



BELLINGHAM INTERNATIONAL AIRPORT

Port of Bellingham

BELLINGHAM INTERNATIONAL TECHNICAL AIRPORT ADVISORY COMMITTEE MINUTES (TAAC) JULY 13, 2017 AT 9:30 A.M. Aircraft Rescue and Fire Fighting (ARFF) Conference Room

Present Jason Hart, Deb Logan, Scott Bethke, Robert French

Absent Mathew Janssen, Scott Plank, Randall Ingels, Bob Brunkow

Guests: Dan Robbins

Staff:

Sunil Harman A.A.E., IAP	Director of Aviation
Jonathon Perout	Terminal Operations Supervisor
Aaron Collins	Training and GA Supervisor
Marie Duckworth	Landside Operations Supervisor
Jonathan Ng	Airport Services Representative
Emily Phillippe	Airside Supervisor

The meeting minutes below generally reflect the actions, motions and discussion items addressed by the Committee after a quorum has been established. Electronic recordings shall be available to the public through the Port of Bellingham upon request. To request an appointment to listen to recordings of specific TAAC meetings, please contact the Airport Administrative office at 360-671-5674.

CALL TO ORDER

The meeting was called to order in the ARFF Conference Room at 9:32 A.M.

APPROVAL OF MINUTES

Mr. Bethke moved and Mr. French seconded that the May 11, 2017 minutes be approved as written. The motion passed with 4 votes in favor and 0 votes against.

DISCUSSION ITEMS

Airport Director's Update:

Mr. Harman addresses the continual decline of annual passenger enplanements off of the high from 2013. The three primary causes still remain due to the Canadian exchange rate and the concerns within the Canadian economy, primarily tied to the price of crude oil per barrel as it is a large part of the Canadian economy. Secondly, there are some fundamental changes in Canadian airline business models, with new low-cost carriers at YVR that provide similar services at comparable fares. Low cost carriers are

also spinning off other ultra-low cost carriers, and Mr. Harman stated that we must assume that this will be a more long-term trend in which Canada will start to call back its market-share to the traditional destination markets. The third cause is due to pilot shortage and as a result, the airport is seeing more flight cancellations and cut-backs in service. Horizon has notified that they are cutting one frequency to Seattle and one frequency to Portland for next month and possibly into the month of September. Alaska Air is retaining and acquiring its pilots for their mainline markets much more than they are in the regional market. As the airport looks forward to recovery in long-term projections, another factor that is driving uncertainty is that airlines that would normally be attracted to airports like BLI that used to serve point-to-point are now more inclined to offer services to much larger airports because they want higher load factors at higher yields.

As a result, the long-term recovery will be much more gradual in forecasts and will not hit the same peak activity levels seen in 2013 due to the changes in the Canadian market. Mr. Harman stated that one reason for this trend was that Allegiant capacity frequency had dropped by 8.4%, as they feel very comfortable with parking their planes and not using them until they have maximum profit per seat. Other airlines utilize their planes for 11 to 12 hours a day, but the average utilization per day for Allegiant planes is 6 hours a day. As a result, there is a 10.2% decline in seats, translating into a 12% loss in enplanements. This 12% loss of enplanements has been already baked into the projected forecast for 2017. Mr. Harman states that recent information from Alaska and Horizon concerning flight deck crew shortages resulting in cancellations is not unique to Bellingham, this issue is system wide. It is also not just a problem occurring with Alaska and Horizon; it's occurring within all regional, commuter, and all air carriers, with a potential shortfall in the next 2 years of 80,000 pilots flying passenger airlines.

Mr. Harman states that to that end, stakeholders must do more to create awareness among young people to seriously start considering flying as a career. Not only is there a diminution in terms of retirement, but there are fewer people entering the field. There is an intrinsic high cost of flying with a low return on investment, spending around \$150,000 to get ATP certifications. Mr. Harman stated that he would like to reintroduce an annual airport day in hopes that it will take young people and introduce them to the career.

Runway Safety Area

Mrs. Phillippe provides an update on the current situation of the runway safety area that is currently not in compliance. 6,700 SQFT on the north-end of the airport is not in compliance, and of that portion, 1,700 SQFT needs to be in compliance that the Port does not own. After meetings with several agencies since the last update, there are 7+ alternatives right now that the Port is looking at. Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA) is having the Port of Bellingham look at every possible alternative in finding a solution that everyone can agree upon moving forward. A few administrative solutions (option 1 and 2) however, are pretty much off the table. According to Mrs. Phillippe, the reason is because those options would not put the runway safety area into compliance and therefore those options are non-negotiable. Beginning with option 3a (which is the most preferable), the runway would be extending into the right-of-way with WSDOT and FHWA. This is the number one most preferable option as it would meet FAA standards, would be the most cost-effective option, would not decrease the length of runway, and would have minimal downtime of the runway (which is an operational must). This option will require additional conversations with WSDOT and FHWA, but currently at this point with the information that they have, they are not obliging the Port's request to get into the right-of-way. They

would like the Port to explore all other alternatives.

The next alternative is a cantilever structure. She states that a lot more engineering work would need to go into this, and there is not enough information to know how it would affect their potential right-of-way. This project would cost an estimated \$100,000, however the money invested would still not guarantee that this option would work and is therefore not preferred. Mrs. Phillipe adds that the airport technically cannot operate while the runway is under construction as there no longer is a runway safety area. Additionally, it would easily take 4 to 8 months to complete. Options 4A and 4B would be using declared distances which would decrease the available runway length to barely acceptable standards which are not acceptable options to solve this issue for the airport at this time. 5A and 5B would take the shortened runway length and add it to the south side of the airport, which would be very costly not only environmentally, but also a localizer would need to be relocated along with Alderwood Way. The cost and impact to operations at the airport would be too high for this option.

Mrs. Phillipe states that one option WSDOT suggested was to completely relocate the runway. It would take the current runway and push it to the west side of the airport. Estimate cost of this option is at minimum \$45 million. Obtaining all permits to get everything running could take at least 10 years, which is not a viable solution to present as even in the 10 year time-frame, it may still not be a solution to the current problem today. Another option was to re-orientate the runway, and although it would bring the runway safety area into compliance, it is not a viable option as the cost to re-orientate it would be at a slightly lower cost of \$43 million, and again, would completely take down the airport until it is completed. Another alternative is an EMAS system. It is a resting material to help stop an aircraft with minimal damage when it goes off the surface of the runway. Installation costs would be funded by the FAA, however ongoing maintenance and repairs would fall on the airport. The material is very costly as it would cost a couple million dollars to rebuild it as well as shutting down the airport if an aircraft does go into that area. Option 3A is still the preferred alternative moving forward. Pros and cons of each option are requested to be put into writing, and will be submitted to the FAA for commentary.

Summer Airfield Projects

Mrs. Phillipe presents some proposed projects pending commission approval as well as some competitive bids that the Port will hopefully get. These projects include runway crack sealing, pavement rehabilitation, airfield painting, as well as putting a pseudo-blast pad on the south-end of the airfield. The crack sealing will be done all throughout the runway and associated taxi-ways. The entire airfield was repaved in 2010, so this is ongoing maintenance to prolong the age of the pavement. Mrs. Phillipe states that a pseudo-blast pad is a solution because while it is not up to the FAA standards of a blast pad, it is an interim solution until the airport can get the funding to actually do the project. It is strictly for a safety and compliance issue to make sure it is within the 3 inch threshold of compliance for the 34 end. The touch-up painting project will be utilizing airport operations staff to redo the faded markings on the airfield, enhancing them for safety issues. Touch-up work will need to also be done for the commercial ramp. The majority of the work mentioned will be out to bid on July 17. Bids will be due August 3 and pending commission approval will have a notice to proceed on August 21 with an estimated completion date of September 30. The majority of the work will be done during night closures and will have very little impact with operations here at the airport.

Minimum Standards

Mr. Collins reports that they are at the fourth revision of the minimum standards. The newest edition was sent digitally last week. He requested any additional comments and revisions for those be sent to him or his team. The timeline for commission approval is still in October.

Derelict Aircraft Update

Mr. Collins provides an update on the derelict aircraft at BLI. The airport approached this committee last winter about a derelict aircraft on the general aviation ramp. Any aircraft with a removal stamp is required to be removed by the owner due to the policy of derelict aircraft. The owner has received an extension because he has shown that he is actively repairing the aircraft to a flyable condition. Unfortunately, the Port was forced to impound one aircraft because the owner of that aircraft was unresponsive. He has 90 days from June 16 to respond to the Port, pay all associated fees, and remove the aircraft from Port property. If he does not do that, there will be an auction held for the aircraft, which will be advertised in local publications. Base bid will start at what the owner owes the Port in past dues and fees. In summary, Mr. Collins stated that they have identified seven aircraft as derelict, six of them single engine, and one of them twin engine. There are two remaining; one impounded and one actively being repaired. Customers that have a derelict aircraft were notified and have been told that they have 60 days to bring their aircraft to a flyable condition or air-worthy state, and this notice was given back on January 3rd. Mr. Collins has been working with these customers trying to get these aircraft removed without impounding them, and unfortunately had to do so with one of the aircraft.

Vacancy Positions

Ms. Duckworth addresses the incomplete records for when some of the memberships began on this committee, some of whom have served for a very long time. Ms. Duckworth also requested each member to provide a date for when they have either started serving on the committee or when their last renewal was. An airport business position has also been vacant for some time. There may also be a vacancy for Commercial Aviation as Randall of Allegiant Airlines may not still be employed at BLI according to Jason Hart. Mr. Harman stated that they are doing this to ensure that the airport continues to have representation. He continues by saying this is an important committee in the Port's perspective, and it is important to have a vibrant and active committee although the quorum has already been reduced. It is also important to have active participants in this committee as there has been substantial effort in putting together these meetings. Jason Hart offered to put an advertisement in the newsletter for positions available for this committee, as well as approaching people personally to apply.

PUBLIC COMMENTS

There were no public comments

ADJOURN

Meeting was adjourned at 10:38 am.