

MINUTES of
AIRPORT BOARD MEETING
December 8, 2010
Aurora Room, 7:00 p.m.

I. **CALL TO ORDER:** Chair Jerry Godkin called the meeting to order at 7:03 p.m.

II. **ROLL CALL:**

Members Present:

Laurie Berg	Jerry Godkin	Steve Zimmerman
Tamara Cook	Butch Laughlin	
David Epstein*	Scott Watts	*By Telephone

Staff/CBJ Present:

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

Public Present:

Connie DePute, General Aviation	Rob Breffeilh, General Aviation
Pete Carlson, AOPA/Alaska Airmen's	Nick Borchert, Wildlife Services

III. **APPROVAL OF MINUTES:** *Steve Zimmerman moved, Butch Laughlin seconded, the adoption of the November 10, 2010, regular monthly meeting minutes. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** *Steve Zimmerman moved, Butch Laughlin seconded, to approve the agenda. The motion passed by unanimous consent.*

V. **PUBLIC COMMENTS:**

A. Rob Breffeilh, hangar owner, said that some of the lights around the hangars do not work and some stay on all the time. He also said he had walked around the airport and had not found many lights or decorations. He asked that there be something done.

B. Pete Carlson said that Jeannie Johnson and he had attended a safety seminar in town which had been brought on by some Alaska Airlines complaints about air traffic in the area. The three-day meeting included 35 to 40 people. There is another meeting that will be held in January. A couple of teleconferences have also occurred. He thought this is going well. He said the changes in the helicopter flight paths will be voluntary and not regulatory. The sectional chart will be recharted. Airport Manager Jeannie Johnson said this started quite a while ago. This really does not have anything to do with Juneau International Airport. It is the airspace system. When she attended the first meeting, she was concerned that there was no general aviation (GA) representation. She asked Mr. Carlson, in capacity with AOPA and Alaska Airmen's, to attend because there was a

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theory that possibly the GA could move out of the way to let all of the other commercial stuff come in. She thought the operators were very in tune to working with each other to keep the area safe. The big concern was in the change of the categorization of the air space, a 24-hour terminal, etc. It sounds as if the operators will move forward with agreements.

VI. **UNFINISHED BUSINESS**: None.

VII. **NEW BUSINESS**:

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

1. **FAA Part 139 Certification Inspection**: This occurred from November 29 through December 3. The new certification inspector Maverick Douglas replaced David Wahto. There was a major difference in their areas of emphasis, which was a shift from runway operations to paperwork – the Airport Certification Manual, the training plan, etc. They have always been discussed, but more time was spent on these items during this inspection. The staff is working on updates to the Airport Certification Manual. The training plans and records are being worked on by the Airfield crew. ARFF is working to update their training plans and records. Some paperwork updates were also noted for the Wildlife Plan. The only operational item that was found was that some of the directional signs do not meet the advisory circular (the signs do not have black borders) and it appears there may be a manufacturer defect in the signs. Staff is following up on the defect and seeing what can be done for a short-term fix. This was an excellent inspection and she commended Airport staff, the Fire Department and Nick Borchert for the good work that they do daily.

2. **Update on Eagle Permit**: The final written approval was received from the Fish and Game Department on Monday. The nest has been removed and the tree limbed. Nick Borchert said that in order for the contractor to remove the necessary limbs, limbs had to be removed from the ground up. The limbs were removed up to the nest and then four limbs above the nest. The nest was about six feet in diameter and weighed close to 250 pounds. He said the GPS backpacks have been ordered, if not in hand. The study and study design are at the ethics committee at U.S. Fish and Wildlife Service. There is a concern on the procurement funds that may lead to a conflict of interest with Alaska Airlines donating funds. He thought that they want the study to be as unbiased as possible, and there was a fear that Alaska Airlines could create some bias. The Sitka Raptor Center is looking to do some GPS tracking on rehabilitated eagles, but they informed him that they might be interested in participating in the study by providing funding money that had been donated by Alaska Airlines, which may also be a conflict.

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3. Update on Airport Special Projects Officer: A job offer has been made with a verbal approval. This is not in writing to date. If this person takes the job, they should be on the job by no later than January 10, 2011.

4. 26 MALSR Letter (Attachment #3): The letter is from Stephen Burnley, who is the FAA Manager of the National Airspace Implementation Team. JNU has been working on procuring a MALSR for Runway 26 for more than ten years. An earmark was received from Senator Ted Stevens, which was used to procure some equipment. That earmark expired because Juneau was in the process of an EIS for the Runway Safety Area. This past year, Senator Lisa Murkowski obtained \$1 million funding to start the project. The FAA determined that with only \$1 million for a \$5.5 million project, they did not think they could even start to use the money. A trip to Washington, D.C., was made in the spring to discuss this with the FAA along with more lobbying to ensure this project moved forward. The FAA has agreed to start the project for a modified system. The goal was to use the \$1 million before it expired. The full MALSR, which is a medium intensity approach lighting system with runway alignment indicator lights, a category one instrument approach, consists of 1,000 feet of sequenced flashing lights followed by 1,400 feet of steady burning lights to the threshold. What JNU will receive in this phase is a build-out of MALSR, without the R (which costs \$4.5 million). This will consist of a threshold bar, a light bar (five lights at 200 feet, 400 feet, 600 feet and the runway-end identifier lights). The FAA will also design the full system and purchase the equipment. The purchase of the equipment will come from the old earmark. This system will be nonstandard which will require a change to the national airspace system. This has been done at Adak and the FAA feels certain it should be approved here at Juneau. Alaska Airlines is pleased and will continue to support the Airport's request to get the other \$4.5 million and the total completion of the project. Ms. Johnson thanked the FAA (in particular – Tom Waldron, Byron Huffman and Stephen Burnley) for their support and hard work to get this project this far. This is truly a victory for Juneau International Airport and Alaska's capital city.

5. Airport Engineer Report (Attachment #2): The contractor continued to work two shifts through November 17. During November 18 through 30, the pump did not operate but truck hauling continued. A total of 74,600 cubic yards of material was moved, with a total to date of 343,000 cubic yards which is 44% of the contract. Toward the end of the month, AIC began lowering the pond so that they could more readily mechanically excavate the northwest shore where the side slopes are being steepened to remove the problem with weeds. The target for winter shut down is December 18. Bore holes were drilled and samples taken from the southwest shore to see if the material was silty enough to give them an

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opportunity for some sort of a claim. Ms. Johnson noted that the contractor has not started the process for a claim of changed conditions. Mr. Carson said work has begun on the southwest shore. The storm drain installation from the northwest to the float plane pond is complete. There is a punch list for the pre-winter shutdown that must be complete before the contractor leaves. The FAA installed permanent power to the RVR. All work associated with the relocation of the ASOS equipment is done. The contractor has received \$16 million, which is 56% of the total contract amount. Ten change orders have been authorized with an overall contractual increase of \$170,000.

Ms. Johnson said the goal was to only impact the float plane operators for one season. It hasn't worked out that way, but a meeting will be held tomorrow to discuss what she wants to see next year, which is no impact to the commercial operators at the beginning of the season (perhaps May 2011). Currently 1,000 feet of the north shore construction is complete. If an additional 800 feet is done, it will give the commercial operators the opportunity to have their docks back, floats in and be ready to go with no impact. The change to the launch ramp has been made by moving it back to the northwest corner and upgraded. She said staff has worked very hard to work with float plan operators, both GA and commercial. She understood the importance of the pond for operators to make money and we are working very hard to have minimal impact next spring, if at all possible.

6. Airport Architect Report (Attachment #1): Catherine Fritz said that most of the work that has not been completed in the terminal is change order work. These change orders have been good problems. There are additional funds to do some critical projects that staff felt made sense to do now. The large pieces not done include the departure lounge, which includes lights, power for outlets, ceiling tiles, and a ceiling grid system. Everything has been approved and ordered. The departure lounge work will stretch into February. New seats and backs for all the old seating were added to the project. More seating will be added to the departure lounge.

The remodel was simply to recover lost square footage from passenger screening and other security measures since 2001, without any growth added. A huge difference has already been seen with the larger bag belt. Some children toys have recently been purchased and will be placed in the departure lounge soon. The east end of the departure lounge will have hard flooring. Electrical and plumbing are in the wall and staff is prepared for the development of another concession, but it has not been developed at this point. For the short-term, the area will have tables and chairs in the area. There is an alcove area in the east end that will have soft seating and a different style of furniture. There will be a lap top bar in the departure

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lounge once the power is installed. New signage is needed throughout the terminal. To date, \$11 million has been spent, with an approximate 93% expenditure. Once the books have been reconciled, staff will come back to the Board to discuss the next phase, which is the north wing of the terminal. The manufacturing of the artwork is taking longer than expected. It is planned to be hung at the end of January.

Staff continues to work with the architects, engineers and the FAA on the snow removal equipment building (SREB). The FAA has agreed to 73% of the funding, but is concerned that this cannot be funded in one year. A meeting is scheduled with DEC for a possible special grant because of the geothermal being used for the SREB. In discussing the building size, Ms. Fritz said that staff feels the building is what is needed for the immediate and long-term. FAA participation of 73% is acceptable. Some ideas are being explored to cover the 27% funding. Some compromises have been made. Planning for this building has been going on for 20 years.

Ms. Johnson said that a day doesn't go by that she doesn't receive a compliment on the terminal. People are so excited about the improvements.

7. Regarding Dr. Breffeilh's questions, Chair Godkin instructed staff through the Manager to replace lighting that is not working. As far as seasonal lighting, he felt the terminal was still in construction and there is so much happening, it is almost impossible to do something this year. If there is money, he would like to see something done. Ms. Johnson asked how the hangar lights the Airport's policy on the lighting. Airfield M&O Superintendent Jerry Mahle said that Chatham Electric is working on those lights that the Airport is responsible for. Under the previous administration, it was ordered that staff was to get rid of every light that was around and let somebody else worry about the lighting around the hangars. Those lights that are owned by the Airport will be repaired. The overhead light at Alaska Airlines freight is Alaska Airlines' responsibility. The light by Trajen was given to them. There are no lights on the new hangars at the west end. He recommended the Airport look into installing lights for snow removal purposes. Dr. Breffeilh said that his photo electric eye does not work. When the breaker is switched, it stays on at all times.

VIII. COMMITTEE REPORTS:

A. **Wildlife Hazards Working Group:** Committee Chair Steve Zimmerman said that the group held a meeting on December 2, 2010. All members were in attendance, as well as Scott Watts. This was the third quarterly meeting. Three items were discussed: wildlife hazards monitoring activities for September through November; an update on the eagle

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nest removal; and a discussion of wildlife hazard concerns at Juneau International Airport particularly as they relate to the migration of geese and mallards from Mendenhall Wetlands to Auke Lake and back.

He said Nick Borchert passed out a chart of wildlife/birds hazed. It compared the numbers from 2010 to the numbers in 2009. For most categories, there were less harassed in 2010. Mr. Borchert suggested the change was possibly due to the fact of the contractor on site and that the wildlife crew can drive to the east side of the pond, as well as further on the south side. This means that the birds are being harassed a lot more, which may be keeping the numbers down. He only saw one short-eared owl as compared to many the previous year. Raptor numbers were down, but the eagle harassments were almost double what they were in 2009.

At the time of the meeting, Mr. Borchert was waiting for final approval to remove the nest. Obviously, he received it and the nest was removed.

The third topic was discussed by Bob Armstrong, who has observed wildlife around the airport for more than 40 years. He raised a concern that the daily migration of the waterfowl from the wetlands to Auke Lake in the morning and back again in the evening appears to him to create a possible hazard, especially the northwest approach. He has witnessed near misses with planes and jets; therefore, he wanted the group to discuss it. He cited several studies that documented the daily movements. The other members noted they had seen these migrations in the last few days. Discussions were held and it was agreed that this is a potential hazard that likely needs more study to determine if there is a basis for concern and how to deal with it. It was felt that more recent data are needed regarding how many, what species of birds are involved, what the timing of the flight movements is, what the flight altitudes are, what the flight paths are and what the effects of weather, tides and human activity may have on those movements. If the study is done, it should involve Alaska Airlines, staff, and pilots of small aircraft. The next question was how to pay for a study.

Diana Thompson, an employee of Air Excursions and a UAS student, said she would raise that question to the faculty at UAS. Mr. Borchert also may be able to rephrase the concerns discussed for needing a study with the National Wildlife Research Center in Sandusky, Ohio. Mr. Borchert said he could not do that work himself. Another USDA Wildlife Biologist would be needed to do a study if it was warranted. It was agreed that before anything more was done, the issue should be brought before the Board. The Wildlife Hazards Working Group will meet again in March and perhaps come to the March Board meeting, possibly as a part of the mini retreat.

B. Operations Committee: None

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- C. **Finance Committee:** None
- IX. **ASSEMBLY LIAISON COMMENTS:** None
- X. **PUBLIC COMMENTS:** None.
- XI. **BOARD MEMBER COMMENTS:** Steve Zimmerman will be out of town and calling into the January Board meeting.
- XII. **ANNOUNCEMENTS:** Airport Manager Jeannie Johnson wished everyone a Merry Christmas.
- XIII. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on January 12, 2011, at 7:00 p.m. in the Aurora Room.
- XIV. **EXECUTIVE SESSION:** Butch Laughlin moved, Steve Zimmerman seconded, that the Airport Board enters an executive session to discuss Statewide Services doing business as ESS Support Service Worldwide lease status, a matter of the immediate knowledge of which would clearly have an adverse effect upon the finances of the airport. The motion passed by unanimous consent. The Board went into an executive session at 8:25 p.m. The Board came out of an executive session at 8:58 p.m.
- XV. **ADJOURN:** *The meeting was adjourned by unanimous consent at 9:00 p.m.*