

AIRPORT BOARD SPECIAL MEETING

AGENDA

2:30 PM., WEDNESDAY, MARCH 17, 2021

ZOOM WEBINAR:

<https://juneau.zoom.us/j/93445475109?pwd=NnRWeUdDaElZZDJuZlVWOUprUDdIQT09>

Or Telephone: 253 215 8782 Meeting ID: 934 4547 5109, Passcode: 792905

TO TESTIFY: CONTACT PAM CHAPIN, 586-0962

BY 10:00 A.M. ON MARCH 17, 2021

- I. CALL TO ORDER
- II. ROLL CALL
- III. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- IV. NEW BUSINESS

A. **Airfield Lighting Regulator Circuitry (Taxiway (TWY) Project Ineligible Cost).** At the March 11, 2021, Airport Board meeting, the Board approved the use of CARES Act funds for the Federal Aviation Administration (FAA) Airport Improvement Project (AIP) ineligible ACE3 control system upgrades to the nine regulators currently in use. The regulators were originally procured through a previous FAA AIP project approximately 8-9 years ago, so essentially, the FAA already paid for these regulators and they are still ‘new’.

In the late winter and spring of 2020, JNU experienced a series of lighting regulator failures that were ultimately found to be caused by under-loading. From the day they were first installed, the eight 30 KW regulators had equally carried the entire airfield lighting load. This initial loading was intentionally light because the design engineers wanted system expandability. Instead of the lighting load increasing over the years, it was reduced. The introduction of LED airfield lighting dropped the regulator loading even further, and created the under-loading condition which caused the capacitor banks within the regulators to begin to fail. As part of the Taxiway A-D1-E project, a re-circuiting plan was developed that would spread a higher, equally divided lighting load on the existing 30 KW regulators. This regulator re-circuiting plan also introduced the need for the introduction of one small 7.5 KW regulator to carry the remaining lighting load. In July 2020, JNU notified the FAA of the intent to introduce these regulator circuiting revisions into the TWY A-D1-E project in order to prevent any further regulator failures. When asked about AIP eligibility, the FAA stated that these circuiting revisions would be eligible for AIP funding.

This week, the Airport was updating the change order wanted to confirm that reconfiguration of the regulator circuitry was FAA eligible, however, the FAA stated that this too would be considered ‘maintenance’ and up to the Airport to pay for. The FAA was referring to the CARES Act AIP grant; not the taxiway grant for eligibility. This circuitry work was also considered maintenance and eligible for CARES Act grant funds. This work would be done in coordination with the ACE3 work.

The reconfiguration of the regulator circuitry was quoted at a cost of \$84, 214. The funding for this would need to come out of the Airport’s operating budget using CARES Act funds per FAA. This circuitry cost plus the ACE3 upgrade will show as a total of \$203,028 of CARES Act appropriation.

Board Motion: *“Approve the use of FY21 Operations Budget/CARES Act funds in the amount of \$84,214 for the airfield lighting system regulators circuitry changes for the Taxiway Project.”*

- V. ADJOURN