



## ATTACHMENT #7

TO: Patricia deLaBruere  
JNU Airport Manager

DATE: April 3, 2014

FROM: Catherine Fritz, AIA  
JNU Airport Architect

### **Terminal Renovation.**

The Departure Lounge café opened in March, and construction of the decorative wall to separate the Gate 5 boarding area from the café was completed. The metal fish sculpture was reconfigured from its previous location in the non-secure dining area. The new area is being actively used and the services are much appreciated by travelers.

Gate 5 is being developed as a JNU owned and operated gate. The 1970-era jet bridge will be renovated to allow both 757 and 737 jets to access the terminal. The walkway (non-moving) portion that connects to the building will be washed and painted; the interior will be cleaned and new lighting is being considered. Two options are being considered for the moveable section of the existing jet bridge: a refurbished nose loader that would replace the most deteriorated portion of the existing equipment, and a refurbished moveable ramp bridge that would replace the longer middle and end sections. Inside the building, a custom gate podium is being designed and constructed to serve both Delta and Alaska gate needs.

Public design review meetings for Phase II of the terminal renovation were held in February. The two concepts are ready for Airport Board review and are elaborated upon under a separate agenda item in the April 9, 2014 meeting packet.

A layout design for Bag Screening with the new CT80 machine has been presented by TSA. The scanner and associated loose components such as hand-inspection tables and equipment will be set up inside the existing Bag Screening room. This configuration will be most efficient for TSA staffing and will keep the Lobby area clear for passenger circulation. The air carriers may provide staffing assistance to input baggage into the scanner; procedures are currently being developed to ensure efficient and safe operations. TSA will begin the CT80 installation on May 13, 2014; they expect it to be operational by May 22, 2014.

JNU Project staff has continued to sift through surplus equipment and furnishings obtained from the former ESS concession operation. Many good items have been retained by the Airport for use. These include desks, file cabinets, office supplies, storage shelves, stackable chairs, kitchen equipment such as stainless steel tables, and a limited amount of catering equipment. When the current short term food and beverage concession ends, there will be additional kitchen equipment to surplus.

We are working closely with the proposed new concessionaire to develop a design concept to remodel the existing Bar/Lounge space beginning in May. The proposal is a reduced overall food and beverage concession space that will provide fresh 'grab and go' foods and limited hot foods. Both the secure and non-secure locations would have similar offerings, including full service bars. The Airport expects significantly less operational costs under this concessions proposal.

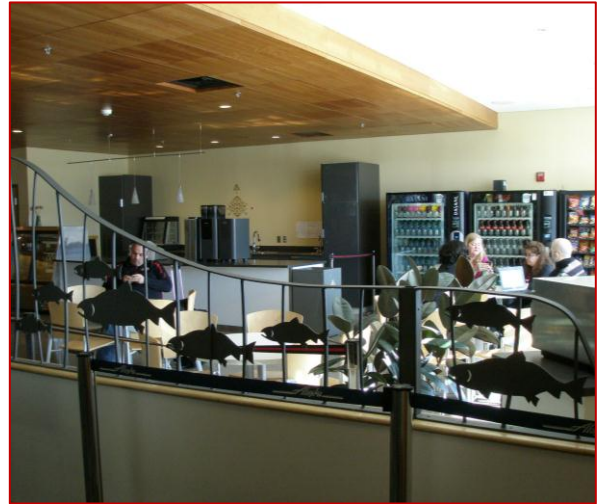
Development of an alternative procurement process for airport concessions is underway. Staff is working closely with CBJ Law and Purchasing departments. The concept is to maintain a public competitive solicitation process per CBJ code, but to do so in a way that allows business opportunities to be presented and developed in a flexible and creative manner. A final draft document is currently in process and expected to be ready for Airport Board review in May.

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Delta Air Lines is developing design and construction documents for the interior build-out of spaces on the first floor. We are awaiting the construction schedule, but expect work to begin in early May. The design is being prepared by Jensen YorbaLott Architects (JYL), with mechanical engineering services from Doug Murray and electrical engineering from Ben Haight. This is the same design team that has developed our terminal renovation, so we expect the documents to be well coordinated with existing conditions and to reflect the Airport's needs. The construction contractor will also work closely with JYL Architects and is aware of Airport requirements for safety, security, and minimizing impacts to existing operations during construction.

### **Snow Removal Equipment Facility.**

FAA has requested additional information regarding the expenditures of AIP grant 51 that covers the SREF Infrastructure project. It is not unusual for FAA to periodically identify AIPs for audit; this request appears to be related to such. The CBJ General Ledger reporting system is not set up to automatically provide the detailed information requested by FAA, but our expense records can retrieve the requested information. We are working closely with CBJ grant accountant and expect to forward the information to FAA soon.



Departure Lounge Café is open for morning service.