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Date of Meeting: September 25, 2012



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DATE: Aug 09'2012

**To:**  
**Office of the Port of Seattle Commission**

2711 Alaskan Way  
Seattle, WA 98121

Dear Port of Seattle Commission President Tarleton,

China Airlines (CI), a signatory carrier at SEA since 1999, respectfully requests that the Port of Seattle Commission authorize improvements to the airport cargo hardstands, notably Cargo Hardstand 6.

Improvements to Cargo Hardstand 6, as depicted by airport capital projects proposed in the February 2012 Majority-In-Interest Proposal and Ballot, would greatly benefit CI operations at SEA through safety and efficiency improvements and financial savings in several ways.

The hardstand improvement project includes an extension of the airport fuel hydrant system to Cargo Hardstand 6. CI is a signatory member of the Sea-Tac Fuel Consortium and pays a component of fuel charges that serve to finance the existing hydrant system, which CI freighters cannot currently use as the system is only installed in the terminal gate area and not in the cargo hardstands. The hydrant system should be completed to serve all carriers that are paying for it.

Fueling through the hydrant system is significantly faster than the only existing method of fueling in the cargo hardstands - by tanker truck. Faster fueling reduces aircraft ground-time significantly, by an average of more than one hour, from a typical 2½ hours to less than 1½ hours. In most cases ground-time for our freighter at SEA is dictated by the time required for truck fueling. All other activities such as crew change, aircraft provisioning and cargo loading and unloading are usually completed in less than 90 minutes, however the aircraft and crew must often wait an additional hour or more for truck fueling to be completed. The proposed extension of the fuel hydrant system would reduce our fueling time to less than the time required for other ground functions and no longer contribute to departure delays.

The time saved through expedited fueling is often critical due to the long flight time to Taipei and the limits to active crew time. In some cases the additional time spent fueling by truck requires additional flight crew to complete the stage, at considerable expense.

Fuel cost savings will be realized as the additional charge for fuel delivery from the hydrant system into the aircraft is significantly less than the cost of delivering fuel using tanker trucks, on average approximately \$400 per flight.

Safety to airline and ground crews will be increased by removing the fuel tanker trucks from the congested hardstand area where cargo loading operations are conducted. The hardstand improvement project will also increase the size of the hardstand area, alleviating congestion of vehicles, cargo and personnel and increasing safety and efficiency of ground operations.

The hardstand improvement project also includes the installation of in-ground electrical power units as a substitute for fuel burning auxiliary power units. This will reduce our fuel expense considerably while also importantly reducing emissions.

As you are aware this is currently a difficult economic environment for airline operations, and achieving cost savings is critical to continuing our service levels and positioning for growth in the region. Seattle has invested in a variety of airport improvements in recent years to the runways, terminal area, and fueling systems, but unfortunately not to the cargo hardstand areas. We view the proposed hardstand improvement projects very favorably and request that the Port Commission authorize their implementation.

Sincerely,

Cc: Port of Seattle Commissioners Albro, Bryant, Creighton and Holland

William Wu

**William Wu**  
**Cargo Sales Manager,**  
**China Airlines, Seattle Office**