

**Juneau International Airport Board
Operations Committee Meeting
February 24, 2022, 2:00PM**

Zoom: <https://juneau.zoom.us/j/83445569359?pwd=TyswaWQvV0tLQy9rVlp5bTd0TWxlQT09>

Or Dial: 253-215-8782, Meeting ID: 834 4556 9359

I. Introduction (meeting participants).

II. Airfield / Hangar Flooding and Drainage Problems (Attachment #1). During extensive heavy rain in January 2022, the Airport experienced a lot of flooding on the airfield. Some flooding was a combination of frozen storm water drains on the road and downstream, record rainfall and snowmelt. There were also a number of private hangars that have flooded and continue to flood with heavy rainfall. At the February 10, 2022, Airport Board meeting, the Board heard from tenants and staff on the issues and after discussions, forwarded to the Airport Operations Committee meeting. The major flooding and drainage problems surround the Blocks M, N and O hangars on the east side.

The drainage, water runoff from hangars, and hangar elevation in relation to surrounding taxilanes all contribute to the problems on the east end. During the recent Taxiway (TWY) A-D1-E project, the Airport looked extensively at the work associated with the introduction of asphalt paving in front of the BLOCK N and BLOCK O hangars. The elevation differences between these hangar floors and the adjacent surface of Taxilane H were minimal – very much like the condition at the BLOCK M hangars – very flat with slow drainage. To address this, a trench drain was proposed that would have introduced three (3) sections of trench drain, to be placed between the south sides of these hangars and the north side of Taxilane H. These trench drains, with their associated revised grading, would have introduced a more positive drainage slope away from these hangars and away from the taxilane.

The Federal Aviation Administration (FAA) will not fund these new trench drains and the associated asphalt paving; they are not FAA eligible expenses. During the Taxiway project, staff was able to get FAA approval to install three (3) new 12-inch culverts installed under Taxilane H to facilitate the anticipated future installation of these three sections of trench drains. Culverts are in place and ready for use.

While looking at these improvements, staff established a budgetary estimate of \$600,000 (in 2020 dollars) to re-grade, install three small catch basins, install the three trench drains and complete the asphalt paving (4-inch) in front of the BLOCK N and BLOCK O hangars. Block M would need to be added to this project. A rough estimate (not including design) for all of this work would be about \$1M. Staff has added this as a project on its Capital Improvement Plan (CIP) list.

If the Board decides to move forward with the Block M, N, O trench drain and pavement work, funding from the CARES/CRRSAA/ARP grant funding may be used.

At the Board meeting, staff asked that additional considerations be made regarding the flooding issue. Water runoff from the hangar roof in a gutter system would help with some of the water. Most hangars do not have a gutter system on their hangars. Tenant lease lots have a five-foot set-back, front and back, that are the lessee's responsibility including pavement and drainage.

Further discussions at the Operations Committee meeting with a direction to resolve the flooding issues to take back to the Airport Board.

III. Next Operations Meeting: TBD

IV. ADJOURN