

MINUTES of
AIRPORT BOARD MEETING
November 14, 2012
Alaska Room, 6:00 p.m.

I. **CALL TO ORDER:** Chair Jerry Godkin called the meeting to order at 6:00 p.m.

II. **ROLL CALL:**

Members Present:

David Epstein

Joe Heueisen

Steve Zimmerman

Jerry Godkin

Ron Swanson

Member Absent:

Butch Laughlin

Staff/CBJ Present:

Patty deLaBruere, Deputy Airport Manager

Tom Carson, Airport Engineer

Marc Cheatham, Airport Special

Projects Officer

Keith Walker, CCF/R

Public Present:

Irene Gallion, DOWL/LEPC

Keith Giles, Alaska Music One

Kathy Smith, Alaska Airlines

III. **APPROVAL OF MINUTES:** *Steve Zimmerman moved, David Epstein seconded, the adoption of the October 10, 2012, regular monthly meeting minutes.*

IV. **APPROVAL OF AGENDA:** *Steve Zimmerman moved, David Epstein seconded, to approve the agenda. The motion passed by unanimous consent.*

V. **PUBLIC COMMENTS:** None.

VI. **SPECIAL PRESENTATION:** Kathy Smith, Director of Airport Affairs for Alaska Airlines, said Matt Shaw, the new Alaska Regional Manager Corporate Real Estate, lived in Anchorage for 5.5 years as the Airline Technical Representative when they did the Fairbanks and Anchorage terminals. Alaska Airlines hired him last summer as they needed someone they thought would understand Alaska and specialize in Alaska. He lives in Seattle, but he will be coming through often. Alaska Airlines felt like the state and Juneau needed a lot more attention than they were getting. Mr. Shaw was not able to attend the Board meeting, but she and Mr. Shaw will be meeting with Patty deLaBruere and John Coleman on the budget, deicing fluid, etc. They are very interested in finding ways for different non-airline revenues, particularly on the concession side. Alaska Airlines is very interested in anything they can do to support concessions in the hold room. She thanked the Board for volunteering and said they are one of the best boards they work with.

AIRPORT BOARD MEETING

November 14, 2012

Page 2

Board Chair Godkin asked if there has been any headway on bringing in larger aircraft into Juneau. He also asked about the Q400 aircraft. Ms. Smith said Alaska Airlines is not buying any new 400 aircraft or creating any new combis. Alaska Airlines is aware of the trigger in Juneau, which is why smaller aircraft have been discussed being used. The hold up in using the Q400's is that the aircraft needs to provide the same amount of technical ability in navigation to get here. This is tied with buying larger aircraft in the fleet and discontinuing the 400 over time. Alaska Airlines will continue to support the same amount of cargo business and passenger traffic. The answer to Mr. Godkin's question is not available yet.

Board Member Joe Heueisen asked if Alaska Airlines envisioned expanding the cargo capability. Ms. Smith said the cargo is an important part of Alaska Airlines business and is here to stay, specifically and particularly in the state of Alaska. She said they are pretty successful in bringing fresh goods out of Alaska and to the other places they serve. She believed they would try to figure an additional freighter to fill the role the combi would leave behind sometime in the future. Mr. Heueisen said he was specifically speaking of things like fish and capacity as there were some problems last year. He said the market shipping product out is trying to expand in Juneau. Ms. Smith said she could talk to Alaska Airlines about this issue.

Board Member Ron Swanson said everything had been covered. He said Mike Eriksen with Alaska Glacier Seafoods was really mad last year when it was the fourth day before he was able to get the fresh fish out. The reason was that the airplane kept over heading Juneau and going to Yakutat to pick up fish. He is a steady customer who always pays his bills, never quibbles over price but the word was that Alaska Airlines was getting \$.02 per pound more than in Juneau. He would have paid the \$.02 but no one contacted him.

VII. **UNFINISHED BUSINESS:** None.

VIII. **NEW BUSINESS:**

A. Airport Manager's Report:

1. **Report on Airfield Maintenance Winter Crew Training and Tenant Snow Meeting:** Acting Airport Manager Patty deLaBruere said that the winter shift began on November 1, which means that two shifts work. The first few days were spent doing required FAA training and then an annual snow meeting was held on November 8. A few of the guys were working both the night shift and attending training during the day. Budget talks will include bringing the crew on one to two weeks early as snow is falling earlier and training is required prior to their work. The airfield crew is short a couple of people and the City is recruiting two more full-time seasonal operators, as well as some on-call operators. During snow periods, a few people are pulling some long shifts because there are two evening vacancies.

AIRPORT BOARD MEETING

November 14, 2012

Page 3

2. Welcome to New Airport Board Assembly Liaison, Johan Dybdahl: Ms. deLaBruere said Johan Dybdahl is the new Assembly Liaison for the Airport Board and staff wanted to welcome him.
3. Annual FAA Airport Certification Inspection with David Wahto Scheduled for the Week of December 10, 2012: The inspection will occur the week of December 10. The records are being put in order and Mr. Wahto will probably spend more time on field looking at the airfield lighting, signs, testing the ARFF crew, etc.
4. Annual TSA Inspection: The surprise TSA annual inspection has begun, which includes audits, books, and procedures. This will continue through November 16. This is being done with a fairly new inspector and one from Ketchikan. When asked about the TSA dog teams, Ms. deLaBruere said there had been three TSA dogs, but now two remain.
5. Crack Sealing: Mr. Swanson asked if the cracks were sealed on the runway. Ms. deLaBruere said that there was both crack sealing and the patch work. This was done before the snow fell.
6. Airport Engineer Report (Attachment #1): Airport Engineer Tom Carson said the big push during October culminated the season with paving. Secon built the sub base and the base course for the extended taxiway and runway, removed all asphalt and sub base along the entire north float plane pond road and all preparation on the northwest development area. They hauled a lot of material: 20,500 tons of sub base, 28,000 tons of D-1 and a fair amount of 2"-minus surfacing material for the lateral Runway Safety Area (RSA). Eventually the 2"-minus material will be over the entire RSA on the east end, west end and along the lateral area. Ever Electric installed vault bases and conduit along the south side of the runway. The cold weather arrived and Secon opted to wait for spring beginning November 13. Ever Electric will continue to install vaults, lights and conduit for as long as they can. The threshold shifted back to the old (interim) location on October 27. The final location is targeted for August 2013. This went smoothly except they missed the flight check window which should now occur later in the week. The VASI is turned on and if the flight check occurs, the REILS will be turned on and Runway 26 will be back in operation.

The FAA contractors (DEG) were also working in October. They poured the threshold bar, all the foundations for the new MALSR lights (2, 4, 6 and 8) and installed vaults and conduits. DEG coordinated nicely with Secon and stayed out of their way.

The FAA 08 MALSR contractor (COR) finished the access road west of the river, which included a nice arched culvert bridge across a small slew. The thumb removal

will be done by Secon's subcontractor Channel Construction. Channel is expected to remove the thumb beginning January 7, 2013.

As of the end of October, Secon has earned \$3.9 million. The project is going well. Secon has been a good contractor. Their coordination has been wonderful.

Mr. Swanson asked about the east end ramp where Secon removed dirt and now there is a lip that makes the ramp unusable. He said it would be nice if someone would make a ramp to make this area usable. Mr. Carson said this is an easy thing to do.

Board Member Steve Zimmerman asked when Phase 2A will end and Phase 2B begin. Mr. Carson said the target is to implement the new threshold on August 23, 2013. This will be a challenging schedule to meet because 26 needs to be paved in the spring. Infrastructure will need to be in the ground – vaults, the new MALSR, conduits in the ground, threshold bar and the FAA is currently designing their Phase 2 which is driving the piles, putting the lights up and getting them hooked into the system with a new MALSR shelter and the infrastructure. The vault, conduits, etc. need to be turned over to them as early in the year as possible. It is hoped the winter will be mild so Ever Electric can finish the current project and then start on 26 early in the spring. Phase 2B is finishing the northwest development area but it all depends on money. Chair Godkin said he had spoken to Airport Manager Jeannie Johnson who thought that possibly there could be discussions at the end of 2013 or early 2014 after some scope of work is put together to go out to bid.

7. Airport Architect Report (Attachment #2)

IX. **CORRESPONDENCE:** None.

X. **COMMITTEE REPORTS:**

A. Wildlife Hazards Working Group: Group Chair Steve Zimmerman said they are in the process of holding a meeting sometime between the first week of December and the third week of December.

B. Finance Committee: Committee Chair Joe Heueisen said the Finance Committee had one meeting at the request of the Board to discuss the issue of banner advertising for Powell Realty. All Board Members were in attendance. It was decided that the Board should respect the Manager's decision. The sign has been removed. Mr. Heueisen said he would be meeting with Kathy Smith, Matt Shaw and Patty on general finances on November 15.

C. Operations Committee: None.

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

- XII. **PUBLIC COMMENTS:** Kathy Smith, Alaska Airlines, asked if the Wildlife Hazards Working Group would like a representative from Alaska Airlines. Mr. Zimmerman said it was not needed, but they are welcome to attend. Ms. Smith may send Mr. Shaw to attend. She wanted to offer the support if it was needed.

Ms. Smith also asked about the Gift Shop and the Snow Removal Equipment Facility (SREF) and how they are going. Ms. deLaBruere said there is funding for the SREF and a match from the City. The Airport is still in the final planning for the SREF. Ms. Smith said she is very excited to see the SREF going forward.

Ms. deLaBruere said the gift shop has been rebuilt and modernized in this last phase, which is near substantial completion. Ms. Fritz's report pointed out that as the bond issue passed in October, the Airport is now looking at another phased approach toward the old end of the terminal. Most of it will be demolition of the 1940's/1950's portion of the terminal. Ms. Smith asked if the gift shop is part of the multi-phased area. Ms. deLaBruere said the gift shop was remodeled, but when the main entry was being redone there were changes that involved the gift shop. Ms. Smith asked if a new lease was signed, would there be a chance of requesting a kiosk or some other form of sales in the hold room that will get used at least in the summer months. Ms. deLaBruere said the new lease has not been signed yet, but it went out through the RFP process, so it is not known what can be added in there. Ms. Smith said a lot of airports have kiosks that can be locked when needed and they can generate quite a bit of revenue.

Ms. deLaBruere said Alaska Airlines hit a bird inbound, which damaged the pitot tubes. The aircraft was down for 14 hours in Juneau. This was a small thrush, but it hit it just right. This was hit at 2,500 feet and three miles out. Knowing this, there is not a whole lot that can be done. There was another bird strike on a 135 air carrier that hit an owl during the day as it was landing. The birds are still out there and trying to feed. Some animals have their pattern but the wildlife personnel are trying to control this.

Board Chair Godkin welcomed anyone from Alaska Airlines to attend the Wildlife Hazards Working Group. He believed the partnership with Alaska Airlines is strong and any input that they have to provide would be welcome.

XIII. **BOARD MEMBER COMMENTS:**

A. Ron Swanson said he will not be in Juneau for the next two meetings. He will try to phone in. He brought up the "Welcome to Juneau" sign and suggested that if there was going to be a nice sign by spring, it should be worked on now. He thought Ms. Fritz had a great idea to make it similar to the "Welcome to the Yukon" sign and use the one percent for art for it. These cannot be turned out in an afternoon. Ms. deLaBruere said staff was actively working on in-terminal signage, but Jeannie Conneen had resigned. A few of the signs that have come in have not been made properly and have been returned. The status of the other signs is unknown.

AIRPORT BOARD MEETING

November 14, 2012

Page 6

B. Joe Heueisen agreed with Mr. Swanson on the “Welcome to Juneau” sign. He also asked about the sign for the terminal building announcing that this is a municipal airport of the City & Borough of Juneau, owned and operated by the City & Borough. Ms. deLaBruere said she would bring this up to Ms. Fritz. Mr. Heueisen said he would be happy with a temporary sign, because he thought it was vital that the traveling public is aware that this is an airport operated by the City & Borough of Juneau, not a State airport.

XIV. **ANNOUNCEMENTS:** None.

XV. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on December 12, 2012, at 6:00 p.m. in the Alaska Room.

XVI. **EXECUTIVE SESSION:** None.

XVII. **ADJOURN:** *Steve Zimmerman moved, David Epstein seconded, to adjourn. The meeting adjourned by unanimous consent at 6:44 p.m.*