

MINUTES of
AIRPORT BOARD MEETING
January 12, 2016
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	Mal Menzies	Angela Rodell
Dennis Harris	Martin Myers	Ron Swanson*
Joe Heueisen		*via phone

Staff/CBJ Present:

Patty deLaBruere, Airport Manager	Ken Nichols, Airport Engineer
Marc Cheatham, Deputy Airport Mgr.	Debbie White, CBJ Assembly*
Scott Rinkenberger, Airport M&O Sup't	Keith Walker, Fire Department
Catherine Fritz, Airport Architect	*via phone

Public Present:

Tom Williams, Ward Air	Mike Wilson, Coastal Helicopters
Arturo Ortiz, TSA	Eric Main, TEMSCO Helicopters
Brian Cahill, TSA	Jeannie Johnson, Tenant*
	*via phone

III. **APPROVAL OF MINUTES:** *David Epstein moved, Dennis Harris seconded, approval of the minutes of the December 8th meeting as presented. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** *Marty Myers moved, David Epstein seconded, to approve the agenda as presented. The motion passed by unanimous consent.*

V. **PUBLIC COMMENTS:** None.

VI. **SPECIAL PRESENTATION:**

A. **Transportation Security Administration:** Airport Manager Patty deLaBruere introduced Brian Cahill, Federal Security Director, Alaska, and AJ Ortiz. Mr. Cahill said it was a pleasure to be here and represent the Transportation Security Administration (TSA). He said he has been the TSA Director in the state for just under two years and has had a wonderful relationship with Patty and Marc since he arrived. Prior to coming to Alaska, he was the TSA Director on the island of Guam for three years. Prior to that he was the TSA Director at Burbank Bob Hope Airport in southern California. He began working at TSA in 2008. Prior to joining the TSA, he worked for the U.S. Customs and Border Protection as the Assistant Port Director of Los Angeles International for 18 years. He said that there are many airports in the state of Alaska and it is about as

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complex as it gets. Since being here, he could not be happier with Marc and Patty and the security posture of this airport.

In the last six months, the TSA has put a lot on the Airport Security Coordinators in the form of Security Directives, information circulars aimed at closing access control points, aimed at increasing employee screening at airports primarily aimed at trying to combat the insider threat. He wanted the Board to know that the TSA's number one threat to commercial aviation is a non-metallic explosive concealed on a human body or on person, which is their primary focus. Close behind it is the insider threats, which are people who have SIDA badges and have easy access to the AOA without necessarily going through TSA screening. This is heavily dependent on the operation of the Airport Directors and the Airport Security Coordinators, of which he could not be happier than with Patty and Marc. They have done a spectacular job here. There are about 550 TSA employees in the state.

Security at the airports are not just the checkpoints, baggage pods and not just the TSA; it is a cumulative and collaborative effort and it requires everything from the airlines through the checkpoint, through the exit point (which is very important – keeping people from reverse engineering and coming back into the sterile area). He said there have been some instances at Juneau where there is a breach of some kind. He wanted the Board to know his leadership that he brings to the table – they want to work with the airport partners and know that shutting down an airport, a checkpoint or dumping a terminal (small or big) is money, time, and on-time departures (or not) – their goal is to always help mitigate the threat, resolve the threat and have minimal impact on the airport, period.

TSA has a new Administrator, Peter Neffenger, formerly the Vice Commandant of the Coast Guard and they are under fantastic leadership. As a result of things like people jumping over fences and gun smuggling that can easily convert to access to the AOA with items TSA does not want out there, the TSA has changed its focus. They have always been a security agency. A lot of their focus since their beginning has focused on getting people through airports quickly and they are still trying to do that as best they can. Mr. Neffenger has been in front of Congress and all the executive boards related to airports and they have made it clear that the customer satisfaction, through-put and timeliness of getting people through a checkpoint cannot trump the security piece of it.

Things that keep him awake at night is what would happen to the United States of America economically if something similar to a 9/11 happens. He said that any sterile area at any airport is access to the sterile area, which you only need to get into once no matter how many connecting flights. The TSA security posture is the same at all airports. They will always continue to be friendly, have smiles on their faces and keep the people moving as quickly as they can. When the equipment identifies an alarm, they take the appropriate steps to resolve the alarm. If the alarm cannot be resolved, there is a possibility that the traveler will not enter the sterile area and will not fly that day. It is not

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their preferred method and it doesn't happen very often, but it is the security posture they have to take.

All of the Federal Security Directors and Federal Air Marshals in Charge met in Washington, D.C., about three months ago and Mr. Neffenger shared a really cool story that he shares with new hires and staff. Two months after Mr. Neffenger was sworn in as their Administrator, he went to Paris, France, to meet with his counterpart in that country. He had no intention nor was the plan to meet with anybody higher in the French government than his TSA counterpart. When he was meeting with his TSA counterpart, the counterpart said his boss (the equivalent of the Secretary of the Department of Homeland Security) wants to meet with you before you depart to the United States. Mr. Neffenger said he was nervous as he had only been on with the TSA for two months at that time and he hardly knew what the letters "TSA" stood for. The important piece that that Secretary equivalent told Mr. Neffenger was he wanted Mr. Neffenger to know that the entire world is looking at him and his organization as the leader in commercial aviation and transportation security. The entire world is following him. Despite the TSA's challenges and hiccups on occasion, he is the best in the world at doing what he does and the rest of them are paying attention. For that Mr. Cahill could not be more proud and could not be more proud to be with the TSA today.

Board Member Ron Swanson said he is always amazed at the politeness and smoothness of most of the TSA people he meets all over the country. It always amazes him that what those men and women do for eight hours a day for five to six days a week and they can still be polite. He would be very cranky if he had that job. Mr. Cahill said he agreed with him and noted that their officers have a very tough job. He suggested comparing the larger airports to the smaller ones. He noted that the smaller the airport, the bigger the smiles on the officers faces. It is harder to get those smiles at the larger locations.

Board Member Angela Rodell said that one of the things she has heard about in Alaska is the changes to identification that will be required and the fact that there are a number of states where the driver's licenses are not going to be acceptable identification to get through TSA. She asked if there were things that the Board can be doing to help manage ahead of that, to understand what is going on and to educate the powers that be to make the changes necessary so that the Airport can continue to have people who show up to fly prepared to get through security and fly? Mr. Cahill said he did not think the Board could do anything right away because the Secretary just put out the press release last week and TSA is not even quite prepared to get out in front of that. He said the Secretary is committed to a ton of outreach, not only from the department level, but then the TSA will be giving presentations, there will be brochures handed out to continue to educate the travelers.

When the Western Hemisphere Travel Initiative came out requiring a passport or passport card for U.S. citizens to travel from Mexico and Canada where before a birth certificate could be used, they used measures that will be used for this change. He suggested

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continuing to pay attention. He will keep Patty and Marc apprised of the changes that are coming. There is quite a bit of time, but it is his understanding that the State of Alaska is not going to spend any money on complying with the Real ID Act. This was his understanding. Real ID Act or not, there are always going to be other acceptable forms of ID, such as a passport, a tribal card, a passport card. He said their biggest concern is about the people in the outlying locations who do not have access to DMV that might get medicaled into Anchorage and the next day they have to be on a flight out of Anchorage to go home and they do not have ID. They currently have measures in place but that will go away as part of the Real ID Act change. He said that those in the state of Alaska will have to tackle this.

Ms. deLaBruere said a lot of people have obtained TWIC cards for various things. It seems like there is no mesh between what is acceptable ID for travel and badges. There needs to be one list that has the TWIC card used. The TWIC card has a lot that goes behind them, like a passport. Mr. Cahill has heard this for a long time. He said they will look at this and get the concerns raised up to where it needs to be.

Board Member Dennis Harris said when someone gets medevacked in, they don't have ID because it was an emergency. He felt there should be some way that the hospital can certify this patient and where they are going. He said that there used to be no way to appeal a problem when you are on a no-fly list. He knew a gentleman (now deceased) who had a top secret security clearance when he was in the Coast Guard. He was a helicopter pilot in the Coast Guard and then an aid to the District Commandant before he retired. He stayed in Juneau and went to work for the Forest Service and he had a son who was on the wrestling team. Every time the wrestling team went anywhere, that young man had to show up at the airport three hours ahead of time and convince them he was not this dangerous person that they had on their list because he had the same last name. The gentleman was of Sicilian descent, but there are a lot of people from Sicily that have Arabic names and that was his name. This farce went on for three or four years before Larry died. He wondered if the TSA has done anything to remedy the no-fly list and this kind of idiocy. Mr. Cahill said the no-fly list is owned by the Federal Bureau of Investigations, not the TSA. There is recourse to address those issues, although he was not intimately familiar with them. When in doubt, they will leave the name on the no-fly list and subject the person to additional screening. Mr. Harris said that if a person has a passport, it should be positive identification, particularly if they match the figure. Why doesn't the FBI have that data attached to those names to ok them. Mr. Cahill could not answer that but said his concerns will be surfaced.

Assembly Member Debbie White asked if there was anything Mr. Cahill could share about the Real ID and what the state has now. She is confused why the TWIC card does not meet specifications for her husband to travel. Mr. Cahill does not know the answer to the TWIC card. The Real ID Act requires IDs with certain encryption involved where it reduces the likelihood of counterfeiting. There are many items on a passport that meet this requirement, but he did not think that the Real ID requirements would be quite that

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stringent. They are trying to make sure they know who is flying on the airplanes. If a person is on the no-fly list legitimately, there might be a real incentive to get their hands on an ID that is not ID compliant with a different name and address. The goal for the Real ID Act is get the security features on the ID to limit counterfeiting. At the end of the day from the TSA's perspective, it is important to make sure they know who is booking on airports and that they are subjected to the appropriate level of screening based on whether or not they are on some sort of list that requires extra attention.

B. USDA Wildlife Services: Ms. deLaBruere introduced Tyler Adams, the Wildlife Biologist with USDA Wildlife Services. Mr. Adams handed out the 2015 Juneau International Airport Managed Wildlife chart (Attachment #7). He said about 60% of the wildlife they manage is mallards, which they disperse several hundred a day during the migration season. The gull season is heavily congested during salmon season. A lot of their efforts are put toward habitat modification because the best bird is the bird that doesn't desire to come to the airport. He proposed working on a small island located in the west finger in the float pond as a lot of mallards and geese try nesting on it. He proposed removing some of the overhanging brush that overhangs the pond, as well as make it more accessible by removing the bottom two to four feet of brush. Teal particularly love that for nesting and shelter. He highly recommended doing this in the colder winter months. Ms. deLaBruere said the brush would be chipped. Mr. Adams said removing this brush would decrease the desirability to seek cover; it would reduce the nesting habitat of the island; and it would increase the visibility of the island as wildlife patrols are done.

Mr. Adams said a lot of the RVR (runway visual range) and JAWS (Juneau Area Wind System) equipment have spikes on them so birds cannot perch on them. He is working with the FAA Maintenance to have the area be a less bird-friendly environment. He has worked with another USDA agent in Juneau and he received a 141 gig file of LIDAR data for Juneau for GIS. He has a map of the area with the amount of rainfall and it will show the airport and where pools of water will form given how much precipitation falls. This will allow him to know what areas to expect water fowl when he knows a big storm is coming. He said Airfield Maintenance is doing an amazing job. Out of the five airports he has worked at, this one is the most supportive of the wildlife program. Ms. deLaBruere said the brushing can be done, but felt it was important to bring the Board in on it as it has always been a sensitive area on the south side of the pond. The Board had no objections to this habitat modification.

VII. UNFINISHED BUSINESS:

A. State of Alaska Department of Transportation (ADOT) Airport Improvement Program (AIP) Match Update: Ms. deLaBruere said the Airport received a letter from the Alaska Department of Transportation stating that the Airport would not receive any more funding beginning October 2015. The Airport had multiple discussions with the State and John Binder, the Deputy Aviation Commissioner, and they accepted the Airport's reconsideration request to fund 2016's AIP match funds. They will consider

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\$734,395 out of the \$827,000 the Airport requested. The Airport is very appreciative that they reconsidered this, especially under the budget crunch that they are in. The Airport will be able to move forward on some pretty good projects when FAA funds are received. Board Member David Epstein asked if Merrill Field and Kenai received similar relief. Ms. deLaBruere said she did not know about other airports. This was done for Juneau Airport only as there was justification needed. Mr. Harris felt this was an equity issue that the State delegation should take up. Ms. deLaBruere said that Representative Munoz had been apprised and was waiting to see if she needed to step in. This may be something to look at for future funding issues. Mr. Harris requested having a discussion on this issue at the next meeting and contact the Assembly first, and then the legislative delegation and have the relevant staffers attend. He would like to see the language in the budget bill to include all airports to treat them all equitably, along with all the State owned airports. Chair Heueisen said it would be brought up at the agenda meeting. Mr. Epstein said there is an excellent opportunity next week to personally petition the State legislative representatives on this matter. Ms. deLaBruere said she will distribute a talking points handout for people who wish to go to the reception and talk to people individually.

VIII. NEW BUSINESS:

A. **De-Appropriation:** Ms. deLaBruere said the Airport previously appropriated money for the Airport for the Aircraft Rescue and Flight Fighting (ARFF) building for Project Formulation and Environmental and Design. The FAA (Federal Aviation Administration) has changed their guidelines for grants and this got separated out. The first step for Building Formulation and Environmental is under way. The next grant for 2016 for design and construction will be separate. This is more of a housekeeping issue – no money was given back. The original appropriation needs to deappropriate \$165,625 from the FAA and \$5,521 from the State for 2015. *Angela Rodell moved, Marty Myers seconded, to approve the de-appropriation of \$165,625 from AIP, and \$5,521 from State grant budget lines in the ARFF Building Project Formulation and Environmental capital improvement project. The motion passed by unanimous consent.*

B. **Appropriation:** Alaska Airlines had asked the Airport to patch the pavement where their cargo planes park under Secon's contract and they would reimburse the Airport. This damage was done by their Cochrane loaders operating in the area. Alaska Airlines has reimbursed the Airport and the money needs to be put back into the Part 121 Hard Stand Ramp CIP (capital improvement program). *Dennis Harris moved, Marty Myers seconded, to approve the appropriation of \$47,707.69 to the Part 121 Ramp CIP, to reimburse the air cargo hardstand paving costs. The motion passed by unanimous consent.*

C. **TEMSCO Request for Twenty-year Lease Term** (Attachment #1). Ms. deLaBruere said TEMSCO has requested a twenty-year lease term. She noted Eric Main from TEMSCO and Jeannie Johnson (on the line) were in attendance at the meeting. The

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Board approved the use of the hangar being sold from Jeannie to TEMSCO for commercial purposes of storage of their helicopters. In looking at the time left on the lease as an assignment, there would not be a return on investment. A request came through to turn this into a new 20-year lease. This is a policy call as the leasing policy had dates set down for years of investment. It has always been treated by staff through new leases or renewed leases and that it was based on improvements. In truth, the terms in the policy say investment. As the attachment points out, it is long enough for a leaseholder to get a reasonable return on capital investment. While the Leasing Policy never really defined what investment was, staff assumed improvements that could lengthen the term of the lease. At the end of the lease term, the current leaseholder has the option to renew. For someone who is making an investment, a 20-year lease is what a bank may be looking at.

Tom Williams, Ward Air and RED Leasing, said he was before the Board on a similar issue, which was a change in ownership. In looking at the RED Leasing hangar leases, they found that some were sufficiently long to give the remaining owners of the company comfort that they could operate without any interruption. There was one hangar that had only four years left on it. He spoke in favor of the Board doing this as they believe it makes sense and because they had talked to management, as well, and instead of having the change in ownership and the lease assigned with four years remaining, that they would prefer a 20-year lease because of the change in ownership. His recommendation and encouragement to the Board was they approve this request as it makes sense for a variety of reasons. At the time of ownership change or change in the owners, it is an excellent time to revisit and renew leases and give some assurances out there. Having longer term leases provides stability for the Airport and the operators on the field, as well. He thought it was time for an update in the Leasing Policy, but they would like to see the Board approve the new standard lease of 1.a. He suggested tweaking the Leasing Policy to correspond to that. RED Leasing will be back, as well.

Eric Main, TEMSCO Helicopters, said the request is straight forward. He thanked Tom for his comments, which helped shed light on an operator's position for airfield leasing. Board Member Swanson said he believes this will be flying the helicopters over to Jeannie's hangar in the fall, take the blades off, put them inside, take them out in the spring and put the blades back on and fly them away. He is very supportive of that. One of the hang ups is that 20 years is a long time. He would like a proviso in there that it doesn't become TEMSCO B and that they are operating helicopters out of it. He was afraid it might turn into a sub-base rather than a storage area. Mr. Main said there is language that was an amendment to the assignment of the lease that TEMSCO has agreed to. TEMSCO is aware of the provisions and does not think this is a great operations platform for a 135 operator for a helicopter. It specifically says in the lease that it will be a storage facility.

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Mr. Swanson suggested using either the National Guard Ramp or Taxiway Delta 1 when moving helicopters back to the facility without stirring up a lot of dust. He noted that he owns a hangar two doors away from the subject hangar. Mr. Main said if he had any comments that he felt might not be best practices for them, he would love to hear them. They want to be a good neighbor to everyone over there. Mr. Swanson said everyone is a nice guy now, but 20 years is a long time. Personnel can change. He requested a proviso that it does not become TEMSCO B.

Dennis Harris moved that the Board direct the staff to act in accordance with the current policy and approve the lease with those terms. Mr. Harris said he read the Policy and he said there are a couple of things that might have minor changes. He would like to take a look at reviewing the Leasing Policy. Just because past practice has not been in accordance with the Policy, there is no reason why staff shouldn't now act in accordance with the Policy. Ms. Rodell said she is comfortable supporting entering into a 20-year lease as a one-time event, but she thought it was important that the leasing policy get updated. She thought this should be a priority and put in place the policies that they want to see and not keep sort of amending it on the fly through different leasing structures. She agreed that the Board should start working on a new Leasing Policy. Board Member Marty Myers said it would make sense to start out with a new lease if a person sold a hangar. Ms. deLaBruere said that assignments moved forward and served their purpose, but as the Airport moves forward, a new lease certainly cleans things up, especially some that have been going on for a while. This would include the newest rules, regulations and terms.

Mr. Swanson said that Mr. Harris' motion was confusing in that this wasn't actually in accordance with the current policy. Ms. deLaBruere said that the whole problem is because the Policy does not have good definitions. This is why she outlined the choices, which she thought they were going with 1.a. with this one and then updating the Leasing Policy. Ms. deLaBruere would appreciate the addition of "*staff is to move forward with a new lease with TEMSCO for 20 years*" after "*in accordance with the current policy*". *Mr. Harris accepted the rewording.* Ms. Rodell wanted to make it clear that this was just a one-time event because the Policy is going to come back to the Board at a future date to clarify how this will work so there are not these potential issues going forward. Chair Heueisen said it is the intent of the Board to have the Operations Committee revisit the Leasing Policy. Ms. deLaBruere said this is being brought before the Board because the Leasing Policy is not clear or have definitions. This is a policy call from what has been done in the past. *The motion passed by unanimous consent.* Mr. Harris asked if an attorney should be involved in looking at this policy in that it is dealing with leases and should it be someone from the CBJ Law Department. Ms. deLaBruere said they will be involved with this, even as they are with the leases.

Mr. Myers asked if there has been any conclusions on the Federal Register about possible revisions regarding the use of hangars. Ms. deLaBruere said she had seen some language

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out there about the definition of incidental. As staff finished with all of the inspections, there have been some changeovers within the FAA. Gabriel Mahns is no longer part of the local FAA who was a part of this investigation. He has gone on to D.C. She said she did not think any of the data that was collected will change anything people are currently doing.

D. Airport Manager's Report:

1. FAA Certification Inspection. Matt Stearns was down here for three days last week as the inspector. He was very pleased with Juneau. It certainly helps having a nice new runway. There were a few paperwork updates and a few signs on the ramp, but he gave us high praises. He thoroughly enjoyed coming down to the airport. He gave high praises to staff, Fire Department and Scott, in particular, for the work that has been done out there and the professionalism.
2. D.C. Lobbyist in Town. Katie Kachel was in town. Ms. deLaBruere met with her and noted that she works hard for the Airport in D.C. She has been a terrific help for the airport.
3. Airport Engineer Report (Attachment #2): Mr. Nichols reported that information is being gathered from tenants for the Master Plan to put together an economic impact report. He reminded the Board Members that this was paid for by the Airport as it is not eligible for FAA funds. He hoped to get a good product to share with people. He has worked with DOWL, the consulting firm, on the Runway Safety Area 2B projects. They should be coming out with some layouts for the northeast and northwest development areas. The FAA split up the funding and reprioritized for the Snow Removal Equipment Facility, so there will not be as big of a pot of discretionary money for the northwest development.

The Runway Rehabilitation project is finishing up. Several in-pavement lights have received some damage from snow plow operations. He is working with the consultants on this problem. They were installed according to FAA specifications. There was a suggestion about an Operations Committee meeting, which may include a discussion on the hard stand location. He said his proposal is not in the current area, and Alaska Airlines is on board with this. He will be doing storm water sampling. He hoped there would be better results than last month. Ms. deLaBruere said for whatever reasons the higher ammonia readings were reached in one area. She said a very good conversation was held with staff saying that maybe a test bed could be done with the geothermal system. There are options for looking at testing the area for a geothermal melt system.

Airport Architect Catherine Fritz said they know that the ice melt system in front of the terminal is an extremely successful project, although it demands a lot of energy to keep the sidewalk, cross walk and taxi area without any ice or snow buildup. It

would never be affordable if it was an oil-fired or even electric-fired boiler system that radiated the slabs in some manner. The geothermal comes out of the ground at 40 degrees and does the priming of the pump aspect. The engineering will tell staff whether or not it is feasible to keep it at a melted condition and what it would take. The idea to run a test section of the taxiway that will be repaired anyway and use one of the six loops that are available in the northeast quad is an interesting idea to think about. Staff does not know if there may be energy funds available or even what the cost might be, but there is an extremely valuable resource out there.

Mr. Epstein asked about the Runway 9/27 conversion. Mr. Nichols said Kyle Christensen, the FAA person who deals with the FAA's publication of updated procedures, felt that the timing of updated publications to change the numbering from 8/26 to 9/27 was difficult for FAA to accomplish based on the other approaches they have to change. Ms. deLaBruere said staff is pushing forward to have it done using the current schedule. She said it will be pushed from another FAA person for compliance reasons.

4. Airport Architect Report (Attachments #3, #4 and #5): Airport Architect Catherine Fritz reported that the big thing in December was getting the ARFF (Aircraft Rescue/Fire Fighting) Building Modification Project off the ground. The project looked at three different concepts and chose the one that seemed the most appropriate and was probably the cheapest of the three, but it will help serve the long-term needs of the ARFF station by being large enough for the truck that is currently on order as well as other trucks that are expected to be of similar size in the future. It is a three-bay scenario, whereas the current facility is a four-bay scenario. The way the FAA AC (advisory circulars) rules are now, the Airport does not have justification for four bays unless the fourth bay became a maintenance bay. She said they want all of the maintenance to be consolidated over at the SREF (Snow Removal Equipment Facility).

An addition of 1,000 square feet will be added to the building footprint as it is now. The architects are working on preliminary cost estimates and working at some of the concept refinement things to be able to put the design report in front of the FAA within the next few weeks. This will be a solidification of scope, schedule and budget. The project will then move forward with project refinement, which is the construction document, because the FAA has allowed staff to refine the drawings sufficient for bidding. Assuming the Airport remains in line for the 2016 federal AIP (Airport Improvement Project) grant, staff will bid this by June or July at the latest. There has been a lot of cooperation from the ARFF and Fire Station staff. The architectural and engineering team has been great to work with.

The written evaluations for the SREF project are complete. The Committee will decide whether or not to have oral interviews.

The first floor toilet remodel project is moving forward.

IX. **CORRESPONDENCE:**

A. Airport Maintenance and Operations Superintendent Scott Rinkenberger said the attached letter of commendation (Attachment #6) was presented to Dana Ritter. He recognized the fact that Mr. Ritter is operating at a very high level of efficiency outside of his professional trade. Most of the lighting technicians are licensed electricians and know a lot about electricity. They go to weeks and sometimes months of training depending on the complexity of the lighting system for the particular airport that they are working at. The purpose of the letter was to recognize that without any nudging by management or being told, Mr. Ritter took it upon himself to self-educate himself in the technical aspects of the lighting system for this airport. Shortly after the Runway Rehabilitation Project was completed, Airside Solutions (the manufacturer for the lighting system) sent an electrical engineer here to go through the different circuits, retune it and look at the readings, etc. The engineer was very impressed with Mr. Ritter and the level of his knowledge and his competency in dealing with the regulators in the light vault, the individual transformers in the light cans and his knowledge of the actual lighting fixtures themselves. The new LED technology has a small computer mother board and Mr. Ritter has read the specifications manuals, has upgraded testing equipment, and is able to determine the reliability of the components. He wanted the Board to know that Mr. Ritter has outdone himself. The lighting system is a very critical and essential function of the airport, especially with aircraft landing at night.

B. **Letters of Commendation to Staff:** Chair Heueisen said he had just finished signing the letters of commendation on the Runway Rehabilitation Project to the employees that will also go in their personnel files.

X. **COMMITTEE REPORTS:**

A. **Finance Committee:** Committee Chair David Epstein said he is contemplating a Finance Committee meeting in the not too distant future. Ms. deLaBruere said staff is gathering information for the biennial budget years. There will be several meetings held shortly.

B. **Operations Committee:** Committee Chair Mal Menzies said no meetings have been held to date. At Mr. Harris' urging, a meeting will be scheduled.

XI. **ASSEMBLY LIAISON COMMENTS:** Assembly Member Debbie White said she appreciates the Board keeping her entertained on speaker phone for the entire drive. She is in Seattle and spent a few hours with Steve Hamilton who has had a major heart attack. He is in good spirits. She asked Patty to do the talking points and e-mail it to the entire Assembly before the Legislative Reception. She asked staff get the brushing on the island approved in writing by the Community Development Department.

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The Assembly reviewed the applicants for the District 1 Assembly seat and elected Barb Sheinberg. Ms. White said that she received a call from Tom Rutecki who is involved with the Juneau Economic Development Council (JEDC). JEDC received an award and asked to hang it up in the airport and he was told there would be a charge for that. Ms. deLaBruere said that this award is quite substantial in size and in trying to figure out where it could be placed, it was decided that the best way to handle this was through the airport advertising company. They want it in either the 121 area or baggage claim and talked about having three-dimensional standup in the open area. There had a stand up advertisement upstairs that people tripped over in the past. Therefore, she had recommended they contact the advertiser due to the size. Ms. White said maybe they can discuss that one in the future.

XII. **PUBLIC COMMENTS:** None.

XIII. **BOARD MEMBER COMMENTS:**

A. David Epstein said he thought clearly Mr. Ritter has gone above and beyond the call of duty and the provisions of his position description. He said that sometimes he has thoughts he hates himself for and this is one of those times. He was concerned that if there was an accident, he is injured and he does not possess the appropriate credentials, that the Airport has assumed a lot of liability. He said he had a duty to express his concern to the Board. Chair Heueisen said he was sure that management could crosscheck with Risk Management to make sure.

B. Dennis Harris thanked the Chair for sending the letters he was so adamant that the Board send to the staff about the wonderful job they did on the repavement and rehab. It was really outstanding.

The Legislative Reception is on the 20th from 5:00 to 6:30 p.m. in Centennial Hall. He said it would be nice to get the talking points by Monday.

He said he thought it was great that Mr. Ritter was doing this. He hoped that there would be some way to encourage the young man to perhaps get training to send him to the IBEW school and see if the Airport can get him into that program. It means he is only working for the Airport part-time while he is an apprentice and he can get his electrical license. He thought it would be a good thing.

XIV. **ANNOUNCEMENTS:** None.

XV. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on February 9, 2016, at 6:00 p.m. in the Alaska Room.

XVI. **EXECUTIVE SESSION:** None.

XVII. **ADJOURN:** *The meeting adjourned by unanimous consent at 7:49 p.m.*