

AIRPORT BOARD OPERATIONS COMMITTEE
AGENDA
11:00 A.M., FRIDAY, SEPTEMBER 29, 2017
ALASKA ROOM

I. CALL TO ORDER

II. NEW BUSINESS:

A. **Front Curb Patrol.** At the August 8, 2017, Airport Board meeting, staff briefed the Board on the problems along the front curb. The Airport has experienced an increasing number of vehicles parking along the front curb. Staff's enforcement on the curb has led to increased complaints on social media ranging from 'too aggressive' to 'inconsistent enforcement'. On August 2, 2017, the Airport held a public meeting to educate the public on the parking restrictions, but also to hear from them and to be a part of the solution. There were representatives from JPD, Airport Board, CBJ Assembly and Airport staff. Only one member of the public was present (one Assembly member's wife).

At the August 2 public meeting, staff presented a power point with the federal rules associated with front curb enforcement (post 9-11), as well as the process that the Airport went through to reduce the 300' parking restriction which was federally mandated in 2002. Discussion focused on public education (including social media and working with JPD), outreach, changes to public and commercial drop off/pick up zones, and contract security services to assist in consistent enforcement. Airport management was a guest on Action Line on August 21, 2017, and spoke about the front curb problems and Federal requirements. It was a start toward education, but people continue to park and complain about the rules and inconsistent enforcement. At the August Board meeting, the Board referred this matter to the Operations Committee to look for solutions.



Late night traffic and early morning traffic along Airport terminal front curb 8/1/17

B. Float Pond Improvement Project: Outlet Structure Repair. The float pond improvements project has been broken into two parts due to funding limitations. Installation of a valve in the outlet pipe is the highest priority work. PDC is currently developing a bid package that includes lining the corrugated metal outlet pipe with a smooth wall plastic pipe, installation of an electrically-actuated valve in the outlet pipe, and replacement of the tide activated flapper on the pond side of the outlet structure. This will allow Airfield Maintenance crews to have complete control on the flow of water into and out of the pond to the Mendenhall River. The work will require lowering the pond level to install the plastic pipe and valve in a vault. The access road at the west end of the pond will be blocked and equipment will be working in the approach surfaces of the water runway. Timing is to be determined as the project further develops. The best timing will be to do the work when the pond is closed for the winter season. Because the grant for the project was very late this year (Federal Fiscal Year 17 grant award), the project would need to wait until the 2018-2019 winter shutdown or the project would need careful coordination with float pond users for the construction impacts. Guidance from the Committee is requested regarding timing of the project – wait until next winter shutdown or work with users on impacts to operations?

C. Aircraft Push-back (Terminal Gates) Protocol (Attachment #1). The Airport has experienced congestion on the ramp when jets push back from the terminal gates (especially Gate 2). Aircraft transiting the Part 135 ramp/taxiway, ground vehicle movement, etc., must cease all movement depending upon how far back (north and west) the jets are pushed. These areas are not ‘movement areas’ so they are not controlled by the Tower. There may be extensive delays if the aircraft must also de-ice. Alaska Airlines cites safety concerns when small aircraft taxi between their pushed back jet and the terminal (essentially cutting off wing-walkers from the terminal). The Airport would like to establish permanent push-back boxes and (jet) aircraft alignment for the terminal gates as well as protocol for ground crew in this area (wing-walkers must stay with tug driver, have illuminated wands, etc.). PDC Engineers has developed some options for the pushback positions.

D. Northwest Development Area Utilities. Water and sewer services were designed for new hangar pads in the Block G and Block H rows of hangars (west side), as well as the new and existing Block I hangars (17 new hangars, 12 existing hangars). The engineer’s latest estimate is \$422,145 for the work or \$14,556 per hangar. No funding source is identified to forward fund this infrastructure. If tenants are to pay, it would require all tenants to agree to the improvement. Guidance from the Committee is requested for how to proceed – seek bids (in January) or delete from the project?

III. TIME AND PLACE OF NEXT MEETING: TBD

IV. ADJOURN