

ATTACHMENT #3

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In the late 1950's, Alaska Coastal Airlines needed a hangar facility to maintain the large amphibious aircraft (PBY's) that they were using to serve the larger communities in Southeast. They purchased private land adjacent to the Juneau Airport and constructed a hangar with about a 120' clear span and about a 20' "lean-to" on the west side of that span. This is now the sand shed. In the early 1960's, they required additional space so they constructed a similar structure about 40' east of the original and joined the two together with an auxiliary structure.

When the facility was built, Yandukin Drive did not exist, there was a dairy farm behind the hangar, literally cows grazing at the back (north) door. Access to the entire airport was off Glacier Highway via what is now Shell Simmons Drive. Access to the hangars was a road that connected the terminal parking area to a taxiway that ran just on the runway side of the fence that secures the rental car parking area. The area that is now rental car parking was wet, marshy ground and small ponds.

About the same time, two single pilot air taxi operators joined forces, established a base at 3 mile on Glacier Highway, and named the company Channel Flying.

By the mid-1970's, Alaska Coastal had merged with Alaska Airlines, runways had been built at most of the larger communities in Southeast, the large amphibious aircraft were no longer needed, and the facility was no longer relevant to the Alaska Airlines operation. About the same time, Channel Flying had outgrown the facility at 3-mile. The Juneau Airport purchased the western large span portion of the facility as well as the "lean-to", and Channel Flying purchased the eastern large span as well as the structure joining the two.

Around 1990, Channel Flying was dissolved. Craig and Aral Loken acquired some of the Channel Flying assets, including the hangar, and used them to start an air taxi business they called Loken Aviation, later changing the name to Alaska Seaplanes. The Channel Flying name was used for the business entity set up to own and manage the hangar. Craig and Aral owned and operated Alaska Seaplanes for 20+ years, using the hangar as an aircraft maintenance and storage base for their business as well as housing their "back offices". Craig and Aral recently sold Alaska Seaplanes, but the new owners elected not to purchase the hangar.

During the same time frame, Jim Wilson began operating a business called Coastal Helicopters and leased space from the Lokens to store and maintain his helicopters. FedEx also leased space in the hangar to store their aircraft. Coastal Helicopters has grown to the point that they can utilize most of the space in the hangar and are currently the only tenant.

During the time Crag and Aral operated Loken Aviation/Alaska Seaplanes, they leased considerable counter and ramp space at the main terminal as well as space for a dock in the float pond. Coastal Helicopters has leased a large area of ramp space in front of the hangar as well as space for a passenger facility for most of the years that they have operated. FedEx operates out of a facility on the main ramp that is on airport owned land and I would assume that they that they paid a lease on a large area of the north ramp when they were serving Juneau with their own aircraft.

The parent company for Coastal Helicopters also owns the three other helicopter operations based in Juneau, two of which base off of the Juneau Airport, and one that bases on private land several miles from the airport.