

AIRPORT BOARD OPERATIONS COMMITTEE

April 16, 2009, 5:00 p.m.

Aurora Room

Present:

Laurie Berg, Board Member	Catherine Fritz, Airport Architect
Gordon Evans, Board Member	Paul Wescott, Airport Engineer
Jerry Godkin, Board Member	Lamar Riddle, Field M&O Supervisor
Steve Zimmerman, Board Member	Ella Rogers, Glacier Restaurant
Dave Palmer, Airport Manager	Tom Williams, Ward Air
Patricia deLaBruere, Dep. Airport Mgr.	Craig Loken, Alaska Seaplanes
Jerry Mahle, Airport M&O Super't	Mike Wilson, Coastal Helicopters

Steve Zimmerman initiated a discussion regarding the restaurant's hours of operation. It was noted that the restaurant's hours have been reduced and they no longer offer service at hours when all flights are in operation.

Ella Rogers of ESS commented that hours have been cut back because the restaurant winter passenger loads have been low and the restaurant is losing money. The loss of the school lunch contract and airline catering has forced significant cutbacks, but fixed costs at the terminal continue.

In response to the question of whether the existing lease specifies hours of operation, Patty deLaBruere reported that the lease requires 'service to the traveling public.' It is staff's opinion that the reduced level of service does not meet that standard.

Gordon Evans stated that while ESS may see a local loss, overall the company should weather the winter and his inclination is not to reduce the lease amounts and let ESS work through the summer to see how well they are positioned for next winter.

Craig Loken presented a letter requesting that the Airport reimburse him for the \$17,000 cost of a furnace used to deice the gutter that carries water away from the joint wall between the Airport's sand shed and the Loken hangar. Jerry Godkin asked if he was asking to spilt the cost or if he wanted the Airport to pay the entire cost, Loken responded that he wanted \$17,000 because there are other costs associated with maintaining the deicing system as well.

The general discussion ended with the concept that Loken will present his claim to the CBJ Attorney with his explanation of why he sees a duty for the Airport to participate in the costs. Jerry Godkin stated that he was familiar with joint wall agreements and would not expect any Airport payment to be approved unless there was a clear written agreement.

Catherine Fritz, Airport Architect, described the duties on the Construction Assistant, a newly created position. Greg Jerue's retirement from the building maintenance supervisor is effective at the end of April, and at that time, he will move into the Construction Assistant position. His duties include daily reports on the terminal renovation work, and coordination between the contractor, tenants, security, and customer service. He will facilitate signage, public service announcements, and help keep the contractor's work underway while assuring continued operations in the terminal.

Airport Maintenance & Operations Superintendent Jerry Mahle briefed the Committee on efforts and future plans to fill in an area in the runway where settlement occurs. The work will be conducted once the asphalt plants are running. There was also a discussion regarding the placement of stop bars, yield signs, and compliance with those directives. Gordon Evans suggested that Dave Palmer should check with the Airport's risk manager to see if there are any insurance or FAA concerns with stops going to yields.

Mike Wilson of Coastal Helicopters asked if the Airport staff could look at the traffic patterns around the terminal with an eye toward building a new driveway to allow traffic into the Coastal Helicopters parking. Dave Palmer stated that he had looked at the area with Aral Loken and Paul Wescott and there is no area where a driveway can be built without a complete rebuild of the intersection. The simplest for a temporary fix during the terminal renovation would be to remove the log dividing Ward Air with the Coastal building, but this requires agreement of all the landowners, which doesn't seem likely.