

AIRPORT BOARD
AGENDA
6:00 P.M., WEDNESDAY, JUNE 12, 2013
ALASKA ROOM

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES:
 - A. Regular Monthly Meeting of May 8, 2013
 - B. Special Meeting of June 6, 2013
- IV. APPROVAL OF AGENDA
- V. PUBLIC COMMENTS
- VI. UNFINISHED BUSINESS
 - A. **Wildlife Hazards Working Group.** Further discussions (continued from June 6, 2013, Airport Board Meeting) regarding continuance of group, members and point of contact for the group.
 - B. **Interim Food/Beverage Service.** The Airport continues to work on interim food/beverage service for 2014. Discussions include the current concessionaire (ESS/Glacier Restaurant) and other options. The Airport is confident that some level of food/beverage service will be available after the end of the year and into the next phase of construction. Food/beverage service is part of the focus planning work underway at this time.
- VII. NEW BUSINESS
 - A. **Airport Rates and Fees Regulation** (Attachment #1). At the May 8, 2013, Airport Board meeting, the Board approved the Airport Rates and Fees Regulation changes/increases. The Regulation was set to go before the Assembly meeting on June 3, 2013. Leading up to the Assembly meeting, the Airport Tenant & Users Group (ATUG) voiced concerns over the budget and wrote a letter to the Mayor and Assembly (dated May 24, 2013) requesting a change to some of the proposed rate increases. Some members of ATUG met with the Finance Chair and then met with the Airport to discuss possible rate changes. The end result was a request to back out the increases to the signatory Fuel Flowage Fees, but to leave the other rate increases in-tact, including the non-signatory Fuel Flowage Fees.

The ATUG testimony at the June 3 Assembly meeting stated that they were working with the Airport to mutual satisfaction. The Assembly approved the Airport Rates and Fees Regulation on June 3, as presented, but the Airport advised that an updated Regulation would be forthcoming. The attached draft Regulation incorporates the signatory Fuel

Flowage Fee changes as discussed. Essentially, Large Air Carrier (Part 121) signatory rates would return to \$0.125/gallon and Small Commercial/General Aviation (including small jet) signatory rates would return to \$0.155/gallon. This would require \$135,120 in additional Airport Fund Balance contributions to balance the FY 14 budget. Since this is not a change to the Expense portion of the budget (no additional spending authority required), no additional changes to the budget submission will be required. Airport Fund Balance would be applied at the end of the fiscal year to cover the projected shortfall.

As this is a small change relative to the scope of the budget and rates/fees increases, this was not brought before the Airport Board Finance Committee. It is being presented to the Board as a whole for consideration. This will require the Airport Rates and Fees Regulation to go through the public process again.

Motion: “Airport Board moves for approval of the changes to the Airport Rates and Fees Regulation 07 CBJAC 10.020, as outlined in Attachment #1, and to begin the public process/comment period before coming back before the Airport Board for final approval and submission to the Assembly.”

B. 100th Anniversary of Aviation in Alaska (Attachment #2). Airport staff and the Airport Board became aware of ‘*The 100th Anniversary of Aviation Celebration*’ in late May. Some Board members expressed frustration in the Alaska Air Show Association’s exclusion of Juneau in the celebration/fly-in event. David Epstein prepared a draft letter for submittal to the Alaska Air Show Association president. This matter and the draft letter will be discussed at the meeting.

C. Airport Manager’s Report:

1. Airport Power Loss/Terminal Evacuation. On June 3, at approximately 10:20 a.m., there was a local city power outage and an Airport generator malfunction. This left the terminal without backup power and non-operational. Additionally, the smell of smoke was prevalent throughout the terminal including offices, Air Traffic Control Tower, stairwells, etc. The decision was made to evacuate the terminal. The Fire Department responded with a complete sweep of the terminal. Airport employees were allowed to enter the premises at 11:25 a.m. and the public was allowed to enter at 11:40 a.m. There were some delays in getting systems up due to some battery back-up issues. Some tenants experienced delays in bringing computer systems up (restaurant, etc.), the public elevator had problems and required the Airport staff to use the restaurant freight elevator, and other general outages. There were some flight delays to the 135 (small) operators. Alaska Airlines’ flights 64, 65 and 75 were delayed due to the evacuation. The generator is tested regularly and has annual preventative maintenance. After the incident, the Airport staff looked into the generator malfunction and determined the cause was a bad solenoid. This malfunction was untimely and may have been found during the next test. Terminal Maintenance is replacing both of the solenoids, timer, and starter to prohibit further problems. The generator is 30 years old and only has 274 total hours of operation.

2. Runway Condition/Rehabilitation. Our FAA Certification Inspector, David Wahto, made a brief stop in Juneau for a runway inspection. Mr. Wahto was extremely concerned about the rapid deterioration and spalling of the runway surface. The centerline potholes and foreign object debris (FOD) required immediate attention with follow-up patches to occur mid-June. This was an emergency repair in order to keep the Airport in compliance with the FAA. Mr. Wahto stated that the entire runway requires rehabilitation as it is beyond its useful life. The runway will have to be completely rehabilitated next year. Airport staff attended a teleconference with Mr. Wahto and other FAA Airports Division staff, to discuss accelerated planning/design and bidding by next spring, as well as funding and grants for this project. Runways are the highest priority with grants and funding, but the Airport must work with the FAA closely so that other Juneau projects do not get delayed. The Airport will keep the Board informed.
3. Airport Engineer Report (Attachment #3)
4. Airport Architect Report (Attachment #4)

VIII. CORRESPONDENCE

IX. COMMITTEE REPORTS

- A. **Wildlife Hazards Working Group**
- B. **Finance Committee**: Airport Fund Balance discussion.
- C. **Operations Committee**

X. ASSEMBLY LIAISON

XI. PUBLIC COMMENTS

XII. BOARD MEMBER COMMENTS

XIII. ANNOUNCEMENTS

XIV. TIME AND PLACE OF NEXT MEETING:

- A. Airport Board, 6:00 p.m., July 10, 2013, Alaska Room

XV. EXECUTIVE SESSION

XVI. ADJOURN