

MINUTES of  
AIRPORT BOARD MEETING  
February 9, 2011  
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

Jerry Godkin

Scott Watts

David Epstein

Butch Laughlin

Steve Zimmerman\*

\*By Telephone

Member Absent:

Tamara Cook

Staff/CBJ Present:

Jeannie Johnson, Airport Manager

Marc Cheatham, Airport Spec. Projects  
Officer

Patty deLaBruere, Deputy Airport Manager

Tom Carson, Carson Dorn

Jerry Mahle, Airport M&O Super't

Merrill Sanford, CBJ Assembly

John Coleman, Airport Business Mgr.

Keith Walker, CCF/R

Public Present:

Pete Carlson, AOPA/Alaska Airmen's

Rich Cole, Wings of Alaska

Dave Heimbigner, R&D Rentals

III. **APPROVAL OF MINUTES:** *Steve Zimmerman moved, Butch Laughlin seconded, the adoption of the January 12, 2011, regular monthly meeting minutes. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** *David Epstein moved, Scott Watts seconded, to approve the agenda. The motion passed by unanimous consent.*

V. **PUBLIC COMMENTS:** None

VI. **EMPLOYEE RECOGNITION:** Airport Manager Jeannie Johnson recognized employees who had worked for a total time of 105 years. Clesson Napiha'a was hired in 2000 as a Building Custodian. Pam Chapin was hired on May 17, 2001, as a Secretary II and is now an Admin. Assistant II. Al Evans began as a Building Custodian in 1990 and is now a Building Maintenance Technician. Bob Simpson began at the airport in 1985 as a Building Custodian and is now an Equipment Operator II. Jerry Mahle was hired on November 1, 1980, and began as an Automotive Equipment Operator II on a seasonal basis. He is now the Airport Maintenance & Operations Superintendent and he is the one who makes certain the runway is open and that everything is safe and runs smoothly. She thanked Mr. Mahle for all that he does.

VII. **UNFINISHED BUSINESS**: None.

VIII. **NEW BUSINESS**:

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

1. **Capital Projects Funding Status Update**: Ms. Johnson thanked Merrill Sanford and the entire Assembly as they voted two of the Airport projects as priority number one and two – the Snow Removal Equipment Facility (SREF) and the Runway 26 MALSR (Medium Intensity Approach Lighting System With Runway Alignment Indicator Lights) project. This shows a great understanding on the part of the Assembly Members on the Airport needs.

She was in Anchorage on February 2 to meet with the FAA. They discussed the capital improvement program (CIP) funding. The Airport will be applying for a \$1.5 million grant to get started on the SREF. This will be for a road and utilities to the site. It is hoped to have it bid-ready by April this year. The second grant will be for \$8.4 million, which will finish out the Phase I of the Runway Safety Area (RSA). As soon as the numbers are determined, another grant for approximately \$5.5 million will be submitted for the 08 MALSR build out. The Airport is hiring the FAA to do this piece of the work. Another grant will be submitted for between \$12 to \$15 million for the final phase of the RSA. Another piece will be the amount to apply for on the balance of the SREF. The Airport is lobbying on the federal level for the SREF, 26 MALSR and additional study money for the north wing of the terminal. Ms. Johnson noted Alaska Airlines is excited to have something done on the north wing.

The Airport is also requesting money from the State for the SREF. Alaska Airlines met with staff on their plans. They are planning to bring Q400 aircraft, a smaller aircraft, into the Alaskan market. This aircraft will eventually fly into Juneau, but they are not equipped for the RNP (required navigational procedures) approach. Passenger loading is also an issue. The Q400 will be for short-haul routes, with the goal of lowering the fares. Juneau will act as a hub.

2. **Recurring Frozen Sprinkler System/North Wing Damage**: Deputy Airport Manager Patty deLaBruere reported that every year, frozen and breaking pipes occur due to cold weather. This year, the fire suppressant system was down due to ruptured pipes. This also did damage to Cup 'O Joes, which was down for several days. Luckily, the system was shut down when the pipes ruptured in two other entry ways. In looking at the system, it is an old system all located in the north terminal (the old section) and is deteriorating fast. The temperatures were cold and the pipes shattered. A band-aid is constantly being applied to the north end. This

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is not just fixing and maintaining the system; money is being lost by throwing it into the heat system and making repairs that are always temporary. She asked everyone to remember that the Airport is making due with the old section of the terminal by making repairs, but it is still sucking quite a bit of money out of maintenance and operations. Although this is not the top priority of the CIP like the snow removal equipment facility, it is right up there. The maintenance and operations budget will not be able to support this very much longer if it keeps deteriorating at this rate. The fire suppression system is back up. Hopefully, there will not be too many more freezes, but pipes do rupture.

The doors on the north wing are locked down at times. This is done due to the direction of the wind. Sometimes the doors freeze open. When some of the repairs were done on the main entry door, the old grate was pulled out. This area is basically just a big hole. A lot of things are found during these repairs.

3. Airport Engineer's Report (Attachment #1): At the end of the last Board meeting, AIC had looked for a warming spell as the temperature was 15 degrees. The temperatures did rise and the two feet of frozen material were side-cast into the central portion of the pond. They completed the excavation on the north shore and are now working on the south shore at the mouth of the west finger. The compaction has been good. The RSA on the east end of the runway is looking nice. For the two weeks worked in January, AIC hauled 29,000 yards of material, for a total of 428,000 (54%). Rock has been hauled from Hidden Valley and placed. The rest of the rock has been made and is ready to be hauled, but the warm weather shut down the road. Trucano began driving piles, with the southwest corner completed. They will wait until the water comes up to drive the rest of the piles for the "u" shaped docks. The intention is to have this done by April 15. Concrete is being poured for the planks for the new launch ramps. The pads for the top of the gangway operations will then be poured. The FAA expects to have 95% MALSR drawings by the end of March. The contractor has earned \$17.3 million, which is 60% of the base contract. Fourteen change orders have been signed for a total of \$660,000, which is a 2.6% increase.

4. Airport Architect Report (Attachment #2): Ms. Johnson noted that Ms. Fritz is out of town. She thought the terminal project is coming along nicely. The ceiling in the departure lounge is almost finished. She asked everyone to take a look at the glass outside TSA; it is so nice. Jerry Godkin asked how the new heating system worked during the cold spell. Ms. Johnson said there is no good data as there was a huge wheel in the penthouse and the wheel was defective when it was installed. It was replaced by the manufacturer this week. This had a lot to do with balancing the system. It is anticipated that furniture will be received in

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March for the new community room. Laurie Berg said she had received a lot of criticism about advertisement upstairs. Now that the bear has been moved, she asked if there was another place for the advertisement. Ms. Johnson said there is not another place. It is a banner stand that was a little dot on a drawing. No one understood what a banner stand entailed. It is now placed at the head of the escalator, which is where it was originally planned. It is not seen when you come out of the departure lounge.

5. Airport Board Strategic Planning Session, Saturday, March 19th, Alaska Room: Ms. Johnson asked the Board when they would like to start, how long they wished to meet, and topics for the agenda. Ms. Johnson noted that Mr. Zimmerman wanted to include the Wildlife Hazards Working Group at part of it. It was planned to hold the meeting from 9:00 a.m. to 1:00 p.m., and will include lunch. The topics will be planned by e-mail.

IX. **COMMITTEE REPORTS:**

A. **Wildlife Hazards Working Group:** Committee Chair Steve Zimmerman said that minutes had been drafted, but that he had not reviewed them to date.

B. **Finance Committee** (Attachments #3 through #7): *David Epstein moved, Laurie Berg seconded, to suspend the rules so the Board can make this item an action item. The motion passed by unanimous consent.* Committee Chair Laurie Berg asked Ms. deLaBruere to give the report. Ms. deLaBruere reported that the Finance Committee held two meetings to brief on the FY10 final budget and to update the second half of the biennial budget for FY 11/12 (February 1, 2011, minutes are attached as Attachment #3; February 8, 2011, minutes are attached as Attachment #7). The result of the final FY10 budget is presented for informational purposes only. FY10 ended up \$196,193 in the black. This was due to a mild winter (less chemicals, overtime, etc.) and personnel costs charged to capital projects, which is again the case for FY11. For FY11/12, the Airport is anticipating slight decreases in both the revenues and expenses for both years. The net result anticipates FY 11 to be in the black by \$116,500 and FY 12 to be balanced (FY 12 was previously submitted as a deficit budget). Due to mild winters and personnel time charged to capital projects, expenses were reduced enough to balance and keep rates/fees steady. *Butch Laughlin moved, David Epstein seconded, approval of the FY 11 and 12 updated budgets, as presented in the attachments, and to forward to the Assembly. The motion passed by unanimous consent.*

C. Operations Committee: None.

X. **ASSEMBLY LIAISON COMMENTS:** Merrill Sanford, Assembly Liaison, reported that no actions had been taken for the Airport in the last Public Works and Assembly meetings.

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An individual Assembly vote was taken and it was neat to see the Airport come out as number one and two priorities. He said the Airport was going to discuss a CIP for water utilities and wondered where this was at. Ms. Johnson said she and Catherine Fritz had talked to Rory Watt, but nothing more. She appreciated the reminder.

XI. **PUBLIC COMMENTS:** None.

XII. **BOARD MEMBER COMMENTS:** Chair Godkin said the CBJ has closed the road at the pit. This needs to be resolved as it is holding up the project. Ms. Sanford said it had been closed to prevent breakup. Ms. Johnson reported that AIC has elected to wait for cold weather.

XIII. **ANNOUNCEMENTS:** None.

XIV. **EXECUTIVE SESSION:** *Jerry Godkin moved, Steve Zimmerman seconded, the Airport Board enter into an executive session to discuss an update on Statewide Services, Inc., d/b/a ESS Support Services Worldwide, lease status, a matter 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 executive session at 7:55 p.m. The Board came out of executive session at 8:32 p.m.*

XV. **TIME AND PLACE OF NEXT MEETING:**

A. Airport Board, 7:00 p.m., March 9, 2011, Aurora Room

B. Airport Board Strategic Planning Session, 9:00 a.m., March 19, 2011, Alaska Room

XVI. **ADJOURN:** *Steve Zimmerman moved, Butch Laughlin seconded, to adjourn the meeting. The meeting adjourned by unanimous consent at 8:33 p.m.*