



# WAMA NEWS

Fall 2006

Washington Airport Management Association

## Mission

To improve airports and airport management in Washington state.

## Goals

- ➔ Link airport managers in Washington state to achieve their common interests.
- ➔ Identify and address problems and opportunities.
- ➔ Support members locally to benefit aviation.
- ➔ Promote educational opportunities for development of airport managers and staff.
- ➔ Review and refine industry procedures and regulations.

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## King County Airport Completed On-Time and On-Budget

By Michael Colmant, KCIA Deputy Director



KCIA Runway Project Photo

After eighteen months of planning, King County International Airport/Boeing Field kicked off the rehabilitation of its 10,000 foot main Runway 13R/31L on August 8, 2006. The asphalt pavement had reached the end of its 20 year economic life and the 2001 Nisqually earthquake had exacerbated the pavement wear.

With almost 310,000 annual operations, Boeing Field supports a diverse mix of users, from large cargo carriers such as UPS, to the Boeing Company, as well as corporate and general

aviation operators. Runway 13R/31L is critical to all of these users.

An aggressive schedule and phasing plan were developed to minimize the impacts to tenants and other users. The project was undertaken in 3 principle phases:

- 1) Close the southern 3500 ft Runway 13L/31R by establishing a temporary threshold. Rehabilitate the southern 2,500 ft in 5 days.
- 2) Full runway closure. Rehabilitate the center 5,000 ft in 11 days.
- 3) Close the northern 3500 ft by establishing a temporary threshold. Rehabilitate the northern 2,500 ft in 5 days.

Working 24 hours per day, 7 days per week, a small army of over 300 contractor, consultant, and airport personnel were able to complete the paving and reopen the runway to full length in 20 days: one day ahead of schedule and under budget. A grant from FAA covered 95% of the project funding.

The success of the project, according to Airport Director Robert Burke, AAAE, is the result of a total team effort during every step, from planning to construction.

The project scope included the following:

- Asphalt overlay of Runway 13R/31L
- Reconstruction of six taxiway intersections
- Installation of runway edge drainage system
- Replacement of runway edge lighting system
- Installation of runway guard lighting system at selected taxiway hold positions
- Pavement grooving & installation of runway paint markings

## Lease Holder Insurance

By Ryan Birr, Northwest Insurance Group, Inc.

Lease insurance language continues to challenge airport managers. Current insurance policy terminology can be difficult to discern and there can be significant inconsistencies from one lease to another. The Northwest Insurance Group recommends that airport managers secure Airport Premises Liability coverage (bodily injury and property damage) from all tenants, whether they are businesses on the airport, or private aircraft hangar tenants.

## WSDOT Releases Phase 1 Report for LATS

By Nisha Marvel, WSDOT

What do we have, what do we need and how will we get there in terms of air transportation capacity in Washington State? Those questions prompted the state legislature to initiate the Long-Term Air Transportation Study (LATS) in 2005. WSDOT recently unveiled the LATS Phase I Facility and Capacity Report which answers the question "Does the existing system meet air transportation needs in Washington State?"

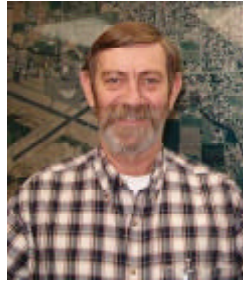
Airports are vital transportation assets and economic engines on a local, state and national level. Proper planning ensures we are using airport assets strategically and can address threats to airports such as inadequate funding, growth in population and demand and local land use conflict.

Phase I of LATS presents a snapshot of our state's existing 140 public use airports and measures current system capacity. An examination of strengths and weaknesses revealed that regional and commercial airports have strong results for meeting performance objectives on almost all measures established. However, six airports in the state have airfield capacity issues, and many airports are reaching capacity for aircraft storage. To review the complete report and learn more about the study, please visit [www.wsdot.wa.gov/aviation/LATS.htm](http://www.wsdot.wa.gov/aviation/LATS.htm).

Phase II of LATS is underway and includes long-range activity forecasts, an air cargo assessment, commercial service market analysis and a high-speed passenger rail evaluation. Data from Phases I and II will be used by a governor-appointed planning council in Phase III to make recommendations on the state's aviation system.

## President's Message

By Jerry Kilpatrick, Yakima Air Terminal



**2007 Conferences.** Pat Moore from Wenatchee will host the Spring Conference in Leavenworth and Rob Parish from Pullman will host the Fall Tri-State Conference.

**Member Survey.** The WAMA Board is constantly striving to make the conferences beneficial to **all** attendees. You should have received a survey from WAMA Secretary Michael Cheyne asking for ideas on how to improve conferences and soliciting ideas for potential agenda items.

The results of the survey will be distributed to all WAMA members.

**Education.** I am very excited by the work Board Member Reinhart Jung and his committee have accomplished on WAMA's education and scholarship programs. What better way to promote our industry than to educate people about our field of work and to provide scholarships to people getting started in the industry?

**New Board Members.** We will have two new Board members on January 1. Rich Mueller from Tacoma Narrows Airport and Kandace Harvey from Harvey Field were elected at the fall conference. They will be replacing Marv Kinney (who is retiring) and Ron Foraker. Thanks to Marv and Ron for their service.

**Legislative Issues.** We will be working with the legislature this year to try to pass airport specific language for wildlife management on airports based on our need to protect public health and safety. We have tried the past several years without success. Representative Brian Sullivan has graciously offered to sponsor the bill.

**Committees.** WAMA By-Laws provide for six committees: Regulatory/Planning, General Aviation, Legislative, Communication, Scholarship/Internship and Conference/Education. There are positions available and we will be appointing members at the spring meeting. Please let me know if you are interested in participating on any of the committees.

## Northwest MedStar Moves to Richland Airport

An open house was held September 10<sup>th</sup> to welcome MedStar to the Richland Airport and to educate the public about MedStar's capabilities. MedStar transports



*MedStar Open House at Richland Airport*

critically ill or injured patients to health care facilities throughout the United States and Canada. Northwest MedStar was created in 1994 when Empire Health Services and Sacred Heart Medical Center joined forces to reduce costs improve patient services.

MedStar's main office is located in Spokane and their bases have a range of about 200 miles that include parts of Washington, Oregon, Idaho, Montana and Canada. Their aircraft include an Eurocopter EC-135 helicopter and Beechcraft King Air F-90 plane. MedStar's flight crew includes a pilot and, depending on the emergency, a doctor, nurse and/or a respiratory therapist.

## WAMA Aviation Education & Scholarship Activities

By Reinhart Jung, Chair, WAMA Education & Scholarship Committee

WAMA has embarked on an aviation education program to foster interest in aviation and to encourage individuals to pursue careers in aviation. The program is designed to reach out and give the broader community a better understanding of aviation and airports. Annual programs have been established in the following areas: Scholarships, Internships, Professional Development Programs and Community Aviation Education.



*Pictured left to right: Dale Wilson, Central Washington Univ.; Reinhart Jung, Reid Middleton; Wayne Nostrant, scholarship recipient and David Miller, Century West/Central Washington Univ.*

### Scholarships

Scholarships have been set up at two schools, Central Washington University and the University of North Dakota. These schools were selected because of their aviation management curriculums. Scholarships at the University of North Dakota are for attending students from Washington State. The \$1,000 scholarships are in memory of Thomas Eller for his professional service as an airport manager, his membership in WAMA, and the friendship he readily shared with his colleagues.

This year's Central Washington University Scholarship was awarded to Wayne Nostrant for his outstanding achievement in aviation management studies and for his involvement in community aviation activities. Another \$1,000 has been deposited with the University of North Dakota's scholarship foundation to be award next spring to a deserving student from Washington State who is participating in the University's airport management program.

### Community Aviation Education

A grant of \$500 has been awarded to Paine Field to help sponsor the Aviation Academy. The Aviation Academy includes ground school classes, field trips, an airport tour, and a graduation flight. Plans are underway for next year to sponsor, jointly with the Washington State Department of Transportation Aviation Division, a Museum of Flight program at the Walla Walla Airport in conjunction with an Airport Appreciation Day. WAMA plans to contribute \$500 to that activity.

### Internships

WAMA feels that there are not enough airport internships available for deserving aviation students. To promote more internships, WAMA is providing \$1,000 to a deserving airport as incentive to establish or maintain an internship program. The funds can be used to cover the intern's salary or for other activities such as professional development through attendance at aviation conferences.

### Professional Development

The WAMA Aviation Education Committee is also working on developing criteria for a professional development program. This will be a \$1,000 grant to a deserving WAMA member to further professional development by helping cover the cost of programs such as AAAE Accreditation.

## John Anderson Memorial

John Anderson passed away on March 9, 2006, at the age of 53. John spent his entire career in airport management. He managed Auburn Municipal Airport for 20 years before his retirement four years ago. Prior to his position at Auburn, he worked at Skagit Regional Airport.



WAMA thanks  
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Please send your suggestions & comments  
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## Pavement Sealing

By Dave Goglin, Pavement Maintenance Inc.



*Pavement Sealing*

pavement binder. As an option, the surface can be sanded with a dry-graded sand for added skid protection.

A good surface seal will last about five years before re-application is needed. Repeating sealant applications every five years or so can keep your pavement in great shape for years. Pavement maintenance seals are fundable under both FAA AIP and Washington State grant programs.

For airport managers, your number one asset is your pavement surfaces. As asphalt costs increase so does the value of your pavements. So, why let your pavements deteriorate?

Given the huge cost of paving, it is worthwhile considering cost-effectively extending the service life of your pavement with the use of light surface treatments. If your surface fines are still in place or your pavement is only showing light to medium aggregate raveling, sealing your pavement may be an option.

Modern day sealer/binders are applied with a computerized spreader truck at an even application rate over the entire surface. The material soaks into the pavement during curing, providing a binding effect to keep your pavement together and a hard surface coating to protect from sun and weather oxidation. Unlike the CSS1 fog seals of the past, many current sealers contain rejuvenator additives that help revitalize the

c/o Michael Cheyne, WAMA Secretary  
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