

MINUTES of
AIRPORT BOARD MEETING
August 10, 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	Fred Gaffney	Ron Swanson
Gordon Evans	Joe Heueisen	Tom Williams
Eric Forrer		

Staff/CBJ Present:

Allan Heese, Airport Manager	Merrill Sanford, CBJ Assembly Liaison
Patricia deLaBruere, Arpt Business Mgr.	Karen Blue, CBJ Engineering
John Coleman, Airport Admin. Asst.	

Public Present:

Ella Rogers, Glacier Restaurant	Mockie Patel, Alaska Airlines
Connie DePute, Hangar Owner	Mike & Lorraine Davis, Airport Area Property Owners
Steve Turner, FAA Control Tower	Fred & Lenore Honsinger, Public
Kathy Smith, Alaska Airlines	Dick Rountree, Trajen & R&L Leasing
Dan MacKay, Alaska Airlines	Jim Dorn, Carson Dorn Inc.
Lynae Jacobson, Alaska Airlines	
Mojdeh Sami, Alaska Airlines	

III. **APPROVAL OF MINUTES:** *Pete Carlson moved, Fred Gaffney seconded, the adoption of the July 13, 2005, minutes as presented. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** Chair Ron Swanson asked to add a proposed trip to Washington, D.C., for Allan and him under New Business. *Pete Carlson moved, Gordon Evans seconded, to approve the agenda as amended. The agenda, as amended, was approved by unanimous consent.*

V. **PUBLIC COMMENTS:** Ella Rogers, Glacier Restaurant, said it is hot in the airport and it needs air conditioning.

VI. **SPECIAL PRESENTATION:** Steve Turner, ATCT Manager, discussed changes to the Tower operations counts. Because of the way the traffic is now counted, it has resulted in a significant drop. This does not necessarily mean there are fewer aircraft, but what is being reported has dropped considerably. The basic rule is one operations count is taken for every aircraft that lands and departs the airport, with the exception of formation flights that only count as one. Usually the Tower only talks to one aircraft and that is the flight that is counted. There is an exception to that rule – if the formation breaks into smaller groups, there can be separate counts for the smaller groups. If the Tower is talking to one helicopter out of a group of six or more, the operation counts as one. Previous counts had included all aircraft in the group. May 2004 total operations were 15,305; May 2005 total operations were 12,651. June 2004 aircraft

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operations were 22,168; June 2005 aircraft operations were 15,091. The air taxi count was down by 6,800 operations, primarily from counting one count per helicopter flight. Also, ERA is no longer operating on field. July 2004 aircraft operations were 22,853; July 2005 aircraft operations were 16,728. He will argue the current method of counting, as just as much service is given to aircraft number six in the flight as to number one in the flight – providing separation, etc.

The decrease affects the facility grade/rating, which includes pay rates for tower employees. If the tower receives a surveillance-type system, which WAM/CAPSTONE will do, it will allow the tower to keep its grade because it is more technical and more tools to use. The minimum numbers needed to be a certain grade go down when there are more tools to do the job.

Airport Manager Heese said that JNU Tower is a VFR tower and has sort of been on the chopping block for several years for privatization. AAAE had actually suggested at one time that Juneau should be candidate for privatization. But because of WAM, CAPSTONE, LAAS systems, it is very possible that the JNU Tower could become a quasi-IFR tower. If it is downgraded to a privatized VFR tower, it is unknown if it could ever be upgraded to an IFR FAA tower. Steve Turner said that the FAA is taking a wait and see position on the question of privatizing. On October 3, 2005, all Flight Service Stations in the lower 48 will be privatized.

- VII. **SPECIAL PRESENTATION:** Airport Manager Heese asked Ms. Blue to speak to the Board because there is a very real likelihood that if the Bayview Sewer Project goes forward, it will come across the end of the airport and runways. She will discuss what it might mean to the Airport for future use of the properties or possible implications to the Environment Impact Study. Discussions have been held with Ms. Blue and Jim Dorn of Carson Dorn to try to make sure that they understand the Airport's concerns and the Airport understands what they need to do to try to make it work for both groups. Karen Blue, CBJ Engineering, said this system is similar to the Bonnie Brae homeowners plan. DEC is requiring the City to upgrade the Bayview sewer system, which now empties into the wetlands. The most cost-effective and best way to be able to meet the permit is to run a forced main sewer line across the wetlands and across the end of the runway to the Mendenhall Treatment Plant. All permits have been granted for this project. It is planned to have this project constructed this winter if funding is available.

Jim Dorn showed how the system will cross the wetlands. One of the things that Jerry Mahle had discussed was breaching the dike at some point in time to get in there and dredge out the float plane pond. There will be some provisions within the line so that it can be disassembled in a certain section and temporarily rerouted during dredging operations and then put back in place once the dredging operation is done. The sewer force main gives the Airport the option of being able to connect into that force main with smaller pump stations. Service hookups will be included in a variety of locations anticipating that the Airport will want to hook up to them at some time. The construction will include several weeks of disruption on the dike trail.

Jim Dorn said that a line (2,375 ft.) has been sketched in for water, which could go from the CAP hangar to the west end of the float pond. The water line addition does not include a cost

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estimate, but a rough rule of thumb is about \$120 per foot. In discussing the addition of EMAS in the future, Mr. Dorn said the pipe material is black polyethylene pipe and can be cut and fused at any point. He noted that electrical conduit can be laid along the dike during the trenching. Water and sewer lines must be separate trenches that are at least 10 feet apart. Ms. Blue noted that adding the airport line would not affect the permits. Ron Swanson asked the Operations Committee to pursue installation of water line and conduit to the float pond.

- VIII. **INTRODUCTIONS:** Chair Swanson noted that Kathy Smith from Alaska Airlines was accompanied by a number of people she wished to introduce. Ms. Smith said the people with her were in attendance to show support for JNU. She asked each person to introduce themselves and explain what they do.

Lynae Jacobson said she is the Manager of Air Traffic and Airfield Operations for Alaska Airlines and is located in the flight operations building in Seattle. She works on anything related to the flight service – for example, the taxiways, runways and the air space. She is responsible for keeping track of construction projects and anything that might affect flight operations. She is the liaison between airports and air traffic for flight operations issues.

Mojdeh Sami said she works with Kathy in the Properties Department. She is a Property Analyst and has been performing this job for about six months. She pays the bills for landing fees, rents, etc. She will be planning the budget for the following year.

Mockie Patel said he just recently joined the company. He has been in the industry for 11 years. He manages airport and airline relationships on behalf of Alaska Airlines.

Dan MacKay said he is the Facilities Project Manager for Alaska Airlines. He works with all the others and does the coordination in Juneau for any facilities items. The two-step check-in system is currently deferred until possibly 2006. Alaska Airlines is very close to getting the green light to proceed with Web FIDS (flight information display system). The current display is black and white. Web FIDS is a centrally controlled FIDS display, probably located in Seattle or Anchorage. This would provide updates on flight arrivals and departures. Individual stations will have options to update those. There will be four 30" monitors at Juneau International Airport – in the same locations for the current three and one new location above the pay phone area in the hold room. They have some items they are awaiting and hope to have them installed within 45 days.

Joe Heueisen said that the ADA people have been requesting something for the hearing impaired and wondered if this system might not fit this request. Mr. MacKay said this involves flight identification information only. Ms. Smith noted that this type of messaging is being done in San Francisco.

- IX. **UNFINISHED BUSINESS:**

A. **Operations Committee Meeting** (Attachment #1): Committee Chair Heueisen said that an Operations Committee meeting was held to discuss the purchase of land with PFC funding. It has always been his hope to acquire more land for future expansion for more hangars and

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income producing property. Airport Manager Heese said that page three of Attachment #1 is the motion that the Operations Committee passed which directed staff to research parcels. The first map, for reference, has the numbers 3B160 in the center lower third. It includes parcels number 1, 2, 3, 4, and 5 which were reviewed. The next map is of the same general area, except located directly across from the ARFF station and is labeled #10. The Airport is actively working with the City's Lands & Resources to try to negotiate an acquisition. The next page is an area over by the Fuel Farm, about the center lower third and labeled as area #9. This one was identified by the Operations Committee as the second most desirable to be pursued. The next page is across the street from Evergreen Ford and across Jordan Creek from the Airport, and labeled as Areas 6 and 7. The last drawing, for reference, shows the Airport Parking Lot in the upper left corner and Parcel #8 (the Channel Flying Hangar), which has been discussed numerous times. This was the Operations Committee first choice.

Other than Area #10, there are no dollars identified for the properties. The Airport did identify \$1 million in PFC funds to be used to acquire property. It is anticipated that \$.5 million is dedicated to purchase #10, which will leave \$.5 million that is uncommitted. Mr. Heese asked if this \$.5 million should be turned back and applied to other projects, with no further acquisition of property?

The committee discussed the property owned by the Honsinger Family Trust, which is approximately 80 acres. The Committee felt this was a desirable property because of its size and being adjacent to the airport. The Committee had no information regarding the price of this parcel. In 1985, an ordinance was passed by the Assembly that called for a three-way trade for that property; in which the City would acquire the property in exchange for some other property that the State had. The State would get some other property. This ordinance was never followed through with. The Committee has requested further information from City staff. Mr. Honsinger said that in 1985, the City picked up a 31-acre lease at 7 mile on the old highway, along with mental health land and the Borough. He said that the land adjacent to the airport has been run as a materials pit since 1965. He said there is still 270,000 yards of material yet to be removed. Chair Swanson said that the letter from Mr. Honsinger has been received and will be turned over to the City Attorney. Mr. Honsinger said that in 1985 they had spent two years looking at comparable land that had materials. The land was selected and the City Land person said that the State would have to find other land for him. Therefore, this never went through.

Chair Swanson noted that the City just purchased some property from DeHart's Marina, which is being done on the installment plan. He felt this type of option might be looked at for the Channel Flying Hangar. Tom Williams agreed with the Chair. He said the three parcels include one that generates immediate revenue and would help pay for itself (the Channel Flying building). He thought the Board should reconsider pursuing Parcel #10 as the number one priority because the Channel Flying building has more advantages. It is not on wetlands; the property is 100% usable; and it generates immediate revenue. If the Channel Flying hangar is not available or is not available at a reasonable price, then the Airport should pursue #10. Mr. Williams said that he had run into Aral Loken in the parking lot and asked her if they had followed the Operations Committee meeting. She said no one had approached her, but they

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were certainly willing to talk about price. Airport Manager Heese said that Parcel #10 was chosen for its use as a possible tower relocation and/or potential off-site parking. Committee Chair Heuseisen said that 50% of the equation is income-producing property. The Airport wants to expand to have more hangars, but it also needs income producing land. Most airports get a large portion of their budget funded through things other than landing fees and fuel flowage fees, which is about all Juneau has going. Anything that can be purchased in the way of land that can be income producing for the Airport (which the adjacent land fits) is good.

Fred Gaffney moved, Gordon Evans seconded, to approve the motion made by the Operations Committee -- that Airport staff should further research Site 8, Channel Flying Property, Parcel 5B1501080020, located to the east of the terminal and Site 9, Parcel 5B1601210120, located south of La Perouse Avenue at Ladd Street. The Honsinger property (Parcel 5B1401020070) should be researched as a possible longer-term acquisition. Tom Williams suggested a friendly amendment to ask staff to put the acquisition of #10 on hold until such time as they can report back on the results of the Channel Flying acquisition. The amendment was not accepted and asked to be handled as a separate motion. The motion passed by unanimous approval.

Tom Williams moved, Fred Gaffney seconded, that notwithstanding previous Board action, that staff be asked to temporarily suspend acquisition discussions related to Parcel #10 until such time as the viability of buying the Channel Flying property. Mr. Heese said that the CBJ Lands office is researching the federal land acquisition requirements. Any conversations with land owners have to follow the federal regulations. He cautioned Board members, as he had staff, that the Airport cannot be perceived to make any sort of negotiation outside the federal requirements. Pete Carlson said that something that was stressed at the Operations Committee was how much of Parcel #10 was usable and how much was unusable and if there are any wetlands involved in the parcel. Mr. Williams said the intent of his motion is not to stop staff's investigation of the procedures necessary to be followed for the acquisition of land to use federal money. He did not want to stop getting answers, but before negotiations began on any parcel, it should be brought back to the Board. Tom Williams withdrew his motion with the approval of the second. Tom Williams moved, Fred Gaffney seconded, and asked unanimous consent that prior to City staff entering into formal negotiations to acquire the #10 property, that they refer it back to the Board. The motion passed by unanimous consent.

A break was held.

B. **EIS Update:** Airport Manager Heese said that the Airport staffs are in near weekly meetings with all the resource agencies to work through permitting issues and mitigation.

C. **Wildlife Hazard Advisory Group:** This item will be discussed in the September meeting.

X. **NEW BUSINESS:**

A. **Board Retreat:** Chair Swanson said it has been two years since the last Board retreat. There has been some sentiment that a retreat should be held. Joe Heuseisen noted that a third

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party (who is a disinterested party) as a facilitator allows for a broader scope for discussion. Mr. Heese suggested three main topics: EIS and where this process is at; terminal project; and staffing update.

Chair Swanson said that the following decisions need to be made: a) Does the Board want a retreat? b) When? c) Turn it over to staff to pick the place. *Joe Heueisen moved, Gordon Evans seconded to hold a retreat this year prior to the Chair's departure. The motion passed by unanimous consent.* The retreat was scheduled for August 26. Chair Swanson left it up to staff to locate the facility and a facilitator. Fred Gaffney said that he liked the idea that the retreat is held as a planning session for the following year.

B. Washington, D.C., Trip: Chair Swanson said he will be traveling back east from September 3 through October 25 and there may be a desire to send someone to Washington, D.C., to talk to some folks about some of the pending airport issues. He asked Board authorization for this travel for the Airport Manager and Mr. Swanson's costs should the opportunity arise to talk with the Congressional delegation during that two-month period. *Gordon Evans moved, Joe Heueisen seconded, to send Airport Manager and Board Chair to Washington, D.C., if required to meet with the Congressional delegation. The motion passed by unanimous consent.*

C. Airport Manager's Report (Attachment #2)

2. International Arrival Fee Report (Cont'd): Tom Williams asked out of the \$494, how much was received from Air North? Airport Business Manager Patty deLaBruere said that Air North paid \$374. This is a \$4 fee for commercial passengers. Chair Swanson said that Air North had said this was the reason they stopped flying into Juneau. He wondered if it was worth it to keep charging the fee. Mr. Heese said having the fee sets a precedent and is better than not having it at all. It shows the intent that international has to pay for itself or at least pay some of its own way. Chair Swanson suggested the Finance Committee consider it at their next meeting. Kathy Smith, Alaska Airlines, said this is a very important fee because Air North is paying for it every where else they fly.

8. Joe Heueisen asked Alaska Airlines about their on-time problems. Ms. Smith replied that this problem is Alaska Airlines' number one issue they are addressing. She said it had gotten a lot better down south and they are working very hard to change the problems. Mr. Heueisen also noted a concern about moving some of their operations to Boeing Field, which would cause a major crunch on the Alaska traveling public. Ms. Smith said that if Southwest moved there and Alaska Airlines did not, it would be like giving up their market. They understand Alaskans traveling to Seattle are going other places. She said that the flights out of Boeing would be more of origin destination flights (i.e., people flying out of Seattle).

XI. ASSEMBLY LIAISON COMMENTS: Assembly Liaison Merrill Sanford had nothing to report.

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XII. **PUBLIC COMMENTS:**

A. Richard Rountree asked staff when the Delta 1 Ramp will be completed. Airport Manager Heese said this is a 45-day project, which started about one week earlier. It should be completed by mid-September.

B. Ella Rogers, Glacier Restaurant, noted the lounge is still open.

XIII. **BOARD MEMBER COMMENTS:**

A. Ron Swanson will be out of town from September 3, 2005, through October 25, 2005. Gordon Evans will be Acting Chair during this time.

B. Gordon Evans noted he will be out of town October 28 through November 27.

XIV. **ANNOUNCEMENTS:** None.

XV. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on September 14, 2005, at 7:00 p.m. in the Aurora Room.

XVI. **ADJOURN:** *Fred Gaffney moved, Joe Heueisen seconded, to adjourn the meeting. The meeting adjourned by unanimous consent at 9:35 p.m.*

ATTACHMENT #2

JUNEAU INTERNATIONAL AIRPORT MANAGER'S REPORT

August 10, 2005

1. Float Pond Weed Problem: Pond weed in the float pond has grown extensively over the last couple of years. This year it is getting to a point beyond a nuisance to a safety concern. Float planes have been getting pond weed caught in their rudders, affecting directional control on the water. Airport staff is working to find a solution; unfortunately, no good solution has yet presented itself. Some ideas staff is investigating include dredging, chemicals, underwater rakes (used with marginal success last year), and a floating "lawn mower."

As you may recall, staff has been working through the NEPA process to receive permission for dredging the float pond, specifically to remove pond weed as a food source and attractant for water fowl. When we started this process, we didn't foresee the additional problem of interference with aircraft movements. Dredging for removal of pond weed near float docks will require special consideration and likely much higher costs due to needing to remove or work around docks, the depth of dredging that will be required, and the requirement for stabilizing the sides of the pond.

2. International Arrival Fee Report: At July's Board meeting, staff was asked to provide the amount of International Custom's fees collected for FY05. FY05 saw only a total of \$494.60 (\$5,000 was budgeted). It is customary for airports to collect this type of fee where airlines have scheduled International flights. Air North is no longer scheduled into JNU; however, JNU still has a few international arrivals and departures from small (135) operators on a charter basis, and from private aircraft. Staff will continue to monitor the number of international operations and passengers, as well as investigate alternate Customs area use compensation.
3. Restaurant Hours: Also at the July Board meeting, staff was asked to confirm the hours of operations for the restaurant. The lease does not specify hours of operation that the restaurant and lounge are required to be open. Ella Rogers did state that the restaurant remains open until at least 7:30 p.m., and will remain open if they know that there are a lot of people in the terminal or flights are delayed.
4. Travel Plans:
 - A. Allan traveled to Washington, D.C., on August 4 through August 9. He met with the FAA on Friday regarding EMAS and it was a very good discussion. He relayed some items that they had not heard before, had heard but did not think it was important, or were ignoring. He didn't think they would ignore the comments anymore.

On Sunday, Monday and Tuesday, there was an AAEE-sponsored conference on storm water and deicing for airports. One of the things that is coming down the pike is an 80-page questionnaire that EPA is going to send to selected airports to ask for information on how the deicing fluids (both aircraft and airfield) are dealt with. There are supposedly 20 million gallons of deicing fluid going into U.S. waters and the EPA wants to reduce that to about four million. They want to figure out how to promulgate regulations that airports would have to comply with to get the amount of discharge down. This doesn't apply to Juneau now because there is no active management of the deicing fluids. It runs off into the tide flats, which shows that Juneau has better environmental handling of discharge than a lot of airports because they discharge into creeks and drinking water supplies. The catch

comes in EPA's comments to the DEIS, they are tying Juneau's handling of storm water and deicing to the permits that will be received for the projects to be done. It is not known exactly what that will mean, but they will want to have the discussion. Airports all over the country are looking at collecting every bit of fluid coming off the airfield that may have deicing fluid in it and somehow trying to figure out how to treat it.

- B. Allan will be traveling to Vancouver, B.C., from August 14 through August 19 to attend a combined US/Canada Bird Strike and Airport Wildlife Hazards conference. Fred Gaffney will be accompanying on this trip.
 - C. Patty will be traveling to Seattle to attend an Airport Business and Leasing conference between the dates of September 11 through September 14.
5. Enplanements: Alaska Airlines' enplanements are up over last year by about 4.8% for July 2005 over July 2004. They are up about 4.5% over total year-to-date for 2004. However, July 2005 was lower than July 2001. The year-to-date is still more than 2001.
6. Helicopter Crash: As you are probably all aware, a TEMSCO helicopter crashed on takeoff at about noon on Monday, July 25, 2005. I wish to thank all responders for the very rapid and professional response. This includes Airport staff, ARFF crews, JPD personnel, as well as outside agencies. This crash came just a few hours after another, less serious emergency declared by the pilot of a transient private jet for an engine malfunction. Crews also responded to this emergency in a similar manner. While all participants performed admirably, I am confident that I speak for all in saying "We are glad we don't have more days like that one!"
7. WAM Test Flights: The Juneau Wide-Area Multilateration (WAM) System Site Acceptance Test Witnessed Dry-Run Flight Test event is confirmed for the period August 15-18, 2005. The FAA Tech Center's Convair 580 aircraft is projected to arrive in Juneau at approximately 11:00 a.m., Monday, August 15. A pre-flight test meeting will be held at time/location TBD. WAM flight testing will begin the afternoon of August 15.
8. Construction Projects:
- A. **Taxiway extensions.** Work to change the designation signs and to upgrade the computer control systems was completed as scheduled. The airport has determined that one more sign is needed at the new Bravo Two interlink for east bound aircraft on Taxiway Alpha. Cost estimates to install the sign is less than \$20,000. Unfortunately this cost has not been included in any previous discussions of costs for this project. These costs will be covered by Passenger Facility Charges. After the sign is installed, we can begin the project close-out process.
 - B. **Delta-1 Ramp Expansion.** Work began on July 27 and most of the excavation was complete as of August 1. Although the recent news that asbestos was found in the Stabler's quarry may affect the project schedule, we are working to verify that material in another rock source meets our specifications, in case the Stabler's issue is not resolved in the next two weeks.
 - C. **Environmental Impact Statement.** FAA and the Corps of Engineer's have completed their public comment periods for the DEIS and permit reviews. We are meeting weekly with the State and federal agencies for reviews to move through the Coastal Consistency review process. We are also working with CBJ's Community Development staff to determine CBJ requirements for permitting, etc.