

AIRPORT BOARD  
AGENDA  
6:00 P.M., TUESDAY, APRIL 11, 2017  
ALASKA ROOM

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES: Regular Monthly Meeting of March 14, 2017
- IV. APPROVAL OF AGENDA
- V. PUBLIC COMMENTS
- VI. UNFINISHED BUSINESS
- VII. NEW BUSINESS
  - A. **Airfield Updates – Presentations by Scott Rinkenberger, Airport Superintendent**  
*(tabled from March 14, 2017 Airport Board meeting)*
    - 1. Fence Line Brushing/Tree Trimming Update. The Airfield crew has been trimming brush/tree limbs along Berners Avenue, along the Fuel Farm and Juneau Police Department (JPD) impound lot area. The fence to the fuel farm/police impound yard has been cut two times since last summer. The fence line break-ins are occurring in the thicker brush and low tree limb area. Airfield is cleaning the area up to not only discourage camping and break-ins, but this is a Transportation Security Administration (TSA) security-mandate to maintain a six-foot clear area around the fence line.
    - 2. ‘Eagle Sweeper’ Anti-perching Device. U.S. Department of Agriculture Wildlife Services and our Airfield crew have looked at innovative ways to keep wildlife (birds) from perching on buildings, navigational aids and anything ‘perchable’ on the approach paths of the Airport. They have kept the Board apprised of these ideas that utilize recycled items from the airport whenever possible, which has kept costs to a minimum. The newest idea is the Eagle Sweeper to keep eagles off the 26 end approach MALSR (Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights) building.
    - 3. Winter Snow/Ice Summary. A brief summary of the winter operations will be presented at the meeting.
  - B. **De-appropriation of Grant Funds**: De-appropriations are needed in two older Capital Improvement Projects: the Snow Removal Equipment Facility (SREF) and Runway Safety Area (RSA) Phase I. Both of these Capital Improvement Projects were completed under budget and require de-appropriation of Federal Aviation Administration

(FAA) Airport Improvement Program (AIP) and State of Alaska Department of Transportation (ADOT) funds.

**Board Motion:** *“Approve the de-appropriation of \$591,772.91 of Federal Aviation Administration (FAA) Airport Improvement Program (AIP51) unused grant funds and \$15,573.01 of Alaska Department of Transportation (ADOT) unused matching grant funds for the Snow Removal Equipment Facility (SREF); and de-appropriation of \$695,304.17 of FAA AIP53/54 unused grant funds and \$17,546.38 of ADOT unused matching grant funds for the Runway Safety Area (RSA) Phase 1.*

**C. Maplesden Road - Access for Bicknell Property** (*tabled from March 14, 2017 Airport Board meeting*) (Attachment #1): Bicknell, Inc. owns the property north of TEMSCO and east of Maplesden Road, commonly known as the ‘Honsinger Pond’ area. Bicknell is looking to develop the property and has recently been granted a Planning Commission rezone for 23 acres from Rural Reserve to Industrial, contingent upon them acquiring *legal* access to their property. Their current access is a driveway located on the on-ramp from Yandukin to Egan. Any changes to the rezone/use would negate the ADOT permit for the driveway since they cannot have legal public access on an acceleration ramp. Bicknell has been working with the Airport to gain public access off of Airport property on Maplesden Road. Currently, Maplesden Road is Airport property for Airport use and development; not a right-of-way (ROW). The request would be to make a portion of it City ROW in exchange for alternate land.

There are several approvals required for this to move forward. The Board must approve the concept of a land ‘swap’, the City would need to approve the ‘swap’ and accept ownership/maintenance of a new ROW; and the FAA would need to approve the swap. The Airport must follow FAA requirements since the land that Maplesden Road is located on was acquired and developed through Federal means and funding. The FAA will have the final decision/approval once the Airport, City and Bicknell choose a path. As a side note, the ADOT has resurrected the 2003 West Egan Drive Corridor (WEDCOR) study which could further impact Bicknell’s property based on the *preferred alternative* for the Yandukin/Glacier Highway/Egan link.

On March 13, 2017, the Airport Board Operations Committee heard Bicknell’s request and discussed options for a ROW. In order to make a portion of Maplesden Road a ROW, approximately 0.8 acre would be required to provide the access at the requested point (approximately 200 feet south of Yandukin, see Attachment #1). The Operations Committee discussed a land exchange for ROW purposes rather than land disposal (sale) as this was thought to be a more palatable option for the Airport and the FAA. If a ROW is granted, the City would need to be involved. Any decision to grant a ROW by the Board will require FAA final decision/approval, as well. FAA review and approval can also take a bit of time.

The Operations Committee recommended that all three land exchange options be sent to the Board, but listed their preferred option as the ‘L-shaped’ portion that borders Maplesden and the frontage road for TEMSCO (see Attachment #1).

- Option 1 (Operations Committee Preferred Option): The ‘L-shaped’ parcel east of Maplesden and north of the TEMSCO frontage road  
Option 2: The rectangular parcel east of Maplesden  
Option 3: The rectangular parcel north of the TEMSCO frontage road

Additionally, the FAA will want to see a fair value for land exchange; developed property (filled/paved) for developed property (filled/paved) of equal size, or additional undeveloped property for developed property. If the Board approves the concept and general location of a land exchange for the Maplesden ROW, these specifics (as well as ROW ownership and maintenance) can be worked out later.

**Board Motion:** *“Approve a portion of Maplesden Road (approximately 0.8 acre) for use as a City and Borough of Juneau right-of-way in exchange for a parcel of property of equal fair value, as shown in Attachment #1, the preferred Option 1: ‘L-shaped’.* Furthermore, direct staff to: work with the City on the ownership and maintenance of the ROW, and the fair value land exchange, then forward to the Federal Aviation Administration for approval.”

**D. Airport Manager’s Report:**

1. Airport Budget Presentation to the Assembly. The Airport is scheduled to present their update to the FY17/18 Budgets to the Assembly on Wednesday, April 12, 2017. The Assembly Finance Committee meeting begins at 5:30 p.m.
2. Marijuana through the Juneau International Airport (JNU). JNU has been questioned by the Alaska Marijuana Industry Association (AMIA) and commercial marijuana sellers (in State) who state that JNU is prohibiting folks from traveling with their ‘legal’ marijuana within the state (specifically, to Anchorage for testing).

As it stands today: marijuana is legal in the state, but illegal to travel by air, mail, ferry, etc. (federal regulation and oversight). The State airports, specifically ANC, FAI and SIT, are allowing people through the screening checkpoint with paperwork METRC (Marijuana Enforcement Tracking Reporting & Compliance), which is not a federal form). JNU maintains that this is still illegal on a federal level. If someone discloses that they have marijuana or TSA finds marijuana during screening, the JPD officer advises the traveler that it is federally illegal to travel with and that they can take it out to their vehicle, give it to a person not traveling (over age 21) or they can dispose of outside of security screening. If the person continues on, we have a federal obligation to alert the air carrier (the air carrier by law cannot knowingly allow the transport) and the Federal Air Marshal. It is then out of our court and we have done our job. Our officers’ do not confiscate or accept the marijuana. Additionally, once a person is screened, they have access to National Air Space system; not just in-state.

Officers at the other State airports say passengers are not violating State law, it is legal property, and they allow the transport. We have our guidance from Federal Air Marshals, Drug Enforcement Administration and Federal Bureau of Investigation (who have the oversight if someone is caught transporting).

Until this State/Federal dilemma is worked out, JNU will continue to abide by federal law. I do not want to jeopardize our federal funding. The Airport and JPD have a meeting on April 10 with the City Attorney, City Manager and AMIA regarding this matter. This is just an FYI at this time.

*Historical Note:* The Airport Board previously discussed the ‘ban’ of marijuana at the JNU Airport at the December 2014 and January 2015 meetings. The Board previously passed a motion to amend Title 05 to ‘ban’ marijuana at the Airport; however, the City Attorney asked the Airport to hold off and just post signs about air travel prohibition of marijuana.

3. Airport Engineer Report (Attachment #2)

4. Airport Architect Report (Attachment #3)

VIII. CORRESPONDENCE:

IX. COMMITTEE REPORTS

A. **Finance Committee:**

B. **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., May 9, 2017, Alaska Room

XV. EXECUTIVE SESSION

XVI. ADJOURN