AIRPORT BOARD OPERATIONS COMMITTEE AGENDA

July 14, 2023 at 10:00 AM

Airport Alaska Room/Zoom

https://juneau.zoom.us/j/87980794049?pwd=VW9CVnpCWGM4dCszU0NvUkRFMUM0UT09
Meeting ID: 879 8079 4049, Passcode: 281279
Dial: 888 475 4499 US Toll-free

TO TESTIFY: CONTACT PAM CHAPIN, 586-0962
BY 3:00 PM ON JULY 13, 2023

A. CALL TO ORDER

B. ROLL CALL

C. NEW BUSINESS

1. **Part 135 Ramp Aircraft Parking Space and U.S. Customs and Border Protection (USCBP) Aircraft Parking (Attachment #1).** With the upcoming ramp rehabilitation project, the main (Part 135) aircraft parking ramp was planned for a new layout and restriping upon completion. This alignment follows the terminal reconstruction project and adjacent Alaska Seaplanes facility construction to the north of the main terminal. During ramp design, the Airport made the decision to relocate the USCBP parking space from the "back" north ramp to the southern "front" row of the ramp. The decision was two-fold: to meet the requirements of the USCBP to have aircraft clearing Customs to be in close proximity and eyesight of their office; and for the safety of their officers and passengers transiting between the aircraft and the USCBP office. The terminal layout now puts the USCBP offices closer to Gate 2 and the southern "front" row of the Part 135 ramp. From a safety standpoint, the traffic between Alaska Seaplanes operations and their upcoming facility would put USCBP in the middle of those operations if USCBP continued to operate on the north "back" ramp. A layout of the parking area is included to aid in discussions (see Attachment #1). Note that the aircraft parking spaces have all shifted 50' north (back) from their current position on this design document. This may have been to accommodate Aircraft Design Group (ADG) III aircraft. Also note, in order to meet wing tip clearances for ADG III aircraft, the hatched west spots would need to be removed. This parking layout shows 4 spots in each row with the 4th having 3 spots. Staff is still reviewing the row location with the design team. Alaska Seaplanes requested the Board review the Airport's decision to place USCBP in the front row (as shown), citing Alaska Seaplane's large number of operations and passengers. This was forwarded to the Airport Board Operations Committee to discuss.

   Further discussion at the Operations Committee meeting.

2. **Part 135 Ramp Vehicle Service Road (VSR) (Attachment #1).** Increasingly, over the past year, there have been close calls between vehicles, equipment and pedestrians on the VSR. This has been exacerbated by construction activity. A number of years ago, Alaska Seaplanes requested that the Airport remove the VSR that was located along the front (South) row of aircraft on the 135 ramp. They stated that the roadway ran conflict with their aircraft taxiing out and it was a safety issue. The Airport removed the VSR and directed all traffic to drive around the periphery of the 135 ramp (to the north) (see Attachment #1 VSR). This moved all traffic away from aircraft but now conflicts with passengers/ground crew/pilots. The Airport painted walkways and a crosswalk that aligned with the terminal Gate 1; however, there is still conflict. FAA Advisory Circular AC 150/5300-13B (Section 6.5.2; pg.215). https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5300-13B-Airport-Design.pdf addresses VSRs:

"AOA Vehicle Service Road (VSR).
AOA VSRs are dedicated routes within the AOA for passage of GSE and airport operations vehicles without impeding aircraft movements. VSRs enhance safety by channelizing ground vehicle traffic to areas that minimize interaction with aircraft operations. VSRs primarily reside in non-movement areas (e.g., airfield, non-controlled apron areas) but may also be present in movement areas of space constrained airports."

Since JNU is a commercial service airport that receives federal funding, the Airport is required to provide dedicated routes with the least impact to aircraft movement/aircraft operations. Alaska Seaplanes suggested removing the VSR between the terminal and ramp, and reestablishing the VSR to the south (front) of the 135 ramp, and additionally pushing the VSR south toward Gate 2; making the main ramp more of an exclusive use area. The Airport believes that this placement of the VSR compromises aircraft and ground vehicle safety and the VSR should remain where it is between the ramp and terminal. The Airport recognizes that pedestrian safety is also a factor but controlling them using established walkways and ensuring ramp escort would retain that safety in the VSR. Again, Alaska Seaplanes requested that the Airport's decision to leave the VSR as-is be reviewed, citing safety with Alaska Seaplane's large number of operations and passengers. This was forwarded to the Airport Board Operations Committee to discuss.

Further discussion at the Operations Committee meeting.

D. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org.