

MINUTES of
AIRPORT BOARD MEETING
May 10, 2006
Aurora Room, 7:00 p.m.

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

II. **ROLL CALL:**

Members Present:

Pete Carlson	Eric Forrer	Ron Swanson
Gordon Evans	Joe Heueisen	Tom Williams

Member Absent:

Fred Gaffney

Staff/CBJ Present:

Allan Heese, Airport Manager	John Coleman, Airport Admin. Assistant
Patricia deLaBruere, Airport Business Mgr.	Merrill Sanford, CBJ Assembly Liaison
Ben Mello, Airport Planner	

Public Present:

Ella Rogers, Glacier Restaurant	Nathan Leigh, Public
Connie DePute, Hangar Owner	John Cooper, Cooper Consulting Engineers
Larry Miller, Public	Jim Wilson, Coastal Helicopters
Roger Baker, Petro Marine	Craig Loken, Alaska Seaplanes

III. **APPROVAL OF MINUTES:**

A. *Pete Carlson moved, Eric Forrer seconded, the adoption of the April 5, 2006, minutes as presented. The motion passed by unanimous consent.*

B. *Pete Carlson moved, Eric Forrer seconded, the adoption of the April 12, 2006, minutes as presented. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** *The agenda was approved by unanimous consent.*

V. **PUBLIC COMMENTS:** None.

VI. **UNFINISHED BUSINESS:**

A. **Committee Reports:** Avian Flu Report (Attachment #1): Chair Swanson said Eric Forrer had traveled to Anchorage and submitted a report. Eric Forrer said the leadership of the meeting, Carlene Jackson, with the Alaska State Department of Health and Social Services, Public Health, had reviewed the report. Ms. Jackson had e-mailed him and said "I'm impressed with your recommendation to the Board that information be posted at airports so that travelers can have access to current information." She sent a copy of the report to the Chief of the Alaska Department of Public Health, Richard Mandsager, who was also a part of the meeting. Mr. Mandsager sent an e-mail that said he was impressed by the depth and scope of the report and requested authorization to use it as a reference document. Mr. Mandsager also said it was interesting to read an analysis that went beyond the data of the summit and moved

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toward advice for the community. This is what Mr. Mandsager and the group had hoped would happen.

Mr. Forrer said the report was also sent to the Director of Emergency Preparedness for Alaska Airlines. This person said that Alaska Airlines had established an Avian Flu Task Force that had just begun to meet and determine contingencies should a pandemic occur. This came on the heels of a recent Washington State Emergency Preparedness meeting that covered many of the same topics as noted in Mr. Forrer's report. Alaska Airlines is also developing other contingency plans to deal with natural events – including volcanos and tsunamis – however, they are all in the very early stages. Mr. Mandsager's e-mail went on to say he wished to support JNU's contingencies as they are developed. *Eric Forrer moved, Tom Williams seconded, to send the Avian Flu subject to the Operations Committee where it will reside for some time and the Operations Committee can work with staff to develop a set of recommendations regarding our response and preparedness for flu.*

Mr. Forrer said that the core of the meeting was that people need to prepare for the flu starting at a personal level and moving up through communities, states and the feds. Good data is the answer at the moment. Anyone interested in it is encouraged to participate. Alaska Airlines could potentially carry the flu into the state and should be involved. Small air carriers should be involved or at least kept informed about what the Board is thinking. *The motion passed by unanimous consent.* Operations Committee Chair Joe Heueisen said he will schedule a meeting for mid-June.

B. EIS Update:

1. On last April 13, Mayor Botelho, Ron Swanson and Airport Manager Allan Heese, accompanied with Commissioner McKie Campbell of ADF&G, traveled to Anchorage to discuss RSA alternatives with Byron Huffman, Division Manager for FAA Airports in the Alaska region, and his staff. A summary of that meeting is at Attachment #2.

2. Staff sent Alaska Airlines a draft of our new RSA alternative, now called Alternative RSA-5D, seeking their input. Their letter of response is included at Attachment #3. Since receipt of the letter, staff has had numerous conversations with a wide variety of people (Alaska Airlines, FAA, consultants) regarding the impacts to their RNP (Required Navigational Performance) procedures if *any* change is made to *any* threshold or departure point. It is a very complex question and requires further study. Staff will continue working this issue and hopes to arrive at an answer as quickly as possible.

The outcome of this question is critical to the discussion of RSA alternatives. As you can read from the summary of the Anchorage trip, we had agreed to drop the Huffman alternative from consideration. However, if threshold changes cause re-evaluation of all RNP procedures, it may be prudent to re-instate that alternative into the discussion, as it does not change thresholds for landings, although it does for takeoffs. This would then affect the contract amendment pending with consultants, possibly resulting in more time and dollars to complete.

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3. A contract amendment proposal has been received from SWCA (prime consultant for EIS work) to incorporate Juneau's Alternative RSA-5D into the Final EIS. Because of the questions posed by Alaska Airlines regarding RNP procedures, the proposal has been overcome by events. It is expected that SWCA will provide a new estimate/proposal which will undoubtedly be higher because there is a lot more work included – to do the analysis on the RNP procedures and look at the alternative that was put forward by the FAA, now called Alternative 6D. Without doing the analysis on that one, if the RNP minima for other alternatives are unsatisfactory, Alternative 6D may be the alternative with better minima, because the thresholds do not change for either approach. If the preferred Alternative 5D has a very negative RNP effect, then it is possible that if 6D does not have RNP effects, 6D may then become the more attractive option. The current cost of the EIS is \$3.3 million, of which approximately \$2.8 million has been spent. The FAA is wanting SWCA to do the work on evaluating the RNP approaches, but if the process could be expedited by doing it differently, the FAA might reconsider their requirement. The latest estimate for a Record of Decision is December 2006.

4. Additional work beyond this date is to complete the writing of the Final EIS and prepare the Record of Decision. There may be some additional analysis based on incorporating new alternatives. Also, we will continue to refine and update the permit application and the mitigation plan.

C. Finance Committee:

1. Chair Swanson said that Ms. deLaBruere did a wonderful job presenting the Airport budget to the Assembly Finance Committee. A discussion was then held about the \$1 million appropriated by the Legislature for Terminal improvements. Chair Swanson said that they met with Bruce Weyrauch who tried to get the Airport \$10 million, but got \$1 million. Airport Manager Heese thought it would be worth Board discussion on how it wants staff to proceed with the \$1 million if it comes to fruition. It gives \$1 million plus the \$1.2 million from the FAA. He felt the direction from the Board would be beneficial. Chair Swanson asked that this be placed on the June agenda with recommendations from staff on where the money can be spent. If there is some dissension, it can then be given to the Finance Committee to discuss staff recommendations. He felt this was not just a financial matter but should be discussed by the whole board.

2. Mr. Heese said that Ken Sura was the financial sub-consultant for the recent terminal planning exercise. He spoke with him recently and Mr. Sura offered to stop in Juneau on his way to/from Anchorage where he is doing financial planning assistance for the airport there. We plan to take advantage of his offer and have him provide training and assistance on updating the financial model. He could also meet with either the Board or the Finance Committee to offer whatever assistance we might desire or answer whatever questions we might have. Pete Carlson said he would like to have Mr. Sura work with staff and the Finance Committee, but would like to know the cost ahead of time. It was suggested that the cost and time line be brought back to the Board at the June meeting.

D. **Terminal Project Update:** Ben Mello, Airport Planner, said that Gene Coogan (Coogan Construction Company) repaired a leak over the one of the restaurant doors and inspected the roofing material to determine the condition of the seams and other components of the roof at a cost of \$2,000.

In order to determine the extent of the leak, Mr. Coogan’s crew needed to remove the pavers, rocks, and foam insulation that covers the rubber membrane, in an area of approximately 10 feet long by 10 feet wide. Once the leak area was uncovered, the crew had to suck up the standing water and clean the area with disinfectant. The crew then repaired the leak and inspected the condition of the seam at that location. The seam and the parapet looked to be in good condition (for their age) at this location.

Mr. Mello said that Mr. Coogan thought that based on the inspection completed and in his professional judgment, the roof probably has another two to five years of life before it will need to be fully replaced (cost yet to be determined). Mr. Mello suggested roof overhaul should not be done at this time. He thought the roof replacement should wait until the mechanical room is moved up. If the roof is replaced now, it may have to be torn up in five years. Entitlement dollars, State dollars, and the money ear-marked by the FAA could move the mechanical room and provide a new roof for the terminal in 2008. Doing this project in 2008 would require one project – dredging and filling of the northwest quadrant – to move back one year.

E. **Land Acquisition:** Airport Manager Heese said that per the direction of the Airport Board, staff started investigating land acquisition at Sites 8, 9 and 10 (these designations are from previous public discussion). The table below has general information concerning the sites.

<u>Site Number</u>	<u>Owner</u>	<u>Current Use</u>	<u>General Location</u>
8	Channel Flying	General Aviation	East of Terminal
9	Dwan Hall	Industrial	Vicinity of Existing Fuel Farm
10	Smith Brothers	Vacant	Across Yandukin from the Fire Department

Staff met with owners of Site 10 to find out how much of the land was usable and walked the site on May 4, 2006. The owners stated that all of the land should be clear of wetlands and based on the walk of the site it appeared that their statement was correct. Unfortunately, the stakes that a surveyor had placed to mark the lot size made been removed, so clear determination of the lot size could not be made; the owners stated that they would have the land re-surveyed. This lot is an irregular lot because portions of the lot were given up because of the Jordan Creek green way. Site 10 would be good to purchase as a space for a control tower, remote parking, or rental property. The other properties have similar types of use.

There is \$1 million available for purchase of property. Mr. Mello stated the assessed value for Site 10 is \$363,900; Site 9 located on LaPerouse Avenue is assessed and \$609,000; and Site 8 (hangar next to sand shed) is assessed at \$1.17 million. There is a benefit to purchase Site 8 as

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this is a through-the-fence operator and the FAA discourages through-the-fence operators. Tom Williams agreed with Mr. Mello in purchasing the hangar as the first choice. He felt Sites 8 and 9 are the best two properties.

Gordon Evans asked what is being done with the Gute property and what are the future plans. Mr. Heese said the Gute property currently has a caretaker to keep vandals and vagrants away. It is planned to be used for a construction/office type facility. Mr. Evans had talked to Rosemary Gute who was upset that the Airport had to have her house, took it and now was not putting it to any airport use. Mr. Heese said that the federal process was used to purchase this property and they were willing sellers. They may be frustrated that it has not been used in some other way. The intermediate term use is construction/office type facility for contractors. The long-term use is it will probably be either relocated or demolished and it will become the trail head for the trail around the end of the runway and wetlands access.

Chair Swanson suggested that property adjacent or expanding the boundary is more beneficial than property outside the boundaries. John Cooper, Cooper Consulting Engineers, said that Lot 9 is zoned general commercial, not industrial. It does not permit some of the uses that are allowable at the airport.

Airport Manager Heese said that there is currently \$1 million, possibly plus some interest, available at this time. It may be increased through additional passenger facility charge monies or the airport doesn't have to spend all of it either. Chair Swanson was confused that no financial aspects could be discussed with the property owners. Mr. Heese replied that the Lands Manager would research the federal requirements, which says the Airport would have to get appraisers and review appraisers and they have to be reviewed. The purchase is based on the appraised value. If the owner does not want to sell for the appraised value, there is no deal, unless the Airport supplements the purchase with other dollars that the FAA does not control. Board Chair directed staff to continue with Site 8 and Site 9 as the first and second priority, and with Site 10 as the third priority.

VII. **NEW BUSINESS:**

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

2. (Continued) Chair Swanson asked for a volunteer to represent the Board at the Committee of the Whole meeting on May 16. John Cooper said that Board presence probably was not necessary at the May 16 meeting, but would be appreciated at the May 23 meeting. Chair Swanson appointed Joe Heueisen to attend the meeting.

VIII. **ASSEMBLY LIAISON COMMENTS:** Assembly Liaison Merrill Sanford said the appeal will be heard later this month. He said the Legislature had passed a PERS/TERS municipal sharing program that includes money for PERS reimbursement of 5 to 10 percent. More information will be available in the future.

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Title 49 Land Use Code and Comprehensive Plan changes are being worked on. He asked the Board to make sure that their input continues to go into both of the plans to link to the airport. Otherwise, the same minimal statements will be in the plans.

IX. **PUBLIC COMMENTS:** Jim Wilson, Coastal Helicopters, thanked the Airport Manager and staff for the help they have given on a relatively short notice. They have helped fill some area to expand their operations.

X. **BOARD MEMBER COMMENTS:**

A. Gordon Evans suggested June 12, 13 or 14 for the Manager's Evaluation. Chair Swanson was concerned that he may have to attend an Assembly meeting. He suggested doing it after the June 14th meeting. It was agreed to hold it after the regular Board meeting on June 14.

B. Gordon Evans said he traveled to Fairbanks and back. There were light snow flurries in Anchorage. As they left the gate, they deiced the plane. It was 36 degrees in Anchorage and 40 degrees in Fairbanks. He did not understand why the plane had to be deiced. Chair Swanson said that the plane is flying at 38,000 to 39,000 feet and it is super cold. If the fuel tanks are full, the fuel in the fuel tanks get super cold. If the outside air temperature is 36, it takes a long time to get that whole structure back up to speed, so they deice it rather than kill you.

C. Pete Carlson said he had flown to Anchorage last Friday afternoon. It was the first time that he was in a 737 with 125 people on it that took evasive action to miss an eagle that was coming straight at the plane. The pilot said he could see the birds eyeballs. He had to veer the aircraft off on real short final to keep from hitting the eagle head on.

D. Gordon Evans said he had not decided whether to reapply for his current position.

XI. **ANNOUNCEMENTS:** None.

XII. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on June 14, 2006, at 7:00 p.m. in the Aurora Room.

XIII. **ADJOURN:** *Tom Williams moved, Pete Carlson seconded, to adjourn the meeting. The meeting adjourned by unanimous consent at 8:25 p.m.*

ATTACHMENT #4

JUNEAU INTERNATIONAL AIRPORT MANAGER'S REPORT

May 10, 2006

1. Despite a small decrease in Alaska Airlines's April enplanements compared with April of last year, year-to-date enplanements for 2006 are 2.54% higher than last year, and also higher than any other year.
2. Petro Marine's application for a fuel farm installation has been scheduled before the Planning Commission Committee of the Whole on May 16th. This is a preliminary meeting to allow the Commissioners to see what information is available, ask whatever questions they may have or to request additional information. The hearing for the permit application was rescheduled for the May 23rd meeting of the Planning Commission.

One of the neighbors in the area of the tank farm has filed an appeal on the action taken by the Board at its last meeting. Because the Assembly will be sitting as the hearing authority for the appeal, the Board should not discuss it with the Assembly members. If this is done, that person would probably be required to recuse themselves from deliberations, which may skew the votes. The Deputy City Attorney Peggy Boggs will be helping the Airport; the City Attorney will be helping the Assembly.

3. On April 11, 2006, the Airport received a 70-page questionnaire from the Environmental Protection Agency (EPA) requesting information on the deicing practices of the Airport. The Juneau International Airport was one of over 150 airports nationwide that received the questionnaire. All airports were given 60 days to complete the questionnaire; JNU's is due June 11, but it is our goal to have it back to EPA headquarters by late May. **Completion and return of the survey is required by law.**

The questionnaire will be used to characterize the airport industry as a whole concerning deicing practices. The EPA will use the information collected to develop effluent guidelines (wastewater guidelines) for airports nationwide. After the questionnaires (from all airports) are analyzed, the EPA will develop a national rule making to regulate discharges to U.S. Waters and Public Treatment Works. The goal of the EPA is to have this regulation implemented by early 2008.

Since this issue is one that could adversely affect JNU, staff is planning to carefully continue to follow the EPA rule making process over the next two years and to comment at all allowable times.

Juneau International Airport has probably one of the best situations for dealing with deicing runoff. There are ditches with grass that the runoff has to go through, and then it goes out into the tidal flats and gets mixed in a tremendous mixing event twice a day with the tides. He thought that Juneau sits well on how the deicing is handled. As often happens with federal guidelines, a one size fits all solution is found. What works in Kansas also has to work in Alaska. If the Airport is held to guidelines like that, it could be in a situation that it has to collect all of the runoff from the runway and aircraft and somehow treat it and recycle it before it goes out into the tide flats.

4. For the past several weeks, a boat was tied up in the Mendenhall River downstream of the runway centerline. During a recent windstorm, it broke loose and wound up aground off the runway end.

This has been a distraction for pilots on approach to the airport and reported to tower by pilots. We have been working with ADF&G for removal of the boat. As of noon Friday, they were working with the State Troopers to get a court order for removal of the boat. They are hoping to have the boat moved by Friday, May 14.

5. Construction Update:

- A. Delta-1 Ramp Construction. Secon planned to begin work on this project on May 8, 2006, but the rainy weather has delayed the construction start. An attempt will be made to begin on May 15, 2006, although we need some dry weather to allow the materials in place to dry. The construction schedule is that the paving would be completed in 21 days, weather permitting. Then work would proceed to construct concrete ramps at the fire station gate. The project administration firm (R&M Engineering) and project manager (Terry Stone) are coordinating with the parties that will be affected by the construction, as well as with the Airport Field and Management staff.
- B. Main Ramp Improvements. Our initial design meeting and public/tenant meeting has been held. Completion of 65% design plans will be available in early June. DOWL will provide a presentation to the Airport Board at the June 15th meeting if desired and time allows.
- C. RFP for EIS Projects: A Request for Proposals is being evaluated by staff, which will begin projects in the EIS.
- D. EIS. An evaluation of consultant proposals is underway to survey and evaluate the float pond for dredging up to 1,000,000 yards of material for all the proposed EIS projects.

- 6. Juneau Rotary would like to meet with staff (and a Board member if interested) to discuss the "Welcome to Juneau" sign at 3:00 p.m. on May 11 in the Aurora Room. Gordon Evans asked to have full names of the parties in office on the new sign.
- 7. Southeast Airways (Part 135 operator) has requested space in the terminal for ticketing and passenger processing. The terminal is just too small, and it is not certain where they will be located.
- 8. A terminal sprinkler inspection was conducted a few days ago. This was the first time that a full inspection of the whole sprinkler system has been done since the 1984 addition was built. There are some deficiencies that have been identified that may be fairly costly to correct. Some are fairly easy; others will be fairly expensive. This inspection was triggered by the new Fire Marshal who is taking a much harder look at all facilities to make sure they are up to code. This is probably triggered by the downtown fires.
- 9. There were two plumbing malfunctions last month: someone took a sprinkler head off with a ladder, which caused flooding; a heater shutoff valve that was old blew off the unit and was spraying 180° water spraying into a stairway/crawl space. No one was injured in either incident.
- 10. A table top exercise, which is the FAA's required annual emergency drill, will occur on May 24 [correct date is May 23]. The emergency drill for 2007 will be a wheels rolling drill.
- 11. Ben Mello said that he had received a letter from the FAA saying they want to install a netting around the roof (tied down with cabling) for lightening strikes. This may or may not happen.