

## AIRPORT MANAGER'S REPORT – April 11, 2024

a. Aircraft Rescue Fire Fighting (ARFF) Foam Replacement. Capital City Fire/Rescue (CCFR) plans to change over from Class B (PFAS) foam to the new Fluorine Free Foam (F3). The temporary leased ARFF truck (A-2) should be in-service by the end of April. It will have the Bioex F3 and the E-one test unit installed. The Airport was informed that this leased truck had the old (aqueous film-forming foam (AFFF)) foam system rinsed out at the Anchorage Elmendorf base before it was shipped to Juneau.

A-1 and A-2 Primary ARFF Trucks: In fiscal year 2025, one of the primary ARFF trucks will be rinsed and converted to F3. It will be cleaned out based on the Part 139 CertAlert 24-04 dated 03/18/2024. In fiscal year 2026, the other primary ARFF truck will be rinsed out and converted to the F3. By FY2026 we will be fully converted to Bioex F3 and will also have backup foam for each primary apparatus. The plan is to split the primary ARFF truck conversions due to budget constraints. Approximately 400 gallons of foam is required for each rig: 200 gallons for the truck and 200 gallons for backup, at a cost of \$24K (to fill and backup supply) for each truck, which will be in the annual budget for the next couple years.

When the Airport receives the new ARFF truck (in grant process right now), it will only have the Bioex F3; no need to rinse it since it will be a new truck never exposed to the old foam. The back-up F3 foam for the temporary leased A-2 truck will remain in Juneau for the Airport to use with the new ARFF truck.

The Airport should be completely transitioned to the F3 by Fall 2025. All of the Class B foam with PFAS will be disposed of properly by that time.

b. Personnel.

1. Deputy Airport Manager Recruitment. The Airport is pleased to announce the hiring of Paul Khera as the new Deputy Airport Manager. Paul received his degree in Air Transportation Management Technology and his Masters in Aeronautical Science and Aviation Safety. Paul has been with the State of Alaska, Department of Transportation for 20 years in various capacities including Aviation Planner and Regional Airport Safety and Security Officer. He also worked in the private sector with Ravn and Northern Air Cargo in Dispatch and Ground Training. Paul's official first day will be May 20. The Airport welcomes Paul to the Airport team.
2. Building Maintenance Mechanic II. The Airport is also pleased to announce the hiring of Jake Eames as the new Maintenance Mechanic II. Jake started at the Airport on March 25 and hit the ground running repairing heat pumps and prepping for the Terminal Air Balancing. Jake spent the last four years as a contractor for the Federal Building, and almost six years with Northern Refrigeration.

c. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #2). The Airport Fund Balance page reflects updates to the proposed FY25/26 budgets and reflects what has been submitted to the Assembly and approved by the Board. ***The Fund Balance is based on the balanced FY25 budget with increases to Airport Rates & Fees.***

d. CARES/CRRSAA/ARG Fund Balance (Attachment #3). **NO CHANGE** since the January update. This will be updated as actuals come in.

e. 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. ADOT has released the GIS information used in the draft level 2 screening evaluation. A link to the mapper will also be made publicly available on the website:

<https://www.jdnorthcrossing.com/>. 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](http://www.jdnorthcrossing.com) or make comment to the project email [JDNorthCrossing@dowl.com](mailto:JDNorthCrossing@dowl.com).

- **UPDATE** – *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. This contamination record was never mitigated, nor further testing done, and remained an open contamination case for both the Airport and Loken/Channel Flying. See agenda item G.4. The Airport will continue to work with ADEC and Cox Environmental 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.). JNU and approximately ten other airports filed a Joint Petition for Judicial Review of TSA’s worker screening amendment. See agenda.

- **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.