

AIRPORT BOARD
AGENDA
6:00 P.M., TUESDAY, DECEMBER 10, 2019
AIRPORT GLACIER FIRE DEPARTMENT TRAINING ROOM
1700 Crest Avenue, Juneau Valley

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

A. Regular Monthly Meeting of October 8, 2019

B. Regular Monthly Meeting of November 12, 2019

IV. APPROVAL OF AGENDA

V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

VI. UNFINISHED BUSINESS

A. **Supplemental Agreement Sand Shed Demolition.** When the Airport applied for the special FAA funding grant for the Sand/Chemical/Fueling Facility, the design was done very quickly in order to go out for bid and be consider for the first round of discretionary grant awards in September 2018. That meant that all design efforts were put toward the new facility and not the demotion of the old sand shed. However, an estimate for demotion of the old sand shed was included the grant application, and was included in the grant award. The Airport is now ready to demolish the sand shed.

There is a complicated shared wall with the adjacent property owner, Channel Flying. JNU staff is working closely with CBJ Law staff and others to clarify legal and practical considerations of the shared wall to maintain safety during demolition. Use of a Supplemental Agreement will allow more contractual flexibility to address construction details during demolition, as opposed to articulating unknown issues in bid documents. Addressing unknown conditions during construction with a conventionally bid project results in costly change orders and delays. The proposed approach for the demolition is to receive a quote from Dawson for all components that are visible, and include a not-to-exceed allowance for field changes that are not currently obvious. The project's structural engineer, PND (already under contract) will be onsite during construction to promptly address conditions as they are exposed, and provide direction to Dawson. This approach will result in a safe and efficient deconstruction of the old sand shed while not compromising the attached building.

Since the project was not bid with the demolition, it now requires a Supplemental Agreement with Dawson Construction. This request is scheduled for consideration at the December 9, 2019 CBJ Public Works and Facilities Committee (PWFC). Once approved by the Airport Board and PWFC, this will be forwarded on to the CBJ Assembly for

approval. While the funding is in place through the FAA grant award as well as local match, the Supplement Agreement would require a not-to-exceed amount of \$400,000.

Board Motion: *“Approve a Supplemental Agreement with Dawson Construction at a not-to-exceed cost of \$400,000 for the demolition of the old sand shed.”*

VII. NEW BUSINESS

A. Airport Manager’s Report:

1. Coastal Helicopter Light Flights Fundraiser. Coastal Helicopters is planning the 29th Annual Christmas Light Flights fundraiser on December 20, 2019, from 4:30 p.m. to 7:30 p.m. All proceeds benefit the Children’s Tumor Foundation and Lions Sight Projects. The flights depart from the north wing of the Airport Terminal. The Airport will provide free parking in the parking lot for this event. As always, this is weather permitting.
2. Airfield Lighting Regulator Component Failure. On the evening of November 22, 2019, a capacitor within one of the airfield lighting regulators ruptured. The lighted distance remaining signs and lighted wind sock were out of service from this incident. The Airport called in an after-hour electrician to wire in the back-up regulator and bring all systems up the same evening. A replacement capacitor was sent up to JNU and will be changed out in the (now) back-up regulator, then tested, to make sure it will be ready to install with the Taxiway Rehab project. The cause of the incident is still unknown, but JNU was fortunate to have a back-up regulator on hand as well as quick response from the electrician.
3. FAA Annual Certification Inspection. Federal Aviation Administration (FAA) Airport Inspector Randy Kuehler was in Juneau October 8-11, 2019 for our annual airport certification inspection. The Inspector wrote up two items for correction: fire extinguisher training records for an FBO which was corrected on the spot, and a fuel truck that had an old placard for emergency fuel shut off which was corrected the following week. Inspector Kuehler also wrote up some recommendations for additional fire department (inspection) and movement area training, as well as recommendations for herbicide weed and brush removal in runway safety areas. Staff is looking into all recommendations.
4. Legislative Reception. The annual Legislative Reception is scheduled for January 22, 2020.
5. Leadership Team Retreat. The Airport Manager will be participating in the CBJ Leadership Team Retreat on December 17, 2019.
6. Airport Fund Balance (AFB) and Capital Revolving Account (CIP) Balance (Attachment #1). Attached are the monthly AFB and CIP balances. The temporary transfer of \$412,277 total from the CIP Revolving Account funds (Taxiway project) has been deleted since PFC9 funds for FY20 have now been appropriated for this project and the Terminal project.

Funding for the Terminal Project is now in place. In April 2019, the Airport approved the transfer of \$675,000 from the CIP Revolving account to forward fund some of the pre-construction work and remaining design work for the Terminal. This was not needed and can be transferred back to the CIP Revolving account. Once the CBJ Finance Department has transferred this back, it will be credited to the revolving account and the account will be fully restored to \$819,246.

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

- *Gate 2 Passenger Board Bridge (PBB) Warranty Issue*. An issue has come up on the Gate 2 PBB just shy of the one-year warranty date. This involves the left side vertical screw ball joints which allows one side of the PBB to go up/down. The replacement part is in Juneau and the contractor is working with its sub to get this repaired.
- *Egan/Yandukin Intersection Improvements Project*. Alaska Department of Transportation (ADOT) has been holding public open houses and community focus groups to assist in the planning of the intersection. The Airport Manager and Airport Board Chair participated in the first community focus group on November 5, 2019. ADOT asked focus group members to spread the word about upcoming public open houses and encourage everyone to attend or visit the ADOT website to learn more facts about the intersection/project, and encourage public comment. Please visit ADOT website on this project at <http://dot.alaska.gov/eganyandukin>. Also any comments or concerns may be emailed to eganyandukin@alaska.gov.
- *FAA Compliance Land Use/Financial Letter (January 2019)*. The Airport submitted follow-up reports and updates on October 7, 2019. The Airport and Fire Department finalized their Letter of Agreement (LOA) for services in-lieu of rent. This item is in compliance. Staff continues to work on the remaining compliance items and will bring items back to the Board for action as necessary.
- The Airport, through Airports Council International – North America, also went on record with the FAA to show our *support/need to raise the Passenger Facility Charge (PFC) caps*. No further updates are available.
- *Transportation Security Administration (TSA) has begun replacing their bag screening equipment*. It will be a two phase replacement, with the first already completed this fall, and the second piece scheduled for spring 2020. No disruption to screening is anticipated at this time. Equipment in the passenger screening checkpoint will also be replaced in the near future.
- State of Alaska Department of Environmental Conservation (ADEC) has approved the *testing plan* with Cox Environmental for the *Aqueous Film Forming Foam (AFFF) contamination*. Some existing monitoring wells will be used for some of the tests (upstream parameters), and new wells were drilled for testing November 13-16, 2019. Cox Environmental had to allow time for the ground water to settle after the drilling before any samples could be taken. Staff will provide updates to the Board when the first test results are received.

- *Alaska Occupational Safety & Health (AKOSH) citation mitigation and safety purchases of \$34,000 in-lieu of penalties* were approved by AKOSH. The last emergency stair evacuation track has been purchased/received, and is in the process of closing out this citation, which should be complete by the end of December.
- *Exit Lane System.* Staff is currently developing bid documents for a design/bid/build project. This should be ready to go out to bid in December 2019 and ready for the summer 2020 season. As a reminder, the \$380,000 cost for this system was already appropriated using Airport Fund Balance.
- *Badging and Security system upgrades:* Upgrades to the Millennium System began the week of November 4, 2019. There was a lot of prep work for the badges and system, as well as ensuring that there was redundancy (running two parallel systems at the same time), in case the system had to revert back to the old system. The access control system is completely up and running now. Staff will continue to monitor and run dual systems to ensure there are no hiccups. Staff is also looking into its camera/surveillance system due to recent federal restrictions.
- *Honsinger Pond/Access* (work in progress) with State Department of Transportation, Bicknell, and the CBJ. The City received a request for preliminary plat approval for a 15-lot subdivision, but the **Public Hearings have been cancelled** until further notice. Staff submitted comments regarding the rezone still contingent upon acquiring legal access, as well as the request for covenants on the property for Land Use Compliance near Airports. The Airport will inform the Board when the public hearings are rescheduled.
- *Terminal Reconstruction:*
 - o Terminal Reconstruction Project is out for bid as of November 22, 2019. Bids are due January 7, 2020. With the current tight schedule, and planning to have bid awards to the Assembly for their January 13, 2020 meeting, staff will be requesting a **special board meeting to approve the anticipated bid award around January 9-10, 2020**. Staff will keep the Board updated and poll for the best time/date.
 - o Pre-bid meeting is scheduled for December 17, 2019.
 - o Funding sources are in place for the project and awaiting final construction estimates, bids and FAA Airport Improvement Program (AIP) grant application for FFY20. Bonds were sold on October 22, 2019. Bid packets are estimated to be out later this month.
 - o Terminal Design Team McCool Carlson Green (MCG) has been working with the artists selected for the One Percent for Art and incorporating into the project construction.
 - o FAA equipment relocation: reimbursable agreement with FAA has been executed. FAA is currently working on the relocation of equipment.
 - o Gift Shop relocation. A lease amendment with the gift shop has been executed to temporarily relocate during construction to 582 square feet of space across from the Delta Air Lines counter. This lease will be extended through April 2021. Staff will continue to review the gift shop concept for the new section of the terminal. The Gift Shop will stay in its current location until December 31, 2019.

- o The temporary relocation of space for FAA Air Traffic Control Administration, Airport Administration, Airport Project office, TSA breakroom and Tailwind food storage have been built out and are ready for occupancy/relocation. **REMINDER: Airport Board meeting location moved to the Glacier Fire Station Training Room in August 2019.**
 - o Review of leases and contracts affected by construction.
 - o Reconfiguration of lobby space/check-in kiosks for Alaska Airlines.
 - o FAA grant application for four years of AIP entitlement dollars. Staff is working on the grant application.
- *Taxiway A, E and D-1 Construction.* The Airport will begin the two-year construction on the rehabilitation/relocate and lighting of Taxiway A, E and D-1. This will be two construction seasons (2020-2021) with the possibility of limited work this fall and ordering parts/equipment. There will be a lot of information and NOTAMS issued. This will cause a lot of congestion on the ramps and require a lot of coordination with contractor, staff, Air Traffic and air carriers. Bid was awarded to Secon. FAA grant and all match funds (PFC) have been appropriated.
- *Taxiway Pre-con meeting is scheduled for December 18, 2019.*
- *An FAA Safety Risk Management (SRM) Review* took place on August 28, 2019, for the Taxiway A construction. Risks were found to be low probability based on safety officers, NOTAMS and good communication. This SRM panel will meet again in fall 2020 for assessing Phase 2 of the construction.
- *CBJ Title 49 (Jordan Creek Greenbelt)* allowance to limb/clean-up adjacent to the creek is still in review. Staff hopes to see the adopted changes by the end of the year. Related to the Jordan Creek area, three resident beavers constructed multiple dam complexes in the culvert under Yandukin. Airfield crew, USDA Wildlife Services and Alaska Fish & Game have removed the dams that prevent proper downstream drainage and backs up water into the valley. A State licensed trapper is also on board and the 3 beavers have been removed. The Airport now has a five-year State Fish/Game permit to remove future dams.
- *Tenant insurance reminders* continue to be sent out. Several certificates have lapsed in our records.
- *Notice of Default letters* have been sent out for those tenants who have reportedly been using hangars and tie downs for non-aviation purposes. This was also addressed in the September 26, 2019 Operations Committee. Staff has met with one hangar owner to get their issue resolved and we expect compliance this month. Roughly half (6) of the tie down tenants are working on resolving their non-compliance matter.
- *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)* approach lighting discussions with FAA. Staff submitted permit continuance requests to State and Corps of Engineers to keep current.
- *Elevator contingency protocol.*
- *Maintenance Programs refinement (roofs, heat pump equipment, baggage systems, etc.).* Staff continues to look at a tracking system for all building component preventative maintenance programs. There are several companies that offer similar cloud based systems. At this time, staff is collecting current basic

system, and needs, and will plan to talk to each of the companies to see what they offer and how much per year or per user of the system.

8. Airport Project Manager Report (Attachment #2)

9. Airport Architect Report (Attachment #3)

VIII. CORRESPONDENCE:

IX. COMMITTEE REPORTS

A. **Finance Committee:**

B. **Operations Committee:**

X. ASSEMBLY LIAISON

XI. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XII. BOARD MEMBER COMMENTS

XIII. ANNOUNCEMENTS

XIV. TIME AND PLACE OF NEXT MEETING:

A. Airport Board, 6:00 p.m., January 14, 2020, Glacier Fire Department Training Room
(special Board meeting for Terminal Reconstruction bid award is anticipated prior to January 14, 2020 scheduled board meeting)

XV. EXECUTIVE SESSION

XVI. ADJOURN

ATTACHMENT #1
AIRPORT FUND BALANCE

Date	Fund Balance	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Operating Budget +/- (to balance or residual budget-end)	Description
	\$2,804,325					
Aug-18		\$1,801,875				PBB Gate 2 FAA grant rec'd - fwd fund project
Aug-18		\$131,938				TWY A Design match, deappropriate - used Sales Tax
Jul-18		\$500,000				RWY Rehab Construct Unused contingency portion
		\$10,922				RWY Rehab Construct Unused portion
	\$5,249,060					
Aug-18		\$43,750				PFC9 reimburse TWY A/E Design match
Aug-18		\$37,789				PFC9 reimburse Master Plan match (portion)
Aug-18		\$64,610				PC9 reimburse Alex Holden/cargo road rehab
Aug-18		\$228,251				PFC9 reimburse RSA NE/NW Apron Des/construct match
Aug-18		\$50,000				PFC9 reimburse ARFF Bldg match (portion)
	\$5,623,460					
		\$13,501	(\$13,501)			RWY Rehab match (portion) anticipate 2019 reimb
		\$17,573	(\$17,573)			RWY Rehab match (portion) anticipate 2019 reimb
				(\$380,000)		Replace Exit Lane System CIP funding (No Reimb)
FY18end					\$274,672	FY 18 year close out/ increase to fund balance
	\$5,487,058					
Jul-19				(\$800,000)		Terminal Reconstruct local match
					(\$136,000)	*FY19 contribution to balance proposed budget (not closed out yet)
					(\$234,500)	*FY20 contribution to balance proposed budget
					(\$1,906,000)	*3-mo Operating Reserve (based on budget) FY20
	\$2,441,632					<i>represents usable amount/available fund cash</i>

* varies by budget year

ATTACHMENT #1
AIRPORT CAPITAL REVOLVING ACCOUNTS (combined)

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Description
	\$819,246	-	-	-	BUDGET
Aug-18		\$23,438	(\$23,438)		PFC9 reimburse Master Plan match (portion)
Feb-16		\$3,000	(\$3,000)		SREF Geothermal remaining encumbrance
Jan-14		\$39,063	(\$39,063)		RWY Rehab match (portion) anticipate 2019 reimbur
Apr-15		\$32,849	(\$32,849)		RWY Rehab match (portion) anticipate 2019 reimbur
Jul-18		\$310,000	(\$310,000)		Sand/Chem/Fuel Design.
Nov-18		\$21,988	(\$21,988)		Sand/Chem/Fuel Construct match antic 2019 reimb (org \$106,250)
Apr-19			(\$675,000)	**	<i>NO LONGER NEEDED Terminal Recon Prep/construct desgin forwar fund</i>
Oct-19					
	\$144,246				AVAILABLE BUDGET

*Represents all 3 Capital Accounts: Airport Revolving Captial Reservice Acct (ARCRA), Airport Construction Contingency Reserve, Project Design

**Terminal bonds have bee sold; all funding is in place; temp forward funded \$675K tol be credited once Controller's completes transfer back to acct



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Engineering Projects Monthly Report

DATE: December 5, 2019

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

Runway Safety Area (RSA) Expansion Phase IIC: The project has been determined to be Substantially Complete, and both Juneau International Airport (JNU) and DOWL continue to work with the Contractor (SECON) on finalizing project close-out documentation. Final payment has not yet been made to SECON.

As the engineers of record, DOWL continues to work on the completion of the project record documents and final engineer's report.

Float Pond Improvements: The project has been determined to be Complete, and with concurrence from the FAA and CBJ Contracts, final payment has been made to the Contractor (Southeast Earthmovers).

As the engineers of record, PND Engineers continues to work on the completion of the project record documents and final engineer's report.

Taxiway (TW) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: CBJ Engineering issued the Notice-of-Award, Notice-to-Proceed to Colaska dba SECON on November 14, 2019. The first of three pre-construction conferences will be conducted on December 18, 2019. The second and third pre-construction conferences will be conducted just prior to the start of work Phase 1 and work Phase 2.

DOWL has been awarded the contract to provide Construction Administration & Inspection (CA&I) services during all project work phases. DOWL will fill the role of Project Engineer through all phases of construction and will coordinate directly with SECON, with Air Traffic Control, with the project Airfield Safety Officer and with airfield users in all project related matters. The costs associated with the CA&I work have been determined by the FAA to be Airport Improvement Program (AIP) eligible and allowable for AIP participation.

As the project Engineers of Record, PDC Engineers has been retained to provide limited Construction Administration services during all construction phases. PDC Engineers will coordinate with JNU and with DOWL to insure that all work completed by the construction

Contractor complies with the requirements outlined within the project construction documents. PDC Engineers will review all submittals, including the Contractors Safety Plan Compliance Document, will develop all Request for Proposals as may be needed to address changes in the scope of work, will conduct periodic inspections at major milestones, will review and compile project as-built documentation and assist with project close-out. The costs associated with this work have been determined by the FAA to be AIP eligible and allowable for AIP participation.

The construction phasing for all work remains as follows:

Phase 0 – Initial Project Start-Up – 2019 Construction Season:

This phase begins on the date of issuance of the Owner's Notice-to-Proceed (NTP) which is now estimated to be mid-November 2019. Work to be completed in this phase will include the completion of administrative and materials submittals and the ordering and shipping of construction materials. The Contractor has elected to not start work on the construction of the Airfield Lighting Regulator Vault (ALRV) addition to the existing Snow Removal Equipment Building (SREB) during this initial project phase. Anticipated duration: Up to 184 days or 26 weeks (from NTP to start of Phase 1).

Phase 1: ELEVEN Work Sub-Phases – 2020 Construction Season:

This phase begins on or before April 1, 2020 and shall be Substantially Complete on or before July 18, 2020. Final Completion shall be achieved on or before September 30, 2020. Work will include the installation of temporary facilities to use Taxiway H as an active Taxiway, the relocation of Taxiway D1, the rehabilitation of the Taxiway H pavements by mill and overlay method, extension of Taxiway H and the completion of the new ALRV addition. Winter shut-down will take place between Phase 1 and Phase 2. Anticipated duration: 108 calendar days or 15.5 weeks.

Phase 2: TEN Work Sub-Phases – 2021 Construction Season:

This project phase begins on or before April 1, 2021 and shall be Substantially Complete on or before September 29, 2021. Final Completion shall be achieved on or before October 29, 2021. Work will include: the Realignment of Taxiway E, replacement of the Jordan Creek culvert under Taxiway A, rehabilitation of the Taxiway A pavements by mill and overlay method, airfield lighting controls cut-over from the existing ALRV to the new ALRV, airfield lighting improvements and restoration of temporary facilities to final configuration. Anticipated duration: 181 calendar days or approximately 26 weeks.

PFAS Site Assessment: Cox Environmental has completed work on drilling the six new ground water monitoring wells on the west, south and east sides of the airfield. Groundwater sampling and testing continues for the presence of petroleum contamination and to screen for polyfluoroalkyl substances (PFAS) remaining from the use of airfield firefighting foam (AFFF) in past airfield training operations. All work is being conducted in accordance with the final Sampling & Analysis Plan as approved by the Alaska Department of Environmental Conservation.

Ward Air Hangar Expansion: Ward Air continues to work on the construction of their new maintenance hangar. Their contractor, Dawson Construction, is expected to continue this work through the winter.

Lavatory Waste Dump Site: There has been no advancement on the development of a schematic design of the upgraded lavatory waste dump site.

Parking Lot Repairs: There have been no advancements in the revisions as proposed by Republic Parking for the short term parking lot. Martin Klein with Republic Parking recently advised that he is working with ALCAN Electric to evaluate power requirements associated with the proposed replacement of the exit booths that are located in the southeast corner of the public pay-parking lot. Republic has not yet submitted a proposed plan for these revisions for review by JNU.

The Republic Parking proposal is not expected to address other needed repairs in the public pay parking lot. These repairs include: numerous potholes, deteriorated asphalt paving, damaged concrete curbing and settlement of the sub-base and base course materials that are creating areas of ponding.

The cold-patch work placed by JNU Airfield Maintenance in the potholes that had formed in the public parking lots remains in place. This work represents a short-term fix. Many areas within these asphalt paving installations are exhibiting "alligatoring" which is indicative of subbase settlement and a precursor to the failure of the asphalt paving. In addition to asphalt paving repairs, the short-term, long-term and staff areas of the large parking lot are in need of general repairs. These repairs include the removal and replacement of large portions of the concrete curbs and gutters, upgrades to the storm water collection and drainage system, upgrades to the exterior lighting and the installation of new signage and striping. JNU has general parking lot repairs on its Capital Improvement Plan but does not currently have any money to address any of these repairs.

Ramp Lighting Upgrades: A light fixture product has been identified that meets the FAA's Buy American requirements, and JNU is proceeding with the development of this project. The scope of the project is being coordinated with the Terminal Reconstruction project, and revised to eliminate the proposed new light fixtures on the Airfield Maintenance Building and Alaska Air Cargo area, and to introduce site lighting at the aircraft wash-down area in the Northwest Development Area. The costs associated with this work have been determined by the FAA to be AIP eligible and allowable for AIP participation.



MEMORANDUM

TO: Patty Wahto,
JNU Airport Manager

DATE: December 3, 2019

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Architect's Report of November 2019 Activity

Sand/Chemical Building & Fueling Station. Completion of punch list items continues. The chemical mixing system was not able to complete start-up and testing on November 6, 2019 due to equipment problems. The Contractor is working with the equipment manufacturer to remedy the issues and will reschedule testing and training once the issues are resolved. The Fueling Station was also delayed due to equipment problems, but is expected to be ready for use soon.

Old Sand Shed Removal. Airport Projects staff met with the structural engineer and Dawson construction to develop a Demolition Plan to isolate the adjacent building that relies upon the old Sand Shed's primary structure, and then remove the airport's building. A Supplemental Agreement to Dawson's contract for construction of the new Sand/Chem building is being sought. Demolition is tentatively scheduled to begin in February 2020.

Terminal Reconstruction. The advertisement for bids began on November 22, 2019 and the pre-bid conference will be held December 17, 2019. The Base Bid construction cost estimate is \$16,830,000. There are 3 additive alternates: 1. Installation of a second elevator, 2. Installation of heat pumps in the Air Traffic Control Tower, and 3. Additional carpet for second floor areas. The schedule calls for bids to open on January 7, 2020 and contract award by the end of January, 2020. A special meeting of the JNU Airport Board will be needed by January 10, 2020 to review the bids.

Construction of temporary spaces for tenants and JNU Airport Administration continued through November. A temporary gift shop was completed and Alaska Seaplanes began renovating the Aurora Room for passenger services. The Weather Service moved into an office space in the southeast corner of the Bag Well and the airport's construction trailer was relocated from the Snow Removal Equipment Building to the staging and storage area for the terminal project. The trash compactors were relocated and airport staff began moving furniture to temporary office locations.

The Electrical Service project continued through November, with most work occurring in the ceiling of the Bag Well. The electrical equipment is scheduled to arrive in late December, and will be installed and tested as soon as possible.

Secure Exit Lane Replacement. Bid documents were developed during November and the project is expected to be ready to advertise for bids in December.

ATTACHMENT #4

Goose "elevator speech"

The Grumman G-21A Goose was originally designed and built in 1937 as an aerial yacht for the well-heeled sportsman, but the design was pressed into service during WWII and saw extensive use with multiple branches of the armed forces. After the war, many Gooses were used commercially. The amphibious design and rugged construction of the Goose made it particularly well suited to Southeast Alaska. It was at home in sea conditions that would destroy more modern aircraft and could also handle the few short, rough runways and it became the backbone of air transportation in the region. Alaska Coastal Airlines operated a fleet of 17 Gooses at one time but construction of jet-capable runways at the larger communities in the sixties and seventies made the Goose obsolete on the "mainline". Smaller operators such as Channel Flying and Southeast Skyways out of Juneau, Alaska Island Air out of Petersburg, Webber Air and Westflight in Ketchikan continued to operate the type for several more decades. Shell Simmons is credited with bringing the first Goose to southeast near the end of the war. N48550, S/N 1061 flew with Alaska Coastal Airlines well into the sixties, then went to the Virgin Islands, then into private hands. Recently, a comprehensive restoration of this aircraft was completed but it was discovered that materials used extensively in the restoration did not meet specifications so the airplane is not airworthy. The owner is offering the aircraft as a display item and would very much like to see it come to Juneau.