

Pac West Aviation

1665 Boblett Street
Blaine, WA 98230
(360) 332-8719

Dear Mr. Mayor,

October 4, 2006

I would like to extend my thanks to you for your valued support towards retaining the integrity of our airport, and with our fingers crossed, and along with a prayer, the expansion and improvements available to the city from grants from FAA, WASDOT and private funding will become a reality.

It has been a long and laborious battle fighting the lies and deception practices of a few in the city (some not even voters) whom have ulterior motives, but as the saying goes, "It Ain't Over Till The Fat Lady Sings". I am still actively emailing and talking with concerned aviation enthusiasts, local citizens and professional organizations around the country, soliciting help even at this late hour in our fight. I can only hope you have been successful in convincing just one other council member to see what a valued asset this airport is, and what it will become once it is given a chance to grow.

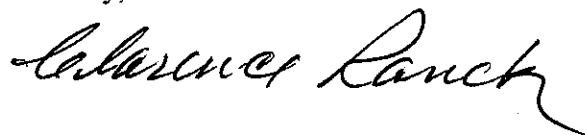
As one supporter wrote: "I also wonder why the real estate developers in question couldn't work with the city to develop an infrastructure that would support a Blaine Airport expansion". (this letter is included in your packet).

Let's concentrate our efforts where they will work best for us, the citizens of Blaine, let's build around the airport in the vacant land that is available, let's occupy the existing commercial buildings that are already for occupancy (Turn Key) and let the airport survive and thrive! We all can win. As Doug Fenton put it...."You can have your cake and eat it too"!

In all my years in Military, Commercial and General Aviation I have never been involved with having to help save an airport as the cities I've lived in supported their airport(s) and know the value which comes directly and indirectly to them. It's time for Blaine to wake up.... it's the 21st Century...Air Transportation is vital to our safety and essential to our survival.

Good Luck Monday night!

Sincerely,



Pac West Aviation

1665 Boblett Street
Blaine, WA 98230
(360) 332-8719

Dear Council Member,

October 4, 2006

Being the only airport related business located on the Blaine airport, I have devoted the past three years of my life building my business preparing for what I'd hoped was a viable entity, tax and revenue generating business for the city. The council approved the spending of funds to adopt an EIS for a new terminal building for a citizen of Blaine.

After long, laborious hours of work with Government Officials, FAA and other agencies, it is to be of great importance to the city and the considerate of receiving millior gift!"

*Sent to :
All Council
Members .*

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und Blaine's Airport
Network and
rove it. "What a

Our Airport Commission and our city council to come up with a plan, that was done, the city council approved it being sent to the FAA, and now for some reason has had second thoughts and ordered an Alternate Use Study costing thousands of tax payer dollars, why? As our Mayor has said in a previous council session, "This is a Good Plan (MAEP)" If it is good why does the council hesitate to approve it? Is it because Dennis Hill trots into the picture last year with his lies and deceptive tactics, a man not even a Blaine voting citizen? I hope the citizens of Blaine are more intelligent than to listen to this, but.....

I have included in this packet information refuting Hills' statement in the Northern Light last week that plane sales have fallen by 80% since 1980. This info is from the General Aviation Manufacturers Association and of course reports just the opposite. Hill was correct when he said private pilot numbers fell since then...yes, in part because thousands went on to be commercial pilots which changes the numbers dramatically, and the economy had a lot to do with it. He also said we have since lost dozens of airports since 1980, well as long as we have the Dennis Hill's and money hungry Land Developers that will happen. Think now as to were we will be training our new pilots if we no longer have GA airports...SeaTac? I don't think so. Also included is an article from the Vancouver Sun re: Major expansions slated for Langley, Pitt Meadows, Boundary Bay and Abbotsford airports.

They (citizens of those cities concerned) know the value of their airports! Please follow suit and vote to keep and approve the expansion of our most valued asset.....OUR AIRPORT!

Sincerely,

Laurence Ranch

Martin Ranck

From: "George Legge (Sakson & Taylor)" <a-glegge@microsoft.com>
To: "Martin Ranck" <pacwestaviation@verizon.net>
Sent: Wednesday, October 04, 2006 10:06 AM
Subject: RE: Proposals to Consider Closing Blaine Municipal Airport

I'm going to send this out to your council. Let me know if you see anything amiss. Thanks

To Whom it May Concern;

As a former Birch Bay resident and frequent user of the Blaine airport, I was aghast at learning recently of proposals to close the airport in favor of land development. I believe such a move would be a mistake that, while producing short-term gain, could drastically impact both the city of Blaine and the country as a whole for several reasons:

- Blaine strategically placed to take advantage of a radical transformation coming to air travel; the Very Light Jet (VLJ).
The VLJ is , in effect, an air taxi that will carry up to six passengers and specifically designed to service smaller communities such as Blaine. No less than five companies, including Honda, are producing VLJs (See http://en.wikipedia.org/wiki/Very_Light_Jet). One such design was recently certified by the FAA and will enter service soon. The reasoning behind the VLJ is that larger cities such as Seattle, and increasingly Bellingham, can no longer support the growing number of business (and pleasure) travelers , or such cities ignore those travelers who live too far away. Closing Blaine airport will, in my belief, close the door to a tremendous opportunity for future growth for Blaine and its business community.

- The Blaine airport is strategically placed; literally within walking distance of the border. Yet the federal government has yet to take advantage of this, certainly from the point of offering customs services because, I believe, the airport does not yet have the capacity to service larger aircraft. If Blaine were to expand its airport it would be in a position to approach the federal government with a view to offering customs services. The resulting side-benefits if this were to occur are obvious. But there is another consideration: Civil Air Patrol, Border Patrol, and U.S.

10/4/2006

Customs aircraft routinely conduct border patrols along this key area. If Blaine airport disappears, what happens if there is an emergency and they need to land ? What happens if they need quick air access to the border? Do they go to one of the many General Aviation airports that dot the Canadian border: Langley, Boundary Bay, Abbotsford, Pitt Meadows, Chilliwack – not to mention Vancouver?

I find it hard to believe that a city that had the foresight to bring us Blaine Harbor, would do something as regressive as this! The Airport Master Plan is in place, and so is the money. I also wonder why the real estate developers in question couldn't work with the city to develop an infrastructure that would support a Blaine Airport expansion. For instance, hanger and related office space is at a premium all over the country: In the Seattle area, there is a 2 to 5-year waiting list. In Mesa, AZ, where I now reside, 10-years!

Thank you for your time and consideration.

George Legge
1235 N. Sunnyvale
MSH 113
85205

10/4/2006



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| Engine Questions? Ask Paul |
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Features**Q&A****Pilot Reports****Best of...****Out of the Blue****Accident Reports**

5/1/2004

WASHINGTON, DC - Today, the General Aviation Manufacturers Association (GAMA) announced that both billings and shipments of general aviation planes rose in the first quarter of 2004 compared to the same period last year. Billings were up 21.1 percent while shipments increased 9.7 percent. Significantly, the industry posted gains in three model segments—piston-engine, turboprops, and business jets.

"The recovery that began last year in the piston market is not only continuing to spread to the other model segments," said GAMA President & CEO Ed Bolen. "Bonus depreciation and a strong economy are clearly having a positive impact on general aviation. We need Congress to quickly extend bonus depreciation to ensure we keep this momentum going through the end of the year and into 2005."

In 2003, Congress accelerated the depreciation schedule for capital assets, including general aviation aircraft, purchased and placed in service before January 1, 2003. GAMA is working to extend the placed-in-service requirement for GA airplanes because of their long production times.

First quarter shipments of piston-powered airplanes manufactured worldwide increased 33 units in 2004, up from last year's 361. Turboprop shipments increased from 31 airplanes in the first quarter of 2003 to 32 this year. Business jets were up with first quarter shipments increasing 13.9 percent, from 101 units last year to 115 units this year.

**FIRST QUARTER SHIPMENTS OF AIRPLANES
MANUFACTURED WORLDWIDE****2003 2004 CHANGE**

Pistons 361 394 +9.1%

Turboprops 31 32 +3.2%

Business Jets 101 115 +13.9%

Total Shipments 493 541 +9.7%

Total Billings \$1.97B \$2.38B +21.1%

GAMA is an international trade association headquartered in Washington, DC, representing over 50 of the world's leading manufacturers of general aviation aircraft, engines, avionics and related equipment. GAMA's members also operate fleets of aircraft, fixed based operations, and pilot training and maintenance training facilities. For additional information, visit GAMA's website at www.GAMA.aero.

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IAN LINDSAY/VANCOUVER SUN

Boundary Bay Airport manager Sandra Stoddart-Hansen and Fred Kaiser, chairman of airport operator Alpha Aviation, are excited about \$90 million in capital improvements planned for the facility over the next few years.

LITTLE AIRPORTS WITH BIG PLANS

WEEKEND
EXTRA

TRANSPORTATION | Major expansions slated for Langley, Pitt Meadows, Boundary Bay and Abbotsford airports

BY BRUCE CONSTANTINEAU
VANCOUVER SUN

Call them the little airports that could. While Vancouver International Airport pumps hundreds of millions of dollars into new state-of-the-art infrastructure, the Lower Mainland's smaller regional airports have ambitious growth plans of their own.

Langley, Pitt Meadows and Boundary Bay airports all plan major capital improvements to attract more aviation business and scheduled passenger services while Abbotsford International Airport has its own \$100-million-plus spending plans over the next 15 to 20 years.

Langley Regional Airport manager George Miller said the airport supports about 240 jobs now and expects that will double over the next 18 months. A \$15-million project to accommodate new airport

space for tenants such as helicopter companies and a community air cadet squadron youth centre should be completed by early 2008.

"The airport generated about \$69 million worth of business last year and when the new development is finished, that will increase to about \$111 million," Miller said in an interview.

The Langley-township-owned airport has one paved runway, one grass runway and three helicopter landing pads — two of which can handle the largest commercial helicopter around, the Sikorsky S-61. Miller said the airport will spend another \$900,000 to pave the grass runway and build a new grass airstrip in a few years.

**WEEKEND EXTRA
CONTINUES ON G6**



STEVE BOSCH/VANCOUVER SUN

Langley airport manager
George Miller.

AIRPORTS EYE COMMUTER MARKET

WEEKEND EXTRA FROM C1

The airport handles about 85,000 takeoffs and landings a year and is home to about 350 airplanes. But Miller said helicopters are the airport's bread and butter, as more than half the 48 businesses there are helicopter companies.

"We'll always be a specialty airport for helicopters and we want to attract commercial [passenger] traffic here soon," he said. "I can't say much about it now, but it's coming up for discussion at [Langley Township] council on Monday."

Miller said a Langley-to-Vancouver Island passenger service makes sense but the airport runways are too small to handle conventional commercial airplanes. So helicopters or planes with short takeoff and landing capabilities are the most likely service providers.

He said he often collaborates with other Lower Mainland regional airport managers because the airports each have their own niche — general aviation and corporate jets at Boundary Bay, helicopters at Langley, large commercial carriers at Abbotsford and a "smattering of everything" at Pitt Meadows because of its convenient location.

Boundary Bay Airport manager Sandra Stoddart-Hansen said the busy Delta facility — a major hub for flight schools — will get about \$90 million in capital improvements over the next seven or eight years from governments, the private sector and airport operator Alpha Aviation.

CHC Helicopters will spend about \$30 million to open a new maintenance and overhaul facility at the airport by November 2007, a development that will transfer 200 jobs from Richmond and eventually employ about 400 people.

A project to extend one of the airport's two runways from 1,079 metres to more than 1,500 metres will be completed this fall while ongoing upgrades to power, sewage treatment, drainage and water supply are at various stages of development.

A new 48,000-square-foot maintenance hangar is nearing completion and the airport plans to open a new 40,000-square-foot terminal building by 2008, at a cost of \$6 million to \$9 million.

"We don't have scheduled passenger services now but we expect that to change after we get a new terminal building," Stoddart-Hansen said. "The existing terminal just doesn't have adequate baggage-handling or ticketing facilities."

She said some commercial operators have already expressed an interest in providing a regular service to Calgary and Vancouver Island.

Stoddart-Hansen said the airport wants to attract more private corporate jets and small regional carriers that will operate planes with eight to 12 passengers.

"Some people think Boeing 737s will suddenly appear in our airspace, but our runways just don't accommodate that kind of traffic," she said.

Boundary Bay Airport had about 188,000 aircraft movements last year, making it the fifth-busiest airport in Canada, and Stoddart-Hansen expects that number will increase to about 225,000 by 2010.

But the mix of flights is expected to change — with fewer training flights (as flight schools use more flight simulators), more corporate aircraft busi-

ness, more helicopter traffic and some scheduled commercial flights.

The airport currently supports about 400 direct jobs but Stoddart-Hansen said more than 2,000 people could be employed there by 2010 — with potential new employers including model aircraft manufacturers, aircraft component designers, aviation industry insurers, courier companies, freight companies and a hotel-restaurant facility.

She said the 2010 Olympics will be a major catalyst for future growth at the airport as it will help showcase its ability to handle more corporate business.

"We expect to be an important player in serving the aviation needs for 2010 because we are so close to downtown Vancouver and the athletes' village and venues," Stoddart-Hansen said.

Pitt Meadows Regional Airport manager Bill Neale said the airport plans to open the first phase of a \$50-million light industrial park in 2009 and expects the facility will attract a myriad of aviation companies. It also wants to extend one of three runways from 1,400 metres to 1,800 metres by 2008, at a cost of about \$4.5 million.

Neale said recreational aviation has always been a big part of the air traffic at Pitt Meadows and always will be, but he also sees a chance to grab a share of the growing corporate aircraft and regional commuter markets.

"We plan to take up the slack between Vancouver and Abbotsford by zeroing in on commuter flights between the Lower Mainland and Vancouver Island, the Interior as far east as Calgary and south into Spokane, Seattle and Portland," he said.

Neale said the airport plans to go from handling no scheduled passengers now to more than 4,000 by the end of 2007.

He said airport officials are currently looking for a partner to develop large hangars on the north side of the airport to accommodate business jets while they are also talking to partners about building a \$10-million, 200,000-square-foot hangar-convention facility by 2008.

"We think things will really open up for us after the Golden Ears Bridge opens in 2009 because that will put us pretty much in the geographic and demographic centre of the Lower Mainland," Neale said.

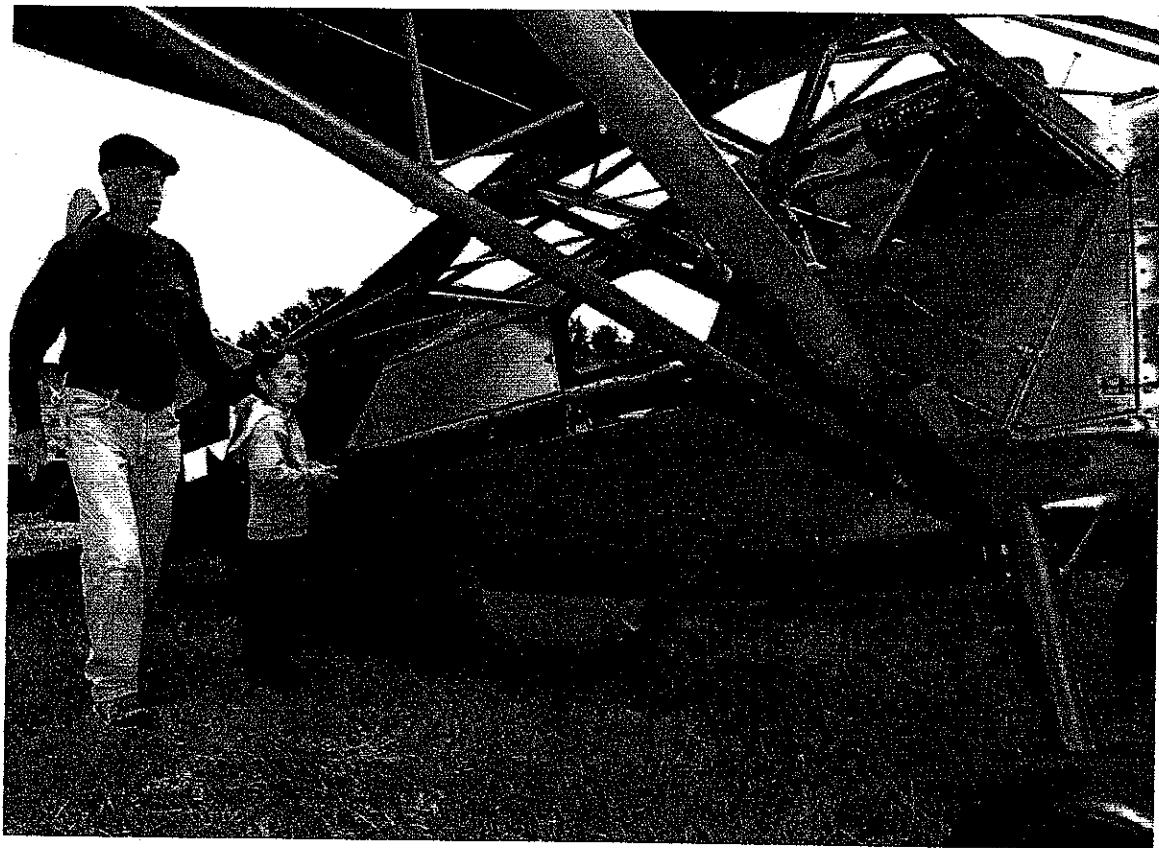
Abbotsford International Airport officials predict the airport's annual passenger count will more than double from 393,000 last year to one million by 2015 and the airport expects to spend more than \$100 million over the next two decades to accommodate that growth.

The airport completed a \$7.5-million runway extension last year that lengthened the runway from 2,400 metres to 2,900 metres — allowing it to handle longer-haul, wide-body aircraft like Boeing 767s.

Future projects include a new \$50-million-plus terminal building slated to open by 2014, a \$6.7-million runway extension (to 3,400 metres) and infield and taxiway improvements.

Westjet and Air Canada began direct flights from Abbotsford to Toronto this year and City of Abbotsford economic development manager Jay Teichroeb expects the airport will attract a broad range of regular scheduled flights to central and eastern Canada in the near future.

boonstamfrem@pacificnews.com



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Share your dream.

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EAA Chapter 1417 Blaine Young Eagles Program (360) 332-8719

1931: Puget Sound Airways is operating from Dierks Field at Blaine, WA.



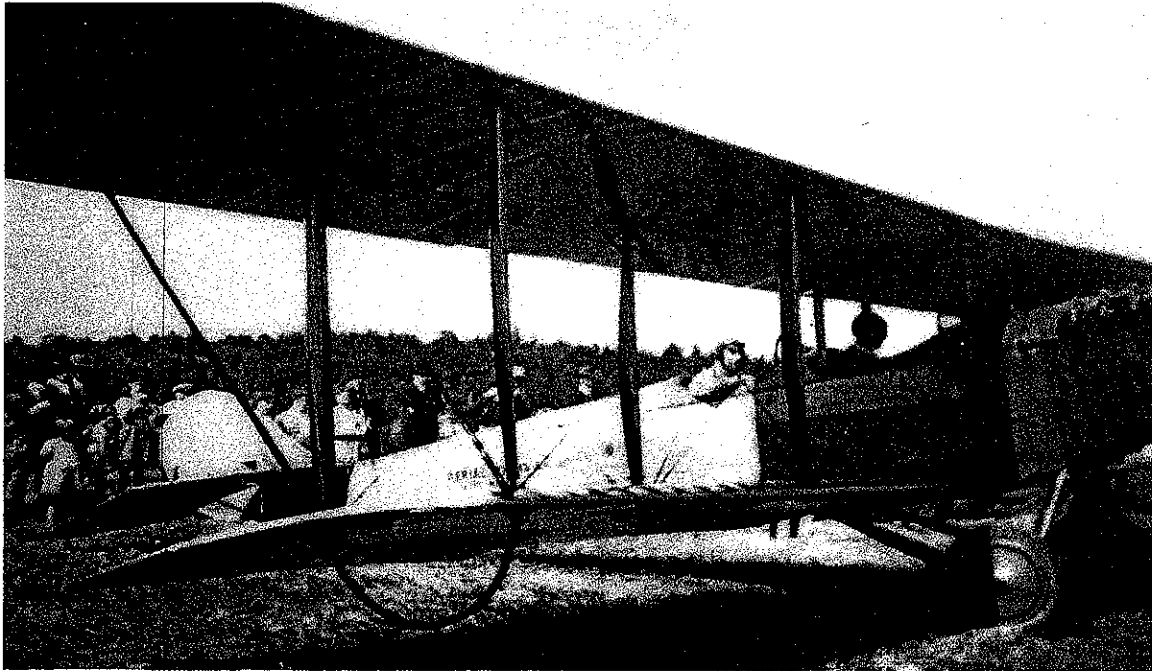
Source: Elias Breidford

For at least three quarters of a century aviation has been a part of Blaine's economy as well as enhancing Blaine's importance in Whatcom County and the state of Washington. It remains important today.

The Federal government is showing interest in improving Blaine Municipal Airport with the offer of a grant for roughly 13 million dollars. Area businesses are also showing tangible support by inquiring about leasing space at the airport, as well as pledging over three million dollars in additional funds for airport improvement. This is not vague conjecture about trends occurring over the next decade or so. This is something that can happen now...

...And it should be allowed to do so.

EAA Chapter 1417 -- (360) 332-8719



L.H. William Dierks flying passengers, ca. Late 20's or early 30's. (Elias Brelford)

Save Our Heritage...

Blaine Municipal Airport Mission Statement

"It is the mission of the Blaine Airport to deliver a level of municipal service that enhances economic growth and development, while perpetuating a positive environment for general aviation."

...Save Our Airport

EAA Chapter 1417 (360) 332-8719