

ATTACHMENT #3

Juneau International Airport Minutes of Operations Committee Meeting September 24, 2013

Airport Engineer Ken Nichols gave a runway rehabilitation design overview. A major impact will be that using the taxiway as a temporary runway will require relocation of some tenants in order to assure a clear taxiway object-free area. Newly filled lots in the northwest and northeast development areas will be used for this purpose. Approach procedures will be largely unaffected by the construction. Some temporary lighting aids will be required on the 26 end.

Ken led a discussion on the "long-term look" for the runway, focusing mainly on taxiways C, D, and E. The concept of providing 90-degree exit taxiways at the third-points of the runway was not highly regarded by most of the attendees. Some wished to retain exit capability within the middle third of the runway. This does not conform to FAA policy guidance. This topic needs more consideration. A request to waive FAA design standards could be submitted but is not likely to be approved. Ken did note that FAA is mainly interested in getting the runway rehabilitated during the next construction season, i.e., we may have some temporal leeway regarding modification of the taxiway layout. Trying to do everything all at once may be too much. That having been said, we won't be able to put it off forever.

The final topic was the runway 08 threshold light bar update. The initial concrete pour and light can installation had to be completely removed and redone. The tops of the light cans were too high, posing a danger to snow removal operations. Despite much effort to achieve an acceptable resolution, there was no way to salvage the initial installation to the satisfaction of FAA. The work is currently being redone and the contractor has filed intent to submit a claim for the additional, unforeseen expenses. Ken explained there was plenty of blame to go around for what happened. I was concerned to hear that a key FAA player went on vacation as this situation was unfolding and no one with authority or, seemingly, competence at the agency was able to step in and assure continuity. Although this was not the main reason for the problems we are dealing with, clearly it was a contributing factor.

Acknowledged, but not discussed, was a letter from an airport tenant that was distributed at the meeting. The tenant owns a hangar in the area and will be impacted by next year's project. The tenant requested relief from ground lease charges. Other requests included chip-sealing an access road and repairing the Coastal Fuel gate so it could be used by small vehicle traffic. These items should be brought before the entire Board at the October meeting with the expectation that they will be remanded to one or both committees for further action.

Patty took an IOU to check with Airport Board Chairman Jerry Godkin regarding the issue brought up last week by the GST-based pilot regarding the "I gate". She was unsure if Jerry had addressed the issue.

Respectfully submitted,

David Epstein
Secretary and Operations Committee Chair
Juneau International Airport Board