

MINUTES of
AIRPORT BOARD MEETING
July 13, 2005
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	Eric Forrer	Ron Swanson
Gordon Evans	Fred Gaffney	Tom Williams

Member Absent:

Joe Heueisen

Staff/CBJ Present:

Allan Heese, Airport Manager	Lamar Riddle, Airfield M&O Supervisor
Patricia deLaBruere, Arpt Business Mgr.	Merrill Sanford, CBJ Assembly Liaison
Virginia Harris, Airport Planner	Terry Stone, CBJ Engineering
Pam Chapin, Airport Secretary	Catherine Wilkins, CBJ Engineering

Public Present:

Ella Rogers, Glacier Restaurant	Jeremy Worrall, AK DOT&PF
Larry DePute, Hangar Owner	Roseanne Smith, GEMS Inc./FAA
Bob Jacobsen, Wings of Alaska	Allan Overbey, GEMS Inc./FAA
Dick Rountree, R&L and Trajen	Jim Hill, FAA Capstone
Steve Zimmerman, Public	Ray Collins, FAA Capstone
Laurie Craig, Public	Chris Dakalakis, Volpe

III. **APPROVAL OF MINUTES:**

A. *Pete Carlson moved, Fred Gaffney seconded, the adoption of the May 18, 2005, Committee of the Whole minutes as presented. The motion passed by unanimous consent.*

B. *Pete Carlson moved, Gordon Evans seconded, the adoption of the June 3, 2005, Committee of the Whole minutes as presented. The motion passed by unanimous consent.*

C. *Pete Carlson moved, Gordon Evans seconded, the adoption of the June 8, 2005, minutes as presented. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** Airport Manager Allan Heese said that Corey Rossi, with USDA Wildlife Services, has been asked to join the group for the discussion of Unfinished Business, Item C, Wildlife Hazard Advisory Group. Mr. Rossi is anticipating a call from the Board at 7:30. He asked to have the discussion adjusted to make that time frame work. *Pete Carlson moved, Fred Gaffney seconded, to approve the agenda as amended. The agenda, as amended, was approved by unanimous consent.*

V. **PUBLIC COMMENTS:** None.

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VI. **ELECTION OF OFFICERS:**

A. Tom Williams nominated, Eric Forrer seconded, Ron Swanson for Chair. Ron Swanson was elected as Chair by unanimous consent.

B. Tom Williams moved, Eric Forrer seconded, Gordon Evans for Vice Chair. Gordon Evans was elected as Vice Chair by unanimous consent.

C. Tom Williams moved, Eric Forrer seconded, Pete Carlson as Secretary. Pete Carlson was elected as Secretary by unanimous consent.

VII. **SPECIAL PRESENTATION: JUNEAU WAM SYSTEM:** Airport Manager Heese introduced Roseanne Smith who is here to introduce a topic that has been in the works for quite a while. Ms. Smith stated she is with GEMS Inc. and provides contract support to the FAA in technology development department. She introduced the other members of her team. The objective of the program is to provide certified surveillance capabilities to both Air Traffic Control and Automated Flight Service Station, and provide automatic dependence surveillance broadcast (ADS-B) to properly equipped aircraft. This project is part of the CAPSTONE program. Ms. Smith said that her office looks at mature technology to evaluate the system to see if it might fit into the national airspace system.

Other government offices involved in the project are the Alaskan Region, who provides field engineering, which included the installation and the preparation work; the Tech Center in New Jersey, who provides test engineering; Volpe, who provides engineering and testing. The project was launched in March 2004. The prime contractor, Sennisis Corporation, does quite a bit of air traffic technology. The two complimentary systems used are the Wide Area Multilateration (WAM) and the ADS-B.

WAM consists of transponder-based remote units that fit into a unit about the size of a dorm-sized refrigerator unit. There are seven placed in the Juneau area. For these to work, the target must be in sight of three units. This system was certified for IFR services in Innsbruck, Austria, in November 2004. The coverage area in Juneau is currently five to ten miles out from the airport.

ADS-B requires aircraft to have avionics on board that takes the radio transmission – position, velocity, identification, altitude and other information – and reports to ground-based transceivers. This is used to provide air traffic surveillance services and fleet monitoring.

Test flights are planned to occur in August, with a final test toward the end of September. The potential benefits include:

1. Improved situational awareness in all weather conditions.
2. Enhanced safety surveillance coverage in challenging geographic environments.
3. Increased airspace efficiency and capacity.
4. Reduced operations and maintenance costs over traditional surveillance radars.
5. Expanded technology for multiple uses (surface and terminal area surveillance).
6. Broadcast traffic information services to equipped aircraft.

7. Fleet monitoring capability.

It is the intent of this program to use this system at JNU similar to an ILS. The plan is to have this system certified in 2008 or 2009. Allan Overbey said they are trying to capitalize on the Austrian system to break some of the bureaucracy and hope to have it on line in a few years. This system will take the place of radar used at other airports.

VIII. **UNFINISHED BUSINESS:**

A. **Off Airport Car Rental Regulations:** This item was dropped as there was no representation of the City Law Department in attendance.

A break was held from 7:25 p.m. to 7:30 p.m.

B. **Wildlife Hazard Advisory Group:** Chair Swanson said an idea was brought up at the July meeting regarding a Wildlife Hazard Advisory Group. Airport Manager Heese introduced Jeremy Worrall, who is the State DOT&PF Certification Inspector for Southeast Region Airports. Jeremy is very involved with the wildlife programs at the other airports so he invited him to join in on the discussion. He also noted that Corey Rossi, USDA Wildlife Specialist, who manages the whole state of Alaska as far as wildlife hazard analysis is concerned, is joining the group on a teleconference basis.

Fred Gaffney said that the Airport is currently operating under an approved Wildlife Hazard Management Plan from 2002. A portion of that plan included a series of projects in and around the airport that are involved in the EIS. In addition to the projects, the EIS also considered a variety of wildlife hazard management plan alternatives. When the EIS is in place, the Airport will be in a position as money, staff, and time are available to proceed. Many of the projects have some element of wildlife hazard management that the Board needs to be concerned about. During the discussions, there were members of the public that testified that they cared very much about the airport, the management of wildlife around the airport and were quite concerned about wildlife hazards. These people wanted to be in a position to assist if they could.

One of the alternatives in the Draft EIS is to expand the wildlife hazard advisory group to have a more active role in wildlife hazard management on the airport. After discussions with a number of the Board members, as well as the Airport Manager and members of the community, Mr. Gaffney thought it would be a good idea to try to expand the current group. The current group is set up to advise the manager, who has ultimate responsibility for safety at the airport. The group is set up to advise the manager on what techniques may work better for reducing wildlife hazards at the airport. There are a number of areas where an advisory group could assist the manager and the Board in providing advice based on experience – scientific and ecological – in and around the airport. He wished to discuss this with the Board members and perhaps bring something to the next meeting that is better developed and more in tune with what the rest of the Board would like to do. He asked to be involved in the process. He felt that keeping the group fairly small would be more productive than a larger group.

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Airport Manager Heese introduced Lamar Riddle as being in attendance. Lamar is the newly appointed Airfield Maintenance and Operations Supervisor and was attending in place of Jerry Mahle, Airport M&O Superintendent. The Wildlife Hazard Management Advisory Group consists of the Airport Maintenance & Operations Superintendent, the Airport Manager, the USDA Wildlife Biologist, and the FAA Airport Certification Inspector. The committee has met a couple of times over the last several years, but because of the integration of the Wildlife Management Plan and all the projects into the EIS, every meeting has been integral to those discussions. It has been some time since the group has met. The modifications to the plan, as it exists, have been in limbo until the EIS comes to a conclusion. Then this group will get back into a regular schedule.

When asked how many people should be on this group, Mr. Gaffney said he is open to discussion, but felt that the group should probably be kept around six to eight people. Chair Swanson said this number, in addition to the current people would be too large. Mr. Gaffney said you need the group from the current plan from 2002. In addition, you also need folks from the FAA that specifically have expertise in wildlife hazard management and/or the operation of the airport. Then you need folks from the community that are very interested in the management of the airport and perhaps unaffiliated with the group – perhaps Dr. Zimmerman from the Audubon Society and other groups. There are a wide variety of agencies and other people with incredible expertise in wildlife, habitat management, agency interactions, etc. What happens in the Mendenhall Refuge also effects what goes on at the airport.

He suggested presenting the issue and asking how the management and/or the wildlife should be managed in such a way to reduce the hazard. In discussions with this group, a better solution of habitat modification may be derived that is the least disruptive and the most acceptable to staff and the public. It would provide a forum for scientific inquiry and experience from people that are highly knowledgeable. He thought that the existing group could be merged with an existing component.

Corey Rossi, USDA Wildlife Services, said that the typical scenario is the way that it is currently structured – the Airport Manager, and/or Wildlife Coordinator with the Airport staff, the Airport Projects Manager for issues that deal with habitat and development, Certification Inspector and someone from their staff. The way this is typically structured is they are positions rather than individuals because if an individual moves on the position can be filled with the new person. This includes parties that are directly responsible for wildlife hazard management – either through State statute or federal regulations – to take care of these things. The idea of having a citizen's advisory group that is not accountable or do not have the same tasking but simply has some ideas is something that is not commonly used anywhere in the country. Maybe the best idea would be a suggestion box or get together and submit ideas to the folks that have a responsibility and let them make the decision. Airport management still has the ultimate responsibility and they will be the one that makes the ultimate decision.

If the fact that a smaller group is better than a larger one is taken, the current group is now five. The idea of expanding it at all would be contrary to that logic. He said that if you look at what is best to keep aircraft and birds from operating in the same space at the same time, it

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must be looked at much more analytically and a lot less politically, at least initially. USDA Wildlife Services tends not to get involved in the political side of the problem because it tends to taint the data collection.

Mr. Gaffney said people in Alaska have opinions about everything and they want to be involved. Citizen participation is kind of the hallmark of Alaska. There are people that have tremendous expertise and they want to participate. He is very interested in working with knowledgeable public to assist the airport in doing the absolute best job it can for aircraft safety. He understands the Airport Manager's position of being responsible for everything that happens at the airport. Mr. Rossi replied that you should draw a distinction between advice and adversarial discussion groups that end up no where in the process of trying to implement a solution. He said everyone has the right to an opinion; however, the right to express an opinion in a proper forum is a legitimate thing. He questioned whether or not including them in a group such as this advisory group is proper. He said there has been a lot of stuff that has gone on over the past couple of years that have been fairly low level in some of the tactics and articles that have been written. They have been very derogatory and have included attacks of individuals who are involved in wildlife habitat management. Including that type of behavior in a working group is not productive at all. If everyone wants to sit down and put an advisory paper together to present to airport management, that would work.

Chair Swanson said that Fred Gaffney should come up with a written plan that will be discussed and open to the public at the August meeting. Mr. Gaffney said his goal is to have some citizen participation of people that have the expertise and can actually help the airport. Airport Manager Heese said he thought it was important that the objective of an expanded group should be the safety of the traveling public. Activity on the airport is only half the battle. Activity off the airport also needs to be monitored, e.g., the bird activity at the landfill or the sale of land behind Fred Meyer as residential housing. Chair Swanson suggested Mr. Gaffney come up with alternative suggestions in his plan when brought before the Board. He thanked Corey Rossi for his time spent on this issue.

C. **EIS Update:** Chair Swanson thanked everyone for their input into the Draft EIS. Gordon Evans said he hoped that staff has thanked Mike Barton for his brilliant letter and Kathy Smith for her belated comments. Chair Swanson said that Kathy Smith, Alaska Airlines, will be bringing up four or five members of Alaska Airlines for the August meeting to meet the Board. He would like to have some sort of social get together.

Airport Manager Heese said because of everyone's work, comments to the Draft EIS were turned in on time. They are now part of the permanent record. He asked where the Board wanted to go from here. There are still differences of opinion regarding EMAS. The Airport is continuing in-depth meetings with the State and the Corps of Engineers on the permits. A lot of time will be spent on processing the permits, but at some future date, the permits and EIS may or may not agree with each other. Carson Dorn is the permitting consultant and is working on the application requesting the 18.5 acres from the State. It is thought that this will complete the applications. A meeting was held with the State permitting coordinators and there was some misunderstanding of what is in the Airport's package and what is needed.

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Chair Swanson said that AAAE is holding a conference in Washington, D.C., in August that Allan Heese is interested in attending. At the same time he is there, he could brief some of the Congressional delegation on the situation regarding EMAS. He suspected this would be on the August agenda. Mr. Gaffney said he would hope that a very open dialogue would continue with the FAA, particularly in things that are of a concern to the airport. One of the things in the Draft EIS was an expanded wildlife hazard management advisory group, which is why he is trying to expand the group. The Board should let the FAA know what it is doing regarding the advisory group, the intent for the group and how it will work. If the FAA blesses it, great; at least they would be aware of what the Board is trying to do. It may tend to head off some decisions that the Board prefers not to have.

Airport Manager Heese suggested that he and the Board Chair call Byron Huffman to include him in the decision process and see where they would like to go with these. Gordon Evans suggested that because Byron Huffman's (or Patti Sullivan's) letter stated their legal position, which Mike Barton's letter said was wrong, the State Attorney General should be asked by Mr. Barton to give their legal opinion. Tom Williams felt it was very important that federal law mandates the FAA's decision to do the whole build out or at least the compromise. Chair Swanson said he thought that could be done through the Congressional delegation.

Chair Swanson said that the FAA has programmed another \$750,000 of AIP dollars as additional funding to take the EIS to completion. *Gordon Evans moved, Pete Carlson seconded, to accept the additional \$750,000 funding and ask the Assembly to appropriate the money to the uses set out by the FAA for the additional funding for the EIS and whatever usage on EIS projects if not fully utilized for completion of the EIS. Tom Williams moved to table the motion until the August meeting.* Debate on the main motion continued. The main objection Mr. Williams voiced to the motion was there seemed to be a lack of accountability regarding the amount of funding the FAA was putting towards this project. *Gordon Evans called a point of order and noted that the Board had been debating a non-debatable motion to table for a time certain. The motion to table the original motion failed on a five to one (Tom Williams) vote. The main motion passed on a four to two (Eric Forrer and Tom Williams) vote.*

A break was held from 8:40 p.m. to 8:50 p.m.

D. Terminal Expansion Planning: Chair Swanson said the 1 percent sales tax was at the first reading before the Assembly. Assembly Liaison Merrill Sanford said it was tabled to the Committee of the Whole and probably will come back before the Assembly at the next meeting. There will be no public testimony at the Committee of the Whole meeting. Mr. Heese said the ordinance does not include any breakout of what the dollar amounts are, yet the Finance Committee earmarked an amount for each project. He asked how it gets carried through when the voters pass it. Mr. Sanford said the amounts are in the justification on the back side of the ordinance. This is the basic understanding that the Assembly is giving staff to do with the ordinance. Tom Williams said he is hearing some real concerns about the length of nine years, which poses the risk of the sales tax being defeated.

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Chair Swanson said the Recreation Center has pretty pictures to put up at the library and other places around town. He said the Airport has some pictures (whether or not they are reproducible) that could be used. Catherine Wilkins, CBJ Engineering, suggested hiring a consultant. Chair Swanson said that the Harbor Board had gotten their hands slapped for including a handout in their billings. He said the word can be spread through Capital Chat, My Turn articles in the newspaper, etc. Gordon Evans suggested putting up some of the information boards in the Airport lobby. Board Chair Swanson suggested Ms. Wilkins and Mr. Heese work on this idea.

IX. NEW BUSINESS:

A. **Project Closeouts:** Airport Manager Heese said that three projects are scheduled for closeout. *Gordon Evans moved, Pete Carlson seconded, to de-appropriate \$7,683 of federal grant funds and \$261.44 of State grant funds from the SRE-ARFF-Command Vehicle equipment purchase project; appropriate \$16,113 of federal grant funds now and for the \$9 in the future for the Departure Area Security Improvements project; and transfer unused funds from the Dike Repair project account back to Capital Reserve. The motion passed by unanimous.*

B. **Land Acquisition Update and Discussion:** CBJ Lands Manager Steve Gilbertson is working to potentially acquire a parcel of land near the airport for airport use. The property is diagonally across Yandukin from the Glacier Fire Station and is approximately one acre in size. The funds for this were collected through our PFC #7 (\$1,000,000 approved collection). Staff anticipates this acquisition will not consume all available funds; therefore, the question to the Board is whether we should reprogram the excess PFC dollars to other projects or look for other properties near the airport that might be worth acquiring. Different properties that are available were discussed. Tom Williams asked that any properties discussed should have specific uses determined before purchase. He also cautioned that property acquired should not be involved in another EIS before development. This item was sent to the Operations Committee with the primary goal of prioritizing land acquisition and to be brought back to the Board at the August meeting.

C. **Airport Manager's Report:** Airport Manager Heese reviewed the Airport Manager's Report (Attachment #1).

5. Pete Carlson asked for follow-up with Tower Manager Steve Turner regarding his reported airfield operations year-to-date being down 7,000.

X. **ASSEMBLY LIAISON COMMENTS:** Assembly Liaison Merrill Sanford apologized for being late, but was at another meeting. He was glad that the Assembly supported the Board in their endeavors to fight EMAS and in their request for land for airport safety areas.

XI. **PUBLIC COMMENTS:** Dick Rountree said that the currently named "Whiskey" Intersection is working very well and has created a much safer operation.

XII. BOARD MEMBER COMMENTS:

A. Pete Carlson asked about reappointment to committees. Chair Swanson reappointed all members to the same committees.

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B. Tom Williams discussed the following:

1. He requested a report on current collections for the International Passenger Fee. He said Ward Air has written two checks this year for this fee.
2. He was concerned that staff (Patty deLaBruere) gets moose permits and Board members don't.

C. Eric Forrer said that a new manager has been hired for the Juneau landfill. This new manager has a lot of new ideas he brings to the job. He felt this is an opportunity for the airport to invite him to participate in some way with the airport regarding the bird issue at a minimum. This should be a straightforward invitation for him to participate. If he does not wish to participate and the airport has to push any issues regarding the bird issue, he won't be able to complain.

D. Gordon Evans said there are many birds in the landfill. He has not seen them get that high. Chair Swanson said that he has seen them flying at his aircraft's level and jets fly higher than that, but it would only take one bird ingested to create a disaster.

E. Ron Swanson said there is a movement afoot to do something with the old Coastal/Ellis Hangar downtown. He urged any individuals if they have strong feelings about that one way or another to get involved in that process.

F. Tom Williams asked if anything has been found regarding the short restaurant business hours. This will be brought back to the Board at the August meeting.

XIII. **ANNOUNCEMENTS:** None.

XIV. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on August 10, 2005, at 7:00 p.m. in the Aurora Room.

XV. **AIRPORT MANAGER'S ANNUAL REVIEW:** *Gordon Evans moved, Fred Gaffney seconded, that according to State statute the Board go into executive session to discuss the Airport Manager's annual evaluation and they asked the Airport Manager to be present. The Board went into executive session at 9:28 p.m.*

A break was held from 9:28 p.m. to 9:40 p.m.

The Board came out of executive session at 10:07 p.m. and reported they had given the Airport Manager his annual evaluation.

XVI. **ADJOURN:** *The meeting adjourned by unanimous consent at 10:08 p.m.*

ATTACHMENT #1

JUNEAU INTERNATIONAL AIRPORT MANAGER'S REPORT

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1. Casino Express, a charter air operation operated by Red Lion Hotel chain, is planning to visit Juneau on two separate occasions in late August. We are working with them to accommodate their operations as smoothly and seamlessly as possible. They plan to bring passengers in and take passengers out on each visit. We have found that our rates and fees regulation does not have a fee structure that addresses infrequent use of the terminal and suggested a meeting of the Airport Finance Committee to address this question.
2. Alaska Airlines enplanements for June 2005 show a 2.3% increase over June 2004. Year-to-date, 2005 vs. 2004, are up 4.7%. Using Calendar Year 2001 as a benchmark, year-to-date 2005 is ahead of 2001 by 2.5%.
3. Construction Projects:
 - A. Taxiways Extensions. The last of the work, changing the taxiway and runway signs to the new designations, is scheduled to occur on July 19. The computer touch screen lighting controls for ATCT and AFSS will be changed on the same day. This will finish the project. The project continues to run over-budget. In spite of our request for additional funding last fall, we need about \$50,000 to cover under-estimated project costs. The over-runs are estimated at \$30,000 for staff time (mainly escorts on the field), \$10,000 for paving (about 6% over-budget) and \$10,000 for the final fee for the computer work in the tower, AFSS, and electrical vault. The additional computer work costs mainly cover a six-month service contract to provide hardware and software to correct problems that the field has been dealing with for months.
 - B. Delta-1 Ramp Expansion. Notice to Proceed has been issued to Secon. A pre-construction meeting was held on July 8. Secon will provide a construction schedule at the meeting; anticipated start date is July 27 with the first few days being construction surveys. There is a 90-day completion period, but Secon feels that the work can (will) be completed in about 30 days.
4. Jim Ryan resigned and left the airport. He was the Deputy Field Maintenance Supervisor. Titles have been realigned: Jerry Mahle is now the Airport Maintenance & Operations Superintendent. Lamar Riddle has been promoted to the Airfield Maintenance & Operations Supervisor. In Jerry's absence, Lamar has joined the meeting tonight.