

MINUTES of
AIRPORT BOARD MEETING
March 9, 2005
Aurora Room, 7:00 p.m.

I. **CALL TO ORDER**: Acting Chair Gordon Evans called the meeting to order at 7:03 p.m.

II. **ROLL CALL**:

Members Present:

Pete Carlson
Gordon Evans
Fred Gaffney
Joe Heueisen
Tom Williams

Member Absent:

Ron Swanson

Staff/CBJ Present:

Allan Heese, Airport Manager
Patricia deLaBruere, Arpt Business Mgr.
Pam Chapin, Airport Secretary
Jerry Mahle, Airfield M&O Supervisor
Merrill Sanford, CBJ Assembly Liaison
Catherine Wilkins, Engineering

Public Present:

Ella Rogers, Glacier Restaurant
Connie DePute, Hangar Owner
Laurie Craig, Public
Keith Whitehead, TSA
Dick Rountree, R&L Leasing/Aero Svcs.
Kathy Smith, Alaska Airlines
Dave Heimbigner, Capital City Weekly
Jeremy Millsaps, Wingnut Aviation
Keith Walker, Tenant
Jim Wilson, Coastal Helicopters

III. **APPROVAL OF MINUTES**: *Pete Carlson moved, Fred Gaffney seconded, the adoption of the February 9, 2005, minutes as presented. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA**: *The agenda as presented was approved by unanimous consent.*

V. **PUBLIC COMMENTS**: None.

VI. **UNFINISHED BUSINESS**:

A. **EIS Update**: Airport Manager Allan Heese said that SWCA, the prime consulting firm for development of the EIS, plans to distribute the draft about mid-April. Permit applications are being completed by Carson Dorn Inc. for all JNU preferred alternatives. The Mayor is calling for a meeting between the Assembly and Airport Board with FAA and possibly ADOT leaders to discuss our concerns with runway safety areas and EMAS alternatives in Alaska. This meeting is tentatively scheduled for April 4, 2005.

With the receipt of the DEIS comes the opportunity for public comment. Mr. Heese recommended a Special Board meeting, possibly a Committee of the Whole meeting on March 21, 2005, at 7:00 p.m., for the Board to hear and discuss the various projects and the alternatives expected to be presented in the DEIS.

Staff continues to work on the mitigation plan, which is a key part of the EIS. A field trip is scheduled with the FAA to walk the site where the MALSRs would be placed and to discuss the runway safety alternatives and how the approach lights would fit into it.

B. **Terminal Planning**: Catherine Wilkins, Engineering, said the most recent meeting of the Terminal Planning Committee was held on February 18, 2005, and was very well attended. This meeting was primarily to discuss financial planning for the project. Ken Sura, financial planning consultant, presented various funding options and constraints. Direction from the Committee was to proceed with a financial plan that basically keeps most lease rates constant and Alaska Airlines' rates at the ceiling they agreed to. This was not a motion on the part of the Committee. The Committee then asked the consultants to look at two options for use of sales tax – one at 0.5% and a second at 1.0% – to determine how much project could be supported by each approach.

The tentative schedule is for a public meeting on March 14, which will provide a further developed financial plan and further developed conceptual drawings. Two weeks later (on March 29), we would hold the last meeting with any recommendations given on the 14th incorporated into the final recommendations. If the Committee agrees to the recommendation, she requested the Airport Board meet the following day (March 30 at 7:00 p.m.) to review and approve the final recommendations. A package can then be sent to the Assembly at the next Committee of the Whole meeting. Decisions will need to be made quickly to hit the window on sales tax.

Airport Manager Allan Heese said that the special Committee of the Whole Assembly meeting (on April 4) is the same one that would cover the EIS issues. The Assembly and the Board need to decide if they want to tackle both issues on the same night.

Kathy Smith, Alaska Airlines, said that at the last meeting, Richard Rountree had asked if the land lease rates would increase because of the terminal renovation, to which the consultant answered that there would not be an increase to those rates. She felt that confusion existed that there would be differential rates between the 135 carrier and Alaska Airlines. She said that Alaska Airlines currently is housed in a more modern area than the 135 operators. But once the funding is rolled into one, all AIP grants and funding would mandate the same terminal rates or it would be deemed economic discrimination. She thought the 135 operators understood that, but wanted to make sure they understood this fact. Joe Heuelsen said this is a correct statement assuming that a whole brand new terminal appeared all at once and it wasn't phased in. If part is phased in and the 135 portion was not done immediately, it could be a fair length of time before the facilities would be equal and, therefore, a differential in rate could be charged.

Catherine Wilkins said the road would be the first phase of the plan. Then work would begin in the baggage claim and then work their way through the building. The north terminal would be done much later in the project. She suggested bringing this up at Monday's meeting.

VII. NEW BUSINESS:

A. Airport Manager's Report: Airport Manager Heese reviewed the Airport Manager's Report (Attachment #1).

8. F. Connie DePute said she walked the dike trail during construction and it did not take much time to pass. Laurie Craig said she appreciated the fact that the trail was available for people to continue to walk the trail. Most people tried to avoid the trail and it was bad weather, but it was appreciated.

9. Pete Carlson noted that he had counted 93 eagles at the land fill in a matter of two minutes. Jerry Mahle said there has been a five-fold increase in seagull activity at the airport. He said the problem time seems to be during the low tide.

VIII. ASSEMBLY LIAISON COMMENTS: Assembly Liaison Merrill Sanford said that it was cost prohibitive for the land fill operator to add the different types of filters and screening to remove everything out of the air according to the regulations put into effect in July. There are a couple of alternatives that are happening. They have enough land and space to build the area up another 30 feet above what it is currently. It appears there are about 30 years of life left to this site. If auxiliary lands are purchased, it may be able to be used for another 50 years.

Mr. Sanford said that the Assembly is trying to explain to the different boards that represent the City & Borough that if they run into their representatives, senators or lobbyists they need to use the CBJ-approved list that is distributed to the representatives and senators. He asked Board members not to request something new that is not on the

list as it messes up the whole flow of things. If travel is being made to Washington, D.C., with a stop to John Roots, he asked that this be cleared through the Mayor's office.

IX. **PUBLIC COMMENTS:** Jim Wilson, Coastal Helicopters, said he noted the Snow Removal Equipment Building cost request is now down to \$7.2 million and asked why it was so low. Mr. Heese replied that this is the funding being requested from Congress for fiscal year 2006. It is hopeful that money, coupled with the monies that have been promised in previous earmarks, FAA entitlement dollars, and PFC funds would fund the entire project.

X. **BOARD MEMBER COMMENTS:**

A. Gordon Evans noted that Allan Heese's evaluation is due on May 16, 2005. He said he would save this for the Board Chair to schedule. This evaluation would include a wage change if the Board directs.

B. Gordon Evans noted that he will not be at the April Board meeting.

XI. **ANNOUNCEMENTS:** None.

XII. **TIME AND PLACE OF NEXT MEETING:**

A. A Terminal Planning Committee meeting will be held on Monday, March 14, 2005, at 1:30 p.m. in the Aurora Room.

B. An Airport Board Committee of the Whole meeting to discuss the EIS will be held on Monday, March 21, 2005, at 7:00 p.m. in the Aurora Room.

C. The final Terminal Planning Committee meeting will be held on Tuesday, March 29, 2005, at 2:30 p.m. in the Aurora Room.

D. A special Airport Board meeting will be held on Wednesday, March 30, 2005, at 7:00 p.m. in the Aurora Room.

E. The next regular Airport Board meeting will be held on April 13, 2005, at 7:00 p.m. in the Aurora Room.

XIII. **ADJOURN:** *Fred Gaffney moved, duly seconded, to adjourn the meeting. The meeting adjourned by unanimous consent at 7:45 p.m.*

ATTACHMENT #1
JUNEAU INTERNATIONAL AIRPORT
MANAGER'S REPORT
March 9, 2005

1. The Rates and Fees Regulation is going out for public comment on March 6, 2005.

The only change made to this regulation is a \$.03 increase to private land lease rates to bring that up to the same rate as commercial. Comments are due by close business March 29, 2005. This will then be brought back before the Board at the April meeting. Approval by the Board will then allow this to be presented to the Assembly at a following meeting.

2. The Assembly Human Resources Committee will be meeting on Thursday, March 24, 2005, to consider applications to fill the vacancy on the Airport Board. The Assembly will then meet immediately following to consider the recommendation of the Committee. Tradition seems to imply that this appointment will be to fill out the remainder of the term for this position and for the following three years, as this position would have come up for appointment in July under the normal schedule.

3. I am currently reviewing applications for candidates for the Airport Planner position. No conclusions can be drawn at this time.

4. Most of the seasonal snow removal crew has been furloughed for the summer. We have one six-month seasonal employee who normally remains on for an additional month, and we are keeping a second seasonal employee on to cover for one employee who is out for an extended period due to personal reasons. The snow removal crew has done a great job during this season, performing very well during a very long period of continued heavy snowfall. The crew is to be commended for their efforts this season.

5. ERA Helicopter has expressed a desire to terminate their lease for the lot immediately east of the ARFF station. It is our intent to agree to this termination as it will allow us to use this lot for staging for the Delta-1 Ramp Construction Project. Also, we have indications there is interest from other parties to lease these lots for other uses. ERA will be responsible for removal of the trailer on the lot on a schedule that meets the needs of the Airport.

6. Prior to Ben's departure, he worked with the FAA on the update of our Airport Certification Manual (ACM). The ACM rewrite sat in the FAA offices for three months for their review. That now needs to be completed within the next couple of weeks. There may still be a need for a trip to Anchorage to discuss the needed re-write.

7. Staff met with various tenants on March 3 to discuss a terminal evacuation plan. It was clear that there is a need to have a more in-depth plan than currently exists. Several participants will be working to draft a plan for their specific areas and personnel. We will meet again on March 17 (tentative) to compare individually drafted plans and try to coalesce them into a cohesive plan. This critical update will hopefully be accomplished within the next couple of months and will be incorporated into our Emergency Control Plan. At some time in the near future, we will be planning to actually exercise a terminal evacuation. This will initially be exercised at a time when the terminal is at a lull in activity.

8. Construction Projects:

A. Terminal Access Road Rehabilitation. No Change - Construction is complete except for seeding and an ADA sidewalk adjustment, which will occur next spring.

B. Taxiways C-1 and W-2. No Change – The work will be completed in April and May.

C. Delta-1 Ramp Expansion. The variance was approved by the Planning Commission on February 8th. A meeting for the tenants and public is scheduled for March 14th at 5:00 p.m. in the Aurora Room. Work should be completed this year.

D. Fencing Upgrades. No change. Work will be completed as weather permits.

E. Water Line. No Change: Cameron Plumbing is still working on a fee proposal; the proposal has been delayed due to weather.

F. Dike Repair. Miller Construction began work on March 7 and concluded work on March 8. Newspaper and radio ads were used to warn hikers of the work. The contractor provided escort through the construction area for those hikers using the trail. The cost of the project is expected to be around \$20,000. There was a large hole at the bottom of the embankment that the eddy was digging out. It would have continued to fail had the work not been done.

G. Part 121 Ramp Reconstruction. In April, after we are sure that there will be no Gate or Jetway relocations in the Terminal project, we will begin the planning process to re-pave a portion of the Part 121 ramp and reconstruct the Alaska Airlines hardstands. The work will be phased over two years and the preliminary project budget estimate is \$3.8 million. This project will be followed by another in 2009 to reconstruct the Part 139 Ramp; the preliminary budget estimate is \$3.6 million.

9. A large increase in bird activity at the land fill is very noticeable. It was brought to Mr. Heese's attention by someone who is not involved in aviation, but was concerned that the eagles in the area would be after his falcons. That person was also concerned about it from an aviation safety standpoint. This increase in activity stems from the incinerator being shut down. Trash is now being buried. The landfill is trying to manage the bird activity. How it will affect approaches or flight activity over that area remains to be seen. This is something that should be monitored. The best method would be to replace the incinerator, but the land fill operator is not interested in taking on this burden.

10. The Mendenhall Watershed Partnership Group is holding a meeting on the status of Duck Creek and its future. This will include the efforts being taken to restore it and how it impacts land owners. This meeting is also to try to get public input on what they would like to see happen with Duck Creek. As Duck Creek is listed as an anadromous fish stream and an impaired water body, it presents some difficult and expensive challenges for the Airport to meet as relocation of the creek is considered in order to increase space on the airport for development. He asked the Board members to attend the meeting.

11. The McDowell Group surveys transportation and tourist visitors to the city. This has been done at various transportation nodes, as well as at the Airport terminal in the past. They plan on being in the terminal this year from May through September to interview selected passengers who are departing on flights. They will wear distinctive red vests. This has been coordinated with TSA and Alaska Airlines.