB would also accomodate a variety of aircraft types. AIP grants were awarded for Design and Installation phases--local match was temporarily provided from local sales tax, to be reimbursed from PFC.	Total Project Cost--\$2,114,888; AIP--\$1,982,708; PFC Requested--\$132,180	This project enhances Safety of passengers while boarding the aircraft. Passengers are not ground loading in the elements or around ground equipment operations.	08/22	07/24
3	Construct NW Apron Ph2, NE Apron Ph 3	\$594,849	This project provides local match to AIP grant (AIP73) for the construction of new aprons in the NE/NW areas that were started as part of the RSA project.	JNU was lacking sufficient number of aircraft tie-downs and large aircraft parking and access to hangar development areas to satisfy existing demand for commercial and general aviation aircraft. This project is a continuation of project elements that were planned but not completed in previous Runway Safety Area Improvement projects. The project elements are consistent with the 2007 EIS Record of Decision. FAA staff concurred with this position on August 13, 2015. AIP grant was issued for this project. The Design phase of this project was on PFC 9, but not construction.	Total Project Cost--\$9,517,587; AIP--\$8,922,738; PFC Requested \$594,849	This project enhances capacity. It provide access to new hangar development areas, and increase in aircraft parking.	09/17	01/23
4	Equipment Acquisiton ARFF Truck (1993) A-2	\$63,000	This project provides local match to AIP grant (AIP 101) for the acquisition of an Aircraft Rescue and Firefighting Truck.	This truck replaces the thirty-one year old A-2 ARFF truck that was taken out of service due to it's inability to meet FAA specification for chemical testing, and continuous breakdown and lack of parts. JNU is currently leasing an ARFF truck to meet FAA requirements for our Index C. JNU received an AIP grant for this truck in FFY24.	Total Project Cost--\$1,070,116; AIP--\$1,007,116; PFC Requested \$63,000	This project enhances safety of the flying public by providing an ARFF response vehicle.	07/24	12/24
5	Master Plan Update	\$60,794	This project provides local match to an AIP grant (AIP 102), for an update to the 2014 Sustainability Master Plan study.	This project will provide an update to the 2014 Master Plan for TAF (forecasts), update planning proposed, airport layout plan (ALP), Exhibit A and obstruction survey. The update will provide a plan for future approach corridors for projected increase in capacity and aircraft growth that was not considered with the 2014 plan. The ALP will also include proprietary approach corridors for the Required Navigation Performance (RNP) procedures that are used by JNU's commercial operators. JNU received an AIP grant for this project in FFY24.	Total Project Cost--\$972,691; AIP--\$911,897;PFC Requested--\$60,794	This project preserves or enhances Safety, and preserves Capacity by addressing the approach corridors, and obstruction survey; in a study in accordance with AC 150/5070-6B.	09/24	12/24
6	Float Pond Improvements and Access Road	\$203,898	This project provides local match to two AIP grants (AIP 72/93), to replace the outlet structure for flood control, and raise the south road to prevent embankment erosion.	This project replaces a failing valve with an electric valve outlet to control water levels in the float pond to maintain a specific depth for the docks/and float plane operations. Additionally, wave attenuation on the pond is undermining the access road embankment. Raising the road and adjusting the embankment will preserve the road while also allowing continuous access to the south side of the pond for wildlife mitigation and emergency access to perimeter gates during and aircraft emergency. JNU broke this project up into two phases and received two AIP grants for this project. This project was previously approved for PFC 9, but project/collections were deleted from that PFC application.	Total Project Cost--\$3,262,373;AIP--\$3,058,475; PFC Requested--\$203,898	This project enhances safety, by properly managing float pond levels, protecting the float pond access road and providing access on the south side of the float pond for wildlife mitigation and emergency vehicle access.	09/17	05/24
7	Design & Construct RW 26 MALSR Continuation	\$475,000	This project would provide local match to AIP for the design and construction of thw RW 26 MALSR approach lighting continuation out to 2400 ft.	This project would complete the Medium Intensity Approach Lighting System (MALSR) for Runway 26 approach; increasing accessibility, reliability and safety into JNU. Missed approaches were common into JNU due to weather and terrain, until the development of Required Navigation Performance (RNP) which utilizes the MALSR approach lighting. The project initially began in 2010 with a Congressional Site Survey and the first 800 ft of MALS was commissioned in 2013 which demonstrated improved access and safety. The additional 1600 ft. of approach lights would further reduce minimums (visability and ceiling); improving accessibility and safety. In the FY24 FAA Reauthorization Bill, Congress approved the language to add MALSR to the list of NAVAIDs that Airport's could fund and transition to the FAA for ownership and maintenance.	Total Project Cost--\$7,600,000; AIP--\$7,125,000; PFC Requested--\$475,000	This project enhances safety by providing an additional 1600 ft of approach lighting for RW26; allowing for better visual to RW and lower minimums. Less missed approaches also provides efficiencies/cost-savings.	07/25	12/30
8	Runway Edge Light Replacement	\$125,000	This project would provide local match to AIP grant for the change out of the runway edge lighting to LED. The current incandescent light fixtures will be obsolete.	This project would replace the current incandescent runway edge lights with LED fixtures. The incandescent fixtures are slated to no longer be manufactured and the current edge lights will be at the end of their useful life. The LED fixtures will also last longer than the incandescent lights and maintain their lumens.	Total Project Cost--\$2,000,000; AIP--\$1,875,000; PFC Requested--\$125,000	This project enhances safety for runway edge lighting with higher intesity, longer life and will replace incandescent fixtures that will no longer be manufactured. The LED lights are also slated for replacement.	09/25	12/27
9	Snow Removal Equipment	\$312,500	This project provides local match to anticipated AIP grants to acquire snow removal equipment.	Routine scheduled replacement of SRE, and new SRE acquisitions per advisory circular allowances.	Total Project Cost--\$5,000,000; AIP Anticipated-- \$4,687,500; PFC Requested--\$312,500	This project preserves safety by ensuring appropriate equipment is available for the Airport to adhere to the snow and ice priority plan during winter operations.	07/26	12/29
10	Design & Construct E1 Ramp Rehabilitation	\$390,625	This project provides local match to anticipated AIP grants to design and reconstruct pavement of E1 ramp and E1 access to twy.	This project would rehabilitate the west E1 Ramp and access to taxiway for transient aircraft parking and emergency access. This access to taxiway is a priority access point for ARFF trucks to runway in an emergency, medevac aircraft access to TWY/RWY and access to Northeast Development Ramp aircraft parking and E1 ramp. The E1 ramp and access is 19 years old and is showing signs of deterioration, potholes and spalling. PCI in 2021 were 60 and 65.	Total Project Cost--\$6,250,000; AIP Anticipated-- \$5,859,375; PFC Requested--\$390,625	This project improves safety, and preserves capacity. The project follows the Master Plan and Pavement Condition Report, as well as further age-related deterioration of the pavement surface. This area is the ermergency/priority access for ARFF trucks to rwy and medevac aircraft.	07/26	12/30

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11	ADA Elevator for Departure Lounge Gate6/RON Boarding	\$156,250	This project provides local match to anticipated AIP grants to design and construct/install Elevator in the Departure Lounge (post-security) for access to ground boarding at Gate 6/RON	There is currently no passenger boarding bridge that goes to Gate 6/RON. Wheelchair-bound passengers and those with difficulty navigating the stairs at Gate 6 currently require being escorted out of the departure lounge (after screening) and taken through the busy baggage makeup area and out to the tarmac. Anytime a passenger boarding bridge is inoperable/down for maintenance at any gate, this elevator would be used to take screened passenger down to the tarmac directly and loaded using airline DPL, or ADA ramp.	Total Project Cost--\$2,500,000; AIP--\$2,343,750; PFC Requested \$156,250	This project enhances safety by providing safe passage for passengers ground boarding through Gate 6/RON without having to leave departure lounge and transit through busy baggage make-up area	07/26	12/29
12	Equipment Acquisiton ARFF Truck (2003) A-3	\$125,000	This project provides local match to AIP grant for the acquisition of an Aircraft Rescue and Firefighting Truck.	This truck replaces the twenty-one year old A-3 ARFF truck that is reached it's useful life and is required as back-up to meet our Index C.	Total Project Cost--\$1,700,000; AIP--\$1,593,750; PFC Requested \$125,000	This project enhances safety of the flying public by providing an ARFF response vehicle.	07/27	12/28
13	Land Acquisition	\$3,000,000	This project would acquire private land that is surrounded by airport property and direct access to airfield.	This property is surrounded by airport-owned land, and along the perimeter fence giving direct access to the airfield; a 'through-the-fence' property. In 2019, FAA HQ compliance audit found that the airport needed to acquire this property due to the access going to, and through, the airfield.	Total Project Cost--\$3,000,000; PFC Requested \$3,000,000	This project would bring the airport back into compliance for through-the-fence use, and ensure compatibility land use around the airport.	01/25	12/27
14	Wetlands Emergency Access Vehicle (ARFF)	\$18,750	This project provide match to an anticipated AIP grant for the acquisition of a wetlands emergency response vehicle.	JNU has intertidal wetlands on the south and east sides of the airport/airfield making emergency access and rescue difficult with any traditional emergency response apparatus. This vehicle would be able to go in wetlands at any tide to respond to aircraft rescue in these areas.	Total Project Cost--\$300,000; AIP--\$281,250; PFC Requested \$18,750	This project enhances safety by responding to emergencies in the wetland areas off the runways (land and water).	03/25	12/25
15	Camera/Surveillance Equipment	\$50,000	This project upgrades the security surveillance infrastructure on the airport. System includes cameras, DVRs, software, cabling, and transmission components.	Camera surveillance in and around the airport, and on airfield perimeter access gates, is a principal security function. Component replacements and upgrades are often necessary, and ensure the level of safety and security is maintained and improved.	Total Project Cost--\$50,000; PFC Requested--\$50,000	This project preserves or enhances safety and security, by the use of improved system components.	01/18	12/26
16	Cell Phone Parking/waiting lot	\$23,900	This project reimburses Airport for the construction of the cell phone parking/waiting lot.	Vehicle curbside congestion is an ongoing problem in front of the terminal, and can often completely block the terminal access road; drivers often try to wait at the curb for extended periods. The cell phone waiting lot eases the congestion, improves public circulation thereby improving safety and security.	Total Project Cost--\$23,900; PFC Requested--\$23,900	This project enhances safety and security, by reducing the number of stationary vehicles curbside in front of the terminal.	10/14	10/14
Total Revenue PFC Application#10:		\$7,003,176						
PFC Level:		\$4.50						
Charge Effective Date:		XXXXXX						
Estimated Charge Expiration Date:		XXXXXXXX						