

MINUTES of  
AIRPORT BOARD MEETING  
January 10, 2017  
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\*

Dennis Harris

Martin Myers\*

Jerry Godkin

Joe Heueisen

Angela Rodell

Member Absent:

Mal Menzies

Staff/CBJ Present:

Patty Wahto, Airport Mgr.

Trinidad Contreras, CBJ Law

Marc Cheatham, Dep. Airport Mgr.

Scott Rinkenberger, Airport M&O Sup't

Catherine Fritz, Airport Architect

Loren Jones, CBJ Assembly Liaison

Ken Nichols, Airport Engineer\*

Keith Walker, Fire Department

Public Present:

Irene Gallion, DOWL

Mike Wilson, Coastal Helicopters

Colleen Moran, DOWL

Andrew Rinkenberger, Public

\*attendance via telephone

III. **APPROVAL OF MINUTES:** *Jerry Godkin moved, Angela Rodell seconded, approval of the minutes of the December 13, 2016, Board meeting. David Epstein asked to have the "survey thing" removed from Page 3, first full paragraph, fourth line up from the bottom. The motion as amended passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** The agenda was approved.

V. **PUBLIC COMMENTS:** None.

VI. **COMMITTEE ASSIGNMENTS:** Chair Heueisen reported that Mr. Menzies is having medical issues. He asked Mr. Godkin to bring the Board up to date with Mr. Menzies' condition. Mr. Godkin said every day for Mr. Menzies has been a slow process. His speech is coming back but not the comprehension. He knows people. Mr. Menzies will return to Juneau on Thursday at 1:10 p.m. His wife has reported that there is definite improvement in all areas but still a long way to go. Therapy will occur in his home.

Chair Heueisen noted Mr. Menzies is the Chair of the Operations Committee. He will be out of the picture for at least a little while. Mr. Myers has agreed to assume the Chair.

Chair Heueisen said he will sit in on the Committee as a third member. All other committees will remain the same.

VII. **UNFINISHED BUSINESS:**

A. **Economic Impact Study** (Attachment #1). Airport Manager Patty Wahto said in July 2015, the Board gave approval for Sheinberg Associates to proceed with a new Economic Study. This is an off-shoot from the Sustainability Master Plan that the Airport had done. There are some economic components and it made sense to update it at the same time. The summary is Attachment #1. The in-depth study is available on the web at [http://www.juneau.org/airport/projects/documents/JNUEconomicImpact\\_July\\_2016.pdf](http://www.juneau.org/airport/projects/documents/JNUEconomicImpact_July_2016.pdf). A flyer is also available at [http://www.juneau.org/airport/projects/documents/11\\_17\\_FLYER\\_JNU\\_Economic\\_Impact\\_Final.pdf](http://www.juneau.org/airport/projects/documents/11_17_FLYER_JNU_Economic_Impact_Final.pdf). She pulled the 2000 McDowell Group study and compared the projections. The comparison is between 1999 and 2015/16. She said for the most part, the economic multipliers that McDowell Group had stated were fairly close as 2015 was reviewed. Direct jobs in 1999 were 523; currently there are 687 direct jobs. Induced and indirect jobs were 244 in 1999 and they are up to 395 in the current report. Some larger numbers of direct labor costs were a little over \$17 million in 1999 and \$50 million in 2015. The total economic effect in 1999 was \$41.4 million at the airport; it is currently \$174 million. Enplanements are up at the second highest level of 403,538, which is up from 377,000 in 1999. Airport Engineer Ken Nichols said that when compared to other economic drivers of the community (the Hospital, the School District, and the University), the Airport is a big player. Mrs. Wahto said the helicopters were separated out to show the economic value of the operations. It was noted that color copies will be very helpful for the Legislative reception. Mrs. Wahto said there were small spelling errors and changes that need to be made before it goes to final. Board Member David Epstein noted that there are two graphs in the flier regarding passengers going from Juneau to other locations. The percentages do not seem to add up. Mrs. Wahto said she would take a look at this, too.

VIII. **NEW BUSINESS:**

A. **CIP Budget Transfer.** At the September 2016 meeting, the Board approved a transfer of \$412,250 from Fund Balance to the Runway Safety Area (RSA) IIB project for the local match (\$111,125), construction contingency (\$190,000), and to temporarily cover the Alaska Department of Transportation (ADOT) match portion (\$111,125). Now that the ADOT match grant has been awarded and appropriated, staff requests approval to transfer \$111,125 back to Fund Balance. *Angela Rodell moved, Jerry Godkin seconded, to transfer \$111,125 from RSA IIB CIP to Fund Balance. The motion passed by unanimous consent.*

B. **Airport Manager's Report:**

1. **FAA Certification Inspection Week.** Federal Aviation Administration (FAA) Certification Inspector Matt Stearns is in Juneau starting today for our annual certification/inspection. He will test all shifts of the Aircraft Rescue and Fire

## AIRPORT BOARD MEETING

January 10, 2017

Page 3

Fighting group. As always, Mr. Stearns is welcome and the Airport appreciates the guidance he offers in airport safety. The FAA is planning to move the certification around so that they see some airports in the winter and some in the summer.

2. FAA Airport's Division Visit. On December 19, staff members from the FAA Airports Division of the Alaska Region were in Juneau and met with JNU Airport staff. The FAA complimented JNU Airport on their Airport Capital Improvement Plan (CIP) and being on top of projects and the long-term plan. Of note, all airport projects must undergo some level of environmental review. However, it was brought to the Airport's attention that even leased lands for hangars, fencing, aprons, etc. must undergo environmental review with the FAA. This piece of the process will have to be added to leasing/project oversight for all future construction (of any kind).

3. Lot/Block Hangar Designation Signage. As requested at the November 2016 Airport Board meeting (and Operations Committee meeting), staff is still gathering information and costs for hangar identification signage (for emergency purposes). We hope to have this at the February Board meeting with some options for the Board's consideration. Chair Heueisen asked the Operations Committee to review this first for their recommendation.

4. Katie Kachel, DC Lobbyist. Katie Kachel will be in town for the Legislative reception and meet with City Departments. The Airport is scheduled to meet with Ms. Kachel upon her arrival on January 18. As always, Ms. Kachel is a wealth of knowledge on the federal level.

5. Legislative Reception. The 2017 Annual Legislative Reception will be held on Wednesday, January 18, 2017, from 5:00 to 6:30 p.m. in Centennial Hall. Mrs. Wahto will provide economic fliers and draft up a summary sheet of Airport items for Board members to have on hand as talking points.

6. Scott Rinkenberger and Airfield Crew Kudos. Over the past month and a half (especially over the holidays), Scott and his staff have put in some long hours, seven days/week keeping the runway open. It is not just the snow events that cause havoc. Our worst situations come from a prolonged period of cold temperatures followed by an abrupt rain storm. The surface refreezes from the ground up causing water over ice conditions. The Airfield crew did a tremendous job of keeping on top of these most recent events. Airport Maintenance and Operations Superintendent Scott Rinkenberger said since Thanksgiving (including Christmas day), the Airfield Maintenance staff has been dealing with very different types of weather conditions than have occurred in the last three to four years. Snow removal is the easiest part. It is the aftermath of compacted snow with a rain event. There have been several times when they were close to closing the runway, but this has not occurred this season.

One of the storms amounted to 11 inches in 30 hours. Whether it is one inch of snow or 30 inches of snow, the same tactics are employed.

The initial snow storm was a dry, fluffy snow with a wind event half-way through the storm. The Senior Operators on both the day and night shifts had to employ different measures as far as plowing and brooming the runway with the winds to their back to let Mother Nature help them along. In addition, there was kind of a quartering cross wind. They had to plow the entire south side of the runway all the way to the north side (as opposed to plowing it in one) and then plow the other direction. The dry, fluffy snow was so intense that when they were brooming it, the snow would be picked up off of the broom and land behind the equipment. The tactics had to be changed. Some of the untested, traditional tacks as noted in the Airport Circular, including a plow truck intermixed with the brooms to help relief some of the snow loads on the rotary plows. This seemed to work.

Formation plowing is used so the Tower knows where everyone is. After taking care of that, staff finds that the icing conditions are not necessarily from the top of the ice down to the asphalt surface. The asphalt is below freezing. Any time any type of moisture forms on the surface, it would freeze from the bottom up. Staff used a lot of scraping technologies and solid form urea, as opposed to the liquid urea. It has been pretty much non-stop since Thanksgiving. There was a reprieve over the New Year's holiday. However, a snow event is expected on Thursday. One of the things they keep an eye on is operator fatigue as they can pull 12 to 14 hours days, seven days a week.

7. Honsinger Pond Update. The Honsinger Pond area is before the Planning Commission on January 24, 2017, for re-zone. Additionally, the Airport needs to make sure it is understood that access to the property is Airport property. Board Member Dennis Harris said that there is a plan to put in motocross on this property. The access in the application is via the Yandukin on-ramp.

8. Airport Engineer Report (Attachment #2): Airport Engineer Ken Nichols reported the Airport Layout Plan has been submitted to the FAA Airport District Office, but not through the Obstruction Evaluation/Airport Airspace Analysis process, which submits it to the various divisions of the FAA. Some things need to be corrected before it goes out to everyone. Mr. Nichols noted he was not surprised to see an exceedance on the storm water sampling based on the weather conditions leading up to it. Staff does what it has to do to maintain a safe and efficient facility.

There was a discussion with Department of Environmental Conservation (DEC) staff and they said that as long as the Airport is being pro-active and taking appropriate measures, they would not take enforcement action. Mrs. Wahto said she asked Mr. Rinkenberger to look into a newer type of pelletized deicer. Things were looked at

earlier that were cost prohibitive and not conducive to Juneau's environment. Now, other products are being made. If something comes back from DEC, staff can let them know that alternative deicing is being researched. Mr. Nichols said that alternative construction items are also being looked at through the Taxiway Rehabilitation project. There are benchmark limits for both aircraft deicing fluids and pavement deicer. If the benchmark is exceeded, the Airport is supposed to take action to see if the discharge can be reduced. The hard permit limit, which requires notification, is just based on the pavement deicer. If the Airport switches completely over from urea, that permit limit would not apply. Some airports have done this, but it has not been considered at Juneau because of the cost of the alternative deicer and the fact that some of those alternative deicers have not been proven effective in similar climates.

9. Airport Architect Report (Attachment #3): Airport Architect Catherine Fritz reported the framing is up on the Airport Rescue/Fire Fighting Building Modification project. The roofing is being finalized, which will create a dry space on the inside of the building and the other trades will begin to start work within the next week or so. She commended the FAA Airports staff in Anchorage, because they have turned out change orders on a fairly rapid basis and been extremely responsive. The Snow Removal Equipment Building project will have a progress meeting this week to get back on track. The Dispute Resolution Board members for this project were chosen, with an orientation meeting in a week. Hopefully this will be the only meeting.

The project formulation documents, environmental checklist and other pre-application materials for a Passenger Boarding Bridge (PBB) for Gate 2 were submitted to the FAA. This included the bag well electrical panel as part of that PBB application, as there is not enough electrical to add the PBB to the electrical load. The panel upgrades will continue, but this project is eligible even though the Airport will have to advocate for the funding.

Ms. Fritz said they are looking at two options for the "Juneau International Airport" signage on the front of the building. Option A is 18" letters that will hang from the bottom edge of the canopy. Option B is a smaller sign that will go over the entry doors. It is expected to be a cast aluminum product. They would be mounted to tube steel in the center of the letters. The ballpark cost for Option A is estimated at \$35,000. Option B1 would be cast aluminum, 8" in size, and directly mounted to the siding, with an estimated cost of \$20,000. Option B2 would be a hollow- stainless system that is L.E.D. backlit and mounted to the siding. This would make the sign a lot more visible. The estimated cost is \$25,000. Chair Heueisen referred this to the Operations Committee.

Mr. Harris asked about the removal of the double doors near the baggage claim. Ms. Fritz said this is not a required exit and not being used for the intended purpose of

carts. It is being used for the convenience of car rental people. As there is no arctic entry, the wall is open constantly. By enclosing that and putting in standard wall construction with matching windows, it will actually make space for possibly expanding the rental cars or other interior needs there.

IX. **CORRESPONDENCE**: None.

X. **COMMITTEE REPORTS**:

A. **Finance Committee**: Mrs. Wahto said staff has some preliminary information so that the 2017 budget can be updated. This will be the second year of a biennial budget. It is hoped to have a meeting sometime in February.

B. **Operations Committee**: Committee Chair Marty Myers said he will be back in town on January 16 for planning purposes.

XI. **ASSEMBLY LIAISON COMMENTS**: None.

XII. **PUBLIC COMMENTS**: None.

XIII. **BOARD MEMBER COMMENTS**: None.

XIV. **ANNOUNCEMENTS**: Mr. Rinkenberger said that in preparation for the certification inspection, he prepared a draft presentation on the September 2016 Airport Emergency Drill, which he showed the Board. He noted that he has also been invited to the Air Carriers Association Conference next month to make this presentation.

XV. **TIME AND PLACE OF NEXT MEETING**: The next regular Airport Board meeting will be held on February 14, 2017, at 6:00 p.m. in the Alaska Room.

XVI. **EXECUTIVE SESSION**: Airport Manager Semi-Annual Evaluation –*Jerry Godkin moved, Dennis Harris seconded, that the Airport Board enter into executive session to discuss the Airport Manager’s semi-annual evaluation. This is a subject that could tend to prejudice the reputation and character of the Airport Manager.* Chair Heueisen asked if there was any public objection. No objection was received. He then asked if any Board Member’s objected. No objection was received. He then asked if Mrs. Wahto objected. No objection was received. *The motion passed by unanimous consent.* A break was held between 7:02 p.m. and 7:08 p.m. The Board went into executive session at 7:08 p.m. The Board came out of executive session and continued the meeting at 7:46 p.m.

XVII. **ADJOURN**: The meeting adjourned by unanimous consent at 7:47 p.m.