

MINUTES of
AIRPORT BOARD MEETING
May 10, 2016
Alaska Room, 6:00 p.m.

I. **CALL TO ORDER:** Chair Joe Heueisen called the meeting to order at 6:00 p.m.

II. **ROLL CALL:**

Members Present:

David Epstein	Mal Menzies	Angela Rodell
Dennis Harris	Martin Myers	Ron Swanson
Joe Heueisen		

Staff/CBJ Present:

Patty Wahto, Airport Manager	Ken Nichols, Airport Engineer
Marc Cheatham, Deputy Airport Mgr.	Catherine Fritz, Airport Architect
Scott Rinkenberger, Airport M&O Sup't	Loren Jones, CBJ Assembly

Public Present:

Tom Williams, Ward Air	Kent Craford, Alaska Seaplanes
Kathy Smith, Alaska Airlines	Jeremy Millsaps, Wingnut Aviation
Mike Kruse, Alaska Airlines	

III. **APPROVAL OF MINUTES:**

A. *Ron Swanson moved, David Epstein seconded, approval of the minutes of the April 12, 2016 meeting. The motion passed by unanimous consent.*

B. *David Epstein moved, Dennis Harris seconded, approval of the minutes of the April 27, 2016 special meeting as presented. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** *Angela Rodell moved, Ron Swanson seconded, to approve the agenda. The motion passed by unanimous consent.*

V. **PUBLIC COMMENTS:** None.

VI. **UNFINISHED BUSINESS:**

A. **Master Plan Update/Presentation** (Attachment #3): Airport Manager Patty Wahto introduced John Yarnish, AECOM, who provided an update on the sustainability airport master plan process. A meeting was held earlier in the day for the Technical Advisory Committee (TAC). John Yarnish said Step 3, the Alternative Analysis, is done. They are now ready to begin the implementation plan; the airport layout plan; the finalization of the implementation plan, which is projects with costs as scheduled at trigger points; as well as some recommendations in terms of some sustainability programs that can be implemented over the course of the next couple of years to help meet the goals talked about at the beginning of the plan. The forecast was developed and adjusted. It shows a modest increase for passengers and operations over the years based on the trends that existed at the time of the forecast. The Federal Aviation Administration (FAA) has reviewed and approved them. This is the basis for planning, which is used to determine the capacity of the existing facilities and then use the capacity compared with the forecasts to come up with facility requirements.

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The analysis of the alternatives showed some taxiway issues that are in conflict with current FAA regulations and guidance from keeping aircraft from accidentally creating an incursion and a safety violation on the runway. Three areas were identified: Taxiway Charlie, Taxiway Delta and Taxiway Echo. These came from a series of data that was collected between 2004 and 2015. He discussed the approaches that can be taken. He said everything on an airport is made as standard as possible so that the transient pilot that doesn't know the airport knows exactly what they are looking at.

A need for remain overnight (RON) aircraft or overflow parking was identified. They recommended putting the RON aircraft close to the terminal so it doesn't have to be driven or towed 4,600 feet and then brought back to the terminal. It has been found that there is a need to shuffle aircraft in the morning when they are coming and going. There is also for an overflow area where aircraft can go and park for an hour or two and then come back. When all of the gates are filled up, it gives a place for those aircraft to go without requiring building expansion. Mrs. Wahto said this was discussed at the earlier TAC meeting. The Airport has a problem throughout the summer months (almost nightly), where all gates are filled and they are having flights come in and planes are being jockeyed around. This is as much an overflow problem as it is an RON. This is already being experienced.

Mr. Yarnish said the Air Traffic Control Tower needs to be replaced. It is in a bad place on the terminal building and inhibits terminal expansion/redevelopment. Areas of relocation were discussed and their recommendation was to retain a spot on the northern location off the main airport. Some problems with the southern site were noted at an earlier meeting, after the meeting, they worked on identifying an alternative site on this side of the airport because the Air Traffic Controllers do not like it over there because there is a lot of traffic going on behind their backs. This is being revisited. The FAA will decide where it has to go when it is time for it to move.

There is a need for another air cargo position. They recommended it go beside the existing position to enable two aircraft to park and load/off load. The helicopters were looked at being relocated over to the area where the current FBO is. It was pointed out that this would block off Taxiway B-1 so some adjustments will be made so that the people who have hangars back there can get their airplanes in and out of there without interfering with the helicopter operations.

Terminal expansion as discussed in the past seems to be a good plan for ultimate terminal expansion. GA (general aviation) development is planned in the west area where the SREF (Snow Removal Equipment Facility) and the sand building will be located and expand some of the current lines of hangars with new hangars and build an apron out front of the SREF where small transient aircraft can be parked. With the Fixed Base Operators moving and a couple of large hangars to work on airplanes, they presented a layout plan to pave over the geothermal field and have aircraft parking over the top of it. Then complete the remaining portion of the property with hangars, which meets the needs for hangars as shown in the Master Plan. Another way is to put the apron in the middle which maximizes the leasable land around the outside, which maximizes the ability to get money off the site.

The next step is to finalize the Airport Layout Plan, develop the implementation plan (including the sustainability alternatives and the sustainability program) and then do the financial feasibility analysis (how much will it cost, where will the money come from, and can the Airport afford it). The idea of putting a year-by-year planning basis is less than optimal. Therefore, they are tying each of the things to an activity trigger or a need trigger so that the Board will be able to identify at what point activities and needs equal the need for a project.

B. Wildlife Update: Tyler Adams, U.S. Department of Agriculture Wildlife Services Biologist, said an idea was to modify the habitat on the south end, east of the float pond to create two perches, which would give the eagles an alternative to perch and hunt as opposed to the safety area. This has been accomplished through a lot of effort and pyrotechnics. The safety area is the highest point before the stand of trees and is the best place for an eagle to hunt for fish. Although a lot of energy can be put forth pushing them out of the area, creating the perches will be a better, less stressful area to perch. His intent is to accomplish three things: to provide an alternative, to create desirable perches, and lower the cost of operation because they won't need to use as many pyrotechnics. The perches are customizable, easily removable and can be relocated. They were designed after talking to two eagle experts in the area. He received permits from Fish and Game to install the perches.

When he last spoke to the Board, he discussed delimiting the outer skirts of the island in the north float pond. The forest edge was sculpted to make it as aesthetically pleasing as possible. This was opened up and it clears water fowl out of the area because they no longer have the coves to hide in. This was a success. Board Member Marty Myers was concerned about meeting the birds on float plane approaches to the pond. Mr. Harris commended Mr. Adams for his ingenuity. He thought it was well done.

VII. NEW BUSINESS:

A. Airport Manager's Report:

1. Capital Improvement Project (CIP). The Airport and City have been working on numerous (old) grant close-outs so that we can proceed with new FAA grant applications. The Airport ran into one 'hiccup' at the May 2 Assembly meeting regarding the repayment of the \$1,893,118 to the FAA and State for the Snow Removal Equipment Facility (SREF) relocation. The Assembly requested an update on the SREF prior to approving the requested Resolution and Transfer. The December 2015 information was reviewed with the Assembly Finance Committee on May 4, 2016, and this should now move forward through the Assembly at their May 16, 2016 Assembly Committee of the Whole meeting and the May 23, 2016 Assembly meeting. The Airport anticipates several grants coming before the Airport Board in the July/August time frame. Due to timing, most of the projects will require forward funding for the State match portion until those are issued. The Airport will receive roughly \$734,000 in State match this year. The funding for the years going forward will not receive State funding unless the Airport can plead its case.

2. Meeting with Senator Murkowski's Staff. Airport Manager Patty Wahto met with Senator Murkowski's staff: Matt Borger and Nathan Solorio (both from her D.C. office), and Connie McKenzie (Juneau Delegation Representative) on May 4, 2016. Discussion focused on projects including the continuation of the Runway 26 MALSR system, Passenger Facility

Charge (PFC) increases, proposed TSA (Transportation Security Administration) security mandates and updates on the de-icing and EPA/DEC environmental permit impacts. More information will be forwarded regarding the benchmarks this year with the testing that showed the Airport over on a mild year.

3. Security Briefing. The Airport is currently recruiting for a full-time Badging Office employee. A meeting will be held next week with the TSA to discuss some additional security mandates that are out in draft form. The impacts of that will be discussed. One is screening all employees every time they go through the checkpoint. As airlines people work dual functions, both upstairs and downstairs, this would delay their ability to do work ten-fold. TSA has also asked that we remind the public that security screening wait times may be longer than in the past. The direction to distribute flyers with the TSA recommendations was not endorsed by the TSA office. The current style of badges will be phased out and replaced with a different layout and look slightly different. They will be phased in over the next year.

4. Hangar Labels. The Fire Department requested that hangars be labeled for ease of locating during an emergency. The Airport started the process by labeling the 'Block' letters on the ends of the hangar condos. Numbers/directions (e.g., '1-6 →') may be added at a later date. Airport M&O Superintendent Scott Rinkenberger and the Airfield crew did a great job using old signs and installing them using old screw holes whenever possible.

5. Airport Engineer Report (Attachment #1): Mr. Nichols reported the additional large aircraft parking in the northeast area is part of one of the current projects (RSA IIB Project). The position of the RON aircraft in the earlier presentation falls within the footprint of what is planned for paving in that area with that project. The entire geo-thermal loop field will be paved, which will add additional capacity for the rich people bringing their jets here. The Airport is out of parking space for those people flying Gulf Stream jets. The existing ramp fills up all summer long.

He said the Airport needs to get together with tenants to discuss deicing practices for the upcoming deicing season. The permit language requires the Airport to take practicable measures to reduce the discharges, both for pavement deicing as well as the aircraft deicing chemicals because of what they found from the sampling this last winter. A meeting will be held the 25th or 26th with tenants.

6. Airport Architect Report (Attachment #2): Airport Architect Catherine Fritz reported staff has been extremely busy with some little projects and gearing up to be ready for the big bids for the SREF, the ARFF (Aircraft Rescue and Fire Fighting) building, the northeast/northwest development area (RSA IIB), which involves a tremendous amount of work in those front-end documents (general conditions, supplementary general conditions, instructions to bidders). All of those documents have been out of date. Staff has begun working with the Engineering Department to make sure that federal provisions are properly incorporated, and get clear documents. It is a lot of reading and writing. Staff is optimistic that there will be a good set of front-end documents ready for the first bid – the ARFF building, which is scheduled to go out at the end of the month. The SREF building will be close on its heels. The design team is working on the documents for the northwest site. This will allow the Airport to be eligible for the grants.

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The roof project is going well this week with the decent weather. This project is expected to be done on schedule. The amount of rot found in the wood decking was very close to the amount that was estimated.

VIII. **CORRESPONDENCE**: None.

IX. **COMMITTEE REPORTS**:

A. **Finance Committee**: None.

B. **Operations Committee**: None.

X. **ASSEMBLY LIAISON COMMENTS**: Assembly Liaison Loren Jones said the issue with the SREF was mainly one Assembly Member and this has been cleared up. The Assembly moved the Airport's budget forward. The only discussion tomorrow night is on the additional money for the SREF and moving the ordinance out of Finance and on to the Assembly. The Airport's budget for FY 17 has passed the Finance Committee. He reminded everyone that there are three positions on the Airport Board that will become vacant in July. Applications for the Airport Board are due on June 15th, with interview on the June 29th by the Human Resources Committee.

XI. **PUBLIC COMMENTS**: None.

XII. **BOARD MEMBER COMMENTS**:

A. Dennis Harris asked that the Board ask the Manager to send a letter to Mr. Tyler Adams' supervisor commending him for his ingenuity with eagle control and getting eagles away from the runway in a way that benefits the eagles and the environment and stops all of the gas cannons from going off all the time. Chair Heuelsen said this could be taken care of.

B. David Epstein said kudos are in line for the Field Maintenance folks who did a lot of ingenious fabricating to add to the success of this effort. He thanked them for what they did.

XIII. **ANNOUNCEMENTS**: None.

XIV. **TIME AND PLACE OF NEXT MEETING**: The next regular Airport Board meeting will be held on June 14, 2016, at 6:00 p.m. in the Alaska Room.

XV. **EXECUTIVE SESSION**: None.

XVI. **ADJOURN**: *Dennis Harris moved to adjourn the meeting. The motion passed by unanimous consent and the meeting adjourned at 6:50 p.m.*