



# WAMA NEWS

Spring 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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## Spring 2006 Conference March 15-17 at Paine Field

By Bryan Johnson, Paine Field

Mark your calendars for the WAMA Spring Conference scheduled for March 15 - 17, to be hosted by Snohomish County Airport – Paine Field, in Everett, WA. The conference will be held at the airport's new Future of Flight and the adjacent Hilton Garden Inn Hotel.



*The new Future of Flight at Paine Field*

The conference agenda includes a fuel and fire safety course, USDA wildlife training, an airfield inspection panel, the results of the WSDOT statewide airport pavement survey, and many tours and activities which are sure to make for a great time. There will also be presentations by an Eclipse jet representative and Walt Gillette from the Boeing Company.

Registration for the conference needs to be completed by March 5, and reservations for the hotel need to be made by March 1. Please see the WAMA website at [www.wama.us](http://www.wama.us) for details and registration information.

## New Spokane International Airport Director

By Todd Woodard, Spokane International Airport

The Spokane Airport Board recently selected Neal Sealock to serve as the Airport Director overseeing Spokane International Airport, Felts Field and the Airport Business Park. The facilities are co-owned by the City of Spokane and Spokane County.

Mr. Sealock retired from the United States Army in May 2005 with the rank of Brigadier General. He enjoyed a distinguished military career that included assignments in the Pentagon, China and Australia, as well as domestic U.S. posts. While serving as the U.S. Defense Attaché in China he was the principal negotiator on Hainan Island for access to and release of the detained crew of the EP-3 aircraft in 2001. He also has extensive U.S. diplomatic experience. He is a rated pilot, Army aviator, and instructor pilot. During one point in his career, he was the Commander of the 1<sup>st</sup> Aviation Brigade at Ft. Rucker, Alabama that included over 4,000 personnel.



Please send your suggestions, comments and future news items to  
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For more information please visit [www.wama.us](http://www.wama.us)

## FAA's Dave Field Retires

Many WAMA members will remember Dave Field from the days when he was the Manager of the Seattle Airports District Office, or when he was the Supervisor of the Washington Section in that office. For the past 12 years, Dave was the Manager of the Planning and Programming Branch in the Airports Division in Seattle.

After nearly 40 years with the FAA, Dave retired. Now, after a one-month retirement, Dave has returned to work in the NW Mountain Region's Runway Safety Office. In recent years Dave missed his visits to the Washington airports. He expects to see more of WAMA members and their airports in his Runway Safety job. Please say "hello" to Dave at the annual Airports Conference in Seattle in April; he will be at the Runway Safety Office booth.

## Paine Field Update

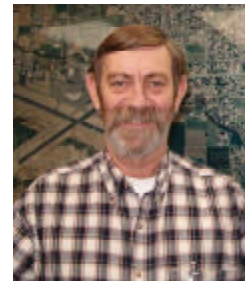
Recent projects at Paine Field include construction of a new Taxiway Kilo 1, obstruction clearing adjacent to the main runway, and paving a four-acre expansion of the corporate ramp.

The Kilo 1 project will provide access to the NW Aviation Center. The first phase of the project includes a Design Group V taxiway extending southwest from the north end of the main runway and a ramp extending from the new taxiway to the Future of Flight. Both the taxiway and ramp are scheduled to be completed this summer. As the work will occur near the glide slope transmitter, the Runway 16R ILS will be out of service during the construction period this summer.

## President's Message

By Jerry Kilpatrick, Yakima Air Terminal

I wish to thank the membership for their support in allowing me to serve as president of WAMA for the next two years. I have always been proud to be a WAMA member and I hope I can serve the organization as well as my predecessors. They are a hard act to follow, but I promise to do my best.



I have been involved in aircraft and airports for nearly 35 years now. I have seen many changes in the industry, some good, some not so good. Unfortunately, in the last few years the trend seems to be leaning more toward the "not so good" side of the scale.

Changes in legislation affecting the regulatory side of airport operations have kept us on our toes. On a daily basis we deal with the ever-changing world of storm water issues, clean air standards, wetland mitigation, the endangered species act, salmon recovery and wildlife hazard mitigation. While much of the legislation surrounding these issues has been well intended, it has resulted in unintended negative impacts on airports. Initiative 713, the anti-trapping legislation that was passed several years ago is a prime example. The initiative was popular with the voters, but it had an unintended consequence for airports and USDA Wildlife Services: it took away one of the most valuable tools we had to manage hazardous wildlife problems effectively.

I believe that we have not communicated often and frankly enough with our legislators. If they are unaware of the effects that proposed legislation will have on our daily operations, then they can not help us to modify the legislation to lessen the impacts. Since WAMA members have been dealing directly with the legislature for the past few years, they are finally understanding our plight and are becoming more willing to look at legislative 'fixes' to assist us. Individually, we don't carry much weight, but as an organization, we do tend to get noticed.

Susie Tracy, the lobbyist for WAMA, has done a wonderful job sifting through the stacks of bills and identifying the ones that affect airports. If she finds something that is going to have a negative impact on your facility, get vocal! Let the other WAMA members know your concerns so that they can assist you in getting the message out.

If the wheel don't squeak, it doesn't get oiled.

## President Bush's Budget Proposal Slashes Aviation Funds

By Nisha Hanchinamani, WSDOT

Recently, United States Department of Transportation Secretary Norman Mineta rolled out President Bush's 2007 aviation budget and shocked leaders in the aviation industry. One of the budget's deepest cuts was made in the Airport Improvement Program (AIP) which funds the nation's airport infrastructure. The administration slashed overall AIP funding by \$765

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million below this year's level and nearly \$1 billion below the congressionally authorized FY 2007 level of \$3.7 billion. The staggering effects include:

- The non-primary grant program (\$150,000 per eligible General Aviation airport) would be eliminated
- All primary grants would be cut in half
- The minimum entitlements for larger airports would be cut from \$1 million to \$650,000
- The set-aside for GA and non-primary commercial service airports would be cut from 20% of AIP to 18.5%.

In addition to AIP cuts, other FAA and DOT programs would be cut:

- Essential Air Service would be cut from \$110 million to \$50 million
- The Small Community Airport Development Program would be eliminated (although already congressionally authorized at \$35 million)
- The Contract Tower Cost Share Program would be eliminated
- FAA's Facilities and Equipment line-item, including funds for air traffic modernization would be cut by \$600 million.

Secretary Mineta also said that the administration will soon propose a new reauthorization plan. That plan is widely expected to contain new user fees, a "bonding proposal" to finance FAA's Air Traffic Organization from "capital markets", and reduced funding for many airport programs.

WSDOT Aviation will continue in its leadership role with the National Association of States Aviation Officials to be involved in discussions concerning these deep cuts. WAMA members should be equally concerned and express their position to Congress. The future funding of many of Washington state's airports may depend upon it.

## **Yakima Airport is Moving South** **By Jerry Kilpatrick, Yakima Air Terminal**

The airport is not moving; it is just opening up new land for development. The north side of the airport which is served by utilities and desired for development is now land-locked: there is no more room for expansion. Therefore, the airport has been working diligently to expand taxiway access and utilities to vacant land on the south side of the airport.

Work on this effort began in 2005 when the airport reconstructed a taxiway on a portion of an abandoned runway. In 2006, the airport is completing the construction of a stub taxiway connecting this north-south taxiway to developable land to the west and the addition of water and sewer lines. This will open up about 45 acres for development, 24 acres of which have already been leased. There are three condominium groups proposing to build a total of over 30 new hangars, ranging from small basic T-hangars, to large corporate jet hangars, and full service FBO maintenance hangars.

Construction of the water and sewer lines will be completed by the end of February and construction of the hangars will begin in March 2006.



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# The Business Case For Strategic Asset Management at Sea-Tac Airport

By Dave Tomber, Sea-Tac International Airport



Some decisions are simple—others are hard and have long-term implications that are difficult to predict. Studies show that 75 percent of the cost of facility ownership occurs *after* design and construction, yet 75 percent of the decisions that drive cost occur *before* design. Choices made long before the first concrete is poured, even before the first engineering study is complete, cost money later.

Studies also show that the cost to operate and maintain a new terminal concourse over 50 years equals twice the initial capital cost. For example, the total cost of our new South Terminal Expansion at Sea-Tac Airport was \$283 million. The projected cost of utilities, operations, maintenance, repairs and new systems over 50 years is estimated at \$557 million. Combine those figures and you get \$840 million, the total cost of ownership of our new terminal.

Understanding total cost of ownership is a new initiative at the Port of Seattle. Our purpose is to develop an approach to managing facility resources that embraces the concept of “strategic asset management.” This approach encompasses a greater understanding of total cost of ownership of our facilities over their lifetimes, including costs for planning, design, construction, operations, maintenance, demolition and replacement. We believe this

approach better serves our constituents and our community by reducing energy expenses, cutting costs and improving sustainability. Strategic asset management accomplishes both economic and ecological goals based on the recognition that success requires excellent performance in both areas.

c/o Michael Cheyne, WAMA Secretary  
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