

MINUTES of  
AIRPORT BOARD MEETING  
September 13, 2006  
Aurora Room, 7:00 p.m.

I. **CALL TO ORDER:** Chair Ron Swanson called the meeting to order at 7:00 p.m.

II. **ROLL CALL:**

Members Present:

Pete Carlson	Fred Gaffney	Joe Heueisen
Gordon Evans	Jerry Godkin	Ron Swanson
Eric Forrer		

Staff/CBJ Present:

Jerry Mahle, Acting Airport Manager	Pam Chapin, Secretary
Ben Mello, Airport Planner	Merrill Sanford, CBJ Assembly Liaison

Public Present:

Ella Rogers, Glacier Restaurant	Dave Palmer, Public
Larry DePute, Hangar Owner	Bob Barron, NCAR
John Cooper, Cooper Consulting Engineers	Tom Williams, Public
Julia Carlisle, KTOO	Jim Wilson, Coastal Helicopters
Allan Heese, Public	

III. **APPROVAL OF MINUTES:**

A. *Pete Carlson moved, Fred Gaffney seconded, the adoption of the August 9, 2006, minutes. The motion passed by unanimous consent.*

B. *Fred Gaffney moved, Pete Carlson seconded, the adoption of the September 7, 2006, and September 8, 2006, minutes. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** *Gordon Evans moved, duly seconded, to approve the agenda. The agenda was approved by unanimous consent.*

V. **PUBLIC COMMENTS:** None.

VI. **UNFINISHED BUSINESS:**

A. **EIS Update:** Airport Planner Ben Mello said CBJ Engineering has asked for more information concerning the West end footprint for both JNU and the FAA's preferred alternative, but they have given a provisional approval for the alternative to go forward in the EIS as long as more study will be conducted before any work is completed. He noted that the RNP work is complete. The FAA will be forwarding that to JNU staff for review of the work.

The District Engineer from the U.S. Army Corps of Engineers will be coming to Juneau on September 21 to meet with staff (and a Board member, if desired) to tour the airport to see the RSAs on either end and what is planned. He has also requested a short presentation.

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B. **West GA Paving Project:** Mr. Mello said that staff asked a local engineering firm for a geotechnical work estimate for the West GA apron area, an area of approximately four acres in size. The firm assumed that they would be using their truck-mounted drill to perform drill test holes spaced at a 100' x80' grid. Test holes would be 15 feet in depth with sampling at 5 foot intervals. The preliminary budget includes laboratory testing on selected samples and geotechnical reports with soil boring logs, etc. The approximate cost to do the geotechnical work is between \$35,000 and \$45,000.

Staff contacted the FAA concerning the possibility of a waiver to the construction standards. The FAA stated that they would not be willing to alter the standards unless a professionally certified Alaskan engineer stamped the construction documents stating that he/she determined that altered standards would work on this project. Chair Swanson said that he was not convinced that the West GA Paving would have benefits. He felt that tree cutting and lawn mowing would make the area more presentable, but he was not convinced that the money spent on the paving would be beneficial. Mr. Mello noted that if this project is done at this time, it will ripple through the Capital Improvement Program (CIP) for current and future projects. He felt this was not a high priority on his list. It was the Board's opinion that this project should wait until 2011, as currently scheduled on the CIP list.

C. **Flooding in East Side T-Hangars:** Mr. Mello said that staff held a meeting on August 24, 2006, with the tenants of the east airfield T-hangars that have been affected by flooding. Staff outlined the Airport's solution to the problem and listened to the hangar owners concerns with the gutter installation. After much debate, staff agreed to present the Airport Board with the following recommendation: A paving project should go forward in the Spring of 2007 to help with the flooding problem occurring at the East Airfield T-Hangar Units (north side). The hangar owners will not install gutters unless they notice a problem with flooding. The hangar owners will not hold the Airport responsible for any flooding that occurs after the paving project occurs. If approved by the Board, this motion would replace the motion that was made at the August 9, 2006, Airport Board Meeting.

Ron Swanson recused himself as he may have a conflict of interest. Pete Carlson agreed with the staff's recommendation and insured that the funding source is leftover money from the Delta 1 Project. Jerry Godkin wanted to insure that there was adequate space for down spouts and piping in the ground next to the buildings in the event down spouts are required. Gordon Evans said from his legal background, the recommendation is not worth anything unless something is in writing by the hangar owners that will bind them to this agreement. Larry DePute said no hangar owner was totally against gutters but could not see that it would do any good. It is a frost heave problem. If the frost heave problem goes away, the hangar owners felt this would take care of the flooding problem. The project will remove five feet of frost-heave susceptible material. *Joe Heueisen moved, Fred Gaffney seconded, to approve staff recommendation to do the repaving and the groundwork, with the addition of stub-in drains in the appropriate spots for the down spouts. The motion passed by unanimous consent.* Mr. Evans reiterated the need of the signatures from the hangar owners to have the agreement about the gutters and not holding the Airport responsible for further flooding. Mr. Evans turned the meeting back over to Chair Swanson.

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D. **Tank Farm Update:** Petro Marine's request for leasing and development in the tank farm was held up by an appeal from Bill Gissel, a resident in the nearby neighborhood. The Assembly Hearing Commission heard the appeal in early July and rendered a draft decision on August 31. The order went before the full Assembly on September 11 and the decision denied Mr. Gissel's appeal and upheld the Board's decision to lease Airport property to Petro Marine. Petro Marine is then scheduled to continue with their Conditional Use permit process with the Planning Commission at a future date.

John Cooper, Cooper Consulting Engineers for Petro Marine, said that the Planning Commission is concerned about a paragraph in the decision and have interpreted it as reading the berm on the Berner's Avenue side would be inside of the 50' green belt, which would be untouched as far as the existing trees. He said that no one representing the Airport had said this at any of the hearings on the appeal and further, it creates a hazard situation for all. The Airport will be responsible for damage caused by the trees. He said that if Petro Marine is going to go forward with its proposal of a berm with some willow plantings, the Board needs to reaffirm their intention and that is: it is either trees or berm, with the operative word being "or."

At the April 5, 2006, special Airport Board meeting, and as upheld at the April 12, 2006, regular Airport Board meeting, the Board passed the plan presented by Petro Marine and required the installation of a 10' minimum berm within the green belt area with the perimeter fence placed on top of the berm. While the berm and green belt do not present a problem, placement of the fence on top of the berm (within a wooded/landscaped area) may restrict visual security and continue to be a safety and security risk. Additionally, the TSA was collecting information on fuel tank farms across the nation which could potentially change security requirements (fencing) around airport fuel tank farms. The Airport is waiting to hear back from the TSA to see if fence placement along the perimeter or in a completely visual location will be mandated. While the neighborhood does not want to visually see the fence, it defeats the purpose of the fence, which is to provide a visual physical barrier. The green belt and berm would remain, but the fence may need to be moved to the northern property line along Berner's Avenue.

Joe Heueisen reiterated his dealings with the new high school and its green belt. He noted that a green belt is simply a buffer area that is green, it does not specify trees. The planting of the willows is a better arrangement than the current trees in the area. Chair Swanson said the Board should simply defend what they sent to the Assembly during the appeal process. Tom Williams recommended reconsidering the whole approach and use the vacant lot (the impound lot) that will be available next spring. No trees would have to be cut down and a lot of money will not have to be spent. Chair Swanson said he offered this to Bill Gissel and he would not agree to it. He said Mr. Gissel does not want any tanks in the area. From the Airport's point of view, once this area is developed and the impound lot is vacated, it will leave another area to be leased. Mr. Evans said he is opposed. Eric Forrer said he was hoping to have the area as a small park area.

VII. **NEW BUSINESS:**

A. **Project Cost– Part 121 Ramp:** Mr. Mello said the scope of work for this project now includes hard stand improvements at Gates 3, 4, and 5, in addition to the three previous work items: Gate 2 hard stand improvement, subsurface ramp drainage rehabilitation, and drainage swale rehabilitation on the west side of the ramp. The additional hard stand improvements will increase the total project cost by approximately \$500,000, and will require a PFC7 funding amendment (which will increase the collection time for PFC7 by about three months). The original project estimate was \$1.8 million. *Gordon Evans moved, Pete Carlson seconded, to approve the additional work items, amend PFC7 and appropriate the amendment. The motion passed by unanimous.*

B. **Trash Compactor:** Terminal Maintenance has notified us that *our* trash compactor is deteriorating – both mechanically and physically (rusting out). This is scheduled for replacement, according to our draft CIP, in 2007. However, the funding was not approved in our Operation's Budget. This item is listed in our Fleet Account (through Operations) and the Fleet Account has been cut from the budget since FY 2004. This item is necessary for the Airport and funding will need to be addressed. A new compactor could be funded through the capital reserves account or through our FY 2007 Emergency Reserves when it breaks down, however, the time to obtain a new compactor is three to four weeks, plus the bid process time. The funds could also be transferred from the Emergency Maintenance Reserve to the Fleet Reserve Account with a funding earmark specific to the compactor. The approximate cost of a compactor is \$18,000 to \$20,000. Pete Carlson thought this should be moved on. He felt that there may be some changes in the FY 07 operating budget where it might be funded out of straight operating funds in 2007 and not have to utilize the emergency maintenance reserve, but this will take some time to figure out. He suggested this be done now to begin the procurement process. *Pete Carlson moved, Joe Heuelsen seconded, to approve funding for a new compactor by transferring \$20,000 from the FY 2007 Emergency Maintenance Reserve Account to the Airport Fleet Reserve Account specific to the purchase of a trash compactor, and replace the money in the 2007 Emergency Maintenance Reserve Account if there is additional money left over in 2007. The motion passed by unanimous consent.*

On a related issue, there has been a marked increase in trash being dumped at the Airport. Over the past few months, staff has noticed an increase in personal trash around the Airfield trash bins. In one case, Airfield Maintenance caught a commercial entity using the dumpster. It is significant enough to warrant an increase in compactor dumps each month. A compactor dump costs between \$1,100 and \$1,200. Staff will continue to monitor this activity and cite unlawful dumping or commercial dumping in compactors. Dumping fees may need to be looked at in the near future. Gordon Evans suggested finding letters or other personal items in the trash and have them ticketed. The Board felt that people should be caught and ticketed.

C. **Vehicle Parking on Field:** Staff has received inquiries regarding long-term parking on the airfield from tenants who leave for an extended period of time. Tenants on the float pond, T-hangars, tie down (and executive hangars who cannot park inside their hangars) all have limitations to the amount of time a vehicle may stay on Airport property before it is considered abandoned. The Airport has been asked to look for some parking area on the airfield on a first-

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come, first-served basis, and some notification system to the owner (approval by tag?), so that it does not become an abandoned vehicle site. Consideration should also be given for a charge for this type of airfield parking. Chair Swanson turned this over to the Operations Committee for further consideration.

**D. Juneau Area Wind System (JAWS):** Alaska Airlines and NCAR (National Center for Atmospheric Research) have alerted Juneau Airport about federal funding cuts that would essentially shut down the JAWS project, and result in taking a backward step in JNU aviation. If the project goes away, delays and flight cancellations would once again plague the Juneau Airport. Alaska Airlines got a small glimpse of Friday, September 1, when the FAA accidentally cut electrical to one of the anemometers located on Eaglecrest. Due to weather at the time, this resulted in a 2-1/2 hour flight delay for a couple of Alaska Airline flights (until the power was restored). This has a direct effect on the Airport and the community of Juneau. An e-mail was sent to Rod Swope, City Manager, to request permission to speak with our Senators and Representative (and Lobbyist), regarding support. At this time staff has not heard back from Mr. Swope, but the Airport will still need to go on record with support. Alaska Airlines has also gone on record supporting this system and continued funding.

Bob Barron, NCAR, said the JAWS program was created to address terrain-induced wind hazards in the Juneau Airport area. Alaska Airlines reached an agreement with the FAA for the Fox and Lemon Creek Departures using wind limits based on experts' best guess at the time. Those minimums were meant to be used until such time as a warning system was developed by the FAA. NCAR has developed the prototype wind system that is in place. It is used by Alaska Airlines and Part 135 and general aviation users year round. The FAA is developing and refining its system. The end-stage system, according to their analyses, should provide a much better system resulting in fewer delays. A few years ago, FAA management approved the plan and set the budget for three years. This year the FAA set a much lower budget than previously planned. NCAR is concerned about the lower funding for two reasons: it will delay the benefits of the final system and at the funding level now, it will barely be able to operate for the full year. If the prototype system gets turned off, there will be no Fox, Lemon Creek or RNP operation at the airport. He thought the FAA needs to reexamine their funding level and anything the Board can do will be appreciated. Chair Swanson said he had contacted the Mayor, who said he would check into it. He said he has also contacted the Washington, D.C., lobbyist to tell him it is on the horizon. *Gordon Evans moved, Joe Heueisen seconded, to do the following: 1) send a letter of general support from the Airport (Board) to the FAA, and 2) seek support from our Washington, D.C., delegation through discussions, which may involve a collective trip to Washington, D.C., with the Airport, Alaska Airlines and NCAR. The motion passed by unanimous consent.*

**E. Air Canada Interest:** Staff has had discussions with Air Canada regarding seasonal service (summer) into Juneau. At this time, Air Canada representatives need more marketing information to make an informed decision of whether to consider operations to and from Juneau and Vancouver. The Airport does not have "marketing" funds in the budget at this time. This is a serious enough inquiry to appropriate marketing funds and go out for bid with a market analysis. Chair Swanson said he had talked with the Mayor about this analysis and said he did

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not feel it was entirely the Airport's responsibility to come up with the funding. He asked the Mayor if the City would support this project, and the Mayor replied that they would. Pete Carlson agreed with the idea, but suggested more homework to work with the City and JCVB. Mr. Mello said he had talked to JCVB and JEDC and they were wishy washy on the idea. Gordon Evans would like to set the money up and not wait until the next Board meeting. Chair Swanson appointed Pete Carlson as a committee of one to follow-up on the analysis locally. *Gordon Evans moved, Joe Heueisen seconded, to approve a transfer of \$15,000 in funds from the FY 2007 Emergency Reserves to FY 2007 marketing account, and to obtain a contractor to perform a market analysis on the Juneau Airport for the purpose of discussions with a second air carrier, contingent upon Mr. Carlson's input. The motion passed by unanimous consent.*

F. **Airport Manager's Report:** Airport Planner Mello reviewed the Airport Manager's Report (Attachment #1).

G. **New Airport Manager Discussion:** The resolution changing the Airport Manager position to a non-PERS position passed the Assembly earlier in the evening. Dave Palmer will begin the job on October 2, 2006. Fred Gaffney complimented the public and tenants who participated in the process. He felt it was a good process, and from the Board's standpoint, quite valuable having the tenants participate in the recruitment of the manager. He thought the process went well and the Board worked well together. Chair Swanson said that Fred Gaffney did all the work on this committee. It came out well. Gordon Evans also complimented Mr. Gaffney. Jerry Godkin thanked Fred and the committee for the process. He said several tenants had expressed their appreciation in the process and their ability to be involved.

VIII. **ASSEMBLY LIAISON COMMENTS:** Assembly Liaison Merrill Sanford asked if the Board if he should speak to the Mayor on the analysis. Chair Swanson asked Mr. Sanford to get an answer on two things: the City's participating in the marketing analysis (up to \$15,000) and the ability to talk to the lobbyist John Roots regarding JAWS.

Chair Swanson thanked Mr. Sanford for his input into the Gissel appeal. The Board is quite happy with the decision.

IX. **PUBLIC COMMENTS:** None.

X. **BOARD MEMBER COMMENTS:**

A. Joe Heueisen reported as the committee of one regarding the second crossing. He spoke with Mal Menzies and they are talking about spending \$10 million for an EIS for this project. No preferred crossing location has been declared. There is a good possibility the preferred crossing point will be Sunny Point, which is a long way away from the end of the runway. Assembly Liaison Sanford said that Shineberg & Associates has been awarded an RFP to narrow down the second access points the Assembly has approved to one. This will be done by January. They are to talk with the Airport staff and Board. Chair Swanson said that Joe Heueisen is the contact person for this item.

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B. Chair Swanson asked Joe Heuelsen and Pete Carlson to participate in the meeting with the Corps of Engineers District Engineer on September 21.

XI. **ANNOUNCEMENTS:** None.

XII. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on October 11, 2006, at 7:00 p.m. in the Aurora Room.

XIII. **ADJOURN:** *Gordon Evans moved, Fred Gaffney seconded, to adjourn the meeting. The meeting adjourned by unanimous consent at 8:23 p.m.*

## ATTACHMENT #1

### JUNEAU INTERNATIONAL AIRPORT MANAGER'S REPORT

September 13, 2006

1. Public Road Maintenance. Over the past twenty years, the Airport has provided maintenance (snow removal, painting, etc.) for Yandukin Drive and Shell Simmons Drive. The Airport has provided this service to help the State, especially during snow storms and other times where their staff may have been stretched thin. Recently, staff learned that both roads are included in the federal highway system (FHS) and that the State receives federal dollars to maintain them. Staff is currently working with the City Manager's office and the State Department of Transportation Regional Director to determine who should be maintaining these roads. This could save the Airport more than \$50,000 per year and may take away some of Airport staff's responsibility on the roads located outside the airfield.
2. FAA NAVAIDs Work to Occur this Fall. The FAA will be replacing cabling to the VASIs, JAWS, and MASLR because the existing cabling system is in poor condition. An Airport staff member will remain with the FAA at all times during construction. The Airport has been fighting this project because a lot of the work will be pulled up when the Northeast Quad begins development, which requires all new cabling, install a new transformer, etc. Staff was hoping to do this work with the EIS development projects, but the FAA wants to get the project done this fall.
3. Tower Hours of Operations: The Tower hours will be changing on October 1, 2006 and ending on March 21, 2006. It is planned to close at 7:00 p.m. during the winter. Joe Heueisen felt the Board should weigh in on this. Chair Swanson said the Board should send a letter stating the Board's objection to the change in hours. Airport M&O Supervisor Jerry Mahle said that when the Tower is open, a jet must call in from a certain point, which allows his crew to leave the runway. When the Tower is closed, there is nothing that forces any pilot to call to get clearance to land or takeoff. Joe Heueisen said he sat in on the agreement made between Alaska Airlines, the FAA and the Airport, that calling in from Barlow would give sufficient time to clear off the runway, but if there is no Tower and no requirement to do that, it gets a little risky. Chair Swanson said he will write a letter to the Tower.
4. Hydrology Issue: Joe Heueisen said the City is looking into the upriver hydrology of what would happen with the EIS projects, and in talking with Roger Healy, this is a long way from being done. There is some misgivings on Roger's part about the whole thing. Mr. Mello replied that according to the FAA, there is enough data available for a planning level. Once the EIS is complete, more detailed analysis will be needed. The Airport will be able to choose the consultant that does that and it will come out of the discretionary costs to develop the RSA or west-end footprint. The problem with using the FAA-chosen consultant is that the Airport cannot determine what they will do. Mr. Mello personally feels the river is an Airport and City issue. The Airport should not be burdened with the total cost of what is done.
5. Draft EIS: Gordon Evans said that the Draft EIS for the Bridge to Nowhere (across the Knik Arm in Anchorage) in six months. Chair Swanson said the Airport's EIS is going Final in seven years, but the other EIS is not surrounded by a refuge.



6. TSA Law Enforcement Officer (LEO) Reimbursements. TSA Federal Security Director Ray Culbreth has notified Southeast airports (including JNU) that federal funding increases slated for federal FY07 LEO reimbursements were cut from the federal budget. At this time, JNU will continue to receive reimbursements for LEO support, however they will be at the FY06 rate. A reduction of approximately \$4,000 will be realized for FY07 revenues due to this cut. Information on the effect for the FY08 budget is not known at this time.
  
7. Construction Report:
  - A. **Delta-1 Ramp Construction:** The project is complete. Concrete ramps at Gate K are also complete. With Board approval, we will be adding work at the East Airfield T-Hangar area where some flooding has been occurring to remove frost susceptible sub-base that has been heaving during hard freezes next spring.
  
  - B. **Main Ramp Improvements:** A 95% design meeting was held August 16. The damaged pipe located near the "Charlie" interlink was repaired August 30. Alaska Airlines has requested that two more jet hard stands be enlarged at Gates 4 and 5 as a part of this project. DOWL is working with the Airport and Engineering staff to provide cost estimates and construction documents for this addition, and to assess potential changes to the project schedule and operational impacts during construction.
  
  - C. **Float Pond Dredging Survey:** The topographical survey of the float plane pond area and bathymetric survey of the pond bottom is complete. The preliminary geo-technical report will be undertaken next. A discussion of potential royalties for JNU for material recovered from the pond and used for JNU EIS construction projects is underway.