

2012 UPDATE

Airport Tenants, Users and Community Members,

It's almost the end of another year and I wanted to take an opportunity to update you on the 2012 happenings at BHB.

NEW AIR CARRIERS

Over the past three years the airport worked with Colgan Air and its parent company, Pinnacle Air, to better the air service out of BHB. In 2009 we barely surpassed the 10,000 enplaned passenger mark, but in each subsequent year we added another 1,000+ passengers to that number. Unfortunately, Pinnacle needed to restructure, notified the federal Department of Transportation (DOT) of its intent to terminate service, and filed for bankruptcy.

Timeline

- SEP 2011: Colgan Notice of Intent to Terminate Service
- NOV 2011: DOT Order
 - a. Prohibits Colgan from pulling out
 - b. Requests proposals for Essential Air Service(EAS) by DEC 21, 2011
- Extension Deadline for proposals to be submitted to JAN 6, 2012
- Comments due FEB 7, 2012

Air Carriers with Submissions

- Air Choice One
- Sovereign Air
- Cape Air
- Peninsula Air (PenAir)

After careful review, the Airport Advisory Committee, myself, and the County Commissioners submitted comments to the DOT recommending the selection of Cape Air and PenAir as a co-bid. Here are the quick summaries of the two companies:

Cape Air

- In contact with airport regularly since Colgan announced intention to discontinue service
- Based in Hyannis, Massachusetts
- Experienced with EAS, Boston and Maine
- Proposal for BHB only
- Interline baggage agreement + e-ticketing
- Relationship with jetBlue & located in same terminal at BOS
- Cessna 402, 9 passenger, very affordable avg fare, no booking fees
- Co-bid with Pen Air so larger aircraft will handle higher passenger demand in summer



PenAir

- In contact with airport
- Based in Alaska
- Strong, family company with impressive history and EAS experience
- Package proposal PQI, PBG, BHB
- No subsidy at BHB during summer – can make a profit at BHB without government aid
- 2 trips/ day; up to 4 trips/ day during summer
- Saab 340, 34 pax



DOT selected Cape Air for four years and PenAir for two years. The start up of the new service in mid-April was nothing short of miraculous; with only a few weeks notice Cape Air picked up the day after Colgan left off, a logistical feat by any standard! Less than two months later PenAir began service in its new market, thousands of miles from its home base in Anchorage, Alaska.

The summer season was not without difficulties for our newest air carrier. PenAir had a quick start up in an unfamiliar market where no advance bookings could take place, marketing got off to a slow start, and the schedule was forced to change several times leading to customer dissatisfaction and struggling numbers. With a renewed effort, time, a revamped website, exciting new possibilities for partnerships and codeshares, and the schedule out well in advance with special fares of \$99 each way being offered they will get the 2013 summer season off on the right foot.

Cape Air has continued its year round operation without a hitch. Flights to and from BHB can now be booked on www.jetblue.com because of Cape Air's relationship with the airline. Cape Air was named Shining Star of the year by the Bar Harbor Chamber of Commerce for their outstanding performance and commitment to the community. I am excited to see how our air service will continue to develop and succeed with Cape Air.

AIRPORT FENCING AND WILDLIFE

Part 139 requires certificated airports to conduct a Wildlife Hazard Assessment if they experience a triggering event. According to section 139.337(b):

"In a manner authorized by the Administrator, each certificate holder must ensure that a Wildlife Hazard Assessment is conducted when any of the following events occurs on or near the airport:

- (1) An air carrier aircraft experiences multiple wildlife strikes;*
- (2) An air carrier aircraft experiences substantial damage from striking wildlife. As used in this paragraph, substantial damage means damage or structural failure incurred by an aircraft that adversely affects the structural strength, performance, or flight characteristics of the aircraft and that would normally require major repair or replacement of the affected component;*
- (3) An air carrier aircraft experiences an engine ingestion of wildlife; or*
- (4) Wildlife of a size, or in numbers, capable of causing an event described in paragraphs (b)(1), (b)(2), or (b)(3) of this section is observed to have access to any airport flight pattern or aircraft movement area."*

BHB must follow these requirements as a Class I certificated airport under Part 139 and because we do have wildlife in size and number to cause such an event as listed above, moves were made to get funding to conduct an assessment. A couple years ago BHB received a grant to complete a Wildlife Hazard Assessment (WHA). This grant, like most Airport Improvement Program grants was funded 95% by FAA, 2.5% by Maine DOT, and 2.5% by the airport. The assessment was a year-long process wherein wildlife biologists took monthly surveys of animal, bird, insect, and plant life and activity from many different points both on the airfield and within a five mile radius of the airport. The biologists wrote a report, which was reviewed by myself, the County Commissioners, and ultimately approved by the FAA before becoming the official WHA. If deemed necessary, a Wildlife Hazard Management Plan (WHMP) is then the next step based on the WHA. BHB now has a management plan that spells out immediate, short term and long term goals to reduce wildlife hazards.

One of the chief recommendations was to fence the airport in completely. After receiving an airport improvement grant last year for airport wildlife fencing, I am pleased to say that BHB is now fenced 360 degrees.

I would encourage all airport users to report any wildlife activity on the airfield to myself or the airport maintenance department – whether it's a fox, coyote, deer, eagle, a large flock of gulls, or animal remains on the field. You are also encouraged to report wildlife strikes at the FAA's new website: www.faa.gov/go/wildlife. Our goal is to keep operations at BHB as safe as possible.

A CHANGING OF THE GUARD

The airport is owned and operated by the County of Hancock (hence the name Hancock County-Bar Harbor Airport). As manager, I am a department head for the County. Other departments include the emergency management agency, district attorney, registry of deeds, regional communications center, sheriff, and the registry of probate. There is also a county clerks office, financial office, and a maintenance department for the courthouse campus. The Board of County Commissioners governs these departments. There are three commissioners on the board, one representing each of the three districts in our county.

Hancock County Commissioner, Fay Lawson, is leaving her seat on the board. After 10 years of dedicated service to the County she has decided it's time to retire. I will be sad to see Commissioner Lawson go – she was a pleasure to work for, always treating each situation with dignity, fairness, and reason, not to mention a great sense of humor. She has also been an unwavering supporter of the airport, recognizing its contribution to the community and local economy. The airport employees wish her all the best in future endeavors.

Filling her seat and representing District 3 in January, 2013 will be Antonio Blasi of Hancock. Commissioner Elect Blasi was voted into office in the November election.

TERMINAL BUILDING EXPANSION

I am thrilled to be part of the design and construction of a terminal building expansion at BHB! Our current terminal was built in 1976, before there was ever a concept of Homeland Security and the Transportation Security Administration. Terminals are designed for peak hour performance and our current building is sorely under capacity. The screening area is tiny, requiring two separate groups of passengers to go through for one flight. The current space is not being optimized and the floor plan does not facilitate intuitive ease and flow of movement. It is also energy inefficient.

The cons are balanced by several pros: the air conditioning units were installed recently and have excess capacity; the roof was recently rebuilt and is very well insulated; the post-and-beam wood structure is



still in good condition and makes remodeling much simpler since interior walls do not provide support to the building's structure; the basement already has capacity for expansion of the HVAC system; and the front of the building can be easily and inexpensively modified for an instant "facelift". And thus you have the beginning of our design process: fix the bad, build on the good.

Our team consists of Hoyle, Tanner & Associates, BHB's consulting and engineering firm, Lewis + Malm Architecture out of Bucksport, Lanpher Associates mechanical engineering, and myself. At the start I outlined the project mission and design considerations:

Project Mission

Design a terminal building with separate airside and landside sections that effectively and intuitively directs passengers from the curbside to the aircraft comfortably and efficiently.

Design Considerations

1. Development and sizing to accomplish the stated mission of the airport within the parameters defined in the 2011 Master Plan.
2. Capability to meet the demands for the future.
3. Functional, practical, and financial feasibility.
4. Maximize the use of existing facilities.
5. Achievement of a balanced flow between access, terminal, and airfield facilities during the peak hour.
6. Consideration of environmental sensitivity.
7. Continuity and harmony with existing architectural elements of the existing terminal complex and other airport structures (ARFF).
8. Maintenance of existing terminal operation during all stages of construction.

We have done an excellent job keeping with these development goals so far. The expansion will double the size of the building, include a secure area with restrooms, be easily expandable should future development be necessary, be logical and intuitive for passenger wayfinding, increase the efficiency and use of the existing building, include several areas for increased airport revenue generation, fit with the architecture of the ARFF building to give a campus feel, and, very importantly, accomplish all of this within our budget in a way that does not burden the tax payers and leaves the County totally debt-free.

FAA requires the building be built to high standards and I fully expect this terminal will serve our community for another 30+ years.



We hope to be out to bid in early 2013, receive a grant mid-year, start construction in early fall, and have our grand opening in late spring/ early summer 2014.

AIRCRAFT EXCISE TAX & REGISTRATION

Some of you may have received a notice from the Maine Department of Transportation regarding the newly passed legislation (PL 2011, Chapter 610) that transfers responsibility for collecting aircraft excise tax from the state to the local municipality. In our case at BHB the municipality is the County of Hancock. The tax is due in March each year, will be paid at the County Courthouse on State Street in Ellsworth, and works just like the excise tax for a motor vehicle. We are in the process of getting the database from

MDOT and will keep you posted as we get more information. The money generated by this tax goes back to BHB to offset operating costs.

In addition to aircraft excise tax, MDOT also had a program for aircraft registration. The excise tax is required by the law, but the registration is not. It was proposed to charge \$10 for each in-state aircraft and \$50 for each out of state aircraft and have the registration displayed in the form of a sticker on each aircraft (again, much like a motor vehicle). BHB charges for aircraft parking, aircraft owners pay excise tax, hangar tenants pay for their leaseholds, and concession operators pay a percentage of their gross revenues; all of these contribute to the airport generating enough revenue to sustain itself and keep the operating costs from becoming a tax burden. For these reasons I do not believe an additional charge for using our airport is necessary at this time and have recommended to the County Commissioners that BHB does not charge for aircraft registration. The topic has been tabled for the time being.

2013

Much of BHB's success in 2012 would not have been possible without the excellent staff I have here at the airport in the Maintenance and Aircraft Rescue Fire Fighting Departments. This small, hard-working team keeps the airport safe, efficient and beautiful. Our concession operators and tenants also do a wonderful job helping customers, the community and each other. Our special blend of down-home and big time makes the airport a great place to work and play.

As we move into the New Year I wish you all the best. I encourage you to reach out to me and the Commissioners, especially those who represent your district, with comments, questions, and ideas. My office is located in the Aircraft Rescue Fire Fighting Building at 115 Caruso Drive, my email is manager@bhairport.com, and my phone number is 667-7329.

Have a wonderful holiday season and a happy new year!

Your airport manager,

Allison Rogers

For more information please consult these sources:

Hancock County-Bar Harbor Airport

www.bhairport.com

Selection of Air Carriers; Essential Air Service at Bar Harbor, Maine

DOT ORDER: DOCKET DOT-OST-2011-0185

Airport Certification

14 CFR PART 139

http://www.faa.gov/airports/airport_safety/part139_cert/

Wildlife Hazard Assessments in Accordance with Part 139 Requirements

FAA Cert Alert 09-10 June 11, 2009

http://www.faa.gov/airports/airport_safety/certalerts/media/cert0910.pdf

County of Hancock

Type co.hancock.me.us into your browser to access the website.

Maine PUBLIC Law, Chapter 610, Sec. A-8. 36 MRSA §1484, sub-§1

http://www.mainelegislature.org/legis/bills/bills_125th/chapters/PUBLIC610.asp