

# ATTACHMENT #1

**From:** [Mark Morris](#)  
**To:** [Pam Chapin](#); [Patty Wahto](#)  
**Subject:** August Airport Board Meeting Add Block O Hangar owners to agenda  
**Date:** Monday, July 27, 2020 2:20:34 PM

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Patty,

A group of Block Hangar owners would like to discuss paving between our hangars and taxilane H this summer using some of the \$1.3 Million maintenance money that is part of the CARES act allotment provided to JIA. It is our understanding that the FAA will allow this money to be used on a construction project that would not be AIP eligible. It is our understanding that paving between our hangars and taxilane H is not AIP eligible.

This appears to us to be the right time to perform this work which will reduce operating and maintenance costs to JIA by replacing RAP which will need annual maintenance and asphalt which will be a small fraction of the cost to maintain RAP.

Would you consider putting this topic on the August Airport Board Meeting agenda?

Thank you,

Mark Morris, PE  
President



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June 3, 2020

Patricia Wahto  
Airport Manager  
Juneau International Airport  
1873 Shell Simmons Drive. Suite 200  
Juneau, Alaska 99801

RE: Pavement in front of Lot 2, Block O Hangar

Patty,

I want to begin by thanking you and the entire Juneau International Airport Staff for the professionalism that you folks exhibit in running our airport. I am proud to have Juneau International Airport (JIA) my home base for our corporate flying as well as my personal flying. Our engineering firm operates two small aircraft for our own travel and technical flying for the State of Alaska, Department of Fish and Game. We have operated at JIA for over twenty years. The airport is very well maintained, the snow is removed promptly, the gates run very well, it is easy to access the badging office, and whenever we encounter staff with needs or concerns, it is always a pleasant, professional experience. Thank you. I consider it a privilege to operate out of JIA.

This letter is born out of deep concern for the safety and protection of my family, friends, and company personnel looking forward to our flight operations during the summer of 2021 when taxilane H is used by 737s, corporate jet aircraft, and turboprop aircraft as taxiway A is closed due to construction.

Our hangar faces taxilane H. The hangar door is approximately 90' from the centerline of taxilane H. Alaska Airlines operates 737-900 aircraft. The 737-900 wingspan is approximately 138'. This puts the wingtip 21' from the hangar door if the aircraft is on the centerline of the taxilane. There is 25' of asphalt from the center of taxilane H toward our hangar. The remaining approx. 65' will be covered with 2" of recycled asphalt pavement (RAP). This material should be smooth and tight when it is laid this summer, but after a winter of snow removal operations by JIA airfield maintenance and other traffic, it will loosen up some. RAP is typically placed in much greater depths to resist coming apart when large vehicles, vehicles making tight turns, and other lateral loads are applied. The current taxilane H reconstruction project calls for 10" of RAP between the edge of asphalt out to the top of side slope to the ditch on the other side of the taxilane. The idea that 2" of RAP will hold together in this application defies common sense to those knowledgeable with JIA operations. None of the JIA airfield maintenance folks that I have discussed this with disagree. I have also discussed it with professional engineers experienced with the material and our airport. They too do not think this material will hold together. During the summer of 2021 when the jets and twin turbo props taxi on taxilane H, their jet and prop blast will most certainly blow some of the loose RAP into the sides of the hangars, causing damage.

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During the busy summer season (not this year, of course), there are so many Alaska Airlines flights a day and so much medevac and corporate jet traffic, that aircraft producing significant jet/prop blast will be taxiing by the hangar very frequently. We will have to obtain tower permission during a "break" in traffic before leaving and arriving to the hangar, but these "breaks" will be very short in duration. So, we will have to open the hangar door, pull our aircraft out, and start up to begin taxiing very quickly. The opposite being true when we arrive back at the hangar. The idea that the hangar door can be fully closed and locked when these large aircraft pass by is not realistic. Mostly closed, yes. But completely closed and locked every time is a fanciful idea, not reality. Anyone who thinks otherwise is not being realistic. The hangar door is open several inches in the middle when not locked. So when we quickly try to get the plane in or out and get the door down, inevitably, a large aircraft will taxi by blowing loose material under the door or through the partially open sides. This is a serious safety concern and poses damage to our aircraft inside the hangar. The face of our hangars is out of view of the tower. The tower will not know if the door is fully closed or not. Our aircraft will pick up this loose RAP in their tires and carry it out onto taxilane H which will create a FOD problem for the jets and turbo prop aircraft. If the RAP is pulled up into the jets or props and then shot out the back, the safety and property damage risk goes way up.

This solution is just not practical, fair, or just. We know taxilane H is needed for these large aircraft. We know the frequency of the traffic cannot be controlled. Alaska Air is coming and going every few minutes multiple times a day. We know every hangar owner will have to wait, then move very quickly upon permission of the tower. These are unchangeable. However, the surface treatment can be changed to from RAP to hot mixed asphalt (HMA).

Hot mixed Asphalt is the surface treatment between taxilane H and all other hangars except the block O hangars. Asphalt, in proper depth, doesn't come loose like RAP does. If asphalt is used, the safety risk, property damage risk, and FOD risk decreases exponentially.

Patty, I know you and the airport board are aware of this problem, but do not have the money to solve it as the FAA will not consider asphalt in this application as eligible for reimbursement under AIP funding. I suspect this situation can be remedied with the FAA. I have found that a good dose of humility on the part of the design team and owner together with a trip to Anchorage to sit down with the FAA to discuss the problem and work collaborate to find a solution can often produce results everyone can accept. But I can't control that. However, I very much want to help in this issue.

I want to propose a solution in front of my hangar. I am willing to pay for SECON to place asphalt of appropriate thickness from our hangar out to the edge of the taxilane H asphalt along the full width of the hangar. However, we want to deduct this cost from our lease payments over the next five years or more if required. The cost of this asphalt is ultimately the airport's responsibility. Thinking that it is the hangar owner's responsibility is different from what was done for the other hangars fronting on taxilane H. All other hangars with the same type and rate of lease received their asphalt as a benefit under the lease, not at their own expense. Dave Palmer, PE, who was the airport manager at the time my hangar was built promised the new owners that the airport would pave in front of the new hangars. It is time

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to get this done. I am willing to front the money for paving in front of my hangar if it is reimbursed through reduced lease payments. This is very fair to all parties and removes the need for JIA to come up with the money at this time.

If this solution is acceptable to the JIA, please let me know so that I may ask SECON for a price and work with the JIA Project Manager, Mike Greene, to coordinate on my behalf with SECON to perform this work.

Patty, thank you again for the great work you, your staff, and the Airport Board does on behalf of us, the users, of the JIA.

All the best to you,



Mark Morris