

ATTACHMENT #2



MEMO

TO: Patricia deLaBruere
JNU Airport Manager

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

RE: Engineer's Report

DATE: December 28, 2015

General

I continue to work remotely part-time with travel to Juneau during Board meeting week. I will continue to do so through February 2016. I am available by telephone and e-mail through call forwarding and e-mail service on my smart phone. Please let me know if there is any feedback regarding my remote working arrangement so that I can adjust my schedule for number of hours worked and/or spend more time in Juneau.

Since I have been working part-time, there has been no action on some items and the activity listed is the same as my previous report. At the December Board meeting, I presented two example reports for discussion by the Board. There was positive feedback on the format provided from Gary Gillette, CBJ Port Engineer. I will begin providing information in that format with my next report.

My report for this month is formatted the same as previous reports with project specific summaries of project status and activity presented below.

Airport Sustainability Master Plan

Three documents were submitted to Federal Aviation Administration (FAA) for review: Chapter 3 Forecasts, Sustainability Baseline Summary, and Solid Waste and Recycling Plan. Mike Edelmann provided comments on the forecasts which were forwarded to the consultant team. The consultant team distributed a survey to tenants to gather information that will be used to prepare an economic impact report for the airport.

RSA Expansion Phase IIA

Grant and project closeout efforts continue. Airport and grants staff have been working on several grant closeout packages. I am preparing another summary to send to FAA for the RWY 08 Threshold. This summary will include the sample plans I have received from ANC and FAI that provide clear instruction to the contractor to match the slope of the concrete threshold bar with the surrounding pavement. The plans provided by FAA for our project did not include those notes. Regardless, both myself and the consultant team directed the contractor to match surrounding pavement. It wasn't until after the concrete was initially constructed that FAA staff provided new slope criteria which required complete removal and reconstruction of the concrete in order to certify the lights to open the runway.

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RSA Expansion Phase IIB

I reviewed concept layouts in early December and requested that the consultant revise the drawings to better reflect the vision of commercial hangar development for the NE Development Area and the potential Snow Removal Equipment Facility (SREF) layout for the NW Development Area.

Runway 8/26 Rehabilitation

Final work for the contractor will be installation of a roaming maintenance station for the airfield lighting system. Key contractor personnel have returned from out of the country. However, I have not seen the cost proposal or a work schedule from the contractor for completing the work. The consultant team will submit the as-built drawings in early January.

Airfield crew has noticed that several threshold in-pavement lights and in-pavement guard lights at Charlie intersection are too high and getting sheared off. I have notified Stantec/PND to review the survey of the electric component of the specifications and see if they were installed too high or if they somehow elevated when the epoxy went in. I have researched the installation requirements from FAA and the ADB recommendations. The project drawings are more conservative (lower) than the FAA and ADB recommendations consistent with other installations in Alaska.

R&M Engineering delivered the requested report and provided redline markups of the drawings indicating the locations of deficiencies in the runway safety area grades. I have reviewed the report and will work with Airport management and FAA Airports District Office staff to develop an action plan.

I began the coordination with FAA Alaska Region for the Runway 9/27 Conversion. Kyle Christensen indicated that the "2017 production schedule is pretty full." I am proceeding with additional coordination efforts.

Air Cargo Hard Stand

I expect to finalize the bid package for this project in February for construction in the 2016 summer season.

Runway 26 MALSR

State grant funds will be used to proceed with permitting for the construction in the wetlands. The Airport received information the Approach Lighting System Improvement Program (ALSIP) funding would not be available for this system, so we will continue to try to coordinate for other funding.

ADEC Storm Water Multi-Sector General Permit

I performed a facility inspection and collected samples from select locations December 9, 2015, for laboratory analysis. The annual meeting of the Storm Water Pollution Prevention Team was held on December 10, 2015. Several tenants participated in the meeting. Laboratory results of the sampling were received on December 24, 2015. The results show that there are exceedances of benchmark guidelines as well as one location where effluent limits were exceeded. The appropriate notices have been sent to ADEC and deicing practices will be reviewed.