

## AIRPORT MANAGER'S REPORT – March 14, 2024

- a. FAA Meeting. Staff met with Federal Aviation Administration (FAA) Airports Division Planners, Project Managers and Aviation Technical Systems Specialist – National Airspace System (NAS) Planning Team members on March 7 to discuss projects and assistance with airspace concerns. Staff discussed the continuation of the Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) system, the North Douglas Second Crossing, current projects impacting Navigational Aids (NAVAIDS) and air space, and new Air Traffic Control Tower siting and requirements. The planners also provided some valuable information on pavement maintenance plans and federal funding eligibility of some maintenance items (runway repairs, painting, etc.).
- b. Assembly Committee of the Whole (COW) Meeting. The joint Assembly COW meeting and the Airport Board COW was held on March 6. Board members Dan Spencer, Jodi Garza and Chris Peloso presented Airport updates and concerns to the Assembly. Topics discussed were Capital Improvement Program projects, Aircraft Rescue Fire Fighting (ARFF) truck update, CARES use summary, Deputy Airport Manager recruitment issues and the North Douglas Second Crossing. It was well attended, including media coverage.
- c. Snow Removal Kudos. At the March 6 COW meeting, Laurie Craig participated under public participation and gave kudos to the Airport crew for keeping the airport runway open and operational during the January/February record-breaking snowstorms. Ms. Craig also stated that the crew plowed/maintained the Emergency Vehicle Access Road (EVAR/Dike Trail) which was also appreciated by many users in the community. She wanted to make sure that the crews were recognized for their work.
- d. Deputy Airport Manager Recruitment. The Airport is still recruiting for the Deputy Airport Manager position. A contract is now in place to use a Recruiter to assist in hiring for this position.
- e. Aircraft Rescue Fire Fighting (ARFF) Truck Update. The leased truck from Palmer should arrive on either the March 12 or March 19 barge. Foam has been ordered. The E-test (foam test equipment) will be coordinated with the E-one Representative for installation. It should be in service shortly thereafter. The Airport has quotes through a cooperative purchasing source and a grant application for funding has been sent to FAA. Once ordered, it is anticipated that this will still take 12-18 months before a new ARFF truck arrives in Juneau.
- f. Canagold Mining Operations. Canagold has determined that flying product out of the Canadian mine through Juneau will be the most efficient business plan. Canagold is still working on the environmental requirements but anticipates a start up in about three years or so. This would bring an average of 9-10 ATR-72 flights per day, year-round.
- g. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #9). **NO CHANGE** 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. ***However, an update of the Fund Balance based on FY25/26 Budgets is presented in Attachments #7 and #8.***

h. CARES/CRRSAA/ARG Fund Balance (Attachment #10). **NO CHANGE** since the January update. This will be updated as actuals come in.

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

- **UPDATE** – *Juneau Douglas North Crossing Project*. Alaska Department of Transportation (ADOT) continues with the second channel crossing project between Juneau and Douglas. Another Technical Advisory Committee and Public Outreach meeting was held on March 7, 2024, to update where ADOT and DOWL were in the process and next steps. Questions came up about aircraft safety and protection of aircraft approach corridors coming down the channel. DOWL reiterated the statement made to the Board (January 2024 meeting) and to the FAA Airports Division about their commitment to the Airport: *'Any alternative that conflicts with the approach surfaces or the ALP will be modified to eliminate conflicts or removed from consideration.'* 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](http://www.jdnorthcrossing.com) or make comment to the project email [JDNorthCrossing@dowl.com](mailto:JDNorthCrossing@dowl.com).

- **NO CHANGE** – *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. This contamination record was never mitigated, nor further testing done, and remained an open contamination case for both the Airport and Loken/Channel Flying. The Airport will continue to work with the Alaska Department of Environmental Conservation (ADEC) to close out this site, which may take some time.

- **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. 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*.

- **NO CHANGE** – *Transportation Security Administration (TSA) Mandate for Employee Screening Going into Secured and Sterile Areas*. Staff completed the first trial of the aviation workers screening (AWS) plan. This trial is part of the AWS implementation plan for the first quarter of the informed compliance period, which started September 25, 2023. Trial runs will continue once a week during the second quarter (Jan. – Mar.). This plan is presuming that the lawsuit filed in the D.C. Circuit Court of Appeals would be unsuccessful. JNU and approximately ten other airports filed a Joint Petition for Judicial Review of TSA's worker screening amendment.

- **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** – *Mendenhall River Flooding Damage to Airport*. On August 25, 2023, CBJ Engineering and Airport Airfield Maintenance staff assessed the downstream end of the existing riprap that was damaged in the recent flood event. Approximately 110 linear feet of riverbank has lost riprap, exposing the original geotextile that was beneath the rock. The loss of riprap has left the top of bank undermined in places. Estimated repair costs for the damage (i.e., replacing riprap) is \$110,000 (based on 110 LF @ \$1K/LF). Staff is working with emergency services (CBJ/State) to document the repairs needed. See Project Manager Greene report.

- **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 FY24 Reauthorization Bill (that would allow the transfer, ownership and maintenance of approach lighting systems to the FAA upon completion) has support from the House. 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. A new five-year Corps of Engineers wetlands permit has been issued.

- **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. Ongoing.

- **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. See Greene Report.

- **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.