

MINUTES of
AIRPORT BOARD MEETING
December 9, 2009
Aurora Room, 7:00 p.m.

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

II. **ROLL CALL:**

Members Present:

Laurie Berg	David Epstein	Butch Laughlin
Tamara Cook	Jerry Godkin	Steve Zimmerman

Member Absent:

Scott Watts (Excused)

Staff/CBJ Present:

Jeannie Johnson, Airport Manager	John Coleman, Airport Business Mgr.
Patricia deLaBruere, Dep. Airport Mgr.	Catherine Fritz, Airport Architect
Jerry Mahle, Airport M&O Super't	Tom Carson, Carson Dorn
Ted Anderson, Airport Planner	Keith Walker, CCF/R

Public Present:

Mike Wilson, Coastal Helicopters	Bev Agler, Public
Pete Carlson, AK Airmens/AOPA	Richard Enriquez, USFWS
Paula Terrell, Public	Casey Kelly, KTOO
David Wahto, FAA	Bill Wilmoth, USDA APHIS Wildlife Svcs.
Paul Khera, State DOT&PF	Lawrence Schafer, USDA APHIS Wildlife Svcs. (via phone)
Laurie Craig, Public	

III. **APPROVAL OF MINUTES:** *Steve Zimmerman moved, Butch Laughlin seconded, the approval of the November 18, 2009, regular monthly meeting minutes. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** Airport Manager Jeannie Johnson asked to add Committee Assignments after Public Comments. She also requested moving Item 3, under the Airport Manager's Report, introduction of Mr. Wahto under New Business, Item A. She asked to remove Item B, Capital Improvement Projects, from this agenda and put it before a Board Committee of the Whole in the near future. *Steve Zimmerman moved, Butch Laughlin seconded, to approve the agenda as amended. The motion passed by unanimous consent.*

V. **PUBLIC COMMENTS:** None.

VI. **COMMITTEE APPOINTMENTS:** Chair Jerry Godkin noted that David Epstein has recently been appointed to the Board and welcomed him. Two things necessitate changing

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committee assignments: 1) a new Board Member has been appointed; and 2) the City Attorney advised the Board on committee assignments and some errors were noted.

A. **Finance Committee:** The Chair will be Laurie Berg, and include Scott Watts, Steve Zimmerman and Jerry Godkin.

B. **Operations Committee:** The Chair will be Butch Laughlin, and include Tamara Cook and David Epstein.

VIII. UNFINISHED BUSINESS:

A. **Wildlife Hazards Working Group:** Steve Zimmerman handed out and discussed the "Agenda for the Juneau Airport Wildlife Hazards Working Group, January 2, 2008" (Attachment #5). Three meetings have been held on January 4, 2008, February 6, 2008, and July 22, 2008. Due to Mr. Zimmerman's availability, no meetings were held in 2009, however, a lot of e-mails have occurred regarding clearing of trees and an opening of a "fly way" in the committee's opinion between the birds of the wetlands, the float plane pond and the runway. Ms. Johnson said the committee needs to be sanctioned by the City. She asked if the committee was formed because of the EIS on the Runway Safety Area? Mr. Zimmerman said they were formed due to the language in the EIS. Chair Godkin said that according to the Roberts Rules of Order, committees listed in the By-Laws are considered a permanent part of the organization and special committees are created to form a specific task and dissolved when the task is completed and the final report is given. He said that this group will be further discussed with the City Attorney. Butch Laughlin said as he remembered the group was formed to work with the Wildlife Hazard person and advise the Board in this area. Chair Godkin said this is still an active working group and will continue unless information comes from City Hall that some action needs to be taken on it at a later date.

IX. NEW BUSINESS:

A. **Tree Removal Recommendation (Attachments #1 and #2):** The Airport Wildlife Officer, Bill Wilmoth, has recommended removal of an eagle nesting tree at the west end of the float pond, to eliminate the hazard to aircraft (see Attachment #1). The FAA has expressed support for this action (see Attachment #2). The wildlife experts were hired to eliminate hazards. The Wildlife Hazards Management Plan is a piece of the Airport's Certification Manual. This issue is before the Board as the community has an opinion on it and Ms. Johnson wants the Board to have the information. Both Mr. Wilmoth and David Wahto, the FAA Airport Certification Inspector, are in attendance at this meeting.

Mr. Wilmoth introduced Lawrence Schaefer (via telephone) who is a coworker Wildlife Biologist in the Washington state office. They work together on a weekly basis. Mr. Schaefer has a lot of experience particularly in raptor biology on airports as his speciality. The EIS calls for a Wildlife Hazards Advisory Group. There has been a Wildlife Hazards

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Advisory Group since the original plan was written for the airport. There was an advisory group prior to the EIS process. He thought the reason this was addressed in the EIS was a lot of cutting and pasting was done from the FAA Advisory Circulars on certain issues and they just copied and pasted the recommendation for a wildlife hazards advisory group. He thought this was a good recommendation.

During the entire EIS process, it was noted by staff that the group was already established. He noted the distinction between the two groups. The Advisory Group is made up of people who have regulatory responsibility for managing wildlife hazards on airports and includes the Airport Manager, a Wildlife Coordinator, Airport Airfield Maintenance & Operations Superintendent, Wildlife Patrol (Field Maintenance personnel), the Airport Planner, and the USDA Wildlife Services personnel. This group meets on an annual basis and recommends revisions to the plans and suggests changes on habitat management for the past eight years. The Working Group is made up of community members. Mr. Wilmoth said the USDA Wildlife Services wrote the original plan in 2001, which was approved by the FAA.

Chair Godkin said he thought there was a desire of the Board to find some balance in the community and that balance was to get people from the community to be a part of the decision-making process with regard to the south, east and west components of the float pond because the dike trail (EVAR) was such a contentious issue. He thought Mr. Palmer and Mr. Swanson were looking at involvement from the advisory committee so all aspects were reviewed before making the decisions that were made.

Mr. Wilmoth stated that this nest is no more problem today than it was ten years ago. The reason the letter and recommendation are coming now is because it is now legal to remove eagle nests. Fish and Wildlife Service has recognized at many airports that eagle nests can be a safety hazard at airports. The rule went into effect in September 2009. Any time you have a bird with that large of a body mass that frequents the airport for any length of time, whether for nesting, feeding or just crossing the runway, you have a potential for a damaging collision. The point of removing the nest is it is believed that the nest is a focal point for activity, especially during the nesting period.

The permitting process is a new process and it is not known if it will be a specific case by case removal or if a permit will be issued for a given period of time to remove as needed. It makes sense to remove the nest early in the year to give the pair time to build a new nest. It is hoped that the permit will allow removal of a new nest if the pair attempt to reestablish a nest on the airport. Lawrence Schaefer said that the Fish and Wildlife Service prefers to issue a permit for a period of five years, at which point a renewal may be requested. It would allow removal of nests or trees on the premises.

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David Wahto, FAA Certification Inspector, said the FAA is the guardian for the passengers and the pilots that fly into the Juneau Airport. The FAA needed to find a way to do that and they reached an agreement with the USDA. The agreement recognizes the USDA as the experts that are available for wildlife hazard assessments and writing of the wildlife hazard management plan. When risks are found regarding wildlife, the risk must be addressed. By regulation, the Airport must take immediate action to address the risk. In this case, the Airport is moving forward aggressively. It also addresses the grant assurances program, which is a part of federal airport improvement project funding. Grant Assurance #19 talks about safe and serviceable. If the assurances are not followed, it could affect the Airport's ability to get future funding for airport projects. The bottom line is to take an objective look at the situation to keep aircraft from colliding with wildlife.

Laurie Ferguson Craig said she submitted a letter (Attachment #6). She said that at the time of the EIS, it was thought that the current group was a little too internal, that was why when the EIS was written, the group should be expanded to bring in more people, not only people with expertise, but to recognize that because of the situation of where the Airport is (next to a wildlife refuge), it is really important to know what is going on. She noted there are a number of attractive nest trees. She felt this needs discussion. There may be new techniques and she wanted to explore less extreme methods. Other eagles and bird types are also a problem.

Richard Enriquez, USFWS, said the rule being discussed was signed last month. The Fish and Wildlife Service is trying to work through the permitting process. A permit is not a given. It needs justification and mitigation, which has not been figured out yet. The permit is nest and tree specific, but depends on how an application is written. The permit process will take some time. There is currently one Alaska application being reviewed.

Ms. Johnson noted that several public comments (Attachments #7-11) were received earlier in the day and made available at the meeting. Also made available were an article from USA Today (Attachment #12) and the FAA Advisory Circular AC No: 150/5200-33B (Attachment #13). *Tamara Cook moved, Butch Laughlin seconded, that the Manager be directed to apply for a permit to allow the removal of eagle nests that pose a hazard to aircraft and in the event that a permit is obtained, that no action be taken under the permit until the specific proposed action is brought before the Board and approved with or without modification. The motion passed by unanimous consent*

B. CIP Project Submission: Removed from the agenda. To be discussed at a future Board Committee of the Whole meeting.

C. **Airport Manager's Report:**

1. Airport Code Update Regarding Dogs: Ms. Johnson said she plans to bring a Code revision regarding dogs on the airport to the January Board meeting. CBJ updated their code and the Airport Code does not match the new language. She felt this would make it easier for Animal Control and others.

2. Revised Plan for New Pilings in the Float Pond: Because of the Runway Safety Area construction, the existing pilings will be removed and replaced through the project. Ms. Johnson felt this was an opportunity to get some standardization in the pilings. She requested an Operations Committee meeting to discuss this issue, preferably in January.

3. Airport Certification Inspection: David Wahto, FAA Airport Certification Safety Inspector, is here this week for the annual inspection.

4. Recent High Winds (Attachment #14): The high winds we experienced a couple of weeks ago, caused two parked aircraft to get loose from their tie downs, resulting in extensive damage to both of them and some damage to a third aircraft. She thanked the Airfield crew for being out there and helping in this situation.

5. Anchorage Trip: Ms. Johnson and Catherine Fritz traveled to Anchorage to meet with John Parrott, the Manager of Anchorage International Airport, to talk about Anchorage Airport's experience in their remodel. They went to ECI Hyer, the architects for the Snow Removal Equipment Facility, to meet with them prior to the meeting with the FAA. Then a meeting was held with the FAA. At the end of the meeting, the FAA agreed to go ahead with the final plans for the Snow Removal Equipment Facility. This was an approval for funding from them and the ability, therefore, to be in line for any other stimulus funds that may become available.

6. Engineer's Report (Attachment #3): Tom Carson reported that there hasn't been a lot of activity. AEL&P has initiated the relocation of the power at the upper end of the Duck Creek corridor and they are making good headway. Once that is completed, there is one more Duck Creek project relocate. AIC is shut down for the month of December. The Corps of Engineers has been approached to extend the EVAR around the east end of the pond, which is a significant safety improvement. It is currently being reviewed. Mr. Carson also reported that he is working with the FAA on the ASOS relocate. Ms. Johnson noted that she had requested help from Byron Huffman, the head of the FAA Airports Division, to push the other FAA organizations along. The problem is funding for the relocation.

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7. Architect's Report (Attachment #4 and #15): Catherine Fritz said it looks like the FAA will have the Snow Removal Equipment Facility funding by late 2010. She distributed a memo entitled JNU Terminal Renovation Project Funding Summary (Attachment #15). Occupancy for the new addition is expected to be January 13, 2010, which will be substantial completion of Phase I. The heat pumps are on the way. Once installed, they will keep the sidewalks clear. Ms. Fritz said she was invited to Anchorage to discuss the heating system with the School District and gave the Board the slide presentation she gave to the School District.

X. ASSEMBLY LIAISON COMMENTS: None

XI. PUBLIC COMMENTS: None.

XII. BOARD MEMBER COMMENTS:

A. Jerry Godkin discussed the date for the Committee of the Whole meeting. It was decided to hold it on January 5, 2010, at 5:30 p.m., with a possible Special Board Meeting to be held immediately thereafter to take any action necessary for the CIP.

B. Tamara Cook said she would be out of town from January 6-14, 2010.

C. Butch Laughlin said he would be out of town from January 19-21, 2010. He also noted that the catering at the retreat was terrible.

D. Laurie Berg welcomed David Epstein to the Board.

XIII. ANNOUNCEMENTS: None.

XIV. TIME AND PLACE OF NEXT MEETING:

A. A Committee of the Whole meeting will be held on January 5, 2010, at 5:30 p.m. in the Aurora Room.

B. The next regular Airport Board meeting will be held on January 13, 2010, at 7:00 p.m. in the Aurora Room.

XV. ADJOURN: *Butch Laughlin moved, Laurie Berg seconded, to adjourn the meeting. The meeting adjourned by unanimous consent at 9:18 p.m.*