

MINUTES of
AIRPORT BOARD MEETING
August 10, 2023
6:00 p.m. Alaska Room/ZOOM

A. **CALL TO ORDER:** Chair Al Clough called the meeting to order at 6:00 p.m.

B. **ROLL CALL:**

Members Present:

Dennis Bedford

Jodi Garza

Dan Spencer

Al Clough

Chris Peloso

Jason Custer

Eve Soutiere

Staff/CBJ Present:

Patty Wahto, Airport Manager

Ke Mell, Project Manager

Phil Adams, Deputy Airport Mgr.

Christopher O'Brien, Equip. Op. II

Andres Delgado, Airport Sup't

Michelle Hale, CBJ Assembly

Angelica Lopez-Campos, Business Mgr.

Sherri Layne, CBJ Attorney

Mike Greene, Project Manager

Public:

John McComas, USDA Biologist

Scott Van Valin, Island Air Express

Nicole L.

Anthony Torres

C. **APPROVAL OF MINUTES:** *Dan Spencer moved the approval of the minutes of the July 13, 2023, Board meeting. The motion passed by unanimous consent.*

D. **APPROVAL OF AGENDA:** *The agenda was approved by unanimous consent.*

INTRODUCTION: Airport Manager Patty Wahto introduced Angelica Lopez-Campos as the new Airport Business Manager. The Board welcomed her.

E. **COMMITTEE APPOINTMENTS:** Moved to the end of the meeting.

F. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** None.

G. **UNFINISHED BUSINESS:**

1. **Operations Committee Meeting Report from July 14, 2023, Meeting – Part 135 Parking Ramp and Vehicle Service Road (VSR) (Attachment #1).** Chair Al Clough said the report below was regarding some issues raised by Alaska Seaplanes.

a. Part 135 Ramp Aircraft Parking Space and US Customs and Border Protection (USCBP) Aircraft Parking (Attachment #1). During ramp design, the Airport made the decision to relocate the USCBP parking space from the current “back” north ramp to the southern “front” row of the ramp. The decision was two-fold: to meet the requirements of

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the USCBP to have aircraft clearing Customs in close proximity and line-of-sight of their office; and for the safety of their officers and passengers transiting between the aircraft and the USCBP office. 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. The proposed terminal layout in Attachment #1 shows the proposed parking box for USCBP which is closer to their offices on the front row of the 135 ramp. This decision was questioned by Alaska Seaplanes and the Airport Board forwarded this to the Operations Committee.

On July 14, 2023, the Airport Operations Committee met and considered what staff, USCBP and Alaska Seaplanes presented. USCBP had several (area – State) representatives at the meeting to speak to the Federal Requirements for USCBP aircraft parking. 19 CFR 122.11 (c) states “Providing office space to the Federal Government. Each international airport shall provide, without cost to the Federal Government, proper office and other space for the sole use of Federal officials working at the airport. A suitable paved loading area shall be supplied by each airport at a place convenient to the office space. The loading area shall be kept for the use of aircraft entering or clearing through the airport.”

When asked about a shared parking spot, USCBP stated that would be difficult with the limited notifications or aircraft that just show up. USCBP also reminded the Committee that during terminal design discussions, it was agreed that USCBP would be relocated to a spot commensurate with their office location. Alaska Seaplanes stated that they have a lot of passengers transiting to/from the parking spaces and closer spaces including the front row were needed based on their enplanement numbers and frequency.

The Operations Committee concurred that federal requirements prevailed and USCBP parking should be on the front row, as presented, and report this back to the full Board.

b. Part 135 Ramp Vehicle Service Road (VSR) (Attachment #1). The Airport Board Operations Committee also took up the discussion of the VSR between the terminal and 135 aircraft parking ramp. There have been close calls between vehicles, equipment and pedestrians on the VSR. It was noted that 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). It was further noted that this move eliminated the vehicle-aircraft incidents on this ramp.

This move also sent almost all traffic away from aircraft but in front of Alaska Seaplanes’ passengers/ground crew/pilots. The Airport painted walkways and a crosswalk that aligned with the terminal Gate 1; however, there is still conflict (some related to construction). The

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Airport noted that the VSR is required to provide dedicated routes with the least impact to aircraft movement/aircraft operations: Federal Aviation Administration (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.”

Alaska Seaplanes suggested reestablishing the VSR to the south (front) of the 135 ramp and pushing the VSR north. Alaska Airlines thought any ‘permanent’ changes would be premature and that maybe a safety assessment was needed with all the parties once construction was completed. Several ideas were voiced, but ultimately the Committee stated that several steps were needed – from the immediate to the longer-term solutions. The Operations Committee suggestions to the full Board were:

Immediate Solutions:

Slow down vehicles/equipment. The Airport will paint reduced speed limit “10 mph” and “slow” on the ground in the section of the VSR between the terminal and the aircraft parking (the east section of the VSR) to bring attention to the congestion and slow down vehicles (this was completed July 14, 2023). The speed limit change could be adopted into the Airport ramp driving study guide at a later date. Repaint crosswalk in area.

Education. Remedial and reoccurring training to pilots/ramp crew and anyone driving to look and have situational awareness for themselves and their passengers. Pay attention to roadways and everything on the ramp and avoid distractions.

Longer Term:

Once construction is completed for Alaska Seaplanes, reconvene Operations Committee and reassess for additional changes: whether it is the reestablishment of the road north of the ramp, one-way traffic flow, passengers conveyed to the aircraft via ground transport, or other ideas.

Ramp Rehab construction may also present problems that may require a subsequent look at traffic flow as well. The longer-term solution may have several stages to assess with all users of the VSR and users in the area.

Immediate solutions completed/underway. This is on-going with further discussions with the Operations Committee at a future date.

2. Capital Improvement Project (CIP) Match Transfers (Redux from July Board Meeting). Ms. Wahto reported this item was before the Board at the last meeting. The

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motion needs to be rescinded and a new one made because the Airport has better numbers with the bids that came in, there is a better picture of things that are coming up with the closeout of the Taxiway Project. It made sense to take the match funds and reallocate them as needed. This will go before the Assembly at their August 21 Assembly meeting.

Eve Soutiere moved to rescind the July 13, 2023, motion to transfer of \$185,604.96 from RSA2C (A50-091), \$200,000 from Land Acquisition (A50-100) and \$14,157.22 from Ramp LED Lighting (A50-094) to the Ramp Improvements project (total transfer of \$399,762.18); and transfer of \$57,304.17 from Snow Removal Equipment (A50-103), \$9,877.62 from Design Taxiway Rehab (A50-090) and \$20,365.25 from Construct Sand/Chem/Fuel Facility (A50-097) to the Gate 5 PBB project (total transfer of \$87,557.04). The motion passed by unanimous consent.

Jason Custer moved to approve the transfer of \$127,205 from RSA2C (A50-091), \$200,000 from Land Acquisition (A50-100), \$14,157 from Ramp LED Lighting (A50-094), and \$20,365 from Construct Sand/Chem/Fuel Facility (A50-097) to the Ramp Improvements project (total transfer of \$361,727); and transfer \$57,304 from Snow Removal Equipment (A50-103), and \$9,888 from Design Taxiway Rehab (A50-090) to the Construct Taxiway Rehab (A50-098, total transfer of \$67,192); all local match sales tax, and forward to the Assembly for final approval. The motion passed by unanimous consent.

3. Gate K Culvert Per- and Polyfluoroalkyl Substances (PFAS)/Dewatering Requirements. Ms. Wahto reported that the Gate K Culvert project is using CARES funds. When the contractor was filing the Storm Water Pollution Prevention Plan with Alaska Department of Environmental Conservation (DEC), DEC said the Airport has PFAS, so they require the project to have a PFAS-specific plan for this project, as well as testing, monitoring and taking the water that is being diverted and put a filtration system on it. The cost of doing this is almost the cost of the project. The estimate is \$500K to \$600K for the two weeks of work. Ms. Wahto is trying to work with the FAA to amend the grant. In the meantime, the project is being held “hostage” until this can be done. This is CARES funding with a limited time to use the funds, plus this project requires work in a creek as well as the pavement having to be done before April. This needs to be moved on now and get the grant amended. The FAA has said that an amendment can be filed, and it makes sense. The information has been forwarded to the FAA and sent to Headquarters.

Dan Spencer moved to approve the forward-funding of up to \$600,000 of FY24 Airport Operating budget for the additional DEC PFAS/Filtration environmental requirements of the Gate K Culvert CIP and transfer this additional environmental work to the Gate K Culvert CIP once the grant addendum is received and appropriated. The motion passed by unanimous consent.

H. NEW BUSINESS:

4. Construction/Replacement of the Passenger Boarding Bridge (PBB)/Gate 5 Grant Award. Ms. Wahto reported that this is programmed in for an FAA grant. This

would award a pending grant for \$1.795M. This was originally programmed at \$3.4M, but the bid came in much less. *Chris Peloso moved to approve the appropriation of an FAA AIP BIL grant award in the amount \$1,795,267 for Construction/Replacement of the Passenger Boarding Bridge/Gate 5, pending FAA grant award. The motion passed by unanimous consent.*

5. Bid Review/Award for the Construct/Replacement of the Passenger Boarding Bridge (PBB)/Gate 5. Ms. Wahto asked for the concurrence of the bid award. This bid is for \$1,705,705. *Jodi Garza moved to concur with the Construction/Replacement of the PBB/Gate 5 bid award of \$1,705,705 to Dawson Construction, and forward to the Assembly for final award, pending FAA grant award. The motion passed by unanimous consent.*

6. Contract Administration and Inspection (CA&I) Services for the Construct/Replacement of the Passenger Boarding Bridge (PBB)/Gate 5. Ms. Wahto said this is for Board concurrence for the CA&I award to Jensen Yorba Wall. These professional services do not go before the Assembly. *Dan Spencer moved to concur the award to Jensen Yorba Wall for the Contract Administration and Inspection Services for the Construct/Replacement of the Passenger Boarding Bridge (PBB)/Gate 5 project, at an amount of \$77,946, pending FAA grant award. The motion passed by unanimous consent.*

7. Grant Award - Ramp Improvements - Construct Terminal Area Apron - 121/135/Remain Overnight (RON) Grant. Ms. Wahto said this is for the Terminal Area Apron 121/135/Remain Overnight Ramps Project. This bid went out as a base bid for RON/121 ramps, with the 135 ramp as an additive alternate. The bids came in less than the engineer's estimate and, therefore, all parts can be awarded. *Eve Soutiere moved to approve the appropriation of an FAA AIP grant award in the amount \$16,603,563 for Construct Terminal Area Apron -121/135/Remain Overnight Ramp Improvements, pending FAA grant award. The motion passed by unanimous consent.*

8. Bid Review/Award — Construct Terminal Area Apron 121/135/RON Ramp Improvements. Ms. Wahto said this is for the Board to concur with the bid award. There was only one bidder, and it was slightly lower than the engineer's estimate. A preapplication amount of \$19M was programmed through the FAA. *Dan Spencer moved to concur with the Construct Terminal Area Apron – 121/135/RON Ramp Improvement CIP bid award of \$14,708,640 to SECON Construction, and forward to the Assembly for final award, pending FAA grant award. The motion passed by unanimous consent.*

9. Contract Award - Contract Administration and Inspection Services – Ramp Improvements – Construct Terminal Area Apron – 121/135/RON. The Board needs to concur with the amount. *Dennis Bedford moved to concur award to DOWL for the*

Contract Administration and Inspection Services for the Construct Terminal Area Apron – 121/135/RON – Ramp Improvement CIP in an amount of \$2,226,827, and forward to the Assembly for approval, pending FAA grant award. The motion passed by unanimous consent. Ms. Wahto noted that this does not need to go to the Assembly as it is a construction amendment.

10. Airport Manager’s Report:

a. TEMSCO Rent Payments Follow-Up. At the July 13, 2023, Airport Board meeting, the Board approved up to \$295K in either reimbursement through CARES funding, or rent credits if the CARES reimbursement is not approved by the FAA. As a follow-up, staff was asked to provide TEMSCO’s annual rent amounts, for planning purposes if the reimbursement must be done through rent credits. The following is the current rent (currently abated through CARES) for TEMSCO:

Block HELI, Lot 1,2,3 (Heliport) – \$69,300.00 Annually
Block HELI, Lot 1,2,3 (Frontage Road) – \$15,750.00 Annually
Block P, Lot 17,18 – \$3,696.85 Annually
Block N, Lot 9 (Executive Hangar) – \$2,047.50 Annually

Total – \$90,794.35/Annually

b. Congressional Delegation Visit. Ms. Wahto and Chair Clough visited with several members of Congress and their staff on Tuesday. Most of their visit was spent downtown working with the Coast Guard and some of the cruise line agencies. A quick briefing was given on the airport and some generalized issues on PFAS and PFCs (Passenger Facility Charges). Ms. Wahto thanked Congressman Sam Graves who was instrumental in keeping the language for Federal fiscal year 2023 FAA Reauthorization Bill for the ability for the Airport to transfer the MALSR (medium-intensity approach lighting system with runway alignment indicator lights) to the FAA.

Next week, Secretary Pete Buttigieg will be spending time with Alaska communities. Ms. Wahto will have a few minutes of his time.

c. TSA Mandate for Employee Screening into Secured and Sterile Areas. Deputy Airport Manager Phil Adams said there have been some significant amendments that have been put down by the TSA (Transportation Security Administration). They are completely unfunded by the TSA. There will need to be some major operational changes that will need to happen at the airport terminal that will need to happen to comply with the national amendment. This Aviation Workers Screening National Amendment will make it so that any of the public to sterile or secure area access points are subject to random screening based on a tool that is put out by the TSA. Originally, they gave the Airport two options: hire a screening group to do the screening for the airport – get some employees to do it; or shut down every access

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that the Airport has and push them through the checkpoint. Both are really untenable for the Airport to do. Staff is still reaching out to the national level of TSA to work on an Option C. So far, this did go to Headquarters, and they approved conditional use of the checkpoint at certain times instead of shutting everything down. The details are still being ironed out. This is only the first phase of the National Amendment. This is for SIDA badge holders and includes only the terminal commercial traffic for 121 carriers. This would be Gates 2, 3, 4, 5 and 6, and the sterile area bypass doors. It includes five phases. The following phases will be additional issues for the Airport to deal with and are expected in the next few years. Phase 1 deadline is September 25, with only three months of notification.

d. Airport Fund Balance and Capital Revolving Account Balance. There has been no change on these documents.

e. CARES/CRRSAA/ARPA Fund Balance. This has been updated for tonight's meeting and includes the \$600K for the PFAS requirement for the Gate K Culvert Project approved earlier. This would leave a balance of about \$850K. In a month or two, a Finance Committee meeting will need to be held to discuss the use of the balance of the funds. The TEMSCO project may also come out of this, but it is not known at this time.

f. Hot Topics. The following is a list of on-going topics that staff is working on in addition to the regular Project Reports:

- *Juneau Douglas North Crossing Project.* When asked about airline letters, Ms. Wahto said Alaska Airlines and Delta Air Lines forwarded information regarding their opinions/concerns. She has not seen copies of the letters. Mr. Custer said he reached out to DOWL to see if a Benefit Cost Analysis had been done yet. DOWL said they have not done this, but it will have to be done in order to apply for funds. The Airport has a good opportunity to get its comments and concerns incorporated into that.

11. Airport Projects Report – Ke Mell: Ke Mell, Airport Architect, reported Nortech is working towards 95% documents for the *Old Shop Underground Storage Tank (UST) Replacement* to be ready about the end of August. This means that the tank will not be able to be replaced this year. Ms. Mell took responsibility as the Parking Lot Project has consumed all of her energy this summer. The tank has not leaked to the best of their knowledge. There is no reason to expect that will change radically.

Alaska Seaplanes Hangar: Dawson has erected the structural steel and wall framing for the passenger connection between their building and the North Terminal. They have not done any work on the baggage belt tunnel connection to date, other than foundations which have been there for some time. They have not penetrated the North Terminal wall

but have removed the siding. The weather barrier on the wall is sufficient at this time of year. Advance notice will be given before coming through the wall. It will be weather protected before they punch through the wall.

12. Airport Projects Report – Mike Greene: Mike Green, Airport Project Manager, reported the *Terminal Reconstruction Project* continues with the punch list items. Staff received FAA determination of eligibility for the replacement of circuit and control boards for the existing heat pumps, which continue to be a pain. When those are repaired, the terminal balancing effort can begin, which is the last major hurdle on this project. The other component that staff is working on is how to deal with the glass guardrail assembly around the through-floor opening on the second floor. Staff has asked them to look at a full-height glass scenario, so they have gone back to the drawing boards. This will be code compliant and not rely on the system they designed the first time that did not have enough lateral resistance.

The *Ramps Project* bid came in low. The project is awaiting approval on it to give the award. The possibility of tenant expansion into the Northeast Development Area is going to move the contractor staging area, which is the area where the contractor stages all materials and the temporary batch plant. Other options are limited to the Northwest Development Area and the float pond. In initial talks with Secon prior to award, they were open to the idea, but they are already making noises that it may cost additional funding to do so. Hopefully this will identify what is going on with the future tenants, what their project schedules are and whether or not that would affect all three years of the ramp project.

The *Rehabilitate Access Road* is being closed out, as is the *Taxiway Project*.

The *Gate K Project* is on indefinite hold. The replacement culvert is in Juneau and has been staged on the site so that it is ready to go. The contractor is ready to move forward but the project is waiting to see what DEC will require. The mitigation plan that was developed by Cox Environmental was submitted to DEC, so now the Airport is waiting to hear if they agree with the plan or modify it. That will tell the Airport what is needed. The contractor is standing by. An RFP (Request for Proposal) has been issued to them for the testing, sampling and reporting, but not for remediation because it is not known for sure that there will be PFAS at the exact site.

I. **CORRESPONDENCE:**

13. Laurie Craig Email regarding Cut Branches, Not Trees: JD McComas, Wildlife Biologist at Juneau International Airport, said that Airfield Maintenance is not removing all woodlands, it is targeted trees in some areas. He thought the trees she was talking about was a set of trees that were knocked down on the west end last year. Those were the only full spruces that were removed. Per the Wildlife Hazard Management Plan

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(WHMP), there are trees that do need to come down and have been recommended for some time. From the wildlife habitat management side, the sole goal is airport wildlife hazard safety. The cottonwood deciduous trees that lose all of their leaves are excellent perching spots. It has been recommended they be removed. The brushing project allows for less wildlife habitat in the woodlands itself and allows better visibility. They would like to see the dead spruce trees come down as they are perching trees. He said he is skeptical that the woodlands are a barrier to keeping waterfowl out of the airport, float pond and runway. There is no science behind that. He understood the concern of cutting down large trees for no reason. However, from their standpoint they would like to see it managed with safety in mind and that is why the WHMP is maintained. It is discussed every year with the FAA. Permits are maintained with ADF&G (Alaska Department of Fish & Game) and U.S. Fish and Wildlife. He thought safety should be the number one priority.

Ms. Wahto said the Airport is required to keep the EVAR (emergency vehicle access road) clear for the ARFF (Airport Rescue Fire Fighting) trucks to get through. Airport staff responds when their vehicles are being scraped by trees and brush. This road is used for access in case of emergencies. Chair Clough said as a float plane operator who uses the float pond frequently, the management of wildlife has been exponentially better than how it used to be done. He said what Mr. McComas does is very much appreciated. Mr. McComas said from their viewpoint, they would like it all to be pavement and no grass in the infield, but this is not realistic. However, they do understand the woodlands are nice to have, but when it comes to managing it for safety by decreasing wildlife habitat, that is their goal.

- J. **COMMITTEE REPORTS/APPOINTMENTS:** Chair Clough appointed Finance Committee with Jodi Garza, Chris Peloso and Jason Custer. The Operations Committee will be Dennis Bedford, Eve Soutiere and Dan Spencer.

14. Finance Committee: None.

15. Operations Committee: See Item G.1. above for recap of July 14, 2023, meeting.

- K. **ASSEMBLY LIAISON COMMENTS:** Assembly Member Michelle Hale reported a special meeting was held on Monday to declare an emergency disaster declaration. The disaster declaration went to the Governor within five minutes of it passing the Assembly. The next day, the Governor declared a State disaster declaration. They are hoping to get a Federal disaster declaration because that enables some things that are not enabled without that. Primarily, if a Federal disaster declaration is not made, they cannot deduct this off of their taxes. The meeting was followed by a Committee of the Whole about heat pumps, accessory dwelling units and a robust conversation about tourism and when the city is at a saturation point. They very briefly touched on the Hoonah Totem permit that is under appeal. They also talked about Juneau School District funding. The Assembly will meet

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again on August 21. She noted that Katie Koester was selected as the new City Manager. She has worked a lot with Katie in the past. She said Ms. Koester is top notch and head and shoulders above all other candidates. They were very happy with the selection. Chief Mercer retired, which means Katie will have to select a new Police Chief as one of her first duties.

- L. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** Scott Van Valin, Island Air Express, spoke to the placement of the U.S. Customs plane parking. He felt that the last box on the first row for U.S. Customs will overall hinder the traveling public. There are far more benefits to the traveling public to continue to allow that to be a Part 135 operational space, compared to the limited amount of benefit to passengers clearing Customs. The parking is located in a prime location for the scheduled commuter traffic. It is used daily every day of the year, and this is especially true in the winter months when the conditions of the surface are not desirable and somewhat dangerous due to ice and snow. The front row location is the easiest and the most well lit for them to get their passengers out to the aircraft, especially passengers with disabilities.

Another concern he had about the space is they can barely park two PC12s wing to wing in two spaces there. What will Customs do when something bigger than a PC12 or a King Air comes to town and wants to clear Customs. Typically, the corporate jets, business jets and corporate stuff are definitely bigger than what is used by the commuter aircraft. From his experience, the normal U.S. Customs locations at airports that he cleared through Customs in in the U.S. or Canada has been in an area designated way out of the way of the normal operations of the airport. They would never co-exist with the commuter operations of that airport, Part 91 or private operations that come into that airport. In this case, it will co-exist with the busiest Part 135 scheduled air carriers in Southeast Alaska – between Island Air Express and Seaplanes. The traffic that is put through both companies is substantial and also benefits the traveling public substantially as well.

He said he knew there was discussion he missed where the Customs people stated they have to have line of sight to the aircraft parking position, but it seems there must be some exceptions to that requirement because in Ketchikan, which is an international airport, there is no Customs office. The Customs personnel have to come across on the ferry and walk out to aircraft that are out in a designated location. Ketchikan still maintains its international airport status without Customs there, but Customs does serve that airport. Another example of that is when aircraft land to clear Customs in the Juneau pond, that is clearly out of sight of the Customs office and always has been and that is still permitted and has been for years.

In summary, his position was it did not make sense to take away a prime aircraft's parking space from the busiest scheduled commuters in Southeast Alaska, which, for example, in a four-year period, the two companies have transported over 161,000 passengers in the Juneau market right out in that parking area by the Part 135 terminal. In that same four

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years, the U.S. Customs have served less than 1,000 customers. He felt that benefit to traveling public – 161,000 passengers versus 1,000 passengers – needs to be considered as a legitimate reason to consider another option for U.S. Customs. Chair Clough noted this was discussed earlier in the meeting. He appreciated his comments.

- M. **BOARD MEMBER COMMENTS:** Ms. Soutiere said she will not be at the September 14 meeting.
- N. **ANNOUNCEMENTS:** None.
- O. **NEXT MEETING DATE:** The next regular Airport Board meeting will be held on September 14, 2023, at 6:00 p.m. in the Alaska Room and via Zoom.
- P. **EXECUTIVE SESSION:** None.
- Q. **ADJOURN:** *Dan Spencer moved to adjourn. The motion passed by unanimous consent and the meeting adjourned by unanimous consent at 7:08 p.m.*



JNU Proposed 135 Ramp Layout

