



AIRPORT BOARD AGENDA

August 13, 2026 at 6:00 PM

Airport Alaska Room/Zoom

<https://juneau.zoom.us/j/81320381493>

Or join via audio: 1-253-215-8782 Webinar ID: 813 2038 1493

TO TESTIFY: CONTACT SHANNON VAN VALIN, 907-586-0962

1. CALL TO ORDER

2. ROLL CALL

3. APPROVAL OF MINUTES

A. July 9th, 2026 Board Meeting Minutes

4. APPROVAL OF AGENDA

5. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

6. UNFINISHED BUSINESS

7. NEW BUSINESS

A. Airport 101 Board Orientation

Staff developed an Airport 101 presentation covering JNU's governance, finances, operations, capital program, and the roles of the FAA and TSA. Because a full presentation would require substantial meeting time, the material will be introduced and provided to Board members as a self-guided orientation and ongoing reference resource.

B. Airport Movement Area Remarking Contract Award

On July 22, 2026, JNU received one bid for the Airport Movement Area Remarking term contract from Specialized Pavement Marking (SPM). SPM submitted an annual bid of \$302,489.50 for the anticipated remarking work. The contract provides for an initial 2026 term followed by three annual renewal periods through 2029.

Board Action: Approve award of the Airport Movement Area Remarking term contract to Specialized Pavement Marking, based on an annual bid of \$302,489.50, subject to appropriation of funds and receipt of the FAA grant award.

C. Airport Movement Area Remarking Supplemental Appropriation

The Airport Movement Area Remarking work was not included in JNU's adopted FY27 operating budget. Staff request an increase of \$302,489.50 to the FY27 Airport operating budget to fund the first year of the term contract. The work is eligible for FAA Airport

Improvement Program funding. Future annual remarking expenses will be incorporated into subsequent Airport budgets.

Board Action: Approve a \$302,489.50 supplemental appropriation to the FY27 Airport operating budget for Airport Movement Area Remarking and forward the request to the Assembly for appropriation.

D. Fund Balance Projections and Capital Reserve

Staff will provide an update on the Airport's projected fund balance and Capital Reserve Account as JNU prepares to begin the FY28 budget cycle.

The current Capital Reserve balance shows approximately \$59,000 in available funds, reflecting several recent forward-funding commitments. JNU's current Passenger Facility Charge (PFC) application is under public notice and will proceed to FAA for approval afterward. Once approved, eligible previously forward-funded costs may be reimbursed back to the Capital Reserve, restoring additional capacity.

JNU also awaits final CBJ-level year-end reconciliation and confirmation of the Airport's final fund balance, so the figures shown remain projected and subject to adjustment. The attached budget detail provides the current outlook through FY30 and will help inform upcoming FY28 budget development. No Board action is requested.

See Attachment A.

8. STAFF REPORTS

- A. Airport Manager's Report—Andres Delgado**
- B. Airport Project Manager's Report—Ke Mell**
- C. Airport Project Manager's Report—Mike Greene**

9. CORRESPONDENCE

- A. See the attached correspondence.**

10. COMMITTEE REPORTS

11. ASSEMBLY LIAISON

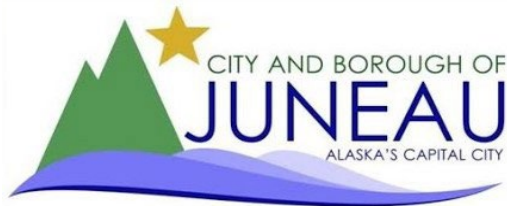
12. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

13. BOARD MEMBER COMMENTS

14. ANNOUNCEMENTS

15. **NEXT MEETING DATE** The next Airport Board Meeting will be held on September 10th, 2026 at 6:00PM in the Alaska Room /Zoom.
16. **EXECUTIVE SESSION** Airport Manager's Annual Performance Evaluation
17. **ADJOURNMENT**

ADA accommodations available upon request: contact the Clerk's Office (907)586-5278 or city.clerk@juneau.gov at least 36 hours prior to a meeting, to request ADA arrangements.



JIA AIRPORT BOARD MINUTES

July 9, 2026 at 6:00 PM Airport

Alaska Room/Zoom

<https://juneau.zoom.us/j/81320381493>

Or join via audio: 1-253-215-8782 Webinar ID: 813 2038 1493

TO TESTIFY: CONTACT SHANNON VAN VALIN, 907-586-0962

1. CALL TO ORDER Ms. Soutiere called the meeting to order at 6:00 p.m.

2. ROLL CALL

Members Present:

Eve Soutiere

Angela Rodell

Michael Neussl

Jerry Godkin

David Epstein

Charlie Williams

Jordan Kesler

Staff Present:

Andres Delgado, Airport Manager

Ke Mell, Airport Architect

Kathy-Lou Mancini, CBJ Airport

Christine Woll, Assembly Liaison (Zoom)

Sherri Layne, CBJ Law (Zoom)

Public Present:

Rob Breffeilh

Mark Morris

Jamee Wallis

Lee Phelps

Brad Sapp, FAA

Mark Fuelle, CCFR

Nolan Davis, Airport Tenant Liaison

Dorothy Hernandez

Mike Bristol

Ralph Kibby

MaryAnn Gerbi

3. APPROVAL OF MINUTES

A. May 14, 2026 Airport Board Meeting Minutes

Motion to approve minutes made by Mr. Epstein. Motion passed by unanimous consent.

4. APPROVAL OF AGENDA

Motion to approve agenda made by Mr. Epstein. Motion passed by unanimous consent.

5. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Ms. Mell commented the helicopters are active, the 121s are not finished coming and going through the day, and it would be much appreciated if the Board would speak up.

Robert Breffeilh shared he has owned Hangar 1 for 23 years. He said they started having annual flooding to that building several years ago, and in 2022, the flooding was so bad he had to sacrifice a number of things on the ground, but never heard back from the airport manager and maintenance after showing the them, so he now expects no concern about these issues at all from the airport, even though he pays \$7,000 a year for the use of his hangar. He added he has wood sheen outside of the back of the hangar to try and vent snow from coming off the roof, reducing an ice dam, and allowing water to get underneath the wall, which has worked in the past but did not work this last year. He dug a trench behind the hangar to encourage drainage that worked somewhat. He expressed one of the causes of these issues is when material is thrown on the gravel road behind the building when it gets potholes they grade it flat, as it raises the bed of the road every time and puts a dam in effect that prevents drainage from the back of the building. He added another reason for the issue is the cutting down of all the trees, as there is not gradient to pull water throughs oil away from the building. He was also concerned with corrosion of electrical wiring and a potential fire hazard.

Mr. Epstein asked if he built that hangar or if it was an airport building.

Mr. Breffeilh responded it was not airport built.

Mr. Epstein inquired how long he has been the lessee.

Mr. Breffeilh answered he has owned it for 23 years.

Ralph Kibby expressed he has Hangar 12 and already talked to some of the people at the city a couple months ago on drainage issues. He said being straight across from Alaska Seaplanes is a challenge with getting their airplanes in and out. He shared they raised the alley between the set of hangars that have the most damage a couple years ago and it has risen between his hangar and those hangars over 5 inches and then they asphalted. He added where the Jordan Creek used to flow, there is a kind of lagoon that will back up into some of those areas at times, and there is a berm of dirt he would like the city to remove so it can drain once again. He added the drain coming behind the people already impeded with their severely damaged hangars has now also risen to around 6 or 7 inches, so everything is flowing that way now instead of the way it used to that allows for standing water. He stated they really need to look at how to solve that and lower that alleyway, lower the abutment going out to the taxiway in front and replace that drainage so it will go back towards the Jordan Creek area.

Mr. Williams asked if increasing the drainage to that lagoon increases the backflow from

the high tides.

Mr. Kibby responded he has not seen a high tide in some time, but the creek that comes out on the other end of their hangar turns, but they did not have a big problem until the whole thing lifted that was put in a few years ago.

Mr. Williams voiced concern if they increase the ability for the water to flow that it could backflow as well, especially on a really high October tide.

Mr. Kibby stated it was probably 4 or 5 feet down, so he did not see that being an issue.

6. UNFINISHED BUSINESS - None.

7. NEW BUSINESS

A. Board Chair and Officer Selections

The Board elected a Ms. Soutiere to continue as Chair, Mr. Epstein as Vice Chair, and Ms. Rodell as Secretary.

Ms. Soutiere asked if it would be appropriate to put off the committees until they talk to the Board Member to see what their interests are and what they would be good at.

Ms. Layne agreed that was appropriate. The Board agreed as well.

B. Tenant Liaison Comments on Draft Master Plan

Mr. Davis expressed he was happy to be selected for the tenant liaison for the next year. He stated he spent the last year trying to connect with general aviation users and tenants across the airport and gathered consensus of concerns. He explained he wrote a letter to the Airport Board with a list of some of those concerns and requests from the general aviation user group. He believes there may have been a disconnect between the Airport Board and GA, but he sees that as his goal to be the go between. He stated these are items that have been mostly talked about for years, but he wanted to do a formal process to get them in front of the Board and hopefully move the needle on things. He encouraged the Board to read through it, and added there were four other letters Mr. Delgado emailed the Board this morning from tenants and users.

Mr. Delgado thanked the GA tenants who came to the meeting. He went over several common themes in their letters and what they would do to help with those issues, including transient tie-downs, river wash exposure, Juneau Customs Traffic issues, AvGas issues include price, competition and self-serve options, water and sanitation including restroom and wash rack, float pond issues, unpaved runway options, pilot lounge, planning space, and website and pilot information.

Ms. Soutiere asked for questions from the Board.

Mr. Epstein asked if the gravel strip was considered in the Master Plan update.

Mr. Delgado answered no, but he is waiting on FAA response before pursuing it earnestly.

Mr. Epstein inquired who would pay for establishing the gravel strip.

Mr. Delgado was unsure on that at this time.

Mr. Williams recalled them beginning a process of trying to understand what they have for electrical losses in the float pond. He asked him to elaborate more on where they are with that.

Mr. Delgado responded they noticed some electrolysis issues happening to the culvert underneath the runway. He said an assessment was done in 2023 and they did another one a few months ago and noticed a worsened condition. He stated they are pursuing proposals from consultants to look at fixing that. He added this is a result of how runway lighting works and mixing that with brackish water can really harm anything metallic in the ground or water.

Mr. Williams inquired if it was also part of the proposal to be looking at the pond.

Mr. Delgado answered they have narrowed down the scope to culvert repairs only due to how it may be funded, but they could add it in the scope or a separate RFP to determine how best to solve that issue.

Mr. Williams expressed that should be a priority, as they need to make certain they are not losing electricity and harming all the airplanes in Float Pond.

Ms. Soutiere opened public comment.

Mark Morris commented he has a hangar at the airport and would like to see a self-service facility. He stated one of the keys to maintaining proficiency as a pilot is flying, and paying \$12 a gallon or more for gas makes them less likely to go up and burn holes in the sky on a nice day. He said all the instructor pilots he has ever had emphasized practice, but there is a safety element and time element this price effects. He added they do not want to carry any more fuel than necessary to where they are going, and now pilots are pressured into making safety decisions instead of just being able to run over to the self-serve and add some. He explained they are not advocating they ask a tenant to come in and build a whole new fuel farm, but building an infrastructure for a private self-serve fueling tenant to come in for those that have aviation fuel in their own tank farms off the airport to sell fuel to run the operation for a little tanks and not 121s, they would not be competing against their existing tenant.

Jamee Wallis, pilot and pilot instructor, expressed having a central area in the hangar that is clean, heated, and with facilities would take away unneeded distractions, where other pilots can also use the space frequently. She state it is

vital to create confidence and safe way and not send pilots out to learn on their own, so having a strip located on the field to use at their own risk to hone their skills would be an amazing tool. She noted Juneau also needs competition on fuel prices and the airport should facilitate a place for a self-serve pump, take care of their float pond,

Lee Phelps, pilot and tenant, advocated for an approved strip, as he believes there is room for it on the south side of the runway. He discussed an increased tendency to nose over during landing on paved surfaces more than on gravel, grass, or other surfaces that allow the tires to skid more easily for smaller GA planes with tundra tires. He also advocated for the float pond to be fixed, as having an electrically hot pond is not good for anybody and needs to be addressed.

Mr. Godkin commented he struggled with this coming upon the agenda on the draft Master Plan when they are at the tail end of it. He said it appears they are in crisis mode here and he wished a lot of these people would have expressed these concerns when they were going through the Master Plan process and asking for comments. However, he had heard about the flooding before and agreed that should be addressed. He expressed they are listening and will do what they can on some of it, and encouraged them to arrange for the Board to get out and see some of these concerns.

Ms. Soutiere expressed she struggles with the website all the time, but they do put the agenda up on Fridays before the meeting, and encouraged them to come and see what they are struggling with so they can hear them and factor things in sooner.

Dorothy Hernandez, hangar owner, thanked Mr. Davis for advocating for general aviation, as she understood they had not had a general aviation advocate before. She encouraged the Board to be able to talk to general aviation, and felt it was a great idea to have managers be able to talk to general aviation. She shared that several years ago, when the new paving occurred in front of the N Hangars and not the O Hangars, they asked the airport to see if they could consider getting that last little bit paved as tenants, but they said no.

Mr. Davis responded this was all a result of him being selected as a liaison and noticing there were some things GA had been talking about for years that were not included in the Master Plan. He felt there was just a big disconnect between the Board and GA, and reiterated feeling that was his job to fill the gap. He mentioned that he did not know about the Master Plan meetings before he was onboard and did not know if anybody else would know of them either, but he wanted GA tenants heard before the Master Plan was approved, even though it is at the last minute.

Ms. Soutiere thanked them all for coming.

C. Airports Terminal Program (ATP) Grant Award - ATCT Roof Repair

Mr. Delgado expressed that in December 2025, the airport submitted three grant

applications to the FAA for the last round of the notice of funding opportunity for the Airport's Terminal Program. He noted there was around a billion dollars left over for this NOFO grant, and there was an obvious focus from DOT to grant awards to family focused projects. He said of the three grants applications they submitted, they were awarded one, which is for around \$963,247 for the Air Traffic Control Tower Roof replacement. He shared there have been complaints and leaks with the roof and they were surprised how long it lasted.

Ms. Soutiere asked if there was anything the Board needs to do in regard to getting the local match.

Mr. Delgado answered just to appropriate.

Motion to approve the forward funding of up to \$50,697 from the Airport Capital Reserve to the local match requirement associated with the FAA Airport Terminal Program Grant award for the ATCT Roof Replacement Project made by Ms. Rodell.

Mr. Kesler asked if the total amount of available for the reserve is \$109,000.

Mr. Delgado answered yes.

Ms. Rodell asked about the other two applications that were not awarded.

Mr. Delgado responded they submitted around \$5 million worth of projects to the FAA. He said the other projects not awarded was mechanical and electrical work to the tower and electrical work to the terminal.

The motion passed.

D. Non-Federally Eligible Project Prioritization Framework

Mr. Delgado voiced this is something he presented at the May 12th Operations Committee Meeting. He noted that he updated the language in it a little bit to make it less tailored to the Operations Committee Meeting to a more general information packet. He shared one of the issues the Airport faced was how to include non-federally eligible projects on their CIP. He noted this framework includes how to prioritize projects, how to determine high priority, and how to fund the projects.

Mr. Epstein appreciated the time and effort that went into developing this framework.

Ms. Soutiere expressed a lot of the general aviation stuff is not covered by some of the grants and funding and they would have to fund them themselves. She asked if this was the framework for that.

Mr. Delgado answered this helps determine the highest priority so they can adjust finances accordingly or figure out a funding source for it.

Ms. Soutiere asked Mr. Davis to make sure the general aviation community know how to get access to this document through the website.

Mr. Williams appreciated the framework laid out and looked forward to seeing how it gets applied, how they maintain the list, and review the scoring.

Mr. Delgado informed the Board the next step in this would be to begin to utilize it and start applying the formulas to the non-federally eligible projects.

Mr. Williams asked if it was part of the plan to put the list of proposed projects and their scoring on the website.

Mr. Delgado responded yes, they could include it.

Ms. Soutiere inquired if it could be made into an informational item for either next month or the month after airport board meeting.

Mr. Delgado answered yes.

Mr. Godkin asked if the list would evolve every time something comes off or when something becomes a higher priority than what it was before.

Mr. Delgado responded he would treat it as a living document and would reevaluate if they notice something worsening to bump it up if needed, and could add new projects to it.

E. Fund Balance Projections and Capital Reserve

Mr. Delgado shared this is a rough estimate of where they will end up and not accurate any longer, as he is on the verge of submitting applications to the FAA, so they should see a lot of reimbursements coming forward. He added final fund balance projections will be off as well, as the Rosenbauer truck that was paid for using Airport Operations will come back with funding, and the PO that was cut to pay for the ARFF truck will be effectively nullified and they will see that money come back into the fund balance and the truck will then be paid using PFC money.

Ms. Rodell expressed one of the things they asked the Assembly to do is to reimburse them with some of the sales tax money released from the terminal reconstruction project to pay for the Oshkosh truck.

Ms. Woll responded they took it up last night and the Assembly declined to forward it to the Full Assembly, essentially voting to not be in favor of reimbursing the airport for those costs.

Ms. Rodell inquired if the other two trucks are both being paid out of PFC-10 or just the Rosenbauer.

Mr. Delgado answered the initial funding mechanism for the Rosenbauer was out of

Operating Funds for around \$1.1 million, which is coming back in PFC-10, and the second Oshkosh they borrowed from Fleet Reserve, and that is also coming back in PFC-10.

8. STAFF REPORTS

A. Airport Manager's Report - Andres Delgado

Mr. Delgado reported they offered the Deputy Airport Manager position to Wade Davis, who accepted on Monday. He said Mr. Davis has over 20 years of experience and he is due to start on September 7th. He shared they had 33 candidates and 13 interviews for this position.

Mr. Epstein asked if Mr. Davis made a visit here.

Mr. Delgado answered he has visited in the past.

Mr. Delgado expressed they are expected the Rosenbauer 4x4 next week and the Oshkosh 6x6 is now in production and scheduled to have a final inspection in early to mid-August. He said they expect entry to service by October 2026 and once both new trucks are in service, they will have two new primary ARFF vehicles in the fleet with their current A1 rotated into reserve status. He mentioned the mass casualty incident event on Saturday, 7 a.m. to 12 p.m.

Mr. Godkin asked if the Rosenbauer would also be in service by October 2026 or would it be sooner.

Mr. Delgado answered that one would be in service before.

Mr. Delgado shared the airport participated in the Fourth of July parade and he was very proud of their teamwork on that.

Ms. Rodell commented people were really happy to see those trucks and she felt it was really well done, followed by Alaska Airlines collapsing their planes.

Mr. Godkin said seeing the bright yellow rig come in from the airport was a great idea and he hoped they consider doing it again in the future.

Mr. Delgado responded they are going to do that again on July 18th for Trucks and Stuff.

Mr. Delgado discussed the TSA Passenger throughput numbers and highlighted the traffic going through TSA checkpoints. He noted their numbers are higher than last year's and they hope that pattern continues. He added this was not entirely reflective of actual enplanement numbers.

Ms. Rodell pointed out there has been some shade from the collective on Facebook, but she felt everyone was trying to be very professional and it comes through when standing in that long line as the new equipment is being used.

Mr. Williams asked where the money coming back to them for reimbursement

will be applied.

Mr. Delgado answered to the projects themselves.

B. Airport Project Manager's Report - Ke Mell

Ms. Mell gave an update on the Project's Office staff recruitment. She said they have extended an offer for the full-time position, who will be starting in late July. She noted they had another position advertised for part-time help in the Projects Office, and they very recently received an application for that, so they will interview them and see how that goes. The Americans with Disabilities Act elevator was advertised over a year ago, and they chose Northwind Architects to do the design, they submitted a fee proposal, and then the previous Airport Manager retired and it has been chaos since then, but they are finally coming out of that to circle back and pick that project up again. She said they expect the revised proposal shortly and plan to move that forward. She expressed she is the Juneau Airport Project Manager and point of contact for the Master Plan update, and asked Mr. Davis to communicate to those who had concerns that they are welcome to email her their comments any time, as they are collecting the final comments to be sent to the Master Plan consultant to incorporate into the Master Plan; however, she did not expect significant changes since it is so late in the game.

C. Airport Project Manager's Report - Mike Greene

Mr. Delgado provided the Airport Project Manager's Report, as Mr. Green was out. He gave an update on the Air Traffic Control Tower Roof Replacement Project. He said the RFP is out and they were able to get an abbreviated solicitation period and expect it close tomorrow at 2 p.m. He updated on the RSA Grading and Navigational Aids Project, stating they have moved the site visit from September to October, but voiced concerns that they wanted them to make the visit before snow is on the ground.

Mr. Neussl asked how the grading around the runway could affect the approach slope lighting.

Mr. Delgado responded it was supposed to be a simply earth-moving project to shave off a little bit of dirt that accumulated over the previous years that they thought would phase out, but the FAA had concerns they were going to rip up some of the electrical conducting because they were touching the ground. He admitted they thought it was weird at first, but they are now using it as an opportunity to have a complete survey done of the runway and associated RSA.

Mr. Davis asked if this was a good time to look at the potential for the unapproved runway in that safety area.

Mr. Delgado responded certainly it expands the scope a bit more. He was waiting for FAA go-ahead before mentioning anything to the consultants on this. He noted the timing may not be ideal, so it may be considered as a separate project.

Mr. Delgado gave an update on the Airport Move and Area Marking. He stated the RFP is out for that and ends in 12 days, and they are still reviewing the construction safety phasing plan with the FAA.

9. CORRESPONDENCE

Ms. Soutiere shared they received correspondence but it did not make it into the agenda packet, as it was received late, so it will be in the next month's agenda packet.

10. COMMITTEE REPORTS

11. ASSEMBLY LIAISON

Ms. Woll stated that July 17th is the first day for candidates to file if they are interested in running for Assembly or School Board and upcoming Assembly Meeting to finalize what will be on the October ballot, including an initiative to increase the cap on the property tax rate and one that would add a 1% summer seasonal sales tax on top of the rest of their sales tax. She noted the three ballot initiatives the Assembly is considering at the end of July is the temporary 3% sales tax, a bond ordinance for some school buildings desperately in need of repair, and a bond ordinance for water and wastewater infrastructure.

12. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Ralph Kibby commented he spends a lot of time coming and going all winter and he waits no less than hour in the evening for a taxi. He begged the Board to take another look to see what they can do about this issue. He asked them to work closely with the Assembly and see what they can come up with to change the clarification of the issues they see.

13. BOARD MEMBER COMMENTS

Mr. Epstein commented if there is a need for a runway or gravel strip in Juneau and does not look like it could be included in the Master Plan at this point, that is very unfortunate, as it seems to be strongly felt by their GA users. He was surprised to hear a lot of them had no idea the Master Plan was going on. He stated establishing a new runway there was not just a matter of updating the airport, as a gravel runway would have to be on the approved airport layout plan and go through an environmental approval process.

Mr. Williams expressed he spoke with Mr. Delgado a few months ago offline about an action item list after board meetings, and felt that might aid more members, so he encouraged discussion about that. He felt having some sort of a checklist would really help them to do their business more efficiently. In regard to the GA comments coming in late, he did not believe it was anybody's fault, as they did not have a liaison for GA, so they really did not have a voice. He is happy they have a voice now and feels they have the structure there to work around to see what they have to do in order to move some of the projects forward.

Mr. Godkin stated they as board members are there to represent the people and not just Alaska Airlines, and he has gotten calls and emails from tenants and concerned citizens about things, and he refers a lot of that to the airport manager. He encouraged the tenants to utilize the tenant members. He welcome the new members to the Airport Board and thanked them for serving the community.

Mr. Kesler shared he was excited for the opportunity to serve on the Board and his community and looked forward to learning from his fellow board members over the next few months. He added his background is in finance.

Mr. Neussl voiced he was glad to be there and has a background in aviation. He like the suggestion of an airport familiarization for the board members to see the areas being discussed so they can make better decisions on how to deal with issues. He said one thing that struct him as a major concern in reading the comments from the General Aviation community was the seeming propensity to self-transport fuel off the airport onto the airport to fuel airplanes in personal vehicles instead of a fuel truck, as fuel spills and flammables in people's cars does not sound like a good idea. He mentioned the Airport Manager's offer for Airport 101 lessons for new members would be very welcome and he looked forward to doing that, as well as serving on the Board.

Ms. Soutiere welcomed the new members. She asked Mr. Kesler if he would be willing to serve on the Finance Committee and if Mr. Neussl would be willing to serve on the Ops Committee.

Mr. Kesler and Mr. Neussl both agreed.

Ms. Soutiere mentioned they all got an email from Ms. Layne informing them to remember to not hit reply all on the emails, as that can become a huge records request issue with the Open Meetings Act.

Ms. Layne added if they need something to go out to the rest of the board members, go through the manager or his staff to distribute things for them so they do not run into any issues. She stated the Open Meetings Act also applies to their phone and text messages, so be weary of getting on a group text with fellow board members, as anything more than three could cause them to run into trouble. She shared she loved the idea of everyone going and getting a tour with Mr. Delgado and staff, but if they are going to do that in groups, three or less can go at a time, as more than that is considered a quorum and having a meeting that would need to be publicly noticed.

14. ANNOUNCEMENTS - None.

15. NEXT MEETING DATE

The next Airport Board Meeting is August 13, 2026, at 6:00 p.m., in the Alaska Room and Zoom.

16. EXECUTIVE SESSION

17. **ADJOURNMENT** Mr. Epstein moved for adjournment, meeting adjourned at 7:45 p.m.

Airport Fund/Department

8/6/2026

	FY26					
	Amended Budget	Projected Actuals	FY27 Requested	FY28 Projected	FY29 Projected	FY30 Projected
EXPENDITURES						
Total Expenditures	15,845,872	16,082,512	14,911,361	12,689,396	12,388,118	12,755,577
FUNDING SOURCES						
ALL Summarized	11,032,415	10,966,811	13,107,591	13,240,639	12,938,933	12,936,836
Total Funding Sources	11,032,415	10,966,811	13,107,591	13,240,639	12,938,933	12,936,836
FUND BALANCE						
Debt Reserve						
Beginning Reserve Balance	6,582,800	6,582,800	2,640,000	-	-	-
Increase (Decrease) in Reserve	(3,942,800)	(3,942,800)	(2,640,000)			
End of Period Reserve	2,640,000	2,640,000	-	-	-	-
Capital Reserve						
Beginning Reserve Balance	201,361	201,361	109,876	59,179	59,179	59,179
Increase (Decrease) in Reserve	(91,485)	(91,485)	(50,697)	-	-	
End of Period Reserve	109,876	109,876	59,179	59,179	59,179	59,179
Available Fund Balance						
Beginning of Period	2,362,039	2,362,039	2,708,423	3,595,350	4,146,593	4,697,408
Increase (Decrease) in Fund Balance	648,628	346,384	886,927	551,243	550,815	181,259
End of Period Available Fund Balance	3,010,667	2,708,423	3,595,350	4,146,593	4,697,408	4,878,667
Less 3 Mo. Operating Reserve	(2,811,969)	(2,871,129)	(3,062,012)	(3,172,349)	(3,097,030)	(3,188,894)
Ending Available FB (AFTER 3 Mo. RESERVE)	198,697	(162,707)	533,338	974,244	1,600,378	1,689,772
(Finance discovered \$670K error in ending FB FY24 on NOV 2025)						
STAFFING	39.82	39.82	40.82	40.82	40.82	40.82

AIRPORT CAPITAL RESERVE

Attachment A 2-2

Date	Capital Reserve Balance	Reimb Amount (+)	Forward Fund Amount (-) anticipate reimb	Encumbered Amount (-) permanent/ <u>no</u> reimb	Description
	\$819,788	-	-	-	
FY19/26		\$241,162	(\$477,000)		Terminal Project
FY21			(\$50,000)		Property Acquisition Specialist Forward Fund
FY25			(\$5,000)		ARFF Truck
FY25			(\$26,427)		Master Plan Update
FY25			(\$50,000)		SIDA ADA Elevator
FY25			(\$10,000)		ARFF Truck
FY26			(\$15,000)		ADA/SIDA Elevator
FY26			(\$25,000)		ATCT repairs
FY26			(\$20,000)		Wetland Rescue Vehicle
FY26			(\$60,000)		SRE Motor Grader and Vacuum Truck
FY26			(\$14,240)		Ramp Improv & RON 121/135
FY26			(\$80,000)		Ramp Improv & RON 121/135
FY26			(\$118,407)		Ramp Improv & RON 121/135
FY26			(\$50,697)		Air Traffic Control Tower
	\$59,179	AVAILABLE FUNDS			



TO: JNU Airport Board
FROM: Andres Delgado, Airport Manager
DATE: August 7, 2026
RE: Airport Manager's Report

A. UPDATE - Deputy Airport Manager Recruitment

JNU is pleased to announce that Stacey Wilbanks has accepted the position of Deputy Airport Manager. Stacey is planning to relocate to Juneau at the end of September and may be available to begin earlier than the previously anticipated November 2 start date. Staff are coordinating with CBJ Human Resources on the remaining onboarding steps and look forward to welcoming her to the JNU team.

B. UPDATE – ARFF Truck Delivery

The new Rosenbauer 4x4 has arrived in Juneau and is being placed into service. CCFR staff are completing training and addressing minor damage that occurred during shipment.

From August 10 through 12, staff are scheduled to conduct the final inspection of the new Oshkosh Striker 6x6 at the manufacturing facility in Oshkosh, Wisconsin. Delivery is anticipated later this month, followed by acceptance testing, outfitting, and training, with a tentative in-service date in early October.



C. **CanaGold Cargo Development**

JNU has been working with Canagold for nearly two years on a proposed air cargo development at the Airport. The lease agreement is now nearing completion, with the parties working through the final terms, development requirements, and project milestones. Canagold has proposed an October 1 lease start date and anticipates completing the development within approximately 18 months. The project would add new air cargo infrastructure at JNU and support expanded cargo activity. A conceptual development plan remains pending and will help define the proposed site layout (tentatively the Northeast Development Area), improvements, and project milestones.

D. **TTX held July 30th**

JNU held its annual emergency tabletop exercise on July 30, with participation from more than a dozen agencies and partner organizations. The exercise generated strong discussion and engagement and provided an opportunity to review roles, communications, and coordination for an airport emergency response.

E. **Airfield Operations – GA Improvements**

Staff continue to review several general aviation concerns raised through recent Tenant Liaison outreach, including the potential for a gravel landing area, additional paving, drainage improvements, and other GA facility needs. Any future gravel landing area would require further planning, safety review, and coordination with FAA Airports Division.

Airfield staff have also performed grading and drainage work near the L-Block and N-Block hangars, with work ongoing as staff evaluate additional options for improving these areas.

F. **TSA Passenger Throughput Trends – July +4.51%**

TSA passenger throughput data for Year-to-Date, provided by TSA regional management, offers a useful measure of passenger activity at JNU. These numbers help show screening volumes, seasonal peaks, and terminal demand alongside regular enplanement reporting. The current trend remains positive, with consistent year-over-year growth indicating continued strength in passenger activity.

JNU Monthly YoY (7 Year)								2025 to 2026
Month	2020	2021	2022	2023	2024	2025	2026	% Inc/Dec
January	19,623	8,584	15,769	17,685	18,820	19,494	19,574	0.41%
February	20,451	9,027	15,299	18,705	20,322	19,547	19,832	1.46%
March	12,921	13,977	21,140	22,969	23,008	22,982	24,331	5.87%
April	1,669	15,031	19,969	22,025	23,353	22,562	23,456	3.96%
May	4,409	21,158	26,212	28,671	29,877	28,601	31,493	10.11%
June	9,426	30,273	35,845	37,732	38,206	37,138	41,253	11.08%
July	13,992	37,361	44,529	44,978	44,556	45,861	47,928	4.51%
August	15,112	35,641	43,070	43,258	44,736	47,398	0	-100.00%
September	11,803	24,891	32,460	31,221	32,289	33,080	0	-100.00%
October	10,048	18,666	25,967	24,778	26,048	25,647	0	-100.00%
November	8,800	16,933	20,622	20,794	20,291	20,116	0	-100.00%
December	9,373	18,386	19,934	20,516	22,001	21,035	0	-100.00%
Total	137,627	249,928	320,816	333,332	343,507	343,461	19,574	
Growth		81.60%	28.36%	3.90%	3.05%	-0.01%	-94.30%	

HOT TOPICS – The following items highlight ongoing issues staff is addressing in addition to regular Airport Project Reports.

G. NO CHANGE - Encampments on Airport Property

Encampments and trash in the Jordan Creek Greenbelt and other airport areas remain an ongoing challenge. Conditions have been relatively stable and manageable. JNU staff continue to monitor airport property for safety and security concerns and coordinate cleanups with partner departments as needed.

H. NO CHANGE – Egan/Yandukin Intersection Improvements Project

AKDOT&PF has advanced the Egan/Yandukin concept to a partial signalized access intersection with an at-grade protected pedestrian crossing, consistent with findings from the Planning and Environmental Linkages study. JNU received an agency coordination letter requesting comments on potential impacts to resources under our jurisdiction. Comments were requested by March 4, 2026. JNU did not submit comments. No Board action is requested. Please visit the ADOT project website for additional information: <http://dot.alaska.gov/eganyandukin>.

I. NO CHANGE– Aviation Worker Screening (AWS)

On Dec 24, 2025, the D.C. Circuit issued its mandate making the prior vacatur of TSA's AWS National Amendment effective; on Dec 29, 2025, the court recalled the mandate as inadvertently issued; on Dec 31, 2025, ACI-NA and airport petitioners asked the court to re-issue the mandate. Pending further court action, airports are to maintain the worker-screening measures now in place.

On Oct 16, 2025, TSA instructed airports to maintain the worker-screening measures in place as of Aug 22, 2025 (date of the D.C. Circuit opinion) and indicated airports may pause work toward requirements with future implementation dates, including explosives detection equipment (EDSE) acquisition, until further notice, in coordination with the local TSA Federal Security Director. The prior EDSE purchase requirement targeted for April 2026 is therefore postponed indefinitely. DOJ did not file its Oct 21 status report. The Court ordered DOJ to respond to the coalition's petition for panel rehearing by Nov 12, 2025. JNU remains compliant with randomized screening across all hours while rulemaking proceeds.

J. NO CHANGE – Juneau–Douglas North Crossing

The PEL Study continues to advance. Level 2 Screening results were released in February 2025, followed by a Draft Final PEL in May, with the final study due after the June 9 comment deadline. The July 2025 report confirmed all five alternatives remain viable for NEPA review, with Salmon Creek scoring highest. DOT&PF and DOWL continue to assert that any alternative conflicting with approach surfaces or the ALP will be modified or removed. Additional information and documents are available at www.jdnorthcrossing.com, and comments may be directed to JDNorthCrossing@dowl.com.



MEMORANDUM

TO: Andrés Delgado, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: August 5, 2026

RE: Airport Architect's Report

*Updates since last report in italics. Look ahead in **bold italics**.*

JNU SWPPP Update: *Staff are evaluating two proposals to update the SWPPP. Both proposers state that they can complete all work by September 14.*

In mid-June JNU staff were advised of the State of Alaska, Department of Environmental Conservation's revisions effective June 1, 2026 to Multi-Sector General Permits (MSGPs). These revisions require revised Storm Water Pollution Prevention Plans (SWPPPs) from JNU and major tenants, specifically Alaska Airlines and Delta. Alaska Airlines and Delta are aware of their obligations under their MSGPs, and JNU will be contracting with a consultant to revise our SWPPP. Entities have 120 days from June 1 to revise their SWPPPs.

Projects Office Staff Recruitment: *A qualified candidate has accepted JNU's offer of a part-time position as an Architect I. The candidate is local and a registered architect with over 15 years of architectural experience. This person is interested specifically in the part-time (15 hours/week) position, as they have other part-time commitments. The candidate will start on August 24 and be introduced at the September Board meeting.*

The qualified candidate who had accepted our full-time position withdrew in mid-July, having found other employment. The position will be re-advertised, and may be advertised as a part-time position, if there appears to be more interest in that option.

Master Plan Update (MPU): *Michael Baker International (MBI) is awaiting final comments from JNU and will revise the MPU as appropriate. MBI currently anticipates completing the MPU by October 15. MBI submitted the draft Airport Layout Plan (APL) on May 18 to JNU and the Federal Aviation Administration (FAA). The FAA may require six weeks for their review. The Final MPU and ALP will be accepted by the JNU Board and the City and Borough of Juneau (CBJ) Assembly before being included in the CBJ Comprehensive Plan. These milestones have not been scheduled.*

On April 9 and 10, MBI visited Juneau to conduct a public open house for the final master plan update, a final Technical Advisory Committee (TAC) meeting, and to provide an update to the JNU Board.

On February 13, MBI delivered the Draft MPU to JNU and the Federal Aviation Administration (FAA).

On January 5, 2026 JNU received a letter from the Federal Aviation Administration (FAA) stating: "The Federal Aviation Administration (FAA) approves the baseline scenario through year ten in the Juneau International Airport Master Plan Update submitted on December 16, 2025 for use in the Master Plan. We found the forecast to be generally consistent with the 2024 TAF. It uses current data and is supported by generally accepted forecasting methodologies. ... The existing and future critical aircraft for Runway 8/26 is determined to be the Boeing 737-900 or RDC D-III. ... The existing and future critical aircraft for Runway 8W/26W is determined to be the DHC-2 DeHavilland Beaver aircraft or RDC A-I."

MBI presented an overview of their work to the CBJ Assembly Public Works and Facilities Committee at the Committee's June 2, 2025 regular meeting, and to the JNU Airport Board at the April 10, 2025 regular meeting.

MBI visited JNU on December 4 and December 5, 2024. They met w/JNU staff and members of the TAC, toured the facilities and laid the groundwork for their work over the following year.

The current Airport Master Plan is being updated with regard to data and forecasts of aviation demands, expansion for future planning consideration, Airport Layout Plan, and related Exhibit "A". This update will include an obstruction survey, but does not look to change the sustainability goals, environmental inventory, nor financial plan.

For those interested in another Alaska airport's master plan update, Anchorage International Airport's (ANC's) 2026 update is available from the ANC website.

New Guardian Hangar by Alaska NNN, LLC: *The building is enclosed.* In April 2025 JNU was approached by Alaska NNN, LLC(DoudBTS) requesting to lease an airfield lot on which to construct a hangar for Guardian Flight. The lease was executed on January 23, 2026. Guardian currently occupies an existing hangar on Lot 2 of Block P, on Livingston Way between the lots occupied by Airlift Northwest's hangar and the National Guard's hangar. The new hangar will be on Lot 5A of Block P, just east of the Wings hangar. DoudBTS has engaged Alaska Commercial Contractors (ACC) for the project. ACC has constructed a temporary airfield security fence so construction can take place entirely on the unsecured (landside) of the airport. At completion of construction, the permanent security fence will be installed.

Secure Identification Display Area (SIDA) Americans with Disabilities Act (ADA) Elevator: *On account of the FAA grant funding cycle, the project has been split into separate design and construction phases. Staff are finalizing the FAA grant application for design, and expect to sign the contract for design with Northwind Architects as soon as the application is approved.*

On March 4, 2025, the Assembly appropriated \$50,000 to the Manager for the Departure Lounge ADA Elevator Capital Improvement Project, funding provided by Airport Revolving Funds. The Airport Board had reviewed and approved this at the December 12, 2024, meeting.

The work will be in two phases: 1) to conceptually identify possible locations and associated costs for an elevator; and 2) once a location is chosen, the architect and consultants will prepare bid documents. Staff estimate that concept design will be less than \$50K. Total design and construction costs will depend on the concept selected.

An elevator serving the Departure Lounge, Bagwell, and 121 Apron would facilitate ground boarding for passengers who cannot use stairs, and employee access between the floors. The elevator would require a SIDA badge for access and operation. Federal Aviation Administration (FAA) has reviewed the concept and stated that the project would be eligible for AIP funding.

Mendenhall Riverbank Stabilization: On June 17 JNU's staff contact at the State of Alaska Department of Military & Veterans' Affairs (DMVA) reported, "I was told by our Deputy Director that I can move forward on (closing out) 23-296. It's been a long wait Thank you for your patience," This means that JNU will be reimbursed in the amount of \$303,013, including direct costs (engineering and construction contractors) totaling \$294,180 and JNU staff time totaling \$8,833 (5% of \$294,180). JNU staff anticipate receipt of reimbursement this fiscal year (FY27), although the exact timeline is unclear. Reimbursement is the only outstanding item for the project.

JNU came through the 2025 jökulhlaup without damage. Staff were on site the morning of August 13 at 815a, about the time of peak flow. Water was high, but appeared to be 8-10' below the Emergency Vehicle Access Road/dike trail. Despite a number of trees floating past, the water velocity was relatively slow and was not scouring the riverbank. proHNS visited the site on the next day's low tide and provided a report with photos documenting no damage.

Island Contractors completed the work in late July of 2025 and staff sent the final engineer's report, with extensive photographic documentation of the completed rock armor, to DMVA.

At the August 21, 2024, low tide JNU staff and proHNS visited the site of the 2023 damage. There was no damage from the 2024 jökulhlaup additional to the 2023 damage.

The jökulhlaup that occurred on August 5, 2023 stripped approximately 110 lineal feet of rip rap from the Mendenhall River embankment just southwest of the float plane pond. Permanent work to repair damage must follow normal City and Borough of Juneau contracting and bidding procedures and permitting by relevant agencies. Eighteen months from August 5, 2023, is February 5, 2025. JNU staff applied for the eight-month extension on November 26, 2024; DMVA staff assured JNU that the extension would be granted.

Channel/Loken/Coastal Contamination: *(No change)* During the summers of 2014 and 2015, petroleum-contaminated soil was discovered during activities for an airport ramp paving project in front of a 20-foot shipping container that housed a used oil heat recovery burner and tank at the Channel Flying/Loken/Coastal hangar. The shipping container and underlying property was located

immediately adjacent to, and the contamination spread from, the privately-owned source property onto property owned by JNU. Cleanup of the airport property was pursued but groundwater was found to be impacted, and confirmation samples were at levels above DEC cleanup. Cleanup was pursued, and the Alaska Department of Environmental Conservation (ADEC) maintains a contaminated site listing (Channel Flying Juneau Airport, ADEC File #: 1513.38.095) for the site. Coastal Helicopters purchased the property from Channel Flying in August 2024.

In 2024 and 2025 Cox Environmental Services (CES) was contracted by Juneau International Airport (JIA) to conduct a continued investigation of groundwater contamination on the JIA property to the south of Coastal Helicopter property (8995 Yandukin Road) which is associated with the ADEC contaminated site listing. CES was also contracted by Coastal Helicopters in both of the same two years to prepare a separate Site Characterization Report for the property owned by Coastal Helicopters associated with this site listing. The scope of work on each property included installation of twelve (12) on-site soil borings to delineate impacts to on-site soil, and installation of three (3) on-site groundwater monitoring wells to delineate impacts to on-site groundwater. In 2025 CES again monitored the sites under direction from ADEC, and on May 11, 2026 CES recommended that the site be evaluated by ADEC for Site Closure with a determination of "Cleanup Complete with Institutional Controls". Per past JNU staff experience with ADEC responses re test well monitoring, JNU staff does not expect a response from ADEC for six months or more. Moving to Institutional Controls on the part of both JNU and Coastal will enable both parties to close this environmental chapter.



MEMORANDUM

TO: Andres Delgado, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: August 5, 2026

RE: Project Office Monthly Report

Project specific summaries of project status and activity are presented below.

Air Traffic Control Tower Roof Replacement: JNU staff, working with the CBJ Finance & Contracts office, prepared a Request For Proposal document to obtain proposals from design consultants to develop the design, bidding and construction documents for the roof replacement project. Two proposals were received and evaluated, and the Juneau based architectural firm of Jensen Yorba Wall (JYW) was selected.

JNU staff is currently coordinating with the FAA ATCT staff to facilitate an initial site visit by the design team from JYW. From this visit, the design team will verify existing conditions and then prepare and submit a fee proposal to JNU. If deemed acceptable, JNU will forward the proposal to the FAA with a statement of reasonableness.

JNU staff will then conduct a design coordination meeting in which JNU ATCT staff and the design team establish how the roof work can best be accomplished without disrupting ATC operations. Issues to be discussed in this initial meeting will include the following:

- A review of the existing rooftop antennas. Does ATC have any current plans or need to remove, replace or add any antennas?
- A review of whether these antennas will need to be temporarily relocated to facilitate construction.
- A review of the existing rotating beacon. Does ATC have any current plans to upgrade this beacon?
- A review of how the beacon may remain in place, be temporarily relocated or temporarily replaced by a portable beacon to facilitate construction.
- A review of how the contractor will access the roof. Would temporary scaffolding placed on the adjacent terminal roof be acceptable to ATC?
- A review of how the old construction materials are to be taken off the roof and how the new materials are to be brought up onto the roof.
- A review of the contractor materials staging area options.
- A review of proposed construction work hours.

The FAA informally announced this grant award in mid-May and then informed JNU at the end of May that the FAA would need a final grant application (based on construction bid results) by October 1, 2026. Concerned with such a tight timeframe to obtain a consultant, complete the design and obtain construction bids by the October 1 deadline, JNU requested and received an extension to this grant application deadline, which is now October 30, 2026.

JNU will work with the design team to fast-track the design process with the goal of getting the project to a bid-ready status by mid-September 2026. The project will then be released for competitive bid, with the goal of submitting the bid results and Grant Application into the FAA by the October 23, 2026 deadline. The construction phase of the roof replacement project will begin in the spring of 2027 and the Contractor will be given a 90-day completion window to complete all work.

The anticipated scope of work for the roof replacement project is currently as follows:

- The removal of the existing Inverted Roof Membrane Assembly (IRMA). This assembly consists of concrete ballast pavers over rigid insulation over a single-ply Firestone EPDM membrane over 5/8 Type-X gypsum board.
- The installation a new IRMA roof assembly using a new ballast, new rigid insulation and an upgrade to a heat welded TPO / PVC membrane.
- The replacement of the roof drain assemblies.
- The replacement of the existing roof curb / hatch with a new insulated and raised curb / hatch.
- The replacement of the existing interior pull-down roof access ladder.
- Modifications to the ATCT cab ceiling as may be necessary to trim out to the new access ladder housing.

The existing roof assembly, roof curb / hatch assembly and access ladder assembly were installed as part of the original 1987 tower construction project.

Runway Shoulder Grading and Navigational Aids (NAVAIDS): The Federal Aviation Administration's Air Traffic Organization (FAA-ATO) continues to work on their preliminary planning and in-house engineering review of the project to determine whether the surface grade slope adjustments within the Runway Safety Areas (RSA's) are being brought to "standard" and whether bringing the surface grades to standard will adversely impact the FAA owned NAVAIDS that are located on both ends of Runway 8-26. JNU has not been advised as to when the FAA's review will be completed.

It remains the position of FAA-ATO that should the FAA engineering review determine that the grading work "adversely impact" the existing Visual Approach Slope Indicator (VASI) installation, the FAA will want JNU to expand the scope of the RSA Shoulder Grading project to include the removal of the VASI and the installation of a new Precision Approach Path Indicator (PAPI). While JNU will comply with this directive if it is given, JNU has concern with the assignment of an FAA designed and FAA owned work component into JNU's construction contract. A clear delegation of responsibility and authority will need to be established to address the procurement and delivery of the new PAPI equipment, as well as the installation oversight, inspection, testing and sign-off of the completed PAPI installation.

At the end of May 2026, the FAA provided a list of "additional" survey data that they needed in order to facilitate their engineering review. JNU furnished this list to HDR Engineering (JNU's project design consultant) and was advised that the "additional" survey data had already been captured as part of the project field survey work and had been incorporated into the CAD survey drawing files that had previously been submitted to the FAA. This FAA has recently acknowledged that they now have all of the survey information that they need.

In a July 2026 meeting with the FAA, JNU asked if the non-compliant portion of the existing RSA (located on the south side of the runway between Taxiway Bravo and Taxiway Echo) should / could be included within the scope of work for the current RSA Shoulder Grading project. Per the FAA's December 5, 2025 Compliance Letter, the old asphalt pavement surface of this portion of the RSA is "not draining and is accumulating water." See photos below. In this meeting, the FAA Lead Civil Engineer acknowledged that the corrective work associated with the non-compliant portion of the RSA should be included within the scope of the RSA Shoulder Grading project. JNU staff is currently working with HDR Engineers to identify the scope of corrective work, and to prepare an RFP to obtain a fee proposal for the associated civil engineering and survey work.



Photo 1: Looking east. Uneven paved surface exhibiting ponding.



Photo 2: Looking east. Uneven paved surface and ponding along the south edge of the paved surface

The Board is reminded that the overall project schedule continues to be impacted – based on the preceding and on the following:

- The scope of the project will be expanded to include the non-compliance portion of the RSA. HDR Engineers will need to field survey this area, evaluate the existing drainage system and determine if the surface slope of the asphalt paving meets FAA design standard.
- The current approved project CATEX (Categorical Exclusion) will now need to be revised and re-submitted to the FAA to reflect the addition of the non-compliant portion of the RSA, as well as any changes initiated by the FAA into the project scope of work.
- It is anticipated that the JNU's Floodplain Development Permit application will need to be revised and re-submitted to CBJ Community Development to address any changes to the project scope of work.
- The US Army Corps of Engineering permit that had been obtained for the project will need to be revised and re-submitted to address any changes to the project scope of work.
- Should the FAA determine that the shoulder grading work will "adversely impact" the existing VASI, they will be looking to utilize the JNU RSA Shoulder Grading project as the mechanism to install the new PAPI equipment. This will require additional modification to the current set of design documents. It will also be necessary for JNU's design consultant (HDR Engineers) to expand their scope of services to include the necessary electrical engineering.

The Board is also reminded that the FAA has advised that they are going to require a second construction phase RA which will address the costs associated with the FAA's involvement during the project's construction phase. At this time, the extent of the FAA's involvement during construction, and the associated costs to JNU remains unclear.

Airport Movement Area Remarketing: On July 22, 2026, a single bid was received for the movement area remarketing term contract from Specialized Pavement Markings (SPM). This bid, in the amount of \$302,489, appears to represent the Contractor's price to remark the movement area in the late summer / fall of 2026.

This uncertainty is based upon the language and format that was used within the bid documents. The intended contract structure was to obtain a four-year unit-price term contract, with the listed quantities representing the anticipated annual remarketing work. The bid documents did not expressly identify that JNU was looking to obtain a price for all four years, instead they implied that the bidder was to provide a bid for the 2026 remarketing work and that pricing for subsequent remarketing in 2027, 2028 and 2029 would be established assuming the same materials quantities with price adjustments for minor modifications to the materials quantities, inflation, increased materials costs, etc. This format worked in years past. But now that the work is eligible for participation under the FAA's Airports Improvement Program (AIP), the FAA needs a total bid value for the entire duration of the term contract in order to award the grant.

At issue is the fact that JNU, with a responsive bid in hand, does not presently have a value for the entire term contract and cannot predict what the next 3 years will look like price-wise for the contractor.

JNU staff is currently working with the CBJ Finance & Contracts office to review this procurement, and the determine what to do next.

JNU staff continues to work with the FAA on the project Construction Safety Phasing Plan (CSPP) review and revision process.

Rehabilitate Part 121/135 Apron and Remain Overnight (RON) Parking Apron: The milling, re-paving and grooving work associated with RFP 025 Localized Runway Repairs was completed by SECON without incident. With this work completed, the final project Change Order (#13) was executed to incorporate the approved and accepted repair cost (\$118,400) into the BE23-243 Rehabilitate Part 121/135 Apron and RON Parking Apron contract. SECON can now bill against RFP 025.

JNU staff is currently working to close-out DOWL's design contract and the associated FAA grant. DOWL's contract to provide construction administration and inspection services (CA&I) and the associated FAA grant will remain open until all close-out work has been completed.

Reconstruction of the E-1 Apron, E-1 Taxiway and F Taxiway: No change since last report. JNU staff continues to work on the development of the scope of work for this project. It was recently decided to include the reconstruction of Taxiway F as part of the project based upon its low Pavement Condition Index (PCI). Staff continues to work on updating the grant application accordingly. The current plan is to obtain a design grant in FY27 and the construction grant in FY28.

Culvert Condition Survey – Jordan Creek @ Runway 8-26: No change since last report. proHNS Engineering has completed the field work needed to provide an updated condition survey for the large half-arch aluminum culvert assembly which allows Jordan Creek to pass beneath Taxiway H, Taxiway A and Runway 8-26. JNU has not yet received this updated condition survey. It remains JNU's intent to use the updated condition survey to determine the extent and timing of necessary culvert repairs.

In the previous report, dated April 4, 2024, proHNS stated the opinion that an immediate catastrophic failure of the culvert is unlikely. The report goes on to state that continued deterioration is likely, and that repair work is recommended, even if the source of deterioration is determined and eliminated. In the previous report, proHNS had identified three (3) repair-in-place options, recommending them for further study. They would not require open trenching, would not require a closure of Runway 8-26 and would not require extensive permitting.

At this time, JNU does not have estimated construction costs for any of the three repair options. Upon completion of the updated condition survey, it is JNU's intent to obtain a fee proposal from proHNS Engineering to identify the design and construction costs for each of the preferred in-place repair options. JNU has confirmed with the FAA that replacement / repair costs would not be AIP eligible because the culvert is within the 20-year useful life of grant 60-2014 and because the FAA considers this work to be a maintenance project.

Airfield Electrical Term Contract: The RFP for this term contract will be released by the CBJ Finance & Contracts office on Wednesday August 12, 2026. If awarded, this term contract will provide JNU with an on-call electrical contractor to help trouble-shoot and repair the various components associated with the airfield lighting systems. This effort follows a recent change in which CBJ Finance & Contracts now agrees that this work is specialized enough to merit its own term contract. JNU staff has developed a scope of work description, work experience qualifications and has identified the current FAA contract provisions that will need to be included within the solicitation and within the term contract.

Runway Edge Lighting Transformer Testing & Replacement: In an April 24, 2026 meeting with Airside Solutions, the issue of stray electrical current from the airfield lighting system was discussed. In this meeting, Rick Lafferty w/ Airside Solution explained that the lighting transformers could be a possible source of current loss as well as the cause of poor system performance (uneven lighting levels). Rick explained that the system utilizes a transformer for each light fixture, and it is not readily apparent if a transformer has failed since the associated light will still illuminate.

Bad transformers equate to system inefficiency, excess power consumption, potential power loss and uneven lighting levels. Rick suggested that JNU start inspecting and testing these transformers and implementing a replacement process as needed.

JNU has obtained a fee proposal from Airside Solutions, in the amount of \$20,500 to provide customer training on transformer testing and replacement and on airfield lighting circuit troubleshooting. JNU intends to follow-up on this training after the airfield electrical term contract has been awarded.

Airport Solicitations and Contracts: No change since last report. JNU staff continues to work with the CBJ Finance & Contracts office to integrate the applicable FAA Contract Provisions into all contract solicitations, professional services contracts, construction contracts, equipment acquisition contracts and property / leasing contracts. While most of these provisions / clauses apply to AIP funded contracts, there are some which must be included regardless of funding source and/or contract dollar amount. From a review of these guidelines, JNU determined that none of the contracts currently used by JNU fully comply with the most recent FAA contract provisions.

JNU staff's initial focus has been to work with CBJ Finance & Contracts to bring CBJ's current term consultant (design) contracts and the current term contractor (construction) contracts into compliance. It was first suggested by CBJ Contracts that separate term contracts be developed for use by the airport, since the FAA contract provisions would not apply to all CBJ entities that utilized these contracts. The current plan is for the airport to continue to use the current term contracts, and for the applicable FAA contract provisions to be introduced into these contracts within each Project Authorization issued.

JNU staff also continues to work with CBJ Finance & Contracts to bring the bidding forms, contract forms, contract general conditions and contract supplementary general conditions requirements for large-scale bid projects into compliance with the FAA contract provisions. CBJ Contracts has not yet developed an FAA compliance version of this contract.

Airport Construction Document Archiving: No change since last report. JNU staff continues to work on sorting, scanning and culling the old, archived construction documents, as-built documents and miscellaneous reports.

End of Report

Mr. Andres Delgado and Airport Board,

As the Juneau Airport Tenant Liaison, I would like to address some concerns and requests from the general aviation user group. Over 50 General Aviation (GA) users have asked that their names be included with this letter.

I have reviewed the Draft Master Plan and I felt that GA input was lacking so I reached out to many GA users to gather input and feedback.

Most GA users were not aware of the Draft Master Plan, although it is on the Airport website and only a few were aware of the public meeting, even though it was announced. Some GA users have expressed a sentiment that Airport Management lacks interest in general aviation. Personally, I believe that there is a communication void and see it as my role to close that gap.

The following are items that GA Users want addressed in the Master Plan:

AvGas

The GA users that have signed this unanimously want an alternate source of AvGas on airport property. The Draft Master Plan Update under 4.3.7 states that “no unmet demand reported” for aircraft fueling and under 4.5.3 “there are no known needs or deficiencies regarding fueling facilities.” General Aviation users strongly disagree. As a representative of GA tenants at JNU, I voice support for self-serve fuel farm. At Juneau International Airport, access to competitively priced and reliably available aviation fuel is a critical component of safe and efficient operations. Currently, AvGas is available from a single provider, Aero Services, which limits pricing competition and user flexibility. Fuel prices reported by local users are marked up by approximately 33%. This highlights the vulnerability of relying on a single retail source. In a state where general aviation plays an essential role in transportation, commerce, and emergency services, this lack of redundancy presents both economic and operational challenges.

Introducing a self-serve AvGas fuel farm would provide a practical, proven solution that aligns with common practice across Alaska and other remote aviation environments. Many comparable airports successfully operate self-serve fueling systems that offer 24/7 access, transparent pricing, and reduced overhead costs. These systems are not intended to replace full-service Fixed Base Operators, but rather to complement them by serving pilots who prioritize flexibility, efficiency, and lower-cost fueling options. Full-service providers continue to play a vital role in offering jet fuel, ground handling, maintenance coordination, and other aviation services that self-serve systems do not replace.

The benefits of a self-serve fuel option extend beyond individual pilots. More competitive fuel pricing can increase transient general aviation traffic, encouraging additional stops in Juneau and generating economic activity for local businesses. Based aircraft operators—including flight training, air taxi, and private owners—would benefit from lower and more predictable operating costs, supporting overall aviation activity and sustainability. In addition, a second fueling option improves airport resilience by providing redundancy in the event of supply disruptions, staffing limitations, or equipment outages.

While the development of a self-serve fuel facility requires upfront investment and careful planning, these systems are widely implemented and can be designed to meet all applicable environmental and safety regulations. Multiple implementation models exist, including airport-owned and operated systems, public-private partnerships, private co-op, or third-party development through a lease structure. Each approach allows flexibility in managing cost, risk, and long-term revenue potential while maintaining fairness and access for airport users. I have spoken to the CEO of Petro Marine and he said it is very possible with appropriate permitting.

We are not requesting the immediate funding for this project but we do ask that it be included in the Master Plan. Location of such a structure needs to be well thought out for regulation and logistics.

Wash Basin

Many Users are upset that the wash basin is no longer in service. There is a rumor that it was shut down due to the inability to control contaminated runoff but this seems that this could be easily solved. In the Airport Master Plan Update under 4.3.8, it seems that it is closed because it cannot be monitored, managed, or monetized. A solution needs to be found so planes can be washed and access to water can be restored.

Grading/Paving

Many GA Users want areas that are gravel to be paved such as in front of O Block, I Block and beside M Block. I did recently review the Operational Project List and Readiness Review and saw that the O Block paving was listed but no others. When this paving occurs, grade should be of primary importance. Many hangar owners have reported flooding that previously did not happen before the recent regrading and repaving in front of some hangar blocks including M Block, N Block, L Block and between D2 and E1. Significant damage to one block of hangars from wood rot, possibly from flooding, has recently been discovered.

Unimproved Strip

Adding a gravel or grass strip at the Juneau International Airport would be a practical improvement that better reflects the realities of flying in Southeast Alaska. Much of the region's general aviation traffic involves aircraft specifically designed for unimproved or semi-prepared surfaces—bush planes that routinely operate on gravel bars, tundra, and

short backcountry strips. Providing a dedicated gravel or grass runway would give these aircraft an option that more closely matches their design and operational needs, reducing wear on paved runways while improving safety during takeoffs and landings in variable weather conditions.

Such a strip would also enhance training and proficiency. Many local pilots rely on short-field and soft-field techniques as part of everyday flying, yet they currently have limited opportunity to practice those skills in a controlled airport environment. A designated unimproved strip would allow for safer, more consistent training without requiring pilots to leave the airport area, ultimately improving overall pilot competency in a region where those skills are essential.

Very little investment or preparation would be required. There is already an adequate 3000' gravel strip just south of and parallel to 26 end of the runway. After allowing for appropriate clearance from the PAPIs there will still be plenty of length for an unimproved strip. And there already exists established movement procedures from amphibious exiting the pond and crossing the runway to Taxiway Alpha. There should be a way to allow an LOA with Air Traffic Control to utilize the unimproved area on the south side safety area at pilot's own risk that absolves the airport of liability. Fairbanks airport has a similar layout with a gravel strip next to the paved runway.

Incorporating this unimproved strip would reinforce the airport's role as a hub for both conventional and bush aviation. It signals an understanding of local aviation culture and needs, supporting a broader range of users and potentially attracting more traffic from operators who prefer or require unimproved surfaces. In a region where aviation is not just convenient but essential, this kind of infrastructure would strengthen both safety and accessibility.

This unimproved strip should be considered with planning of the anticipated RSA grading/improvements and the future runway shift extension in the Master Plan.

GA Pilot's Lounge

At the Juneau International Airport, the absence of any shared GA facility creates a clear gap in basic infrastructure for pilots and passengers. Unlike the majority of small and large airports that provide at least a central lounge or pilot facility, GA users here have no reliable access to restrooms, shelter, or a place to plan flights and rest. While constructing a single central facility might seem like a logical first step, the restriction against crossing Charlie taxiway makes that approach impractical. Pilots and passengers based on one side of the airfield would effectively be cut off from the facility, forcing them to either violate airport movement rules or go without essential amenities. Given these constraints, two separate GA lounges—one on the east side and one on the west side—are the most realistic and functional solution unless procedures around taxiway access were to change.

The need for proper facilities is further underscored by the current reliance on portable toilets, which fail to meet even minimal standards in Juneau's harsh climate. During the winter months, they frequently freeze and become unusable and are often inaccessible due to piles of snow, while in the summer they are unsanitary and unpleasant. With no alternative because the majority of hangars do not have the basic utilities of water and sewer, many users resort to relieving themselves outside hangar doors, an outcome that reflects poorly on the airport and raises hygiene and environmental concerns. Establishing dedicated GA lounges with heated, maintained restrooms would directly resolve these issues, providing a basic level of dignity and usability that aligns with the importance of general aviation in Southeast Alaska. Such facilities should be included in a Master Plan.

Compass Rose

A few number of Users would like a Compass Rose used to calibrate instruments. Apparently one existed at some point. This is an easy installation and the location should be addressed on the Master Plan. I did recently see that a Compass Rose is listed in the Operational Project List and Readiness Review.

Float Pond Corrosion

Users of the float pond have noticed new corrosion without sacrificial zincs pitting. It is theorized that this could be linked to the new electrical grid that has been installed in the float pond, or a change in salinity levels, or a change in deicing type or protocol or more likely ground current from the runway lights. There is likely a direct relation to the corroded culvert under the runway. Float pond users are now installing different sacrificial anodes even though zincs had been working in the past. This is not an item that likely needs to be considered for the Master Plan but it is a new safety concern that should be studied.

Dr. Nolan Davis
Charlie Williams
Brad Sapp
Ed Kiesel
Charlie Gerbi
Joe Johnson
Mark Halsted
Dr. Robert Breffeilh
Paul Kaiser
Rick Fritsch
George Campbell
Johnson Lewis
Rebecca Cozad
Mike Cozad

Brook Daly
Jon Ahlgren
Boyce Bingham
Rich Harris
Dr. Scott Watts
Dr. Dan Harrah
Howard Shepherd
Joe Pagenkopf
Brandon Shaw
Dr. Mindy Shaw
Jim Erickson
Branden Forst
Tom DePaul
Mike Bristol

Weston Moore
Chris Cunningham
Doug Blackburn
Brittany McKnight
Sean McKnight
Dr. Rod Eriksen
Todd Smith
Tristano Caracciolo
Jeff DeFreest
Kari DeFreest
Ellen Yasumiishi
Dr. Brent Tingey
Jaquai Harris
Bob Funk

> On Jul 6, 2026, at 11:24 PM, Daniel Harrah <dharrah57@gmail.com> wrote:

>

> Hi Nolan,

>

> Feel free to share this with anyone.

>

> First of all, I want to thank Nolan Davis for taking on the important role of GA liaison, so all the taxpaying users have a voice. I would also like to thank Andres Delgado for being receptive to GA concerns, and being a public servant rather than a bureaucrat which seems to be the chosen primary role of many previous airport managers. We have a lot of very valid concerns:

>

> 1) Our costs have gone up. I think I paid less than \$300 a year for a floatplane dock 20 years ago and the current bill is almost \$1,000. The ground lease for my hanger is another almost \$2,000, and I pay property taxes on top of that. And taxes on fuel too. When I asked about paving in front of my hangar I was told that they didn't have funds for it, because the taxes are siphoned into the general fund. Many of our props were damaged by taxiing over the gravel before they finally paved it in conjunction with another project.

>

> 2) Avgas used to be provided by Coastal and Aero Services. Coastal was great, but they stopped selling avgas, leaving Aero Services as a monopoly. I think it was around COVID when they raised their prices to astronomical levels. Wait times can be long for them to fuel a floatplane, and I have experienced 50 minutes waiting for fuel before. The current price in Juneau is \$12.26, in Sitka \$12.90, yet at Merrill Field Crowley sells it for \$7.93. International Aviation Services sells avgas at Lake Hood for \$8.65. Even Bethel is only \$10.05 from Delta Western. Paying 50% more than comparable places where Aero Services is not a monopoly not acceptable.

>

> 3) Water and sewer. When my hangar was built we would have loved to have had access, and at least for the West Four we had plumbing built into the slabs. A year or two later the airport told us we had to have sprinklers installed, yet there was no water and to this day there is no water, and therefore no place to use the bathroom unless I drive to the outhouse by the pond. What if there is a fire, what if someone spills something and needs to clean up caustic material? I have a hangar in Friday Harbor and I have a personal bathroom, and every similar airport I have been to has at least a community bathroom for each row of hangars.

>

> 4) Speaking of water, the airport installed a wash basin, which I have tried to use for getting the pond scum off my floats. I have never been able to get the code for the lock, and have never seen it being used. The excuse I have heard is that someone might try and wash a boat there. Much like building a road but not letting anyone drive on it because someone might speed. I find it unlikely that anyone would do that instead of in their driveway, but so what? Are we really that petty? At Lake Hood recently I saw a 35' boat outside a hangar, wrapped in plastic for storage. It's not interfering with aviation, so why

bother? And nobody seems to care there. But more importantly, why shut down all legitimate use of the wash basin because someone might do something against the rules?

>

> 5) The float pond corrosion issue is something I did not hear about until Nolan brought it to my attention. Better communication from the airport would be desirable. This year at annual there was a huge amount of corrosion that was not there last year. I have a 185 on Aerojet's, have zincs on the rudders, and the only electrical continuity would be through the rudder cables to the fuselage. The only place I had corrosion is on the bottom of the fuselage, and I rarely land in salt water. There is a lot of capital in all the planes on the pond, and if aircraft are damaged this will have significant monetary implications. Data on recently increases in corrosion should be gathered and analyzed.

>

> 6) A gravel runway would be nice. As it is, on straight floats I have about six months of flying. Because of last winter's record snowfall, Harris Air was unable to get aircraft in and out of their hangar, and they were almost six months late in doing my annual. This hurts their business, and my flying. So having another aircraft to use, on gravel, would be something I would consider. I might even be able to get out and fly during the winter, at least if the weather cooperates.

>

> Thank you for listening, and for your consideration. When one visits Anchorage, Lake Hood, Merrill Field, etc, you see a vibrant GA community. It would be nice to see this, to a lesser extent of course, in Juneau.

>

> Dan Harrah

July 6, 2026

Public Comment re: Juneau Airport Board
General Aviation Concerns

Dear Airport Board,

I'm writing because I'm unable to attend the meeting on July 9, 2026. Please include my comments for consideration and full support of the Airport Liaison letter. My husband and I are tenants in Block G, T-hangar 4 and own two airplanes that operate on floats, wheels and skis.

I would like to strongly reiterate the importance of items brought to your attention in a recent letter from Nolan Davis, representing tenants such as ourselves. We moved from Talkeetna several years ago and while I've been overwhelmed by the kindness of people at the airport, the operational challenges at JNU have been disheartening.

I've signed a separate letter conveying our strong feelings about the lack of competitive fuel options at JNU, but I'd like to point out that fuel prices at Petersburg and Wrangell were reported as \$9.12 and \$10.43 respectively in mid June, while it was \$12.63 at JNU. We always recommend that pilots avoid JNU and plan fuel stops at either of those airports rather than KTN, SIT or JNU, where Atlantic Aviation has a monopoly grip. Fuel costs are a significant consideration to all pilots, especially with the current volatility. I regret that my recommendations only reinforce Atlantic Aviation's business strategy of profiting from executive aviation and ignoring the needs of GA, but the financial reality still exists. I am not the only pilot making this recommendation, but it means even us pilots are complicit in the decline of the formerly vibrant GA community and activity in JNU, a tale which I hear often.

My enthusiasm for relocating to JNU has not abated; there is nowhere in the USA that float flying offers comparable beauty and access. After 31 years in Alaska, I expect higher costs. What I did not expect was the lack of truly basic service, such as access to a hose or water source. Whether choosing to operate in salt water or fresh water, the float pond is brackish and aluminum airplanes need to be rinsed off. Airplane owners take their safety and investment seriously, and access to water is a basic, critical element of airplane care. Whether it is washing off mud, solvents, salt or just cleaning our hands, we are essentially in a desert! I understand some owners have water at their own hangars, but a community wash station is an imperative at a public airport, and the lack of such involves corrosion, aircraft damage and ultimately safety issues, not to mention sanitary considerations. Overall it shows that GA is less than an afterthought, and I found it sadly representative of the GA decline in the Lower 48. I've never been at an Alaskan airport that ignored this essential need. It was indeed disheartening to relocate to a beautiful airport with a formal float pond only to find this critical need was ignored. Every hangar block should have access to a hose or a wash station.

With respect to the vibrancy AND the sanitation, we are retired career pilots who operated in the bush and as glacier pilot/firebomber pilot before our respective airlines. We are long time Alaskans, float plane owners and operators, and I am a former CAP volunteer and current flight instructor. I initiated a successful program in Talkeetna to develop aircraft mechanics and aviators, in a town of less than 1000 people. I have been saddened to learn of the lack of GA activity in JNU compared to 10 years ago. But, I have also met multiple flight instructors in JNU who are stymied by the lack of training aircraft, cost of hangars, and simply the basic space to conduct lessons. This is often a role for the proverbial "pilot lounge" associated with flight planning space and restrooms. It can be a pretty small space, such as at Willow, AK, or extensive such as at MRI in Anchorage, but having a quiet shelter with restrooms is pretty standard. An actual lounge would be an excellent addition for local and transient pilots and appropriate for an airport the size and stature of JNU. Locked doors are typically accessed

with pilot-knowledge; emergency radio frequency or other local frequency for the door code for example. I have heard rumors that Aero Services (Atlantic Aviation) may make a move to a larger facility, but even a connex room or small trailer can serve as a minimal pilot flight planning area if nothing else can be resolved. Restrooms are necessary at each end of the field. The unfortunate reality of the porta-pottys is they are often unusable or unsanitary, despite good intentions. I'm grateful for the disability-accessible one near the float pond, but the stench can become unbearable and personal hand sanitizer is a required item on hand before entry.

JNU is a gem that relies on quality pilots to access the surrounds. Whether it is the forest service, Medevac, tourist dollars, passenger service, cabin access, emergency services, or support for remote residents, this is, at the end of the day, a municipal airport that should support locals being able to grow into these flight positions from an airport that supports local residents, pilots, and trainees by supporting and encouraging general aviation. Investment reaps rewards that are realized locally as well as statewide and JNU has a leadership role it should aspire to fill. That begins with supporting general aviation, and supporting airport tenants who ARE General Aviation.

In addition to the entirety of the concerns voiced by Nolan Davis on our behalf, I'm also frustrated that JNU is not user friendly. Though many resources exist to help pilots operate in the area, and it has the best flight service station in Alaska, these resources are scattered everywhere on the internet and require special knowledge even to find it. None of it is intuitive or readily accessible to the average pilot searching for information on JNU, from transient parking (not available anywhere) to special air traffic procedures (available through the flight service station website) to fuel prices. Normally a pilot would find this information through the airport portal, or the FAA charts and documents or the state. Somehow the municipality missed this critical information sharing resource. I was very happy to talk with Shannon last week and learn the website is due to be updated. I'm happy to submit some suggestions and hope the updated website finally makes flying to JNU a one-stop visit at the airport webpage, where a comprehensive collection of valuable and necessary operational information will be available to pilots.

Thank you to Nolan Davis, the airport manager and essential staff who have encouraged me with their positive attitude towards GA. It is much appreciated.

Sincerely,



Rebecca Cozad

lostnavigatrix@yahoo.com

PUBLIC COMMENT SUBMISSION

TO: Juneau International Airport Board and Airport Master Plan Committee

FROM: General Aviation Community / Local Aircraft Owners and Pilots of Juneau

DATE: July 5, 2026

SUBJECT: Public Comment on the New Airport Master Plan - Urgent Need for Competitive Self-Serve General Aviation Fuel Infrastructure at PAJN

The following comment is formally submitted for inclusion in the planning records for the new Juneau International Airport (PAJN) Master Plan.

Statement of Concern

We are writing to formally address a critical economic barrier facing General Aviation (GA) at Juneau International Airport: the predatory and damaging cost of 100LL Aviation Gasoline (AvGas). Juneau's GA community is currently subjected to an artificial monopoly on the field. This lack of competition results in retail prices that significantly exceed regional averages, actively dampening local aviation activity and penalizing individual aircraft users and owners. To restore economic fairness and ensure that flying remains economically viable in our region, the GA community respectfully asks the City and Borough of Juneau to incorporate a dedicated, airport-owned or independent competitor self-serve fuel station into the upcoming Airport Master Plan.

The Reality of the Corporate Monopoly

The current retail price for full-service 100LL AvGas at Juneau International Airport sits at an astronomical \$12.26 to \$12.63 per gallon. This rate represents an unnecessary markup compared to the broader Alaska Regional Average of \$10.73 per gallon. This severe price gouging does not reflect true supply chain or geographic costs; rather, it reflects a captive market exploiting GA users who have no alternative for on-field fueling.

Crucially, this pricing structure is driven by a broader corporate monopoly. While the on-field provider operates locally as Aero Services, it is wholly owned and operated by Atlantic Aviation, a multi-national conglomerate. Atlantic Aviation maintains a stranglehold over the entire Southeast panhandle, operating the exclusive FBO locations in Juneau, Sitka, and Ketchikan (and prices significant mark-ups in Anchorage as well). A single corporate entity dictates fuel pricing across all three SE primary aviation hubs, and faces zero regional market pressures.

Real-World Economic Impact on Juneau Pilots

This corporate pricing structure is creating a direct, measurable decline in local aviation proficiency, flight training, and personal aircraft utilization. The real-world numbers paint a stark picture:

1. The Off-Airport Workaround: For a typical local aircraft like a Cessna 185 on floats with an 80-gallon capacity, hauling fuel from an off-airport source saves an owner \$320.00 per single fill-up. But it requires a retrofitted personal vehicle with specialized fuel transfer tanks or hauling multiple fuel jugs.

2. **Operating Inefficiencies:** A standard three-hour flight costs almost \$200.00 more in fuel penalties alone if an owner chooses the convenience of fueling directly at the Juneau airport compared to an off-airport location.
3. **Barrier to Entry for New Pilots:** This predatory pricing severely damages the next generation of aviators. For a student pilot working toward a private certificate, requiring an average flight time of 60 hours in a common light trainer, this localized price inflation adds an unnecessary, compounding burden of roughly \$2,000.00 in extra training costs.

Proven Precedents: Breaking the Off-Road Monopoly

Any administrative defense that off-road, marine-only logistics make lower self-serve rates impossible is disproven by the example of King Salmon Airport (PAKN). King Salmon is entirely disconnected from the road system and relies completely on seasonal marine transport for its fuel supply. Despite these extreme logistical hurdles, King Salmon successfully provides an on-field automated self-serve cardlock option through Coastal Fuels at \$10.95 per gallon. This sits in stark contrast to their on-field full-service truck rate of \$12.50 per gallon.

King Salmon's fuel pricing proves two things:

1. Remote, water-accessible hub communities can successfully maintain functional self-serve infrastructure.
2. Automating the delivery process immediately slices more than \$1.50 per gallon off the pilot's cost by eliminating corporate FBO truck and staffing overhead.

If King Salmon can deliver \$10.95 self-serve AvGas to its GA community, the City and Borough of Juneau needs to consider alternative on-field delivery structures instead of maintaining and promoting a full-service monopoly.

The Bulk Contract Discrepancy and Operational Inefficiencies

The predatory nature of these on-field prices is highlighted by the staggering \$4.00 per gallon discount available outside the airport fence through Petro Marine Services. As the official holder of the State of Alaska's AvGas procurement contract for Southeast Alaska, Petro Marine successfully supplies bulk fuel to state agencies and commercial fleets under heavily insulated government pricing structures, charging a \$0.00 management fee over the base wholesale cost.

While the state and major commercial entities benefit from these fair wholesale rates, local individual pilots are entirely left out. Some users are creatively finding ways to fill fuel cans or retrofit personal vehicles with specialized fuel transfer tanks and head off airport to purchase fuel directly from Petro Marine's local depot, bypassing airport infrastructure entirely. The fact that Petro Marine can profitably supply state contracts and bulk buyers at such a massive discount affirms the airport's retail rates are artificially inflated.

Proposed Solution for the New Airport Master Plan

General Aviation is not a luxury in Southeast Alaska; it is a critical component of regional transportation, emergency readiness, and pilot training. The current pricing structure is actively damaging to GA health and sustainability.

As the airport maps out its future infrastructure, a solution is clear: the City and Borough of Juneau needs to establish a competitor self-serve fuel island for GA on the field. Introducing an automated, self-serve facility, whether managed by the airport authority or leased to an independent competitor to achieve the following:

1. Break the Monopoly: Introduce healthy market pressure.
2. Restore Viability: Bring on-field prices down to a fair, economically viable level in line with regional and wholesale market rates.
3. Improve Efficiency: Eliminate the massive loss of productivity caused by requiring pilots to retrofit trucks and go off-field for fuel in an attempt to continue operating.
4. Support the Community: Foster a healthy, thriving, and sustainable general aviation ecosystem for current and future pilots.

Conclusion

We urge the airport board, planning committee, and consultants to prioritize the inclusion of GA self-serve fuel infrastructure in the upcoming airport plan. This addition is necessary to ensure PAJN remains accessible, safe, and economically viable for all users.

Respectfully submitted,

Michael Cozad, Rebecca Cozad




Building G, T-hangar Unit 4

APPENDIX: FUEL TAX, LOCAL SALES TAX, AND REGIONAL PRICE LEDGER

To prevent the misattribution of Juneau's premium fuel pricing to baseline aviation taxes or regional transport constraints, the following ledger highlights the underlying regulatory tax structure and regional market data.

Baseline Regulatory Fuel Tax Environment (Flat Statewide)

Federal Aviation Excise Tax: \$0.194 / gallon (All airports)
 State of Alaska Motor Fuel Tax: \$0.047 / gallon (All airports)

Airport Authority Flowage Fee Discrepancy

Juneau International (PAJN): \$0.33 to \$0.41 / gallon
 Anchorage International (PANC): \$0.027 to \$0.067 / gallon

Regional Price and Local Sales Tax Comparisons Table:

Airport / Hub Location	Code	Fuel Infrastructure Profile	Retail Price	Sales Tax
Palmer Municipal	PAQ	Independent FBO Self-Serve Island	\$7.99 / gal	0%
Wasilla Airport	PAW	Independent FBO Self-Serve Island	\$8.05 / gal	0%
Willow Airport	UUO	Independent FBO Self-Serve Island	\$8.15 / gal	0%
Birchwood Airport	PABV	Municipal Automated Cardlock Island	\$8.10 / gal	0%
Merrill Field	PAMR	Municipal Automated 24/7 Cardlock	\$8.13 / gal	0%
Anchorage International (Atlantic)	PANC	Atlantic Aviation FBO Full-Service Truck	\$12.90 / gal	0%
Anchorage International (IAS)	PANC	International Aviation Services (IAS Truck)	\$8.65 / gal	0%
Lake Hood Base	PALH	On-Field Competitor Automated Pump	\$7.93 / gal	0%
Fairbanks International (Aerofuel)	PAFA	Alaska Aerofuel Automated Self-Serve	\$8.19 / gal	0%
King Salmon	PAKS	Coastal Fuels Automated Self-Serve	\$10.95 / gal	0%
Juneau International	PAJN	Atlantic Aviation Full-Service Monopoly Truck	\$12.26 - \$12.63	5%

Analytical Conclusion

The data shows that where automated self-serve options or independent competition exist on an airfield, Alaska AvGas rates remain firmly below \$8.70 per gallon.

Grouping the Anchorage locations highlights this reality clearly. On the exact same field, Atlantic Aviation commands a \$12.90 premium rate for full-service delivery, yet active competition from International Aviation Services brings the truck rate down to \$8.65, and Lake Hood automated infrastructure keeps prices at \$7.93. Similarly, at Fairbanks (PAFA), market pressure from the automated Alaska Aerofuel island (\$8.19) forces Atlantic Aviation's full-service rate down to \$8.92.

The \$12.00+ premium enforced in Juneau stands in stark contrast to these competitive benchmarks. Because Juneau possesses a deep-water, ice-free marine port with direct coastal barge links, this steep markup is entirely artificial. It is a direct byproduct of a restricted on-field corporate monopoly rather than true geographical isolation or local tax burdens. This pricing reflects ***Atlantic Aviation's strict focus on business and corporate aviation, prioritizing high-margin turbine and jet fleets while deliberately shifting attention away from the survival and economic viability of light General Aviation.*** Because Juneau pilots are denied an alternative on-field fueling method, they are forced to absorb extreme operational inefficiencies and artificial price premiums to remain airborne. Automated on-field self-serve structures provide the immediate mechanism to correct this market failure.

*Footnote on Corporate Ownership and Regional Anti-Competitive Behavior:

Atlantic Aviation is a privately held entity backed by two of the world's largest private equity firms, Apollo Global Management and KKR & Co., along with Singapore's sovereign wealth fund (GIC). *It operates under a unified, premium corporate pricing strategy tailored toward corporate jet fleets rather than light GA. Because Atlantic Aviation owns and manages the exclusive FBO locations across Juneau, Sitka, and Ketchikan, it operates a regional panhandle monopoly entirely insulated from standard market competition.*

The real-world consequence of this monopoly is an aggressive on-field environment documented by local operators on platforms like AirNav and regional aviation forums. For example, at Ketchikan International Airport (PAKT), when independent flight operators like Misty Fjords Air attempted to break the pricing stranglehold by offering alternative fuel options to local and transient pilots, Atlantic Aviation staff reportedly responded with hostile, anti-competitive measures. These included threatening pilots with aggressive facility fees and security charges. At least one local pilot signing this public comment was charged a mandatory twenty-dollar (\$20.00) "security fee" just to enter the FBO facility to use the restroom after already purchasing high-markup aviation fuel on the field. This predatory practice demonstrates that without a dedicated, airport-owned, or independent automated self-serve fuel option in the new Airport Master Plan, local GA operators will remain vulnerable to private-equity-driven revenue maximization tactics that damage the vital link GA provides to communities like those in Southeast Alaska.

To whom it may concern,

My name is Jamee Wallis, and I love calling Juneau, Alaska my home base. I have rented planes and flown commercially out of the Juneau Airport since moving here in 2012. I moved here with a new commercial license and an adventurous spirit. I worked as a pilot for Wings of Alaska and Alaska Seaplanes before I moved to Fairbanks in 2016 to get my Aircraft mechanics licenses as well as my flight instructor certificate then moved back in 2018. When I came back I have since worked as a pilot for Airlift Northwest, Ward Air and as a pilot and mechanic for Wings Airways and I am currently flying a water scooper that fights fire in Alaska and the lower 48. I have rented a space in a hanger for my own aircraft since moving back. I have strong ties to the Juneau aviation community, and I helped several individuals get their private pilot licenses, float ratings, and many biennial flight reviews. I have also flown as a safety pilot to help people become more comfortable with their planes and the rugged Southeast Alaska terrain. Helping the general aviation community become safer and wiser about the daily operations is one of my biggest goals.

Renting a hanger on the field to keep my plane in is a wonderful necessity as the weather in Juneau can be cruel. I fly both for my own pleasure as well as some instruction, and sometimes I use my hanger as an area to do flight planning and debriefs. The hanger is never as clean as I want it or as warm as I need it, and the bathroom is always far away. Having a central area that is clean, heated and with facilities would make teaching focused and take away unneeded distractions. A central area where other pilots are also using the space frequently would facilitate a community that could give helpful advice about the current weather or drop some tribal knowledge about a local strip or give caution to an unsafe route that I may be about to embark on.

Juneau's airport would also benefit from an unpaved strip. It is vital to create confidence in a safe way and not send pilots out to learn on their own. Having a strip that is located on the field - used at our own risk - to hone our own skills would be an amazing tool. I say this both as an instructor and as a private pilot. Having a strip to learn on myself helps me to know in the back of my mind that when something does go wrong, I know what my plane is capable of and I can make a better decision in that moment which could save my life. As an instructor, helping a student come to that same realization is priceless.

Juneau also needs competition on fuel prices. The airport should facilitate a place for a self serve pump or they should better facilitate someone to take over that role. It is detrimental to the general aviation community having fuel prices that are not feasible to fly for consistency let alone currency. To continue to be safe pilots, we need to practice,

and there are already many aspects of our lives that make it hard to stay in the air. Do not let monopoly fuel prices be the reason someone only flies the required 90 days to get their minimum 3 take off and landings so they can make that one flight when their family visits. Inconsistent flying leads to poor judgment and bad decisions. Another byproduct of high prices is that people may turn to the STC that allows them to burn car gas, which often leads to engine troubles. Juneau has seen these incidents in the past when two different airplanes had a bad batch of car gas and had engine troubles, one of which ended up swimming in the cold ocean water.

Juneau airport needs to take care of their float pond. It is extremely disappointing that landing and taking off out of the pond leads to extra corrosion on our float planes. This recurring problem needs to be studied and addressed as it is a safety concern for any float plane resident or transient aircraft.

I hope my ramblings are heard with open and receptive ears. The general aviation community in Juneau has such an opportunity for a wonderful perspective. What a treat it is to see our backyard from the view of a bird, high above to make all our problems feel surreal. Help us connect to many of the different communities in Southeast and learn from each other. We are blessed with our abilities to communicate and work together.

Sincerely
Jamee

From: [Ted Waltman](#)
To: [Shannon VanValin](#)
Cc: ["Nolan Davis"; "Rebecca Cozad"](#)
Subject: Input for Juneau airport board meeting
Date: Tuesday, July 7, 2026 2:58:42 PM

You don't often get email from ted@fly2ak.com. [Learn why this is important](#)

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Good afternoon Shannon,

My name is Ted Waltman and I'm both an active pilot, a frequent visitor to PAJN and perhaps even more relevant—I author the “Fly To Alaska” website (<https://fly2ak.com>). My website, as well as related Facebook comments, receive well over 500 unique visits per week from the General Aviation community during the summer season. I often hear from Lower 48 pilots visiting Alaska, specifically Juneau. Here are a set of common issues many visiting pilots highlight regarding the Juneau airport:

1. There are only a few (literally perhaps as few as 3) transient parking aircraft tie-down spots. This forces visiting pilots to unfavorably compete at significant additional expense with turbo-prop and private jets at the already over-crowded FBO.
2. The few transient parking tie-down locations for GA aircraft are also directly in conflict with rotor-wash helicopter operations. This is a safety hazard!
3. This year in particular, due to on-going staffing shortages at Northway and Skagway, there is a notable increase in visiting GA traffic having to clear Customs at Juneau. All the more import for adding more transient parking/tie-down spots.
4. The tower will not approve any aircraft landing on the (massive) gravel area adjacent to the paved runway. This is, frankly, ridiculous. If the reason is “liability” then such can easily be addressed by what other towered airports commonly do, that being the Tower says, “Landing on gravel approved at your own risk.” For instance, Whitehorse in Canada does this and it is as busy as Juneau—and Whitehorse has no liability issues.
5. Though there are apparently still unresolved brackish water and even hazardous electrical issues associated with the water 08W-26W runway, there is no NOTAM or other comments to alert pilots to potentially unsafe conditions.

If you're able, please add my above input, and that of my many website and Facebook general aviation pilots, to the feedback for the Airport Board Meeting.

Thank you Shannon! Please let me know of Board comments so I can post such on <https://fly2ak.com>

Sincerely,

Ted Waltman

ted@fly2ak.com

<https://fly2ak.com>

From: [Billy O'Brien, Jr.](#)
To: [Airport Board](#)
Subject: Concessions
Date: Saturday, August 1, 2026 6:30:55 AM

[Some people who received this message don't often get email from williamfobrienjr@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Good Morning,

As a resident of Southeast and a frequent patron of the Juneau airport, the available concessions are pretty abysmal. Since 2019, your concessioner has used staffing issues as a reason to shutter the facility outside of security. Thankfully, Alaska Seaplanes stepped up and provided a coffee shop in their new wing to bridge that gap somewhat, but it's still little more than gas station quality amenities. We're talking about the airport in the capital city of Alaska. It doesn't need to serve king crab and moose meat, but you need a proper restaurant setting on both sides of security. I hope your next expansion, or at least your next assignment of the concessions contract, takes this feedback into account.

Best Regards,
Billy O'Brien, Jr.
Haines, Alaska

Sent from my iPhone