



BELLINGHAM INTERNATIONAL AIRPORT

Port of Bellingham

BELLINGHAM INTERNATIONAL AIRPORT ADVISORY COMMITTEE MINUTES (BIAAC) JULY 13, 2017 AT 5:00 PM PORT OF BELLINGHAM CONFERENCE ROOM

Present: Janette Kaiser, Bert Webber, April Barker, Rafeeka Kloke, Matt Paskus, Sandy Ward, Guy Occhiogrosso, Marian Henderson

Absent: Brent Goodrich, Satpal Sidhu, Roger Bourm, Larry McCarter

Guests: Dan Toper, Trip Plant, Michael Corn

Staff:

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

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 BIAAC meetings, please contact the Airport Administrative office at 360-671-5674.

CALL TO ORDER

The meeting was called to order in the Port of Bellingham Conference Room at 5:00 P.M.

ADOPTION OF AGENDA

Mr. Webber moved and Mr. Paskus seconded to discuss the agenda. Mr. Webber wanted to add a discussion item to the agenda to discuss the airport providing an alternative to lead fuel.

The committee voted to adopt the agenda and passed with 8 votes in favor and 0 against.

DISCUSSION ITEMS

Ms. Kloke moved to approve the minutes with an amendment to the date on the

minutes. Mr. Paskus seconded that the May 11, 2017 meeting minutes be approved as written with the one change to the date. The motion passed with 8 votes in favor, 0 against.

Airport Director's Update:

Mr. Harman addresses the economic downturn of the Canadian market, which is the majority of BLI's market. There continues to be a concern of the Canadian currency exchange rate, however consumer confidence is coming back with dropping unemployment rates and stabilization in oil prices, which determines the confidence in Canadian consumers. The concern for the airport is the tremendous lag time before this consumer confidence is reflected in activities at the airport. In the meantime, the airport is feeling the effects of Allegiant Airlines cutting its seating capacity by 9% this year. In addition to that, Mr. Harman states that the elimination of the Alaska Honolulu service last year will also compound the declining activity levels. Allegiant indicated that their capacity reductions to be 8.4% and is tracking to be about 9%, resulting in a 10.2% reduction in the number of seats and a 12% drop in passenger boarding's this year. Mr. Harman predicts this year will be 12% lower than 2016 in passenger enplanements.

Alaska/Horizon informed the airport that they are experiencing flight crew and pilot shortages across their system. Through the month of August, they will eliminate one daily frequency to Seattle and one daily frequency to Portland. They hope to recover from this in September, however there are no guarantees. Mr. Harman states that this is a national issue, and that the U.S. is projected to see a shortage of 80,000 pilots due to pilots retiring over the next 5 years. Globally, this number is at around 200,000, and is not an issue that any community or airline has control over. One reason for this is that the higher training requirements set by the federal government has made it very difficult for people to become pilots. New requirements would take someone between 8 to 10 years to accumulate the number of flight hours required, not including the substantial cost and time required to obtain a bachelor's degree. These factors have been baked into a much slower recovery plan for the airport.

In regards to flight operations, Mr. Harman states that the airport typically sees 65,000 to 75,000 total operations, and in 2016 saw a nice up-turn in operations due to general aviation training activity, which has tapered off this year. The trend line however looks good in terms of total operations, and will continue to track at about 70,000 total operations this year. This number is from the combined activity of military, air taxi, general aviation, and commercial air service, which is a robust level of activity for any airport.

Trails Day:

Ms. Duckworth asks Dan Toper to provide an update on Trails Day. Mr. Toper served last year on the sub-committee of this committee that looked at trail opportunities in the airport area. Mr. Toper states that the idea of a Trails Day was to have an open house by the service road on the west side of the airport available to the public for people to walk and bike through in order to envision what a trail would be like in that area if it were ever developed. After board approvals, Trails Day was opened on June 3rd, and about 250 people came out and walked through the trail. Evidently, everyone who came out for this day was excited for the possibility of a new trail opened up by the airport.

BIAAC Proposed Bylaws Changes

Ms. Duckworth addressed the draft of the bylaws that was sent out a few weeks ago to the members of the committee, which did not come back with any responses in

regards to the bylaw changes. Ms. Duckworth goes over some of the highlighted changes to the bylaws, starting with the staggered terms of committee membership. Term limits were specified in the document sent out, as well as representation for county, community, and local governments. Turnover and diverse viewpoints were also specified in the draft. Terms will be for three years for all neighborhood representatives, such that no more than 1/3rd of positions may be vacant in any given year. The commission may appoint people for a term period shorter than three-years in order to achieve the staggered term position, and if someone is appointed to a shorter term, they can be re-appointed at a later time to get the full three-years out of their membership. Other groups that are members of the organization that are appointed by government will serve for one year terms, and may serve more than one 1 year term. Ms. Duckworth states that they are not appointed by the Port commission, they are appointed by their respective governments.

BIAAC New Member Applications Update

Ms. Duckworth discusses the update to new members applying for current BIAAC positions. She states that the purpose of this list is to inform the commissioners of who the current members are, as well as informing them of who is leaving and who is applying. In the Birchwood neighborhood, the Port has received three applicants. There were two applicants for the Cliffside neighborhood, one applicant for the environmental interest, and one applicant for tourism that the Port has received. Ms. Duckworth then addressed the current filled and vacant positions that they received no applicants for. Marriot of North County doesn't end until May of 2018, Rafeeka representing higher education does not end until September of this year, and Guy as the Chamber member has confirmed with Ms. Duckworth that he will continue as the Chamber representative for another year. South County, Columbia neighborhood, and City County Business Interest all had no applicants. Other government-appointed officials are April representing the City of Bellingham, Theresa Taylor representing City of Ferndale, Sadpal representing Whatcom County, and Nick Lewis will be representing the Lummi Nation. Ms. Duckworth expressed her appreciation for any help the committee can provide in helping gain interest in filling the committee's vacancies.

Minimum Standards Update

Mr. Collins provides an update on the 60 page minimum standards document. Mr. Collins states that he has received very few comments for the changes made to that document. He states that they are at the fourth revision of the minimum standards, and that this revision was sent to the committee electronically. He requested any additional comments and revisions to be sent to him or his team. The timeline for the minimum standards is to be completed and submitted for commission approval in October before moving onto the next step, which are the Rules and Regulations of the airport.

Noise Mitigation Efforts

Mr. Collins provides an update on Bellingham International Airport's noise mitigation efforts thus far for 2017. One of the Port's strategies is to consistently reinforce noise abatement procedures. This is done on three fronts: GA pilots, commercial pilots, and Air Traffic Control. GA pilot outreach can be difficult, as there are over 500 GA pilots operating out of BLI. Mr. Collins provided a few strategies, one being that there is always a page on noise abatement in the General Aviation newsletter that goes out quarterly or as needed. The Port also goes to all the Washington Pilots Association meetings to talk about procedures and the EAA. For commercial airlines, the Port has drafted a formal letter to all the chief pilots of the airlines that operate out of BLI describing the procedures the Port would like to see and identifying the noise-sensitive

areas to the north of the airport where most of the commercial complaints come from. Finally with the ATC, the Port has consistently reinforced the letter of agreement for the noise abatement procedures with the air traffic control tower. Mr. Collins states that he wants the ATC to consistently be up-to-speed with all noise abatement procedures so that they can be aware of them and comply with them as they are like any other business with turn-over and new employees.

Mr. Collins continues by saying that there are 355 GA pilots that are currently subscribed to the GA newsletter, and that the Port is well over halfway to reaching all 500 GA pilots at BLI with this newsletter. In every publication, there is a picture provided that simplifies how to avoid the noise sensitive areas around the airport. Mr. Collins states that the Port is working hard to continually reinforce the procedures as they are proven to work, and that pilots are not breaking noise abatement procedures out of malicious intent.

Master Plan Update

Mr. Harman provides a brief update on the Master Plan. He states that the forecast that was shared with the committee in previous meetings was reviewed by the FAA. The forecast has incorporated FAA comments and has been resubmitted to them for review. The next task is called the Facility Requirements, which is driven by a forecast. When a forecast is going down and the airport has excess capacity, there aren't very many requirements. There are however some operational requirements and one is the need to move the fuel farm closer to the point of service. The Port is working with BP, which is a local refinery that provides most of the airport's fuel, to develop a plan that moves the fuel farm to an area between the commercial terminal and the general aviation activity area. BP is helping with the design, and part of the facility requirement is to identify what is needed.

Mr. Harman addresses the issue with alternative and lead-free fuels, in that there are very few aircraft that are designed or modified to take unleaded or alternative fuels. Mr. Harman states that in the facilities requirements phase, if there sufficient demand to install a fuel tank to provide lead-free or alternative fuels, the Port may have a policy change which will allow aircraft owners to bring their own fuel to fuel their aircraft rather than expend money and infrastructure to build one at the airport. Because of the permitting and high regulatory cost, if the demand for the foreseeable future isn't high enough for an alternative fuel tank at the airport, the option of being able to bring fuel for personal use and not for sale might be an option the Port will consider.

PUBLIC COMMENTS

There were no public comments.

ADJOURN

Meeting was adjourned at 6:45 pm.