



July 12, 2019

Mr. Benjamin Shih, Contracting Officer
Immigration and Customs Enforcement
Office of Acquisition Management
801 I Street NW Suite 930
Washington, DC 20536

Sent via email: benjamin.shih@ice.dhs.gov

Subject: King County Executive Order (70CDCR18FR0000002)

Dear Mr. Shih:

Please, find the following information regarding King County Executive Order:

- 1) Classic Air Charter, Inc. was made aware of the King County Executive Order when the Fixed Base Operation (FBO) that has been used for the IAO from July 2018 contacted CAC personnel approximately April 29, 2019,
- 2) Greg Franchetti and Paul Sotosanti, CAC employees who handle scheduling and dispatch were notified by Clay Lacy FBO that their company will no longer handle CAC IAO airplanes at BFI,
- 3) There are 3 FBO's at BFI. Once Clay Lacy notified CAC that they would not handle CAC because of the Executive Order and political pressure from community leaders, CAC personnel contacted Modern Aviation and the 3rd FBO. All said they could not handle IAO airplanes,
- 4) FBO's at BFI are essential for CAC airplanes. They provide guidance for the airplanes to taxi in and out. They provide air stairs, ground power (electrical) carts, air conditioning carts, lavatory waste removal carts, tugs and tow bars for airplanes that weigh more than 150,000 pounds, fuel, water, personnel to assure safety and security around the airplane and access for the busses,
- 5) Paine Airport (PAE) FBO was contacted April 29 and several other days after to establish another airport for IAO,
- 6) CAC contacted Castle Cook aviation and they did not want to get involved under the current court order,
- 7) Castle personnel over the telephone calls stated they did not want to get involved in IAO under the current political pressures,
- 8) Castle did want to handle CAC flights once matters improved,
- 9) Yakima adds additional costs and significantly reduced performance. Yakima has shorter runways and is at a higher elevation thus causing potential of added technical stops for fuel. The added stops also require greater block times and potential added pilots and cabin attendants. CAC costs have increased because of additional duty time for guards and nurses. There has also been missions that required reducing the number of detainees because of the Yakima's airport. The FBO at Yakima does not have the ground equipment available that BFI has and causes added burden on CAC,
- 10) Yakima FBO can support IAO flights but adds costs and more flights in order to handle the reduced number of passengers,
- 11) CAC operates an average of 2 flights a week for IAO.

Cordially,

Dan

Dr. Daniel Carson, Deputy Program Manager