

## Aviation Advisory Board Meeting Minutes

February 16, 2022

Juneau

**Meeting called to order by Steve Strait, as Chairman Lee's flight was delayed into Juneau.**

### **PARTICIPANTS:**

**Board Members Present:** Steve Strait, Frank Neitz, Bob H., Gideon Garcia, Adam White, Jim Dodson, Marilyn M., Mike Reeve.

### **Excused Absence:**

**DOT&PF Present:** Commissioner Ryan Anderson, Deputy Commissioner John Binder, Troy LaRue, Dylan Blankenship, Ryan Marlow, Jennifer Rackliff, Jim Sezniak, Angie Spear, Andy Mills

**FAA Present:** Kristi Warden, Director Alaska Region Airports, Jackie Holzmann

**OTHERS:** Tom George, Aircraft Owners and Pilots Association AOPA, Angela Smith, Edgar Tenaharo, Kelly Reeve.

### **AGENDA and MINUTES –**

Motions passed unanimously. Approved August, and December meeting minutes - posted to website.

### **ANC Update:**

Jim S. began stating that the numbers at ANC are looking good, with cargo and passenger numbers up. Looking ahead the seat number forecast is up 6% this summer compared to 2019. All the internationals are returning to ANC for the summer, including two new ones Eurowings, and Flare. Domestic travel is looking good as well with the return of cruise ships. On the development front, FedEx has secured their board of director approval for their project. UPS has assumed the lease of the Alaska Cargo port. A GA Hangar complex is also going to be constructed at ANC. We've got about \$110 million worth of construction that we're going to be getting done this construction season, big projects, taxiway Zulu, taxiway kilo, Golf One and Juliet. We've got the taxiway echo one, echo three, echo golf intersections. The front terminal loop road is going to be redone and then we are going to be doing about a little under \$6 million worth of refreshments in the North Terminal. In anticipation of the NPAs starting service and to be able to help us with future capacity because the south terminal during peak summers getting close to maxed out. We continue to grow Lake Hood. We'll also see some improvements there this summer. The air strip, we're going to be rehabbing the strip entirely. And so that's going to be a main project that's scheduled to finish before Memorial Day. The Masterplan is kicking off right now. So we've got our RS&H in is the consultant. They are currently in their forecasting inventory stage. So we basically just had the kickoff meeting a week ago, and they'll be setting up some stakeholder meetings to talk with folks about their existing facilities and then kind of what they're hoping for in the future. Big things that are going to be in that master plan. Figuring out from a terminal perspective, how we're going to be able to handle that anticipated growth. The big challenges that we'll see out there. Again, the TSA checkpoint during the summertime gets pretty stressed out there and we're going to have to

expand that. We must figure out ways to take and make the South Terminal perform better from a customer perspective, a customer service perspective. And then again, to make sure that the airlines have the gates and capacity necessary, to continue to grow.

As I'm kind of walking out the door challenges and opportunities right now. I think, again, the opportunities here is you got a lot of federal funding that's available.

The infrastructure funds have a special pot set aside for medium hub airports for terminal work. And so the airport has an opportunity to basically secure some of that, to do a lot of increased improvements into the terminal complex. The challenge is in that TSA checkpoint, we're going to have to expand that and that's going to include probably bumping up the curtain wall when you pass security and going from six to ten lanes on that. Another challenge that the airport's running into right now is employment. Our tenants are challenged with their employees. We did have a successful job fair about two or three weeks ago where we had more than 250 people showed up in person to look for jobs. However, we're continuing to have issues with staffing and that's driven a lot by us being part of the state system and the salaries that we're offering are not close to market rate. And now you've got inflation at 7%. So that's continuing to erode the workforce there. And we're kind of struggling with the ability to keep people on a long term basis. So we're getting a lot of employees that come in for a couple of years and then go and again, when we think about, the people who are clearing the runways and that kind of stuff, you know, having some experienced folks there is important for the airport.

And other challenges that we see probably potentially soon is just the capacity of being part of the state system because there's so much money that's going to be flowing at the airports. You've got that capacity challenge that needs to be there. So as I kind of walk out, I would say that I would recommend from you guys, you know, as a board, I would advocate that you convert the international airports to an actual airport authority and basically get it out from underneath the state system.

We're kind of handcuffed to a lot of stuff that is going to prevent the airport in the future from maximizing its potential. I think an airport authority is one of those things that needs to be moved forward.

Gideon asked about the Alaska Pass program. Jim replied that quite a few people are kicking tires on it, but it is a feasible idea, as aircraft capacity has now stepped up. He continued saying he hopes the private sector will demo the program in the near future.

Bob H. asked about a simplified version of Jims Port Authority recommendation. Jim responded it is largely due to the employment issues, and not being able to pay a competitive wage. Citing the fact that highway operators are paid the same as the airport ones, even though the airport is an extremely different, and difficulty environment. This is echoed by the police and fire employees. He continued, saying we are hamstrung by the states personnel department not understanding the needs of the airport. Many times they put a request in for a position, and it takes a year for a final decision which is likely to be no. Average tenure for electricians and graders is about two years. Mechanic positions have been open for years. He also touched on the advantage of a board system, and the connections involved with that. He again reiterated human resources is the largest challenge.

## **FAI Update:**

Angie thanked Jim for his comments, saying Fairbanks can relate to many of them. She continued, saying: We completed our escalator replacement project, which was both the up and the down escalators at Fairbanks and the project is currently being closed. Our escalators are working very well for us and we're really grateful to have them. We also completed the runway project, the runway two right to Zero Left Project, we shortened the runway to 4500 feet and that project was completed as well. And we are working to close that out for our new projects this coming summer. We have the General Aviation Apron and Taxiway Reconstruction Project. We just got all the final approvals and that should be going up to bid shortly. We also will be remediating the Don Bennett firing range, and that should be starting as soon as the snow has melted. That is a one season project and should be completed at the end of fall. As far as development of the airport goes, Fairbanks was fortunate, just like Anchorage was, to get a large volume of seats into our market. In 2021 we had 26% increase in seats above pre-pandemic levels. Now that all of those seats were sold, we added up and know final tally was about 9% below 2019. But when you consider that we didn't have any crews activity whatsoever that is a lot of stimulation of independent travelers. So we are really excited to see what 2022 brings because you know there was a lot of independent travelers last year. We have record numbers being projected for the cruise industry in 2022 so we are looking at about similar numbers to 2018 as both projected sales and open seats in the market. So the only loss that we had was American Airlines will not be flying out of FAI. They did one season last year they had some staffing challenges that had nothing to do with Fairbanks. Those staffing challenges were both in Dallas and in Chicago and so that caused some flight cancelations et cetera. But they are still operating out of Anchorage. And we are seeing a big increase from Alaska Airlines, Delta and all of the other carriers. We are also seeing our international carriers reenter the market we will have Dawson City flights on air north once or twice daily, and we will see Condor returning to market. So we're very excited about that. We have seen a huge increase in cargo at Fairbanks. So as many of you know, we lost the vast majority of our cargo by the end of 2006 and we have seen very little besides intrastate cargo. We are now seeing international cargo tech stops returning. So we saw Amazon enter the market for domestic cargo on a year ago and they're doing fabulously. And then international cargo, we're seeing stops from commercial. Our cargo numbers are increasing, and we are very grateful. We've been working with Anchorage Airport to take some of the tech stopped cargo that has long ground times and move those to Fairbanks because Anchorage is so busy, they need to turn over those spaces a lot quicker and we have a lot of available ramp space. So we're really being able to complement one another and make sure that we're capturing all of the cargo and not letting any of it go to places like Winnipeg or Vancouver. So we are also currently actively marketing to increase both our international and domestic air service. As Jim mentioned, he has a team member in San Antonio, Melissa Stepovich is representing Fairbanks in San Antonio as well. She's meeting with nine different carriers over these last few days and today to try to convince them to come to Fairbanks or increase their existing service inside the terminal. We have been struggling as well with staffing issues with our concessionaires. Everyone is up and running for the last 6 or more months to pre-pandemic levels except for host, they seem to be struggling the most. So we're working with them. On sublease options for the Starbucks space because we can't quite get them to the hours that we need due to lack of staffing. And so they're working with three local Alaskan businesses, one out of Anchorage and two out of Fairbanks. Right now, we're hoping to have a finalized sublease in place with one of

those three and have them in place starting in April and operational by May. We also have experienced a lot of activity from a leasing perspective. The pandemic, if anything, our leasing activity increased. So currently the big block that we have available is Brooks. Brook slots, and we did a lot of cleanup work over there after they vacated. And so those are available for lease and we anticipate those leasing this spring. Omni is expanding their premises. They've added two more lots to their area as they continue to expand their FBO operation. So we also decided to get creative. We had a lot of requests and I think I brought this up a little bit last time. We already entered into a lease agreement with BLM for firefighting services on the east ramp. And now DNR is also wanting to relocate their firefighting activities. We didn't have a space that met their needs. So we were able to relocate some of our maintenance equipment and basically carve out half of the land space that we were currently using for our maintenance facilities and equipment storage. And then we have some additional items once the snow melts to remove and then phase two will be available to them. So this seems to be working. We're excited to have both BLM and DNR on the airport. Several of our tenants that have contracts to assist in the firefighting operations, whether it's with BLM or DNR. So it's going to really centralize things. We think it's really good for the community then we also opened up the other attachment I have for the block 99 lots. So we received a lot of feedback from our general aviation community that a lot of the lot sizes we had on the East and West ramp were just too large for some of the small operators that might want to build a single hangar for operation. And there was a lot of comparisons to Lake Hood and the neat little setups that are there. So we looked to see what we had and we had this unused land that was adjacent to the float pond expansion so we looked at it, we went and had our engineering group go out and do some design work, and we were able to open these lots up. We opened up 14 small lots last fall, and we have already leased five of those plots and we have had a lot of calls and requests for applications. So we anticipate the rest of these lots going fast, they're much smaller lots and the annual rent runs between 1800 and 2800 a year. So the rates are incredibly inexpensive for someone looking to make a small development on the airport. We've received a lot of good feedback on that. So we also saw Wrights also expanding their premise. We're seeing a lot of activity both on the east and west ramps of the airport and we are running out of space and so we're looking at what land we can currently develop you know, that's maybe across the street. It wouldn't be ramp front property, but what property can we maybe clear put some roads and fix drainage issues, et cetera, because we are definitely going to be very short of land very soon. And then I would say some other items of interest for the board might be there is no more COVID testing or vaccinations at the airport. That was all complete by the end of January. And DHS has had everything removed. So we are back to just looking like an airport, which is really nice. It's nice for us to have that space back. We also welcome to the Crisis Canine Team. They have partnered with FAI. They already have a very robust program at Ted Stevens, and they are making regular visits with their crisis canine dogs to the airport.

We are currently seeking both state and FEMA funding in response to the Christmas storm that we had, that storm hit us hard that one storm event, cost over \$1.1 million to the airport between the snow and then almost two inches of ice that we got, it was crazy. Our teams had to work 31 days without a day off. So we have obviously, as you could tell from that, we have some staffing issues here as well. We're struggling to recruit and to retain. We have not been as agile as the private sector in adjusting our wages. Even within the state, even within DOT, our own department, they've done some more creative scheduling than we can like two week on, two week off schedules and other things that we just can't offer. So we've even lost people not just to the private sector but to the department as a whole. So we have concerns that I will tell you, our average starting pay for an electrician is \$10 an hour less than the

private sector. That's not slope. That's in town jobs. And we are paying a minimum of \$5 to \$7 below per hour for our equipment operators and that's a minimum which does not include slope wages. So staffing is a concern for us and we are working as hard as we can to come up with creative ideas to combat that.

Bob H. asked about lots 1 through 14. Is there opportunity in the federal funding to help put infrastructure to those lots? Such as electricity and sewage.

Angie S. responded: We're looking at putting electricity in, it would be by lots five and six, but it should serve all of the lots. But as far as water and sewer goes, that's not something that's eligible for infrastructure funding. We checked on that because someone inquired. But there is sewer and water close by because the air park has water and sewer. Anybody that was interested in developing should chat with college utilities because they can give them a pretty solid map. But we looked at it closely. We are going to invest, we are going to put in electricity. That's our plan this this year. But as far as water and sewer that would be on the individual that tenants to do that.

Gideon G. asked a question to Angie and Jim in regards to the Authority concept. If we were to go to a authority concept and we pay market rates for wages and other things do you think our current revenue streams would help cover that difference? Or would you see a corresponding need to increase revenues to meet some of those needs?

Angie S. responded that she believe there is enough currently to accommodate, however its possible some State overhead would have to be lifted. Jim S. commented that ANC is currently very competitive when is comes to charging the air carriers and that there is room to increase revenues from that route. He believes that when inflation really hits in winter of 2022, that is when we will see the biggest struggle keeping the airport open. He continued saying that the carriers would be happy paying additional landing fees if it means keeping the airport open, and clean. Previous comments were brought up about how the international system needs to be run like a business in order to compete, as every other international across the nation is run like a business.

Angie and Jim were thanked for their time, work, and ability to work together.

### **AIAS Statistics:**

DC Binder began by showing the overall PAX/Cargo graph, which he stated is the best determination for overall revenue. Currently we are in a record year for overall activity, quickly recovering from the low numbers in the pandemic. The next graph was cargo, which showed a slight dip during covid but a quick recovery. Next was just the PAX numbers, which showed a drastic dip curing covid, and numbers are close, but have yet to reach normal levels.

DC Binder continued stating that the developments at ANC, specifically Northlink and the south airpark are encouraging, as the spots are no longer being occupied by aircraft stopping over for MaintenanceP for free.

Adam W. asked if it now takes 24 hours instead of 6, do they adjust their schedules or fly somewhere else. DC Binder responded, going somewhere else now. Previously they have lined aircraft on taxiways. All of this is a sign of growth and need for transportation. It has been 9 years since the last masterplan, and now Anchorage is beginning a new one to address the staffing and infrastructure needs. He continued saying that as a department, vacancies are at 15%, but when broken down by classification it gets worse. With the most impacted area being operators and mechanics. With some stations being 30-40%. A large reason is due to the salaries, as the State has fallen further and further behind.

Another topic DC Binder brought up was PFAS, and the numerous bills around that. Previously the EPA had the health advisory at 70 part per trillion. Now it is about to be lowered to any detect. We have sampled about half of the certified airports, about 8 had levels of detection. DOD is about to release a Milspec hopefully by the end of the year with a PFAS free firefighting foam. Two large parts of the money needed for this will be replacing the foam, and cleaning the old equipment. DOT is expecting to have everything swapped out by 2026.

At this point, the meeting took a 5 minute break as Chairman Lee, and Kristi Warden showed up.

DC Binder continued, recapping the IJA facts from last meeting. The big update is that two of the largest challenges in using this funding are inflation, and PFAS using much of the funds to just maintain what we currently operate.

Bob H. asked if there might be any congressional action on this, as nationwide departments and agencies are not prepared for this additional PFAS cost. DC Binder responded that it is getting some congressional attention, Troy L added in the issue is it is not AIP eligible at this point, as environmental concerns have never been. He continued saying that the Cordova ARFF buildings costs climbed by 7 million. Chairman Lee inquired as to where that money goes. Troy responded that it is used to package the soil and ship it to Oregon.

Bob H. asked if PFAS in the water was worse than jet fuel, citing Fairbanks having issues with jet fuel being in the water table. DC Binder responded the big difference is soil vs water contamination, Fairbanks hooked everyone up to city water due to the jet fuel being in the water table.

It was further discussed that PFAS is a statewide issue, and even private industry is frustrated with the lack of guidance. It was agreed that it was worth talking to legislators about, as state dollars will certainly be required to pay for the upcoming PFAS mitigation. Lastly, it was brought to the boards attention that PFAS contamination can come from many different things, and so finding the responsible party can be a challenge.

Chairman Lee then brought up the EPA's study on lead based avgas being harmful to human health, to which DC Binder responded we were aware of but had little detail. Adam W. responded saying the DOT perspective will depend on what the EPA comes out with. However, this state still strongly depends on low-lead avgas. If low-lead becomes unavailable it will severely impact aviation users in Alaska. But, he continued saying this is really more of an EPA, not a DOT issue – noting that the EPA was sued to do this study. He continued saying that he had a study the EPA did at Merrill Field in 2016, and it showed it was never hazardous.

DC Binder continued his briefing, stating they have begun the search for a new manager. Steve S. asked if there was an official posting. DC Binder responded no, there does not have to be, and if there is will depend on how many folks express interest. Currently there are a few interested, and if the board has any recommendations the state is open.

Chairman Lee inquired about if the state is able to pay the new Manager a competitive wage, and asked for a recap on Jim's earlier comments on a Port Authority – which will be discussed later on in the notes.

Bob Kaufman chimed in on the phone with commentary on choosing the next manager. The main points being hire internally, locally, and find someone who has great leadership skills.

The board concurred with the comments from Bob K.

DC Binder continued his brief, bringing up the Birchwood airport. He stated that it will be a 12-18 month timeline, requiring FAA approval. However, the Bronson administration is excited about the transfer and much more public engagement will be needed before it happens.

Adam W. commented that he has been getting a lot of engagement with this topic through the Alaska Airmen's Association, and there is a lot of bad information that is out there. The majority of his time has been educating people on the actual facts around the event. What he has been attempting is to get people to join the Birchwood Airport Association in order to unify their voice and have a conversation about it.

Bob H. asked for an example of some of this bad information, to which Adam W. responded for example the city will double our rates and put it towards a homeless issue. Which cannot legally happen due to FAA restrictions on airport user fees.

Troy LaRue brought up that the Muni has no interest in raising rates, but the DOT&PF is going to have to raise them, as the FAA requires fair market value, and currently it is only being charged at 11% of FMV.

It was further discussed amongst the board about how the Birchwood transfer would allow local control over the development of the airport, whereas the state being burdened with 235 airports could not prioritize economic development for an airport on the road system over safety and operation for off grid communities.

Discussed the pay issue, and that private industry is outpacing the wages that the State currently offers. Chairman Lee mentioned talking to quite a few legislators that this is a known issue and they (legislators) are wanting to get white papers in regards to this issue. The issue will be further highlighted by the ANC Airport Manager vacancy. The pay issue, DOT&PF verses industry continues to look grim. Bob H. commented that at the minimum they are an advisory board, and should send a strong advisory to the government that mentions we are at a tipping point. Pay was an issue before COVID and with the rising inflation it is getting worse. Training alone won't fix this issues, and the State has to at least be competitive, otherwise it will get mission critical. DC Binder mentioned that even the internationals have had to close for several hours due to staff shortages. Bob H. brought up the point he remembered when industry could never compete with State wages, but now the state has not even been competitive

in wages for several years, it's not just an inflation issue. Troy L. brought up Homer as the prime example, stating that not a day goes by where they aren't working overtime.

Chairman Lee asked if it would help to address that on a white page letter to the legislators, Commissioner Anderson said he believed so. He mentioned one thing he kept hearing was how he could not compete with Washington Wages.

Commissioner Anderson stated that he noticed many people in leadership positions aren't doing it for pay, that there are other aspects driving them. He thanked the board for their work, and said he was impressed with what folks are willing to do and how dedicated they are.

### **FAA Update:**

Kristi Warden began stating: The number one focus priority in the past couple of months has been the FAASI initiative. They developed the report, with 11 key recommendations, it was released September 30<sup>th</sup>, and are now releasing a roadmap on March 1<sup>st</sup>. This roadmap will illustrate how to implement the 11 recommendations across Alaska. The FAA really wants stakeholder input on the roadmap and is excited to work with its partners.

Federal funding, Kristi commented that DC John Binder did a great job quantifying those numbers. Kristi continued saying that she is returning to her permanent position in the Airports Division on March 13<sup>th</sup>. She is excited to be able to infuse the money with meaningful infrastructure.

The board thanked Kristi Warden, and the FAA for a very transparent report of stakeholder commentary.

### **Board Discussion:**

Chairman Lee brought up the primary topics, FAASI and Airport Resilience Study Resolutions, legislative sessions, EPA, and pay/QOL hiring issues.

Chairman Lee put out the plan for the legislative session:

*"So, we have a handful of meetings. We're not overly, overly busy tomorrow, but the morning is busy and then through the 2:00 hour, 12:00 we have house finance so we're, we're on the hook for that. Steve is going to be working help and getting some gov access. Um, I've been having difficulties getting through to them. The Senate is doing committees so they're in like two days and whatnot, so we don't have a whole lot of Senate meetings, all your like all your representatives and your senators asked that we drop off white paper. So basically, what I do is kind of contact whoever your representative is. Also contact all the House and Senate Transportation Committee members, uh, heavy into the Finance Subcommittee, try to have all of them and then some others that we've worked with in the past. Senator Costello, on Jobs Hoffman just wanted you to poke in there. He was. He's booked up. Holsmann made some time. Let's see, quick. Bishop thought Jim Dodson was going to be here so he just said, I just stopped by, but, um, so we'll swing in there I'll get you guys a schedule as I finish typing it up and public"*

It was brought up the Quick with the trade unions would be a key member in discussing the wage issues.



Bob H. pointed out there is another opportunity in the white paper discussion to discuss the overall vocational trades program at the state level. That just matching pay won't fix the actual number of people in the unions.

Troy L concurred, bringing up the challenge of CDL's. Obtaining them is a challenge for rural M&O folks due to geographic challenges.

Tom G. Posed the question if it is possible to change the employee classification system to pay airport operators more. DC Binder responded that has been one of their biggest challenges, bringing up the point that badging employees can only be classified as administrative assistants. But the danger is you start stealing from the rest of the departments.

Angie commented that that approach had been tried before, however it has always been met with a solid no as they (the State) are trying to have less classifications, not more. It was discussed among the board the best person to contact for changing these classifications, the current Commissioner of the DOA, and Amanda Holden were both brought up. Chairman Lee stated that some action will be required on this, but the conversation will now transition to the ANC Airport Director.

He continued, asking the board their opinion on Jim's discussion about the Port Authority, as he was not present. Bob H. responded that he tried to push him to give more detail, as this topic has been previously discussed, and if it is really driven by employment issues, it is not a Port Authority standalone issue. He believed that the board should look at alternatives to the Port Authority issue as the real urgency is employment issues. Steve S. responded that it is a good reason to change the management structure, citing that the governor can fire these appointed positions at will. That given the upcoming election, applicants may be hesitant. Jim D. responded that it is a very complicated issue, and proper time and discussion will be needed. He continued that in the past he believed some good options were brought up regarding the removing airport employees from the state employment act. He asked DC Binder if that was a possibility.

DC Binder replied it is a possibility, but not at the Governor's level – it would have to be legislative. He believed that would be a more attractive option to legislators than the port authority route. Jim D. questioned if it would be constitutionally allowable in the first place. He said it is a huge part of the Alaskan economy, it is the boards job to be responsible for it.

Mike R. commented that whatever direction the port authority takes, he wants to ensure that the needs of rural Alaskans are heard. As rural communities rely on ANC as a hub, and should not be displaced by commercial interests.

Angie S. then commented that she believes the hire needs to be local, as Alaskans who take this job are generally doing it for the right reasons – to help. Not just for the pay. As well as looking at taking these positions out of the appointment selection, that way those who take this role has the freedom to speak up without fear of their job.

The board continued to discuss this issue. Gideon G. suggested creating a working group to really dig into the details of: Port Authority, procurement, exempt classes. He continued suggesting getting legal

in on the conversation to see what is feasible. Bob H. concurred, stating the board needs access to HR or legal to aid in their appeal process.

Chairman Lee approved, appointing the committee: Gideon Garcia, Bob Hajdukovich, Steve Strait and himself. It was further discussed that the committee will need access to legal and HR, and the question was posed where the funding might come from. It was decided to separate the two issues of attracting state employees, and removing the appointment of Airport Managers.

The conversation then shifted into bringing to the attention of the legislators the issue of state wages being non-competitive. Bob H. asked for a figure on how much it costs to train a new employee. The idea was tabled momentarily as Steve S. poised the question what is the state doing with all the federal money coming from the FAA.

Kristi W. Responded that a little bit of federal money goes to the personnel side but to be sure that projects are lined up in order to secure that. Steve S. asked how this works with the States APEB process. Kristi said that they know the eligibility, and the FAA is always willing to help interpret but it is up to the airport owners. Steve asked if it is ever possible to obtain FAA funding outside of using DOT&PF, Kristi responded partnerships and synergy are possible, but DOT&PF is always part of the process. Kristi then mentioned a federal opportunity to fund T-Hangars, the board was curious on why DOT&PF was not pursuing this. Troy L responded with the fact that T-hangars do not score well against DOT&PFs system, as the system focuses on safety and maintenance, generally not economic opportunity. However, special cases are sometimes made. Chairman Lee expressed that the board is frustrated with not having access to the APEB plan, Troy responded they will have 100% access within the year, and the board was invited to the next APEB meeting. Kristi commented that the FAA does give quite a few dollars to Alaska businesses every year through pavement fund so long as they have an environmental determining mission. She continued saying that AWOS and weather cameras which help economic factors are always being discussed and on the table. Chairman Lee asked about the classification of the funding. Kristi responded that they rarely second guess any sponsor when they come to the FAA with their priorities. Alaska is unique as they had 200+ owned and operated airports all competing for the same funding, where most owners have 2 or 3. The discussion continued over what the APEB process is like, and the board wanted to better understand it. Becca D. chimed in and informed them that they are actively working on public material to further educate on the APEB process.

The conversation then went to Frank N. who brought up the mail bypass issue in Bethel and the YK region, the issue being 40 -30 day delays due to massive flight vacancies. He inquired what is the next step to get some more lease lots. Chairman Lee responded that a part of this was during covid, passengers weren't flying and so the planes were filled with mail, but are now back to flying passengers again, and the horrible December weather. Frank N. responded he agrees, but he knows that it is also due to a lack of airplanes in Bethel. The job is not getting done, and it wont get easier with big airlines hiring more pilots and maintenance crews.

**The board then turned its attention to Adam White with the resolution supporting FAASI. Adam W. motioned to pass resolution 2022-1. It was seconded by Steve Strait and the motion passed.**

The next resolution on the Agenda, supporting the Airport resilience study was tabled as the draft had yet to be created.

The conversation then went to the previously discussed committee on job vacancies. Bob H. gave the bullet points: being competitive in today's market in trade. What is the state mechanism to deal with wages within the airport system.

Chairman Lee asked if this would be on a white page or addressed verbally, to which Bob H. responded it can be a bullet point on a page we take to discuss tomorrow.

Then the discussion went to the EPA and the funding needed to deal with the new PFAS requirements. DC Binder said he should have that number by the end of the day. Kristi W. said that the FAA needed a national level for PFAS detection before it could become AIP eligible.

A motion to adjourn was put forward by Chairman Lee at 5:43, the motion was seconded by Steve Strait and the meeting was adjourned.