

AIRPORT BOARD
AGENDA
6:00 P.M., TUESDAY, OCTOBER 13, 2015
ALASKA ROOM

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES: Regular Monthly Meeting of September 8, 2015
- IV. APPROVAL OF AGENDA
- V. PUBLIC COMMENTS
- VI. UNFINISHED BUSINESS
 - A. **Airport Sustainability Master Plan - Forecast of Aviation Demand (Revisited)**
(Attachment #1): At recent Airport Sustainability Master Plan Technical Advisory Committee (TAC) meetings, as well as the September 9, 2015, Airport Board meeting, the draft Forecast of Aviation Demand (Chapter 3 of the Sustainability Master Plan) was presented for approval. This is one chapter of the Master Plan that must be approved by the FAA. While certain sectors of aviation forecast were not debated, the forecast for ‘on-demand’ operations was questioned by those tenants who serve that market. Those tenants thought the forecast was far too ambitious for Juneau. Staff requested that AECOM (formerly URS) revisit the statistics and forecast for the on-demand carriers and align them more closely with air carrier and air taxi forecasts.

This matter was forwarded to the Airport Board Operations Committee. The Operations Committee met on September 25, 2015, to review Attachment #1: *Forecast of On-Demand Passengers* which revised the forecast for on-demand service. The Operations Committee approved the updated numbers for on-demand service and sent it back to the Airport Board for approval. This would then be forwarded to the FAA for their approval. Since the whole document is very large and had already been presented at the September Airport Board Meeting, only the revised section of the document that was in question has been presented at this time. The draft chapter is available for review through the link: <http://www.juneau.org/airport/pdf/20150904110025-a4.pdf>.

Board Motion: *Approve the updated forecast numbers for on-demand passengers as outlined in Attachment #1 Forecast of On-Demand Passengers; and adopt the complete section of Chapter 3 Forecast of Aviation Demand of the Juneau International Airport Sustainability Master Plan, and forward the full chapter to the FAA for approval.*
 - B. **City Land Management Plan – Future Airport Property Acquisition Priorities**
(Attachments #2 and #3): The Airport Board was presented the draft CBJ Lands Management Plan at their September 9, 2015, meeting. Greg Chaney from CBJ Lands and Resources requested that the Board review the Airport pertinent portions of the plan

for any error. Attachment #2 includes Mr. Chaney's memo and the pertinent Airport sections of the plan. Again, the full draft plan is quite large and a link to the draft plan may be found at the following link:

<http://www.juneau.org/airport/pdf/20150904110810-a1.pdf>

Mr. Chaney also requested that the Airport Board consider a list of property acquisitions (or disposals) that the Airport would like to acquire in the future and add to the CBJ's comprehensive list. Due to how Airport property is conveyed, any property disposal must be through the FAA process. Generally, airports are not in the habit of disposing property; more often airports acquire land. The Juneau Airport is not considering any property disposal. However, a list of properties for (possible) future acquisition was considered at the Airport Board Operations Committee meeting on September 25, 2015. The Operations Committee made a prioritized list to recommend to the whole Board. If the Board concurs, this list would be forwarded on to CBJ Lands and Resources. As shown on the Attachment #3, the following properties are recommended for future acquisition by the Airport:

1. Land adjacent to Airport property at the northeast quadrant (near the Mendenhall State Game Refuge and the northeast quadrant of the airport).
2. The parcel surrounded by Airport property located on Yandukin Drive near current sand/chemical building and east of terminal and car rental lot.
3. (interchangeable priority with #4) North greenbelt east along Jordan Creek corridor.
4. (interchangeable priority with #3) North greenbelt west along Jordan Creek corridor.
5. The triangular parcel abutting the northwest corner of the Airport property on La Perouse Ave and adjacent to the tank farm/impound lot.

Board Motion: *Approve the Airport Operations Committee recommendation for future Airport property acquisition, as shown in Attachment #3 and as outlined in the following priority list:*

1. *Land adjacent to Airport property at the northeast quadrant (near the Mendenhall State Game Refuge).*
2. *The parcel surrounded by Airport property; on Yandukin Drive near current sand/chemical building and east of terminal and car rental lot.*
3. *(interchangeable priority with #4) North greenbelt east along Jordan Creek corridor.*
4. *(interchangeable priority with #3) North greenbelt west along Jordan Creek corridor.*
5. *The triangular parcel abutting the northwest corner of the Airport property on La Perouse Ave; adjacent to tank farm/impound lot.*

VII. NEW BUSINESS

A. Appropriation of Additional Funds to Airport Sustainability Master Plan

Project: In July of this year, staff requested approval to appropriate revenue from the sale of sand, RAP, auctioned aircraft, and the auctioned float dock, to the Master Plan CIP to account for minor overages and continuing administrative costs. The original amount appropriated (\$9,000) has been expended, and there is still engineering consultant work as well as administrative staff time associated with the Master Plan. Master Plans are a set project/grant cost and may not be amended like other grants for additional

federal funding; that is, the Airport is responsible for these extra costs. Staff would like approval to appropriate an additional \$28,789.73 that the Airport has received so far from these revenue sources and appropriate to the overhead costs for the Airport Master Plan.

Board Motion: *“Approve additional appropriation of non-operational revenues from the sale of sand, RAP, auctioned aircraft and auctioned float dock, in the amount of \$28,789.73, to the Sustainable Master Plan CIP for staff and engineering consultant costs.”*

B. Float Pond Erosion and Repairs: Last week (specifically Monday (9/29) and Tuesday (9/30)), the Airport experienced nearly seven inches (within 48 hours) of rain and higher than normal tides (some in excess of 22 feet), which contributed to catastrophic damage and erosion to the south shore line of the float pond.

Additionally, the Airport also encountered a wind event on Tuesday evening with sustained winds in the mid-30 knots with gusts into the upper 40s. These combined circumstances led to a wave action event in the float pond that caused damage. On that Tuesday evening, Airfield Operations received reports that some of the aircraft in the west tie-downs had broken loose and were being moved by the wind. Airfield personnel responded to the airport. Staff found two aircraft that were unsecured and were subsequently tied-down. Due to the severe winds and significant rain fall, the float pond was also checked. Staff discovered that the pond was full, but not close to breaching the road.

The following morning, during the routine airfield/runway check, it was discovered that many of the float plane dock landings had failed due to erosion from the wave action the previous night. Additionally, while conducting repairs to the shore line, staff discovered that the fabric barrier under the rocks was well below the tidal level of the water. It is possible to attribute this shore line failure due to a construction defect by not having the fabric barrier completely cover the entire shore line, up to the roadway surface level.

The south shore line is especially susceptible to wave action during a wind event due to the prevailing winds and the open flat water. Additionally, the wave action swirls and eddy's on the leeward side of the docks as the wave action is reversed and trapped behind the obstacle. This turbulent vortex of water from the wave action “grinds” away the shore line.

Other than repair and reinforcement of the shore line, the Airport recommends a means of breaking the wave action as it impacts the south shore line by means of a floating barrier in front of FP-114 (Scott Watts) and in-between the remaining float plane docks.

Further updates will be provided as the repairs are assessed. Additionally, the ability to control (close off) the culvert and tides will need to be addressed. The ‘flapper’ valve is in need of repairs and should be updated to a controllable system. Both of these issues could be expensive ventures and are simply a heads-up at this time.

Pictures of South Float Pond shore and dock damage



C. Airport Manager's Report:

1. JNU enplanements are increasing again. Enplanements for 2014 came in at 375,828.
2. Alaska Community Awards of Excellence 2015. The Airport is submitting the runway rehabilitation project as a candidate for Alaska Community Awards of Excellence - Infrastructure Improvements. The intricacies this project put it in the limelight of the aviation nation and will use the project as an example of 'what works'. Winner of the various awards will be announced in November.
3. Scenic JNU Airport. JNU Airport has been named as one of the top seven airports in the world with a *breathhtaking view* by travel based company CheapTickets.com. The following link gives a quick blip on the seven airports (with pictures) and promotes routing through the airports on a layover.
<http://www.cheaptickets.com/blog/2015/09/setting-the-scene-7-airports-with-breathhtaking-views/>
4. Airport Engineer Report (Attachment #4)
5. Airport Architect Report (Attachment #5)

VIII. CORRESPONDENCE:

IX. COMMITTEE REPORTS

A. **Finance Committee:**

B. **Operations Committee:** The Operations Committee met on September 25 to take up the Airport land acquisition wish list (draft land management plan) and an update to the Forecast of Aviation Demand portion of the Airport Master Plan. Both of these items are before the Board as action items under Unfinished Business. The next scheduled Operations Committee meeting is October 27 at 9:00 a.m. to discuss airport signage and the Storm Water Pollution Prevention Plan (SWPPP) compliance and operations.

X. ASSEMBLY LIAISON

XI. PUBLIC COMMENTS

XII. BOARD MEMBER COMMENTS

XIII. ANNOUNCEMENTS

XIV. TIME AND PLACE OF NEXT MEETING:

- A. Operations Committee, 9:00 a.m., October 27, 2015, Alaska Room
- B. Airport Board, 6:00 p.m., November 10, 2015, Alaska Room

XV. EXECUTIVE SESSION

XVI. ADJOURN