

ATTACHMENT #1



MEMORANDUM

TO: Patricia deLaBruere,
JNU Airport Manager

DATE: November 6, 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.

I completed the on-line arctic engineering course from the University of Alaska Anchorage required for engineering licensure in Alaska. My course score was 94%. My application will be submitted for review at the January board meeting. I expect to become licensed after that meeting.

Master Plan Update

An RFP for consultant selection is still under development. I expect that the selection process will take place over the next few months and a planning consultant will be under contract in early 2014. The master plan process will take approximately two years from kickoff to final acceptance by FAA and CBJ.

Runway Safety Area (RSA) Expansion Phase IIA

The project is in the final completion stages. Remaining work under contract with Secon includes the installation of the Runway Guard Light System (sometimes called Wig Wags) and miscellaneous punch list items. All items should be completed in the next two weeks.

Negotiations with the contractor for additional costs for the RWY 8 MALSF threshold lights resulted in a number which has to be approved by FAA. A final cost accounting will be submitted next week to FAA including this change for their review.

The approach lighting system installation by FAA's contractor is now farther behind schedule. The entire approach lighting system will not be commissioned for service until near the end of December, assuming a flight-check can be completed in mid-December. Final clean-up work will be completed in the spring.

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. Six tree groups, which have been identified as obstructions will be felled this month to allow approval of the RNP approach to proceed. Additional trees may be removed at a later time.

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Runway 8/26 Rehabilitation

Later today, we will receive the 60% design documents for review from USKH. After an initial review of the documents, I will set up additional meetings with tenants and users as well as a meeting of the Airport Board Operations Committee to review the design.

Staff has been working with the Finance Department regarding funding options to cash flow the construction if the timing of grants does not meet the desired construction schedule.

Yandukin/Shell Simmons Pavement Rehabilitation

Final items that remain to be completed on this project and are not part of DOT's contract with Secon include:

- Completion of the Pedestrian Ramps at the employee parking lot, and
- Addition of truncated dome warning device at the ramp at the crosswalk from the north wing of the terminal to the short-term parking lot.