

AIRPORT BOARD OPERATIONS COMMITTEE  
AGENDA  
3:00 P.M., MONDAY, FEBRUARY 13, 2017  
ALASKA ROOM

I. CALL TO ORDER

II. ROLL CALL

III. NEW BUSINESS:

A. **Hangar Lot/Block Signs** (Attachments #1 and #2): Since the early 1990's, the Airport and the Fire Department have been trying to get the various hangars labeled to facilitate identification. The Airport uses a Block and Lot designation for each unit in the leasing program. Any utilities (such as phone or power) are assigned to a street address. Not everyone is able to give directions or information that would allow for first responders to find the location in a timely manner. Standardized hangar identification was brought before the Operations Committee and the Airport Board at the November 8 2016 meetings. Staff was asked to look into any issues/concerns from tenants regarding hangar identification signs. Letters were sent out. The Airport received three comments regarding the signage (see Attachment #1). Airport Superintendent Scott Rinkenberger and his crew installed signs with a letter designation ('Block') on the ends of each of the buildings in May 2016. The next step in the process is to label each individual hangar with the information in a standard manner and location. This will allow anyone calling with an emergency to give standardized location information to emergency personnel. Some of the questions and/or concerns are: where to locate the signs, as well as where and how they would be attached to the buildings.

The attached map (Attachment #2) shows the key multi-unit hangars that require location identification. Staff requests that the Operations Committee discuss the standardized signage, what information, where it should be on each hangar and who should install the signage. Any decision made by the Committee will be forwarded on to the Airport Board.

B. **Terminal "Juneau International Airport" Sign** (Attachment #3): At the November 2016 Airport Board meeting, the Board requested that staff look at some options and costs for a sign on the front of the terminal. Some preliminary ideas were mentioned at the January 2017 Airport Board meeting. JNU staff has prepared three options (Attachment #3) for possible exterior signage at the terminal entry to read, "Juneau International Airport".

**Option A:** Uses 18" tall letters that are mounted at the top of the outer edge of the structural cantilever of the canopy. This concept will require that a structural engineer analyze the loads and the mounting system for the letters.

**Option B.1:** Uses 8" letters directly mounted to the siding above the entry doors. This concept will require that the siding around the entry be removed to place blocking into which the letters will be fastened.

**Option B.2:** Uses 8” letters and is similar to Option B.1, but adds lighting to the individual letters. This is done through a back-lit configuration of each letter.

A summary of estimated project costs are listed in the table, below. Options A and B.2 will require the services of consultant engineers. Project costs will be reviewed and verified with consultants if either Option A or B.2 is selected.

<b>JNU Terminal Entry Sign</b>			
Preliminary Project Cost Estimate			
	<b>OPTION A</b> (canopy edge)	<b>OPTION B.1</b> (thru siding)	<b>OPTION B.2</b> (thru siding, backlit)
<b>Component</b>	<b>Est. Cost</b>	<b>Est. Cost</b>	<b>Est. Cost</b>
Lettering	\$ 5,000	\$ 1,500	\$ 3,500
Fabrication of lettering mounting system	\$ 8,500	\$ -	\$ -
Mount letters & support to canopy	\$ 6,000	\$ 8,500	\$ 10,000
<b>Subtotal Construction</b>	<b>\$ 19,500</b>	<b>\$ 10,000</b>	<b>\$ 13,500</b>
Engineering Design	\$ 3,000		\$ 2,000
Procurement, coordination	\$ 3,000	\$ 2,000	\$ 2,500
Construction administration/inspection	\$ 5,000	\$ 5,000	\$ 5,000
Project contingency	\$ 1,950	\$ 1,000	\$ 1,350
<b>Subtotal Indirect Costs</b>	<b>\$ 12,950</b>	<b>\$ 8,000</b>	<b>\$ 10,850</b>
<b>Total Project Cost</b>	<b>\$ 32,450</b>	<b>\$ 18,000</b>	<b>\$ 24,350</b>

Funding sources for the sign include the Terminal Capital Improvement Project or Airport Fund Balance account. Staff requests the Operations Committee discuss the options and funding source if the project is to proceed. Any decision made by the Committee will be forwarded to the Airport Board.

**C. Water/Sewer/Utilities in Northwest Development Area (Attachment #4):** Water, sewer, and 3-phase power are currently being extended to the Snow Removal Equipment Building (SREB) in the Northwest Development Area (NWDA) and will be funded by the Federal Aviation Administration (FAA). There will also be an opportunity to provide stub-outs for future hangar sites and some existing hangars that do not currently have water and sewer. These stub-outs are not FAA eligible, so FAA will not participate. They are also not eligible for Passenger Facility Charge (PFC) funding. Staff is seeking a recommendation to use local funds for the capital investment, which could then be recovered through a hookup fee. The hookup fee could be paid by existing lessees now, and could be recovered later as lots are leased. Two sheets from the project plans are included. Attachment #4 (Sheet 17 of 35) includes an overview of the NWDA with a cloud of the discussion area. The second page of Attachment #4 (Sheet 23 of 35) shows potential water and sewer stub-outs. Final plans, specifications, and estimates will be developed if the work is recommended to move forward. The actual cost of the work will

depend on future bids received. Preliminary estimate for the project is \$60,000 to \$100,000, which would equate to \$6,000 to \$10,000 per hangar (ten new hangar sites).

Staff requests the Operations Committee discuss the development plan for the Northwest Development Area. Any decision made by the Committee will be forwarded to the Airport Board.

IV. TIME AND PLACE OF NEXT MEETING: TBD

V. ADJOURN