

ATTACHMENT #5



TO: Patricia deLaBruere,
JNU Airport Manager

DATE: March 5, 2014

FROM: Ken Nichols, P.E.
JNU Airport Engineer

RE: Engineer's Report

General

In the past month, I oversaw three capital projects and one planning project. Project specific summaries are presented below for each project. In addition, I have provided information and coordination to Delta Air Lines for their service, which begins in May 2014. I have also provided information and coordination for two current tenants wishing to build new hangars.

Airport Sustainability Master Plan

The Request for Proposals for consultant selection has been advertised locally and nationally. There has been much interest from several consultants. A non-mandatory pre-proposal meeting will be held next Wednesday at 3:00 p.m. Proposals are due on March 26, 2014. A selection committee will be determined prior to the proposal due date. I expect the selection committee will have reviewed the submittals prior to the April 9, 2014, board meeting.

RSA Expansion Phase IIA

As-built drawings have been received from PND. The contractor still has some remaining punchlist items including submittal of spare parts and warranties. The work contracted through Secon is expected to be complete in the next month. FAA and their contractors will return in mid-April to continue their remaining work, which will continue through May.

Three firms responded to my request to provide permit close-out services for the numerous permits associated with this project. Carson Dorn was selected to continue providing permit services. I anticipate these services will continue for at least two years until the final habitat monitoring is completed as specified in our permits.

Runway 8/26 Rehabilitation

A final package of plans, specifications, and estimates (PS&E) is nearing completion. The documents received from the consultant after the last board meeting needed minor adjustments prior to bidding.

A meeting will be held today to determine the need for a Project Labor Agreement (PLA) for the project. If a determination is made that a PLA is required by CBJ, labor agreements may be incorporated into the project specifications. FAA does not require, nor do they encourage PLA use on FAA funded projects. PLA use is allowed if the sponsor desires to do so.

Air Cargo Hard Stand

The pavement condition at the parking position for the Alaska Airlines Cargo plane is in very poor condition due to stresses from heavy loads. I have received specifications from Alaska Airlines on the dimensions for a concrete hardstand to be used by their 737 Cargo fleet. This project will be funded by Passenger Facility Charge #7 funds.