

MINUTES of
AIRPORT BOARD OPERATIONS COMMITTEE MEETING
October 6, 2014
Alaska Room, 1:00 p.m.

I. **ATTENDANCE:**

Members Present:

David Epstein
Dennis Harris

Joe Heueisen

Martin Myers

Staff/CBJ Present:

Patty deLaBruere, Airport Manager
Marc Cheatham, Deputy Airport Manager
Travis Dybdahl, Accounting Tech. II
Kevin Lyons, Airport M&O Sup't

John Coleman, Airport Business Mgr.
Ken Nichols, Airport Engineer
Mark Lykins, Sr. Equipment Operator
Lamar Riddle, Sr. Equipment Operator

Public Present:

Craig Orsborn, Juneau Citizen

Tom Williams, Ward Air

- II. **SNOW REMOVAL OPERATIONS:** Airport Manager Patty deLaBruere noted that some of the Airfield Operators were in attendance. As things have shifted, i.e., parking to the north and some of the areas that were previously cleared out for the Runway Safety Area, and the areas taken up with relocation of aircraft, placing snow in the normal areas for the winter will not be allowed. The northwest area now includes tie downs and helicopter pads to enable the Runway Rehabilitation project to begin April 1. Therefore, mounded snow cannot be in these areas in March as helicopters and planes will need to be moved into the area. A possibility is to push snow into the float pond. She asked the operators to speak of their recommendations. Senior Equipment Operator Lamar Riddle said the north side is pretty flat. He suggested pushing snow or hauling snow across the runway south toward the pond and then bringing a blower out there to blow it down onto the pond. That would occur parallel with the Tower and east. Everything west of that area is commercial operations and they did not want to hinder that too much. Ms. deLaBruere asked if the docks would need to be removed in that area and Mr. Riddle agreed that they should be.

Senior Equipment Operator Mark Lykins said the bull blades could push some of it, but it would need to be a night-time operation as there is too much traffic during the day. He said he had concerns about putting the tons and tons of snow and placing it into the float pond as there would be a mountain of snow in the float pond and he was concerned about how fast it would melt and if it would slow the spring operations for tenants using the float pond. Ms. deLaBruere suggested flushing it out periodically. Mr. Lykins said that when water is let in, it generally goes around the edges. If the snow is blown toward the middle, he was concerned there would be a big iceberg and may tear up pipes and floats already in place.

AIRPORT BOARD OPERATIONS COMMITTEE MEETING

October 6, 2014

Page 2

Mr. Lykins said there are two areas that can be utilized: between Echo-1 and TEMSCO or the east finger. He said if a road is placed there, a lot of snow can be placed in this area. A road would also have to be paved to the east finger as the snow blower might be damaged when operating on dirt and rocks and without a snow blower, the runway would have to be closed. The snow will have to be hauled anywhere it is taken. A snow melting system was discussed and noted it would be very expensive to operate. Airport Maintenance & Operations Superintendent Kevin Lyons said if it is a light snow year, trucking the snow will not be a problem. However, if it is a heavy snow year, it will be tough to truck the snow. It will be a real problem for the long-term.

It was asked if the City has contacted the Airport about dumping excess snow at the airport. There has been no contact regarding the excess snow. Discussions were held regarding removing trees beyond the float pond for snow storage. This area will require an environmental assessment at the least in order to use the area. If this is a direction the Airport wants to go in, the requirements can be noted through the Master Plan project. Committee Chair Epstein said he had heard two things: relocate docks and gangways on the south of the runway to the west finger. Airport Engineer Ken Nichols reminded everyone of the concern of icing due to snow blown on top of the ice. He said he would talk to the contractor on the cost of paving the areas needed for blowing snow. *Marty Myers moved, Dennis Harris seconded, the Airport use the area between the northeast development area as a primary snow depository area by the contractor's access road and Echo-1 and use the pond as a secondary overflow, if necessary. The motion passed by unanimous consent. Dennis Harris moved, Marty Myers seconded, a proposal for starting an initial investigation for use of the areas on both sides of the west finger for snow storage and come back to the Committee in the spring with some suggestions. Ms. deLaBruere said that this was a good idea for long-term. It will take some time, but the Airport needs to show that it is running out of space and this is what has to be looked at. Mr. Harris said if this is done, some type of plan that will soften the impact so that there is no big blank space, perhaps shrubbery or trees that won't grow more than 10 or 12 feet high. Ms. deLaBruere thought that would come out in an EA. The motion passed by unanimous consent.*

- III. **WEST FINGER FLOAT POND ASSIGNMENTS:** The development of the west finger got backtracked as staff came up with a standard of what type of docks to install. Letters have gone out to 12 interested parties based on the standard to ensure the docks, transition, gangway landing and dock to dock adapter transition plates are consistent. The parties have been asked if they are still interested; if so, here is the plan and let's move forward. They have until the end of the year to confirm they want to lease the place. The docks and gangways will be incumbent upon the tenant to install. Currently there are 43 floats on north side, about 10 floats on the southwest side and 15 spots in the finger. There are currently two vacancies on the north side and one on the south side. The rates for the west finger are higher than the main pond.

IV. **FAA DRAFT POLICY ON NON-AERONAUTICAL USE OF AIRPORT**

HANGARS: Attachment #1 is the draft policy that had a comment period that closed the first week in September. This policy refers to a Federal Aviation Administration (FAA) Order (5190.6B) that is already in place. The Airport had the start of this when Gabriel Mahn came down to do a compliance inspection. The FAA is picking two airports per region to do a thorough investigation. Staff is still waiting for the letter from this inspection. She encouraged everyone to read the Order because when the FAA says to do an inspection, staff does not want to see a hangar that has non-aeronautical items. An airport was written up for having two aircraft and an RV tucked in the corner. They write up the letter that says to comply or lose the grant assurances. Not only will the FAA look at it, but the Airport is also required to do random checks. If things are seen, they will have to be made right. If anyone has anything in a hangar that is non-aeronautical they are in noncompliance. Items the FAA listed as unacceptable included: a trailer (even if it is in a parking area), a fire department located on airport lands (which has to pay the fair market value because it is non-aeronautical). Anything on an airport that is non-aeronautical must be approved by the FAA and then the fair market value (not lease rates established by the Airport) has to be paid. It is a strict order.

The policy is the first look at what the FAA plans to enforce. The City Fire Station on the Airport will be a problem as part of the building is used for non-aeronautical use. National Guard is another one that should be paying rent. The exception is the Civil Air Patrol who can pay little to no rent. Another item that is non-aeronautical is a sewer line from North Douglas to the Wastewater Treatment Plant, which needs to be charged fair market value and approved by the FAA. More changes will be handed down and the Airport will need to be stricter. The Airport has to notify people using hangars for non-aeronautical purposes that they will have to remove any items that are non-aeronautical. Non-aeronautical use is a violation of lease.

If the FAA finds non-compliance or the Airport self-discloses such use, the Airport has to come up with a corrective action plan – how will the Airport get rid of the problem now; how will it prevent the problem in future. One of the ways is to have something in the lease that would remove the tenant from the property if they are not complying, which the Airport currently has in leases. A lot of the leases spell out any different uses that are or are not allowed. Mr. Epstein said he had worked for the FAA for 33 years, part of which was in airports and part in compliance, and not much has changed in this area since the late '70's. Ms. deLaBruere said letters will go out to people who are in non-compliance.

- A. **RUNWAY REHABILITATION CONSTRUCTION UPDATE:** Airport Engineer Ken Nichols said some paving needs to be done for the winter. The electricians will continue to do a bunch of work related to signs as part of the project is to update all of the signage related to the runway and main parallel taxiway. Some additional things will be done in the spring to get ready for using the parallel taxiway as a runway. Sometime in early March, REILS will be installed on both ends; some lead-in lights on 08; the VASI will stay on 08 and a VASI will be installed on 26; lights and striping will change on the

AIRPORT BOARD OPERATIONS COMMITTEE MEETING

October 6, 2014

Page 4

temporary runway; a movement/non-movement area line will be installed on Taxiway H, which will make it clear when Tower has to be contacted; air carriers with a wing span greater than 79 feet will have to back taxi on the temporary runway to get to the end. It is hoped to have the switchover occur on April 1, with a contractor deadline of June 30 to get the runway work done, and then switched back to its normal location. The top section of the runway will be milled; all lights will be replaced; pavement on the shoulders will be built from the ground up; a lot of work will occur after June 30, but it should not affect the operation of the main runway. Two big crossings will be replaced – the 8 foot culvert that goes underneath the mid-section for Jordan Creek with a 14 foot arch culvert, and a pipe will be placed across the main runway, which will eventually allow all of the drainage from the ramp and where the aircraft are to be captured and go into the float pond.

A notice will be sent out about the work and lowering the float pond levels to allow the culvert to cross underneath the float pond access road this fall. The drainage work that is too close to the temporary runway will be done after June 30. Ms. deLaBruere said more meetings will be held, especially on items that impact operations on the construction schedule. Another meeting will be held right before construction begins. People have to be aware of changes in operations.

- V. **OTHER ITEMS FOR DISCUSSION:** None.
- VI. **NEXT OPERATIONS COMMITTEE MEETING:** To be determined.
- VII. **ADJOURN:** The meeting adjourned at 2:23 p.m.