



WAMA NEWS

Fall 2007

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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Sea-Tac Third Runway Paving to be Completed this Fall By Marlys St. Laurent, Sea-Tac Airport

When the Port of Seattle began paving the third runway this summer, it was an historic milestone for Seattle-Tacoma International Airport and the region, and proof that the end is in sight for this massive project that included years of dirt hauling, embankment and wall construction, road and utility work, environmental mitigation and other activities.

The paving began with eight connecting taxiways and quickly moved to the runway itself in early August. Workers are using a rolling concrete machine that places and finishes 1,400 feet of concrete a day. At this rate, the runway paving will be complete this fall, weather permitting.

To help minimize the number of trucks on area roads, the concrete is being made at an on-site plant. The use of fly ash as an ingredient helps make the concrete more environmentally friendly. Fly ash, a byproduct of burning coal, reduces the amount of carbon dioxide (greenhouse gas) released during cement production. By utilizing fly ash, a smaller amount of cement is needed, which means less energy is required during the cement production phase. The Port estimates that the use of fly ash is preventing greenhouse gas emissions equal to what is produced by 100 households a year from entering our atmosphere.

At 8,500 feet long, the new runway will be the shortest of the three at Sea-Tac. As with the other two, the width will be 150 feet.

Although the paving is expected to be complete this fall, airfield work will continue until next summer. By fall of 2008, the Federal Aviation Administration will begin inspections to certify the third runway for the official opening in November next year. Once the runway is operational, the airport will become more efficient by accommodating more landings in nearly all types of weather, and sharply reducing flight delays.



Sea-Tac's third runway is 17-inches thick and is created by using a slip-form paving machine.

The Tri-State Conference will be held September 26-28 in Moscow, Idaho, at the Best Western University Inn. See www.wama.us for more information.

Airport Stormwater Guidance Manual Nisha Marvel, WSDOT

After receiving direction from the Legislature, WSDOT formed the Hazardous Wildlife Attractants Task Force in 2004. The Task Force is a 28 member committee represented by legislative staff, airport sponsors, environmental and community interests, public ports, WA Dept. of Fish & Wildlife, WA Dept. of Ecology, WSDOT, US Dept. of Agriculture, US Fish & Wildlife Service, and the FAA.

As a result of the Task Force's recommendations, WSDOT Aviation, along with consultants Herrera and Parametrix, is developing an Airport Stormwater Guidance Manual. The manual will provide guidance to airports on dealing with stormwater issues and hazardous wildlife attractants. The final product will be an addendum to the WSDOT Highway Run-off Manual and will use existing stormwater guidance - except as necessary - to address hazardous wildlife attractants that are inconsistent with safe airport operations.

The draft manual is currently under review and WSDOT is proposing a 20-day public comment period in December. A public meeting is also scheduled in December.

Airport sponsors are strongly encouraged to attend and provide comments on the proposed guidance manual. Public comments will be forwarded to the task force for review and consideration in January before being referred to the Aviation Director for recommendations to the Department of Ecology and the FAA.

President's Message By Jerry Kilpatrick, Yakima Air Terminal

The upcoming WAMA Fall Conference in Pullman will be my last conference as President, however, I plan on keeping active in WAMA issues when ever needed, to help promote and protect our air transportation system.



It has been an honor and a pleasure to represent such an outstanding group of aviation professionals for the past two years. It is also quite humbling to have had the opportunity to represent our airports to the state legislature on several issues, including a proposed change to regulations concerning wildlife control measures on airports. Although we were not successful in getting the wildlife legislation passed this year, I believe that we have a good chance of getting some meaningful legislation passed next year. WAMA thanks the efforts of a number of WAMA members including Susie Tracy and Representative Brian Sullivan.

At the conference in Pullman, we will be electing new officers and board members. I look forward to handing the gavel over to the new president and assisting him or her through the transition period.

Some of the initiatives I would like to see WAMA continue to pursue are:

- Develop the WAMA website so it's a place for sharing documents and information among airports (i.e. build a reference library)
- Increase overall WAMA membership
- Provide more services and assistance to the smaller GA airports
- Expand the educational and scholarship programs
- Continue our legislative efforts on wildlife management and other important issues
- Provide 'true value' to our members from information received at our conferences, website, and committees
- Explore the possibility of offering more technical and maintenance programs to airport maintenance personnel

Thank you for the opportunity to serve this great organization.

Paul Wolf Joins WSDOT Aviation Team By Nisha Marvel, WSDOT

WSDOT Aviation welcomes Paul Wolf as its newest temporary employee. Paul currently works in Olympia as a WSDOT Environmental Permits Specialist, but will assist Aviation with state-managed airports on a part time basis. His top priorities will be to develop and implement standards at the state-managed airports, and coordinate the development of maintenance agreements with other WSDOT regions.

Jim Scott, State Airports Maintenance Supervisor, will continue to manage the daily activities at the airports, while Paul will be responsible for capital project planning. Paul brings to the team of wealth of knowledge in strategic planning, policy development and aviation.

Long-Term Air Transportation Study Update

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? These questions prompted the state legislature to initiate the Long-Term Air Transportation Study (LATS) in 2005.

What's Been Accomplished?

- Phase I Report: Airport System Facility and Capacity Assessment
- Phase II Report: Airport System Forecasts and Capacity Assessment
- WSDOT-Managed Airports: Independent Assessment
- Governor Gregoire's Selection for Aviation Planning Council

What Did We Learn?

- Boeing Field, Kenmore Air Harbor, Sea-Tac, Auburn, Harvey & Kenmore Air Seaplane Base have the least reserve aircraft operations capacity
- Existing demand for general aviation (GA) aircraft parking and hangar storage has reached 85 percent of existing statewide capacity
- Significant capacity constraints are expected throughout the state aviation system by 2030
- Sea-Tac is expected to reach capacity by 2024
- GA activity expected to strain existing capacity in Puget Sound, Southwest Washington, Spokane and Tri-Cities regions
- Trends contributing to service losses at smaller commercial service airports in recent years expected to continue through 2030

WSDOT-Managed Airports (WMA) Study

WSDOT recently completed the WMA assessment, which evaluated existing conditions and future needs at the 17 WSDOT-Managed airports. WSDOT is examining its role in operating these airports, as well as the role each airport serves in the statewide system, to strategically target investments. The assessment revealed that Methow Valley has the highest value; seven others are moderately valuable; eight are of lower value; and one, Lester State, is of no value. Next steps are to develop system policies, facility requirements, operating procedures and a recommended development plan by fall 2007.

What's Next?

The Governor's aviation planning council will convene in Phase III to make recommendations on how best to meet long-term statewide aviation needs. Key council policy issues will include Puget Sound commercial capacity, small community commercial risks, GA capacity in southwest WA, state-operated airports, state airport classifications, and capital improvement plans. To read the Phase I and Phase II reports, please visit www.wsdot.wa.gov/aviation/LATS.htm.



Please send your comments, suggestions & future news items to Cindy Hirsch, WAMA News Editor at cindyhirsch@URSCorp.com

FAA Update

By Carol Key, FAA

Wade Bryant and Matt Cavanaugh Retire

Wade Bryant, Seattle Airports District Office Manager will be retiring effective October 3, 2007, after 43 years of federal service. There will be a farewell luncheon and roast for Wade at the Fall WAMA Conference.

In addition, Matt Cavanaugh, Manager, Safety and Standards Branch retired on August 3, 2007.

Wade and Matt's departures have prompted several temporary position exchanges: Bill Watson is now Acting Manager, Planning, Environmental & Financial Planning Branch; Carolyn Read moved to Manager, Safety and Standards Branch; Craig Sparks, Manager of the Denver Airports District Office (ADO) will be the Acting Manager, Seattle ADO; and, Carol Key will be the Assistant Manager, Seattle ADO.

2008 FAA NW Mountain Region Airports Conference

The 2008 conference is scheduled for April 21-23, in Seattle.

Project Schedule Changes

The latest Airport Improvement Program changes will be discussed at the Fall WAMA Conference. We will be implementing some new deadlines. Plans that include discretionary funding in FY08 require an environmental determination to be complete by January 15, 2008 and the project must be ready for bid by April 1. If these deadlines cannot be met, chances of receiving discretionary funding will greatly diminish, or may not be funded in FY08.

Airspace Study at Pullman-Moscow Airport by Anthony Tezla, Mead and Hunt

As recently demonstrated at the Pullman-Moscow Regional Airport (PMRA), understanding current technology helps tremendously when determining required improvements at a physically constrained airport. PMRA contracted with Mead and Hunt to bring a technologically based approach to their Master Plan Update process. This effort included the latest 3D modeling techniques to improve all-weather reliability and enable continued airport growth.

PMRA is a single runway airport surrounded on all sides by hills up to 200 feet high. These hills reduce the overall reliability of the airport by obstructing instrument approaches during poor weather and by restricting takeoff weights of departing aircraft.

In the near future, aircraft larger and faster than those using the airport today will be flying into PMRA. The airport's sole air carrier plans to replace its existing 36-seat turbo-prop operation with a larger 72-seat Bombardier Q-400. Activity by business jets has also increased steadily. PMRA undertook an airspace study in order to resolve the airport's long-term reliability and safety concerns.

The first step was to determine an optimal runway alignment within the existing site. To accomplish this, the consultant developed a method of evaluation that combines instrument procedure design for GPS-WAAS, 3D modeling, and engineering and design evaluations into a single electronic model. This method allowed them to screen and refine numerous alternatives, quickly determine the best technical solution, and create renderings and animations that were easily understood by the decision-makers, stakeholders, and the public. Other aspects of the project included airline market analysis, financial analysis, and an obstruction survey.



Aerial view of the Pullman-Moscow Regional Airport.

c/o Michael Cheyne, WAMA Secretary
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