



MEMORANDUM

TO: Patricia deLaBruere,
JNU Airport Manager

DATE: October 3, 2013

FROM: Ken Nichols,
JNU Airport Engineer

FILE:

RE: Engineer's Report

General

In the past month, three major capital projects and one planning project are on-going. Project specific summaries are presented below for each project.

This month I will complete the on-line arctic engineering course from the University of Alaska Anchorage required for engineering licensure in Alaska.

Master Plan Update

We received a grant from the FAA to develop a "Sustainability Master Plan" in September. Appropriations for the FAA grant and State match portions of the overall funding were made at the September 23, 2013, Assembly meeting.

An RFP will be advertised in October and consultant selection will take place in November. I expect that the planning consultant will be under contract in January 2014. Shortly thereafter, a Planning Advisory Committee will be established. Please recommend proposed members for the committee from the Board and from the community.

RSA Expansion Phase IIA

The runway was re-opened to its designed physical length of 8,857 feet on September 30, 2013. Declared distances are in effect to provide for fully compliant Runway Safety Areas. Declared distances essentially require larger aircraft to use 8457 feet as the runway length in performance calculations to account for the FAA overrun margin of safety requirements.

Construction of the 8 MALSF Threshold Bar was completed to the FAA design requirements, which were different than the construction plans. Negotiations with the contractor for additional costs are on-going.

The approach lighting system is still significantly behind schedule due to contract delays with the FAA's work. The entire approach lighting system will not be completely commissioned for service until near the end of October.

Anticipated work in October includes:

- Completion of the runway guard light circuit.
- Completion of the punchlist items, cleanup, and demobilization of the airport's contractor.
- Continuing work on the 8 MALSF and LDIN approach lighting systems by FAA and their contractor.

ATTACHMENT #1



East End Runway Safety Area



West End Runway Safety Area, Taxiway B Reconfiguration, and Northwest Development Area

ATTACHMENT #1

Tree Removal

Related to the RSA Phase IIA project, we are pursuing tree removal on the islands east of the runway, which will allow Alaska Airlines to implement a new RNP approach with minimum visibility of ½ mile. We have now received a permit from the ADFG to do the work. The permit added conditions to the work which will require some work to be done on the trees. Specifically the tree trunks must be placed above high tide with the limbs removed and the limbs must be either burned or chipped on-site. Staff will select a contractor to perform the work through the CBJ procurement system.

Runway 8/26 Rehabilitation

The grant for the design phase of this project was received in September. Appropriations for the FAA grant and State match portions of the overall funding were made at the September 23, 2013, Assembly meeting.

In the past month, I met with several tenants individually and in groups to discuss the project and its impacts to operations next year. An Airport Board Operations Committee meeting was also held on September 24, 2013, where committee members and tenants discussed the project impacts to operations. One of the main topics of discussion was potential reconfiguration of the connector taxiway system. Several comments were made against the reconfiguration in general and specifically in regards to implementation at the same time as the runway rehabilitation project. As a follow on, a tenant user group meeting arranged by the tenants will be held on Tuesday, October 8, 2013, at 10:00 a.m. to continue to discuss the project.

Airport and consultant staff met with Mike Edelman, Patrick Zettler, and Bruce Greenwood from the FAA Anchorage Airports District Office to discuss the project on September 25, 2013. One of the main conclusions of this meeting was to proceed with a focus on the runway project for now. The connector taxiway reconfiguration is postponed until a future project. No dates were set for the future project.

Yandukin/Shell Simmons Pavement Rehabilitation

Final punchlist items remain to be completed on this project. Final punchlist work includes:

- Completion of the pedestrian ramps at the employee parking lot.
- Addition of a truncated dome warning device at the ramp for the crosswalk that runs from the north wing of the terminal to the short-term parking lot.