

ATTACHMENT #4

From: Carl Ramseth <carl@flyalaskaseaplanes.com>
Sent: Monday, June 28, 2021 5:24 PM
To: Airport Board <airportboard@juneau.org>
Cc: Patty Wahto <Patty.Wahto@jnuairport.com>; Kent Craford <kentcraford@hotmail.com>
Subject: North Terminal Project

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

Dear Juneau Airport Board,

I'm writing to let you know about Alaska Seaplanes' concerns as they continue to mount approaching the end of the project. Things came to a head for me early last week when I was able to get an updated walk-through of the new facility on Monday 6/21/21 with Ron Reed, Dawson's Project Manager. My previous walk-through was 3/19/21...both of these walk-throughs were coordinated with Ron Reed of Dawson. Progress is being made, but a few new things came to light and they're great examples of the poor communication from the Juneau Airport Staff to the Tenants...or at least to Alaska Seaplanes. Please see my list of items below.

Date of Beneficial Occupancy for tenants

- Original target date when project started was 4/15/21
- Around the first of the year (2021) this shifted to the middle of May
- In early April this shifted to about June 20
- On May 5th we were informed it would be July 1
- And on June 3, we were informed of the current (official) date of Beneficial Occupancy is August 5
- I understand from recent vague, non-committal communication with Airport Staff and the Contractor – the two parties have been discussing new work-order changes and a new date of Beneficial Occupancy is expected soon (pushing back even further!)

We are in the high season passenger traffic-wise...and the terminal annex does not provide adequate space for our "normal" operations...and on weather days like Friday 6/25, it does not provide the space necessary for all the passengers waiting for flights. The influx of Independent travelers to SE Alaska and the local traffic we serve year round for medical, business and personal travel needs has brought our traffic levels this summer to those of 2019...operating in very limited space leased from the Airport and supplemented with trailers and our own source of Electrical service that has totaled in the hundreds of thousands of dollars of expense for us to put in place so we have room to operate. And now trying to plan a move (with a moving target date) in the middle of the busy summer season is next to impossible.

New Terminal Facility shortcomings

- How could a \$30MM project not include a bag belt for the Part 135 operators? Even the old 135 terminal had that going for it
 - Oh, the plans did include a "hole" framed in the North wall so we could install a bag belt at our own expense, but this didn't come to light until after my first walk-through in March and the contractor had to go back and frame in this opening.
 - One of the quotes I received from a vendor for a bag belt to be used in this space was \$250K (not including installation)...but I guess that makes sense when I hear there's been approval for a \$1.56MM bag belt to replace what is currently used to take baggage through TSA – is this accurate? And who is paying for that?

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- There is no provision for flooring and Data/IT ports for 1st floor tenants according to the plans. This is what has pushed me to communicate with you. On my walk-through Monday 6/25, I got to see the 2nd Floor space and the progress made to date. Looked to me like the Airport Staff, TSA, FAA, Airport Security (JPD) could move in this week. Carpets were being vacuumed, the last of the baseboard was being installed and the Data Ports/phone lines looked plug-in ready to me.
- The state of the floors and Phone/IT connectivity for the 1st Floor tenant space is going to further delay our occupancy once the Beneficial Occupancy date finally stops being pushed back.
 - This project was partially funded (\$6M) with bonds by public vote and was sold to the voters as a much needed replacement for an aging, outdated and unsafe Part 135 terminal space...not an avenue to build a Taj Mahal for airport administrative offices and other government agencies – and building out these 2nd floor tenant spaces to move in ready, while leaving the 1st floor tenant space needing 10's of thousands of dollars of time and material invested before they can even be used to serve the traveling public. Look through the records and I bet you'll find plenty of Letters of Support from communities we serve that use Juneau as a Hub, Chamber organizations, Travel Juneau and other DMO's, and medical organizations like SEARHC for this project. It's ironic that the Part 135 airlines (tenants) that cater to most of this local traffic have not been provided with a facility to accommodate this segment of travelers.

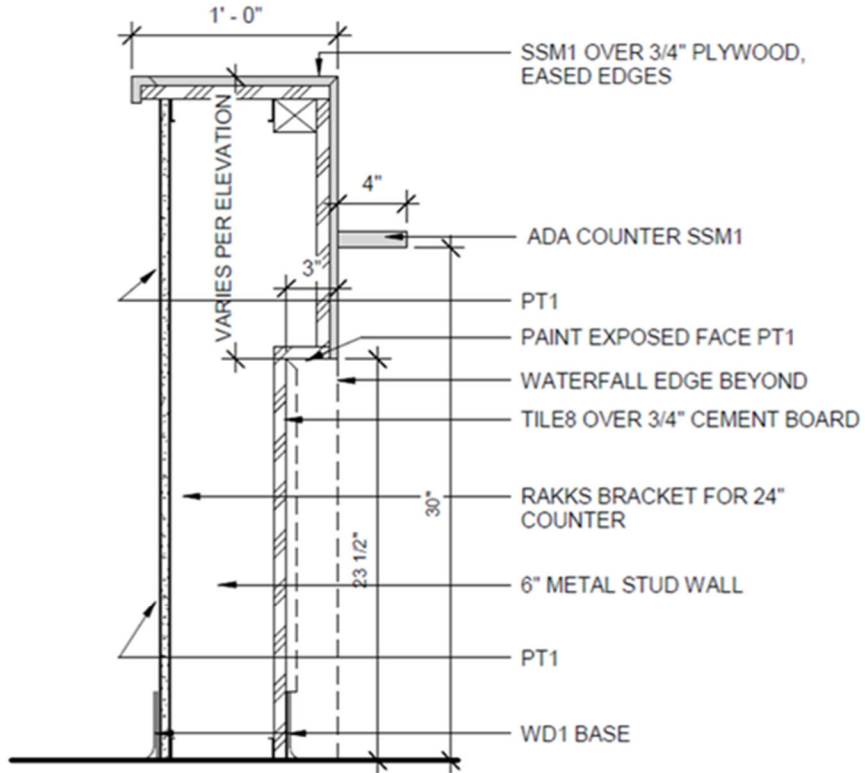
When complete, this project will bring the Juneau Airport into the 21st century. It will be something to be proud of and will make a great impression on locals and visitors alike as they arrive, depart and pass through Juneau. But complete is building out the first floor tenant spaces to the same specs as the 2nd floor including the flooring and comm work. It's providing a bag belt for the tenants to use, and to have ticket counters installed that are functional and built out to receive baggage scales. I emailed Mike Greene early Tuesday about my concerns and this is part of his response:

FLOORING & WALL BASE: I am not sure why the construction documents do not include the installation of finished flooring in the first floor Tenant 1, Tenant 2 or Tenant 3 spaces or why the project scope of work includes flooring in the second floor tenant spaces. This scoping decision was made back in late 2019, and I had assumed that Alaska Seaplanes had been consulted in this matter.

TICKET COUNTERS: The ticket counters (counter fronts) have been installed in the location shown on the construction documents. So per the construction contract, the counters have been placed where they are supposed to be. Does the resulting clear area of 9'-2" behind these counters create a specific problem for your operations?

As to the configuration of the ticket counters, please see the following section-detail. This is the only detail provided within the construction documents for the tenant transaction counters.

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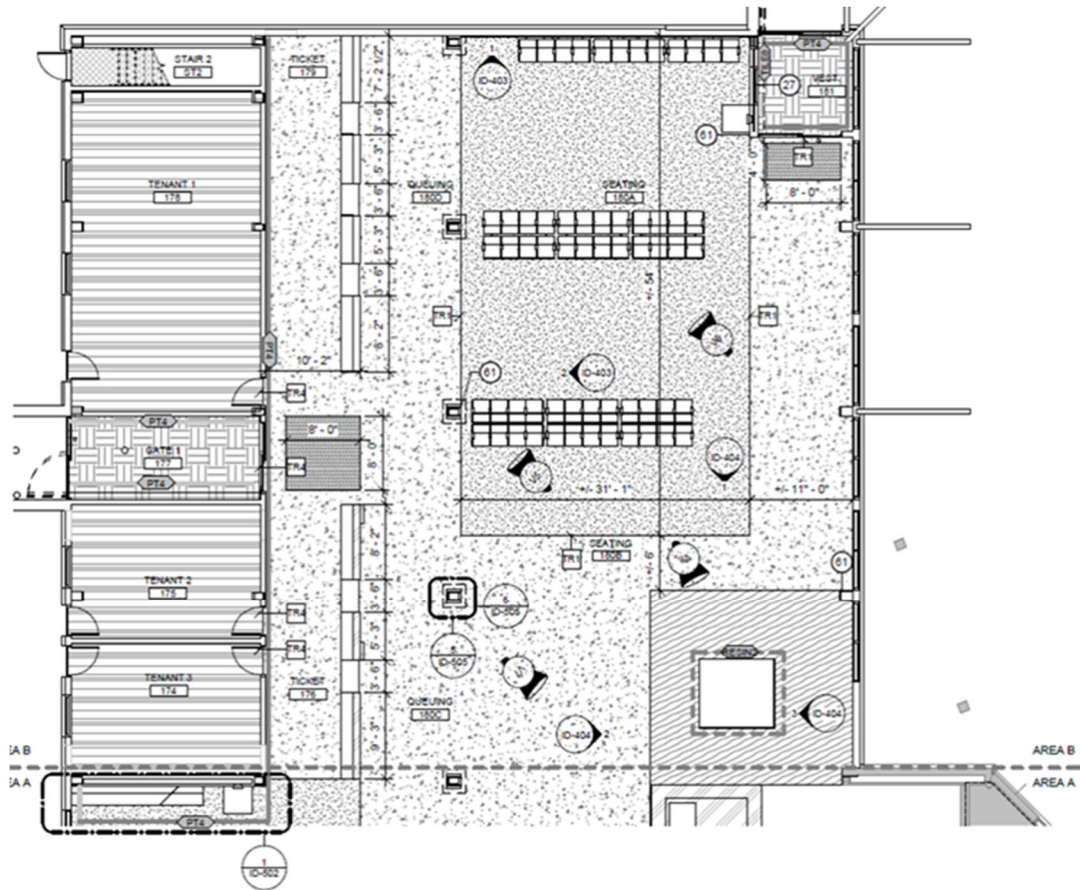


6 179 TICKETING COUNTER SECTION
ID-501 1 1/2" = 1'-0"

This detail includes the note; "RAKKS Bracket for 24-inch Counter". This suggests that a 24-inch wide counter is to be / could be installed on the inside of the counter front detailed above. The installation of this 24-inch counter is not addressed within the construction contract.

Per the partial plan below, these counter fronts are to be installed in a straight line and are to be spaced 3-feet apart. This 3 foot space is intended to accommodate the baggage scales.

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The construction contract does not include, or address the installation of baggage scales or the re-installation of baggage scales that may have been salvaged from the old terminal. The construction contract also does not address the installation of the counter base assemblies that will be needed to support each of these the scales.

I followed up with an email to the Airport Manager on Thursday 6/24 asking is this was accurate and have not received a response...another reason for my email to you. We need flooring, we need the comms built out...a baggage belt should be included in the Part 135 area of the terminal and the ticket counters need to be functional, with a base for the **scales we provide**. And Ideally we'd have a firm move-in date with adequate lead time...especially moving into the new space at a time of peak passenger traffic.

Thanks for reading to the end of my email and I look forward to hearing from you.

Carl

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