

MINUTES of  
AIRPORT BOARD MEETING  
August 8, 2012  
Alaska Room, 7:00 p.m.

I. **CALL TO ORDER:** Chair Jerry Godkin called the meeting to order at 7:01 p.m.

II. **ROLL CALL:**

Members Present:

Pete Carlson  
Tamara Cook  
David Epstein

Jerry Godkin  
Butch Laughlin

Ron Swanson  
Steve Zimmerman

Staff/CBJ Present:

Jeannie Johnson, Airport Manager  
Patty deLaBruere, Deputy Airport Manager  
John Coleman, Airport Business Manager  
Catherine Fritz, Airport Architect  
Tom Carson, Airport Engineer

Marc Cheatham, Airport Special  
Projects Officer  
Ruth Danner, CBJ Assembly Liaison  
Keith Walker, CCF/R

Public Present:

Irene Gallion, DOWL/LEPC  
Steve Turner, FAA JNU ATCT

Ella Rogers, Glacier Restaurant  
Ken Nestler, General Aviation

III. **APPROVAL OF MINUTES:** *Steve Zimmerman moved, Butch Laughlin seconded, the adoption of the July 11, 2012, regular monthly meeting minutes. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** Airport Manager Jeannie Johnson asked to add Steve Turner after Public Comments to speak to the Board about FAA's arrival and departure procedures at the airport. *Steve Zimmerman moved, David Epstein seconded, to approve the agenda as amended. The motion passed by unanimous consent.*

V. **PUBLIC COMMENTS:** Ella Rogers, Glacier Restaurant, noted that the wall is coming down in the restaurant.

VI. **SPECIAL PRESENTATION:** Steve Turner, FAA Control Tower Manager, said that about a week ago there was a high-profile incident at Regan Washington National Airport, which involved an IFR departing carrier while the approach controllers were lining up aircraft to land the opposite direction on the same runway. There was confusion in the runway protocol at the time. This is not the first time that this happened. On August 7, 2012, the agency abruptly announced that effective immediately the Tower was to decrease opposite direction arrivals at all Part 139 certified airports with IFR aircraft. At 8:00 ADT on that same day, all opposite direction departures ceased at all Part 139 certified airports with IFR aircraft. This will be until further notice.

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A missed approach occurred twice before an Alaska Airlines jet could land. Aspen and Kodiak will have a big problem with this requirement. Local procedures have to be developed and sent to Washington, D.C. for review, comment and approval by a safety organization. The Tower personnel will be briefed and then opposite direction operations will be allowed again. This was sent to Headquarters and was approved. What was not understood by headquarters is that the Tower does not control the instrument traffic. It is handled by Anchorage In Route Air Traffic Control Center. They are a big part of this. They had to develop procedures that had to mesh with JNU's procedures. The Tower cannot do the new procedures until everyone's procedures are approved, integrated and all controllers are briefed. The Anchorage Center Plan is currently sitting in Washington, D.C., but it's pretty high on the stack.

The net result to the users will be back to normal, they should not see anything. A lot of coordination will happen with Anchorage Center, etc. It puts more requirements and work on the Tower when doing opposite direction operations. This was a very broad brush reaction which was swept across the country and did not take into account local conditions and situations that handled this type of traffic. He said he hoped that when the dust settles, they will be able to make it a little less complicated. He hoped that normal operations would begin on August 9. The new program will not allow visual separation by the Tower. This saved a couple of minutes. This may cause delays, but it won't be too much. Assembly Member Ruth Danner said the work that is done has everyone's lives in the Tower's hands every day and she thanked him.

VII. **UNFINISHED BUSINESS:** None.

VIII. **NEW BUSINESS:**

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

1. **Bob Jacobsen Request for Water and Sewer at West Hangars:** Ms. Johnson said Bob Jacobsen attended the last Airport Board meeting to ask questions about water and sewer at the west end hangars. She had requested a drawing from Mr. Jacobsen, which he provided at a July 16 meeting. This installation is feasible but she does not believe it is water and sewer for just the west end hangars. She felt it should be regarding water and sewer on the entire airport. She hoped to have more information for the Board at the next meeting. This will be a policy call for the Board. Public Works has installed new water meters and it is anticipated that the Airport's rates will go up. The Airport is a quasi utility because of some money the Airport received in the past to put some water and sewer on the airport. She did not believe the Airport should be in the business of billing for water and sewer when Public Works does that better than the Airport.

The Airport does not have an Airport Engineer to do the design of the system as Tom Carson's contract is totally funded by AIP dollars. At the meeting, Mr. Jacobsen

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asked about the cost per month for water and sewer. It was discussed that a house typically costs about \$100 per month. If people had to pay \$1,200 per year just to wash their plane, they may not be interested in doing that. She wondered what the market would be if it was \$600 per year. Board Member Ron Swanson said he pays \$10 per month for water only. He asked if the group would be interested in water only. Ms. Johnson said the \$10 is way below what is charged by the CBJ. She thought this would be something for the Board to look into and decide. The \$10 Mr. Swanson is paying is coded to an Airport fund and does not get passed through to Public Works.

Deputy Airport Manager Patty deLaBruere said any one not on a meter (any flat rate tenant) is billed through Public Works and the money was deposited into the Airport fund. The tenants on meters paid directly into the Airport fund. This fund sat for many years. This finally caught up and Public Works wanted to collect the money the Airport had collected over the years. It is currently being put into the Airport fund, but then it is pulled back over to Public Works at the end of the year. Ms. Johnson said the goal is to have the tenant deal directly with Public Works.

Mr. Swanson said the grinder pumps are expensive and he thought just installing water was a lot cheaper. Ms Johnson said the whole airport needs to be reviewed. If water is only \$10 per month, that is great. This may change because she anticipated the cost would go a lot higher than it has been because Public Works would not have spent the money they spent on two brand new water meters if they didn't think they were going to capture a lot more revenue. Ms. Johnson has sent a letter to Mr. Jacobsen to insure they are both on the same page. She thought he would want to be involved with the group when this is discussed. She thought this would be brought before a Committee of the Whole, but not enough information has been gathered at this time.

2. Request for Additional 26 MALSR Funding (Attachments #1 and #4): There might be some end of the year money through FAA ATO. The engineer is now saying it will only cost \$2 million more to finish the 26 MALSR. Letters have been received from Lisa Murkowski and Don Young that were sent to the FAA. Another letter should be received from Mark Begich's office by the end of the week. The Airport will stand by to see if the funds are received.

3. Airport Engineer Report (Attachment #2): No water has been pumped into the pond all season. AIC worked on punch list items during July. They have very minor items left. They put a final wrap on the repair of the culvert under the taxiway, with some minor items left to do. Phase 1 of the RSA is done, with the exception of pay estimates and punch list items.

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Phase 2A notice of intent to award has been given to Secon. The plan is for a preconstruction meeting on August 14. Work will probably begin in late August, which will be on the 26 end. The 08 MALSR project is underway. They have put the conduits and conductors under the river. They have done work at the cut and on Battleship. They have started the access road that goes out into the wetlands to the west of the river. AEL&P is poised to have new power to the mid-field JAWS by the week of August 13. AEL&P is also taking high voltage power to the far east end of 26 so that both 26 MALSR shelter and the future PAPI can have power and will occur during the month of August. AIC has earned \$32.7 million.

4. Airport Architect Report (Attachment #3): Airport Architect Catherine Fritz reported that the front entry renovation is progressing. The wall in the restaurant is being removed. The coffee shop will be ready in approximately one week. The banners recently located in the lobby area had a bad mounting system as the banners were constantly being picked up from the floor. The Forest Service is working on new mounting systems.

The Snow Removal Equipment Facility infrastructure has a notice of intent to award. The meeting will occur on Tuesday. The work will wrap up by October 31. This project is utilities and roadway and will allow the building to begin in the Spring (if the Airport receives the money).

Ron Swanson asked the status of a new welcome to Juneau sign. Ms. Fritz said staff looked at different types of signs. The project has been set aside because of other priorities. The one that would light up would be a more extensive project. Until some of the other projects get funded and on the road, the sign should be held off. Simple signs can be done. The original sculptural sign would cost \$40,000 to \$50,000.

Ms. Johnson said the 1% for art program has a movement to change the program to have the money go into a pot of funds that would be controlled by the Juneau Arts and Humanities Council. The funds would be used around the City rather than at the project where they were generated. A discussion regarding spending the 1% for art program from the SREF might be used. In the meantime, staff is working on sketches and prices on a sign like the "Welcome to the Yukon" sign. It does not have as many bells and whistles but would look better than the current sign. Ms. Fritz said if the art ordinance stays in its current form and is applied to the SREF building, it would be approximately \$150,000 for art. The current ordinance has some issues, but the proposed ordinance has issues, too. The best source of funding would be the art funding. Ms. Danner asked if the Board would talk about the 1% art. Ms. Johnson said they could discuss it at the next meeting and provide a memorandum to the Assembly.

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IX. **CORRESPONDENCE:** None.

X. **COMMITTEE REPORTS:**

A. **Wildlife Hazards Working Group:** Group Chair Steve Zimmerman said that one of the issues discussed at the June 14 meeting was the piling up of the chum salmon carcasses last year. Bob Armstrong was tasked with finding out where the fry were released and if they were close to Duck Creek, maybe those release sites could be moved further away. Frank Rue was going to meet with staff at Alaska Department of Fish and Game (ADF&G) to see if there was some way to preclude the chum salmon from entering Duck Creek. Steve Zimmerman reported Mr. Armstrong spoke to the staff at the hatchery and found they have five release points: the Macaulay Hatchery, Sheep Creek, Amalga Harbor, Boat Harbor and Limestone Inlet and he felt those distances were not close enough to make too much difference in terms of chum salmon straying into Duck Creek from those distant points.

Mr. Rue talked to Jackie Timothy to see if ADF&G would be interested in precluding the chum run, which is just starting to develop at Duck Creek. He reported that Ms. Timothy thought there were better ways to deal with the problem. She felt that as Duck Creek comes into a more natural state, there would be better flushing through there. As the creek runs stronger, the carcasses would be flushed out into the Mendenhall River. In the meantime, ADF&G will be monitoring the area to see if there is a buildup. If there is a buildup, they can take care of the carcasses. Ms. Timothy had said she would like to work with Nick Borchert on this problem. This information has been forwarded to Ms. Johnson and Mr. Borchert and the Group. No one has responded to the e-mail that anything further needs to be done. Hopefully as Duck Creek settles into a deeper and more natural flow, the problem of the carcasses will diminish.

B. **Finance Committee:** None.

C. **Operations Committee:** None.

XI. **ASSEMBLY LIAISON COMMENTS:** Assembly Member Ruth Danner said she is approaching her last meeting as the Assembly Liaison to the Board. She said when she first came to an Airport Board meeting, she talked about transparency and asked if there could be more in the newspapers about the meetings. She thought the public at large really likes the airport and what is being done with it – inside and out. She said the one place the public gets a slightly less than perfect perception has very little to do with the airport – the dike trail. People who use the trail use it because it is the only one without elevation challenges, it is close in and people love to watch the airplanes go overhead. There is an idea in the public eye that the Airport didn't want people on the trail. Then when the runway extension was done, there are now fences which are right next to the walkway. It looks like a border town in Arizona. She said it is the one place where the public gets the perception that what they want does not matter. She knows that this is not the angle the Airport is working from at all. Ms. Johnson said the Airport really cares about the

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people's opinions. There were eight years of discussion as far as what was going to happen to that area through the EIS (environmental impact statement). A lot of it was done because of the EIS and the record of decision about how things were built. The fence is placed where it is because of how the Airport land lays and TSA regulations. The Airport cares a lot, but it also cares about the security of the airport, which is what the fence is there for.

Ms. deLaBruere said the fence is three-fold. The Airport was written up by the FAA for animal control. The requirement in one of the letters from the FAA was to continue the fencing to discourage wildlife, because there have been deer, bear, etc., getting into the airport. From a TSA standpoint, people have gone around and circumvented the fence that was out there, sometimes even getting hurt by going down into the pond or other areas. The other aspect is safety. She noted this went through a lot of discussions, but where the fence was placed was an area that was away from trees and high enough to preclude anyone from going over the fence because there are very strict requirements by the TSA, which also include barbed wire. Some of the older fencing is grandfathered in without the barbed wire, but as things are added, additional measures had to be added. This will continue on to the east end with the runway safety area work. Decisions were pretty much made for the Airport. The area was widened as it is an emergency vehicle access road, which is the specific reason for the area. It has to be able to allow the Fire Department vehicles on it.

Ms. Johnson said that public notices were issued during construction to let people know and the closures were kept at a minimum and tried not to do it on a weekend. This will be kept in mind for anything else that comes down the road. Chair Godkin said that at one time, the FAA wanted to remove all the trees. The public, wildlife people and Audubon Society mounted a campaign to stop this. He noted there was some dialogue during the EIS. Mr. Zimmerman said there was a lot of public comment during the EIS process and a lot of compromising. What came out in the EIS was different than what the FAA was initially proposing. The FAA was involved in helping the compromises work. He said that at some point, Phase 2B would be designed and it would be nice if the public was made aware of what that would be. Chair Godkin said the EIS encompassed all aspects of the project. Ms. Johnson agreed, it was just that the project had to be done in phases due to funding.

XII. **PUBLIC COMMENTS:** None.

XIII. **BOARD MEMBER COMMENTS:**

A. David Epstein asked if the Human Resources Committee had made a decision on the constitution of the board. Ms. Danner said the full Assembly sitting as the Human Resources Committee will meet in late August.

B. Ron Swanson said at the last meeting Ms. Danner suggested that an item named "executive session" be added to every agenda. He thought it was a good idea. Ms.

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Johnson said if the Board wants this done, she would do that. *Ron Swanson moved, Butch Laughlin seconded, that the next to the last item on every agenda be executive session. The motion passed by unanimous consent.*

C. Tam Cook said in the past the Architect explained that most airports can earn \$18 per capita for each person that comes into an airport. She wondered how much of the \$18 is generated outside the secure area and how much is generated inside. She said her own experience when flying is to first get through TSA. She does not do anything until she is through TSA. She wondered if that fact might have an implication on design concepts in the future remodels. She said this was only being shared as a comment. Mr. Swanson said this is a small terminal and it will not work here. Mr. Laughlin said this had been discussed at length and the Portland Airport was cited as everything being outside. Ms. Cook said there are a lot of vendors on the outside and a lot of stuff on the inside of security.

Ms. Fritz noted that there is 16 months left for the current configuration of the restaurant. One of the challenges will be to find a food and beverage operator for both the secure area and the non-secure area. The opportunities to bring food into the departure lounge and retail are there. Our figures are something like \$.40 per person with the national average being around \$4.00 and Portland at \$18. It is also known that there is a challenging architecture in the departure lounge. It is a long, skinny space. It is difficult just getting people onto planes in logical manners where people are not confused, irritated or climbing over chairs. If the \$7 million comes through, there will be some money to look at things differently. Out of necessity, the Airport will have to look at things differently because the Airport will lose their major tenant in 16 months. We want people to come to the airport.

Ken Nestler asked about the electrical work that is occurring on the east end and asked if consideration had been taken of the compass rose down there and make sure it is not obsolete. Ms. Johnson replied that the compass rose will be moved when the runway is extended. There has been a lot of consideration put into where it is going so there is no electrical pull or impact around it. She was glad he noticed it and brought it up.

D. Butch Laughlin said he would not be attending the next meeting and would not be calling in.

XIV. **ANNOUNCEMENTS:** None.

XV. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on September 12, 2012, at 7:00 p.m. in the Alaska Room.

XVI. **ADJOURN:** *Steve Zimmerman moved, Ron Swanson seconded, to adjourn. The meeting adjourned by unanimous consent at 8:12 p.m.*