

MINUTES of
AIRPORT BOARD MEETING
February 8, 2006
Aurora Room, 7:00 p.m.

I. **CALL TO ORDER:** Chair Ron Swanson called the meeting to order at 7:05 p.m.

II. **ROLL CALL:**

Members Present:

Pete Carlson	Fred Gaffney (7:07)	Ron Swanson (7:05)
Gordon Evans	Joe Heueisen	Tom Williams

Member Absent:

Eric Forrer

Staff/CBJ Present:

Jerry Mahle, Acting Airport Manager	John Coleman, Airport Admin. Asst.
Patricia deLaBruere, Arpt Business Mgr.	Merrill Sanford, CBJ Assembly Liaison

Public Present:

Ella Rogers, Glacier Restaurant	Keith Whitehead, TSA
Mike Tagaban, Goldbelt Security Service	Jim Owen, TSA
Jim Wilson, Coastal Helicopters	

III. **APPROVAL OF MINUTES:** *Pete Carlson moved, Gordon Evans seconded, the adoption of the January 11, 2006, minutes as presented. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** Chair Ron Swanson added a letter from Genevieve Conrad to Item B 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:** None.

VI. **UNFINISHED BUSINESS:**

A. **Exit Lane Staffing.** Chair Swanson noted that a letter had been received from James Owen, TSA (Attachment #1). Airport Business Manager Patty deLaBruere said a security meeting had been held earlier in the day with TSA. It was noted at this meeting that the bids were out and would close on February 17, 2006. The process was moving forward. The letter was hand-delivered by Jim Owen, who is the Acting Security Director and an Aviation Security Inspector. The bid is continuing on. She felt the letter was a thump in the chest, which said you are going to go through with this because we said so. The letter puts a strain between TSA and the Airport. The Airport plans to continue doing what needs to be done.

Fred Gaffney asked if the Airport had been formally notified in writing that, in fact, the Airport has to submit to covering the exit lanes? Keith Whitehead, TSA, said the original notification came from Jim Blair on October 18. Mr. Gaffney asked to see the letter. He wanted this turned over to the City Attorney and proposed that no further action be taken this evening.

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Gordon Evans said that Kathy Smith with Alaska Airlines had been concerned that this Board would acquiesce very quickly on what the TSA was trying to do. She had said that no other airport on the west coast has done so. Mr. Evans said this is another typical federal unfunded mandate to try to force the Airport to do it. If they get Juneau to do it, then the other airports would fall in line. He agreed with Fred Gaffney's resolution (Attachment #2, as approved).

Mr. Whitehead said he is in attendance to answer any questions the Board may have. His understanding is that Fairbanks is going through the same thing but in a slightly different manner. They are installing electronic systems, cables, video access, rather than from a manned standpoint. There are numerous airports through the nation that are going through this as well. He named many other airports that are in the process or already staffing exits. TSA currently has a staff of 43,000 FTE personnel across the nation. TSA is currently staffing 1,300 FTE on staffing exit lanes. TSA is trying to get out of the business of exit lanes. They are trying to work with airports to get this resolved. Juneau staff has been informed at numerous meetings and has been positive and helpful. Juneau TSA has been allocated 51 FTE; they currently have 36 FTE. It takes 4 FTE to run the exit lane, which cuts the staff of 8 bodies per shift for seven days a week.

Chair Swanson said that Juneau is a small town operation with one air carrier. All of the places Mr. Whitehead mentioned have multiple air carriers that the cost can be spread to. Alaska Airlines is not supportive of paying for it because it is short of a pass-through deal. The cost will be passed through to Alaska Airlines, which they will then pass through to the citizens of Juneau, Alaska, for something that the Board feels is TSA's job. Mr. Whitehead said that this directive was originally given in 2003, but was rescinded at a later date. TSA can no longer afford to do it because of their staffing.

Tom Williams asked if all 51 FTE were filled, TSA would still not have the staff to staff the exit lane. Mr. Whitehead said he was not sure. Mr. Williams asked if TSA was having problems filling the additional FTEs. Mr. Whitehead agreed this was the case. Mr. Williams said that if TSA cannot fill the positions and there is money left over because of the open FTEs, he would not have a problem hiring someone to staff the exit lanes if TSA is going to pay for the staffing out of their funds. But not if TSA is going to redirect those funds elsewhere. If TSA wants to pay for it, he supported the Airport contracting with someone, hiring someone, adding on the administrative overhead and charging TSA back. To say TSA cannot get their positions filled and, therefore, they're just going to dump it off on someone else – he had a problem with that. He said that this was at the discretion of the individual area FSD as to whether it is needed. The memo that directs this says that if TSA can accommodate it, the airports should do it. The memo doesn't say it should simply be dumped on someone. It may be an out if there is not sufficient staffing. He was sure TSA's legal experts were saying this is what the law requires; the law doesn't require this, but it allows this and not this. Perhaps if the attorneys say that this is not mandated, perhaps a political solution is needed through the Congressional delegation. Was it their intent?

Fred Gaffney said the focus of his complaint is the heavy-handed manner in which it is done. The next is the Airport has not been formally notified in writing and provided an opportunity to plan and prepare for this. The Finance Committee was asked to look at this in lieu of the budget because they heard something was going to happen. They were aware of the October 18 letter, at which time they said they could not afford it. What is going on? The Board is addressing that issue in an organized fashion.

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The funding is not available. The Airport is not prepared to proceed. Because a resolution will be brought before the Board, someone locally threatens the Airport. He is prepared to proceed on several levels. He wanted to turn over the letter to the City Attorney and will be happy to sit down and go through it in detail. He said the Airport had not been formally notified. The Airport tries to deal with all the federal regulations. If on March 1, the door is closed and TSA will not run it, he is ready to shut the airport down, call the newspaper and media and tell them that TSA walked away from their responsibility.

Gordon Evans said he is personally insulted and offended by the tone of the letter. He wondered why Mr. Owen did not have the guts to come by and tell the Board himself. It was noted that Mr. Owen just arrived. Mr. Evans said he would like to give a copy of the letter to the press. Chair Swanson asked if it was the Board's wish to take the letter to the City Attorney. He, too, is in favor of calling their bluff. Mr. Gaffney said he did not want to go on record as threatening. What he is in favor of is turning it over to the City Attorney and letting him proceed. His concern is that if the system is not in place to deal with it, he does not know how the Airport will proceed after March 1. Basically it may be a federal lock out by the federal administrators of the airport when it is a federal responsibility. He wants to turn it over to the City Attorney to provide advice. If another meeting is necessary before the end of the month, he would be happy to support it. *Gordon Evans moved, Tom Williams seconded, that the Chair and Mr. Gaffney deliver the letter to the City Attorney's office, ask the City Attorney's advice on this and report back to the Board at a special meeting, if necessary. The motion passed by unanimous consent.*

Fred Gaffney said he provided an advanced copy at the direction of the Finance Committee. He is the author and he entertained any kind of corrections, modifications, etc. It summarizes some of the issues raised to date. *Tom Williams moved, Pete Carlson seconded, and asked unanimous consent that the Board adopt the Resolution of the Juneau International Airport Board entitled a "Resolution Requesting TSA to Reconsider Airport Exit Lane Staffing Policy Changes," as presented on the February 7, 2006, draft from the Finance Committee.* Ms. deLaBruere noted some technical changes that had been made (some commas, etc.). There is one area on the second page, Item 2, that reads, "Request the TSA enter into a discussion with the affected airports and airlines regarding the TSA desire to transfer screening/staffing responsibility," should be changed to read "transfer exit lane monitoring responsibility," because they are not transferring the screening of the passengers. Tom Williams accepted those changes.

Gordon Evans noted that the second whereas clause should read "An action memo" and include "To All Federal Security Directors." Remove the word "from" in this clause. It would read "Whereas, on October 18, 2005, in an Action Memo to all Federal Security Directors, TSA Acting Chief Operating Officer Jim Blair wrote . . ." And the first sentence of his statement, "TSA screeners monitors sterile," includes an "r" that should not be there. In the next paragraph, it should include a quote mark. He noted that at the end of each Whereas clause it should have a semicolon and the word "and." "NOW THEREFORE, the Juneau International Board" should have a colon, and delete "resolves to." The word "request" in the first and second sentences should read "requests." The final sentence should change from "the 8th day of February 7," by removing the "7." Tom Williams agreed to these changes. *The motion passed by unanimous consent.*

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Gordon Evans asked Mr. Owen why he sent such a letter which had angered the Board and caught it short. Mr. Owen said they had received instructions from headquarters in October that exit lane monitoring budget was going to cost 1300 bodies across the nation. TSA had a severe shortage of money based on the Hurricane Katrina cleanup efforts. TSA was supposed to have gotten out on December 31, then it was changed to January 18 and no action has been seen on it other than a snippet of information that the Airport is going out for a contract bid. If there are no bidders, they simply cannot do it.

Mr. Evans said that this is an unfunded mandate. Although the President has said that security will be handled by TSA, the people under the President have taken it upon themselves to change the President's rule or what the statute says. TSA can continue to do it. Mr. Owen replied they do not have the staffing. Mr. Evans said the Airport does not have the staffing. But the letter says that if on March 1 it is not done, they will give the Airport a \$10,000 fine every day. The Airport does not have the money. He asked Mr. Owen if they would shut down the airport on March 1? Mr. Owen replied that this is not his intention, but that should escalate to the point that someone hired to be here that has some money can react to it. Mr. Evans said each one of the Board Members has to come out and sit up there on the chair and do your job for you.

Tom Williams asked if TSA has the funding for the 51 positions. Mr. Owen did not think so. Chair Swanson said the largest increase in the new federal budget is to TSA. If he was a forward-thinking person, he would think that these people could staff the exit lanes. TSA is authorized for 51 positions. The fact that TSA cannot find qualified people to fill the positions is not the Board's problem. Mr. Owen just said TSA cannot find the people to do it, so TSA is going to give it to the airport. It's going to cost the airport money, but oh well. It would be like the Juneau Police Department saying they are understaffed and that residents have to hire their own security agent. Mr. Owen said Juneau's exit lane is very similar to any of the gates to the airport, any of the other locked doors. It is just a matter that it gives access to the sterile area and TSA is responsible for the screening of persons and things going through the checkpoint. The original planning is that anywhere there is a co-located exit lane, which is the case everywhere except Juneau and Ketchikan, they will continue to monitor them. Mr. Swanson asked what would happen if all people exited and entered through the current screening area. Mr. Owen replied it would be cumbersome but it could be done that way.

Mr. Gaffney stated a point of order that this item has been dispensed and they should move on. He felt this has been elevated past their hands. They have tried to work cooperatively and unfortunately that has been taken away from them.

B. Committee Reports:

1. Terminal Enhancement Committee: It was decided at the January 26, 2006, meeting to recommend that the Board go ahead immediately with the 1984-era roof and canopy refurbishment for an estimated cost of \$250,000. Staff recommended using the entitlements programmed in 2006 for CIP project 8.4 "NE Quad Fill" for this purpose. Project 8.4 is the first phase for filling the NE Quad; Phase 2 is programmed in 2007, which would be a reasonable time to begin filling this area. This would entail re-programming the Airport's CIP; Jim Lomen, FAA, has indicated this re-programming of funds is not a problem for them.

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Joe Heueisen said he was very frustrated with the way everything turned out. The Airport spent no small amount of money on the first consultant and everyone wanted another consultant hired. A lot more money was spent on the next study, which included a good cross section of the community and all interested parties and came up with a plan. Unfortunately, this was not sold well to the community and it went down the tubes. Now the committee is saying it's too large of a committee; there needs to be a smaller committee to work toward the goals and objectives. Everyone wanted to have their input before and now they don't want it anymore.

Tom Williams said that this smaller number is for the lobbying efforts. He asked if there was any consideration of the committee appointing a subcommittee for the lobbying or do they want the Board to sanction that. Mr. Heueisen said they want the Board to come back and reappoint the appropriate people to be able to work with the City in the lobbying effort. There was a lot of back-peddling, not the least of which was Alaska Airlines, as to their position on the terminal. They got it from corporate management that they did not like the possibility of another air carrier coming in here and that was the reason for the expansion. Of course, Alaska Airlines management asked why should they support expansion if it is just so Juneau could bring in another air carrier.

Mr. Williams asked if it was the consensus of the committee that they wanted the Board to appoint a lobbying team that would coordinate and work with the Assembly. Mr. Heueisen said that was correct. He said that Assembly Member Merrill Sanford was at the meeting and reiterated that the Board needs to get together with the Mayor and the City Manager and with whatever small group that is appointed by the Board to go ahead and try to do some lobbying. Mr. Williams asked if it wouldn't be the Board Chair's prerogative to appoint the committee to try to go forth and try to get money. Mr. Heueisen said he thought it was the procedure of the way the committee was set up the last time. The Board Chair makes the appointment, the Board approves the appointment and they go forth.

Chair Swanson said he is prepared to do that. However, one of the places that lobbying is needed the most is in the home front. He did not think the Mayor is supportive of the terminal. Every time it is brought up before the Mayor, it is noted that if the Airport gets \$20 million from the State, what will the City be giving up. If it is the will of the Board that a lobbying committee be appointed, he thought the committee would need to start downtown.

Jim Wilson, Coastal Helicopters, said he had been at the meeting and thought that Alaska Airlines just pointed out the fact that until Juneau's population goes to 60,000, with some significant increase, they supported the proposal. Chair Swanson said that there are many airlines that do not necessarily compete with Alaska Airlines. Mr. Heueisen said that Alaska Airlines is interested in gates not baggage or queuing space. They are not interested in the congestion problem.

Chair Swanson said he would be going downtown the following day. When he is meeting with the Mayor and the City Manager, he will ask them about the lobbying effort to get their advice about a lobbying committee and if this is something they would support or would it make them angry. He'll let everyone know after the meeting. Mr. Heueisen said that Rosemary Hagevig

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had said that the lobbying effort in this town does not necessarily take place on the floor. A lot of it goes on in grocery stores and that is why a larger committee might be appropriate to be able to lobby different factions. If it is all bottlenecked through the City lobbyist with his marching efforts from the Assembly and only the people the Lobbyist contacts, the Airport is in trouble. No one is suggesting going around the Assembly.

Mr. Heueisen said that the last meeting was started by George Davidson saying that he did not think it was supposed to be the function of the Terminal Committee to do the selection of the things. He thought it was more in the purview of the Board of Directors. That got some of the members (who hadn't bothered to be to half of the meetings in the first place) on a roll. Chair Swanson said that the Board has annoyed the Assembly in the past to the Airport's detriment. He said they would go down and talk to them to see their point of view. If the Mayor says no, the Board will back off from the committee.

Chair Swanson said that one of the things the committee was unanimous on was that improvements need to be made to the terminal whether or not a new one is built. Discussions about the roof, except for a couple of areas around the heating, ventilation air system goes would not be a throwaway item. It would be part of a new terminal even if the new terminal were built. The canopy, however, is a throw away item because it would be removed if a new terminal were built.

Staff has suggested that the Northeast Quad Fill Phase 1 for 2006 be replaced with the project to refurbish the roof and canopy in the estimated amount of \$250,000. Tom Williams said that procedurally, a recommendation is given by a committee and then that recommendation is put before the Board to act on it. Then if there are additional recommendations to implement that, then the Board would do that. He noted there are two motions in the Terminal Enhancement Committee minutes. Fred Gaffney called a point of order: when committees go to the trouble to come back with a motion, that the motion ought to be in the agenda and ready to hit the floor and can be amended or whatever. He agreed with it because it would enhance the committee process and speed up the deliberations.

Tom Williams moved, Fred Gaffney seconded, and asked unanimous consent to direct Airport staff to design and plan the canopy rebuild, per the recommendation from the Terminal Enhancement Committee by unanimous consent at its January 26 meeting. The motion passed by unanimous consent.

Tom Williams moved, Fred Gaffney seconded, and asked unanimous consent that the Airport staff are directed to explore the possibility of having Carlisle, a roofing company, inspect and provide a cost estimate for rehabilitation of the 1984 roof, as recommended by the Terminal Enhancement Committee by unanimous consent at its January 26 meeting. The motion passed by unanimous consent.

Tom Williams moved, Fred Gaffney seconded, and asked unanimous consent to amend the Airport's Capital Improvement Project list to add a new 2006 project entitled refurbish terminal roof and canopy with a budget not to exceed \$250,000 with funding to come from the same

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sources as the funding for project 8.4, and reprogram project 8.4, northeast quad place fill phase 1, for 2007. The motion passed by unanimous consent.

In discussing the appointment of a smaller committee for lobbying efforts, Chair Swanson said he would like to wait until after his meeting with the City the following day. Tom Williams said the Chair can appoint a committee without approval of the Board and appoint ad hoc committees at the Board Chair's discretion.

2. Goals and Objectives Committee: Committee Chair Tom Williams said the Committee reviewed the minutes from the previous meeting held over a year earlier. The comments that were received at the first meeting were distributed (these were also distributed at the Board's retreat). Due to confusion about the membership, no action was taken. Some good discussions were held with Alaska Airlines staff – Kathy Smith and Mark Berg. Chair Swanson said it was his opinion that Fred was replaced by Eric Forrer – with the Committee members of Gordon Evans and Eric Forrer. Mr. Williams wanted to have another meeting on March 1.

Mr. Williams said that he wants to come up with some underlying philosophies of what the Board should be trying to do before the goals can be written. He will distribute a basic outline of some questions that should be answered before the Committee goes too far in developing the goals and objectives. Several comments by Alaska Airlines were received about other airports and he agreed to contact the Spokane Airport and the Hospital Board. Gordon Evans said Kathy Smith said that the Oakland Airport is another outstanding example. He believed they had discussed sending the Board Chair and another member of the Finance Committee to Oakland. Chair Swanson said that budgetary constraints did not allow this trip. Mr. Williams said he thought that this would be an excellent investment. Chair Swanson felt that getting copies of their goals and objectives would be sufficient.

Gordon Evans believed the reason for the appointment of the committee was as part of the evaluation of the Airport Manager. It would give the Manager the goals and objectives to get an idea of what he is doing.

A five-minute recess was held.

3. Finance Committee:

a. **Public Parking Rates:** Committee Chair Pete Carlson said there is a tabled motion and the Finance Committee has a new recommendation. *Gordon Evans moved, Fred Gaffney seconded, to take up the tabled the motion that is pending, "to adopt the parking lot rates as presented, with the following amendments: Delete doing away with the free parking; Delete the language that says 30-60 min. \$2.50; Change the additional hours in the short-term lot to \$2.00 per hour." bring it before the Board and call for the question.* Mr. Evans thought that 15 minutes free was not sufficient.

Mr. Williams said he was a proponent of expanding the free parking to one-half hour when it was only 15 minutes in the past. He supported eliminating the free parking

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completely, but is willing to compromise to 15 minutes. The employees are being charged for parking and he felt this resource should be charged, as well.

Fred Gaffney said that members of the public were for and against. Considerable discussion has been received by Mr. Pak about use of equipment, etc. This is an attempt to change behavior away from abusing free parking. He also noted the Airport is an enterprise fund and is trying to raise money. For people picking up a ticket and conducting business, they can do this in the 15-minute free parking. People picking up passengers may or may not do this on a free basis. People will not run out every ten minutes to move their car and will reluctantly agree to pay only \$1. Joe Heueisen sees a need for free parking. Airport Business Manager Patty deLaBruere said that most people who travel on Alaska Airlines travel on a ticketless basis, so they are not coming to the terminal to purchase a ticket and then leave.

Chair Swanson said that 15 minutes will allow merchants and private individuals to run into Part 135 carriers to drop off items to be shipped. He thought that this would bring in more funds to the Airport. The Airport does not give anything free to any tenants on field. Mr. Heueisen asked what is done for commercial deliveries to the terminal. Ms. deLaBruere said there is a place for commercial drivers to park in the short-term lot. Staff has discussed with Paks using the permits on the vehicles, writing the permit number on the ticket and going through on a no-charge basis for up to one hour.

Tom Williams moved, Fred Gaffney seconded, and asked unanimous consent to amend the original motion to substitute the rates schedule included as the "Finance Cte. Proposed 2006 Rates as reflected on a February 3, 2006, spreadsheet entitled "Juneau Parking Lot Rates, Attachment 3" for parking at Juneau International Airport." Mr. Evans objected to the unanimous consent and asked for a roll-call vote. He also noted a point of order: the chart shows there is no charge for the next 30 minutes. Mr. Williams said 16-60 minutes will cost \$1.00. Pete Carlson suggested a friendly amendment to make this effective April 1, 2006. Mr. Williams accepted the friendly amendment. Gordon Evans moved, Fred Gaffney seconded, to amend the amendment to make each additional hour in the short-term lot \$2.00. Fred Gaffney said that behavior is trying to be changed regarding the public perception of the value of parking at the airport and trying to accommodate a variety of interests. Assuming the first 15 minutes are free and the next 45 minutes at \$1.00, if each additional hour after that is \$2.00, it would be the same for two hours of parking in either the short-term or long-term lots. This would consider the short-term lot as premium parking. The amendment to the amendment passed by unanimous consent.

The amendment before the Board is now: Free 15 minutes parking, 16-60 minutes \$1.00, each additional hour \$2.00 (as noted on Attachment #3 under "Finance Cte. Proposed 2006 Rates"(and amended above)). *The amendment passed by a vote of five to one. The motion on the amended main motion passed by a vote of five to one.*

b. **FY 06 Projected and FY 07/08 Proposed Budget:** Committee Chair Carlson said FY 06 looks like it will finish in the black. FY 07 and 08 are a work in progress and look horrible. Some staggering increases have hit, i.e., FY 08 health costs per employee goes to more than \$1,000 per month. The City negotiated labor contract will cost about 8% in salaries over the next three years. Worker's Compensation, Full Cost Allocation, and Fuel Costs have all jumped. Only the very first cut has been made on the budget and the Committee plans to meet again the following Monday. A lot of work needs to be done because it is almost \$1 million in the red by the end of FY 08. Fred Gaffney thanked the Chairman of the Finance Committee and noted they are quite concerned. Some things on the table and still to be discussed are current vacancies (whether or not to fill them), reclassification of positions or any new positions. The budget is in a very tough position. Jim Wilson, Coastal Helicopters, suggested looking at contracting out the fire fighter duties. He also said that other things could be contracted out.

VII. **NEW BUSINESS:**

A. **Airport Manager's Report** (Attachment #4):

3. Ms. deLaBruere said that she and Mr. Mahle had met with Mike Patterson and Shah Roohi from the CDC, regarding getting a plan together for quarantine of things that could come through the airport. Because this is a port of entry or because of people coming off the cruise ships and going through the airport, what can be done regarding quarantine?

4. Gordon Evans asked about the status of the Juneau Police Department Impound Lot. Mr. Mahle reported that the brushing is done. He said that brush that is in the barbed wire was not able to be removed due to safety issues.

B. **Letter from Genevieve Conrad** (Attachment #5): Chair Swanson asked Mr. Mahle if it was possible to paint a crosswalk from the employee parking lot to the walkway on the terminal side of the street. Mr. Mahle said it could be done in a day's time. Chair Swanson said this should be done and the Board agreed. A letter will be prepared to Ms. Conrad regarding the same and thanking Ms. Conrad for bringing this to the Board's attention.

VIII. **ASSEMBLY LIAISON COMMENTS:** Chair Swanson told Mr. Sanford that before he had arrived, the Board discussed appointing a smaller committee to be an educational effort. This would be decided after a meeting with the Mayor and the City Attorney the following day. He noted this was a recommendation of the 18-member Terminal Enhancement Committee to appoint a smaller committee to spearhead the lobbying effort for \$20 million from the State. Assembly Liaison Merrill Sanford asked to be kept informed of the time of this meeting. He noted Mr. Gissel was at the Assembly meeting and asked the City to find another spot for the impound lot. There probably will not be a spot found in the near future. If the lighting could be changed so it is not in people's windows, it would probably help.

IX. **PUBLIC COMMENTS:** Mike Tagaban, Goldbelt Security, said that he had attended the meeting to keep up with the Board's stance with the TSA exit lane issue. He noted that there are bids in process. They have until February 15 to submit the bids. Goldbelt Security Services is in the

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process of finishing the documents and coming up with all of the requirements of the bid package. It will be submitted in a timely fashion.

X. **BOARD MEMBER COMMENTS:**

A. Pete Carlson thanked the committee of one – Eric Forrer – for his letter. Chair Swanson said he will continue to be the committee of one.

B. Joe Heueisen discussed the wildlife preserve land transfer request made to the State of Alaska, with the concurrence of the Assembly. He said the State Transportation people agree with the transfer, and the State Fish & Game people also agree. His only concern is to get this done during this administration. Chair Swanson said this was discussed with Commissioner Barton and McKie Campbell at which time a drop-dead date of July 1 was given. Fish & Game is waiting for their people to draft the document. He will do further follow-up.

C. Gordon Evans asked the status of the EIS. Chair Swanson said that Woodie Woodworth, the Washington person who directs the EIS for safety areas, has moved on. She was noted to be the push for EMAS. Her replacement has not been named to date.

D. Gordon Evans commended the Finance Committee for their good job.

E. Tom Williams requested staff try to incorporate specific motions from the Committees as close to verbatim as they make sense into the next Board agenda.

F. Fred Gaffney noted that staff is doing well with public notice for meetings in the newspaper, but that something had slipped this last time. Ms. deLaBruere said that staff had sent notification to the Juneau Empire and they had dropped the ball.

XI. **ANNOUNCEMENTS:** None.

XII. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on March 8, 2006, at 7:00 p.m. in the Aurora Room.

XIII. **ADJOURN:** *Gordon Evans moved, Pete Carlson seconded, to adjourn the meeting. The meeting adjourned by unanimous consent at 9:05 p.m.*

ATTACHMENT #4

JUNEAU INTERNATIONAL AIRPORT MANAGER'S REPORT

February 8, 2006

1. Vehicle vs. fence/aircraft. On January 15, 2006, the driver of a private vehicle headed west on Yandukin, left the roadway, came through an airport perimeter fence and struck a general aviation aircraft and two sets of floats before coming to a stop. The Cessna 120 was totaled and there was substantial damage to the floats, as well as the airport fence. The driver was insured, however, there is only a limited coverage amount on property damage. The driver's insurance company is working with all involved parties to reconcile damage costs. No one was injured. Airfield Maintenance patched the fence until a permanent fix can be made when weather and temperature allow this Spring.
2. Airport Rates and Fees Regulation. At the January 30, 2006, Assembly meeting, the Airport's Rates and Fees Regulation (amended) passed without an objection. The regulation will become effective February 6, 2006. The changes included a tiered rate for non-signatory airline use of the terminal and the fingerprint/badging fees which have been in effect, but not consolidated by regulation.