



WAMA NEWS

Spring 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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WSDOT Asks Public to Stay Involved in Phase II of Long-Term Air Transportation Study

By Nisha Marvel, WSDOT Aviation Communications

Phase II of the Long-Term Air Transportation Study (LATS) is currently underway, and the Washington State Department of Transportation (WSDOT) Aviation is offering the public additional ways to get involved.

LATS is a three year, three phase study that was authorized by the Legislature in 2005 (ESSB 5121) to examine what the State has, what it needs, and how to meet the need regarding statewide aviation capacity. Phase I, which was completed in September 2006, assessed existing public use airport facilities and capacity. The Phase I Report can be examined at: www.wsdot.wa.gov/aviation/LATS.htm.

Phase II includes long-range commercial and general aviation activity forecasts, a market analysis, an air cargo assessment, and a high-speed passenger rail assessment. Phase II findings will be released July 1, 2007. At that time, Phases I and II findings will be presented to the Governor, Legislature, Transportation Commission and applicable regional transportation planning organizations (RTPOs).

In Phase III, a Governor appointed aviation planning council will use the Phase I and II reports to help identify which airports will meet, exceed or fall short of adequately serving the anticipated future demand.

Recently, WSDOT Aviation announced two regional workshops in May to present Phase II findings and obtain feedback from the public regarding statewide aviation needs. The workshops will be held as follows:

Tuesday, May 1, 2007

2:00 p.m. – 3:30 p.m.
South View Lounge
The Museum of Flight

Wednesday, May 2, 2007

10:30 a.m. – 12:00 p.m.
Golden Delicious Room
Wenatchee Convention Center

WSDOT Aviation also recently distributed a Phase II online survey to solicit feedback on aviation capacity, future demand and investment priorities. You can take the brief online survey at: <http://67.50.150.182/Infopoll/surveys/s96.htm>

The survey will be available online until May 1, 2007.

More information about LATS is available at: www.wsdot.wa.gov/aviation/LATS.htm, or by contacting Nisha Marvel at marveln@wsdot.wa.gov or (360) 651-6310.

Environmental Best Management Practices

By Carol Key, FAA

Environmental requirements can be overwhelming, especially when they affect a project schedule. However, there are some items that might be considered in order to move a project along much more quickly.

If the project will disturb native soils and a cultural resource survey is deemed necessary, a survey for the entire airport should be considered. The added cost of surveying the entire airport may not be much more than for the limited area. An airport-wide survey can also be used for multiple future projects on your airport, thus eliminating the survey step for those projects. Having a cultural survey on-file for the entire airport can ultimately save time and money.

It is also important for owners to know the status of endangered species issues on their airports. Check the FAA Northwest Mountain Region web site to find this information. Knowing this in advance will help eliminate the "surprise" factor when you have a tight project schedule.

If an airport has known wetlands, incorporating a wetlands delineation study of the entire airport should be considered as part of a master plan or in association with another project involving wetlands. Again, this could save both time and money.

These proactive steps could have a huge positive impact on your projects. Having that project ready earlier could put an airport in line for some end-of-year money!

Lowell Johnson to Retire

By Carol Key, FAA

Lowell Johnson retired on December 1, 2006, after 40 years of federal service. For the last 12 years, Lowell was manager of the Airports Division in FAA's Northwest Mountain Region.

Lowell's influence on the region's airports was significant and positive. He was a strong proponent of planning as the guide to development. He also believed that what Management pays attention to gets done.

These approaches to management of FAA's activities in airport system improvement were embodied in three documents. The Regional Airport Plan presents the Division's plans and accomplishments for several major categories of system improvement. The Five-year plan sets goals for change over a five year period, and the annual work plan identifies specific projects or tasks to be completed each year. Lowell also produced an annual report card that reports on accomplishments, so that customers can see how well the Division is doing compared to its goals.

The result of this management approach was that Lowell's Airports division was seen as perhaps the most successful in the Nation. For example, correction of non-standard safety areas became an early goal and the rate of accomplishment was much faster in this Region than in the rest of the country. Airport improvements in Washington State during Lowell's tenure and in which he had direct influence include:

- Paine Field runway shift and safety area improvement
- Sea-Tac Third runway, from environmental assessment through federal financing and most of the construction
- Spokane International Airport cargo development;
- King County International, earthquake recovery and main runway reconstruction
- Safety area improvements at nearly all of the Division's focus airports

A retirement lunch in Lowell's honor will be held on November 29 at Salty's on Alki in West Seattle. If you wish to attend, contact Nancy Royak at (425) 227 2600 or Cathie Zimmerman at (425) 227-2602.

Donna Taylor Returns to the FAA

By Carol Key, FAA

Donna Taylor is a familiar name associated with the FAA Airports Division, in that she has served in the Northwest Mountain Region as an environmental planner, civil engineer, capacity officer and ultimately a Section Supervisor in the Seattle Airports District Office (ADO). She left to pursue managing the National PFC Program, followed by a role managing the F&E program in the Northwest Mountain Region for 10 years.

Donna is a graduate of the University of Washington with a Bachelor of Science degree in civil engineering. Donna has returned to take on the role of Airports Division Manager. Welcome back, Donna.

Spring Conference Coming Soon May 2 - May 4 in Wenatchee

Come and enjoy the Washington Apple Blossom Festival in Wenatchee with your WAMA colleagues. The WAMA Spring Conference will be held at the Coast Wenatchee Center Hotel from Wednesday, May 2 to Friday, May 4, 2007. Pangborn Memorial Airport will host the meeting. Preliminary agenda topics include: Required Navigation Procedure (RNP), very light jet and air taxi business, maintenance schedules/cycles along with updates from the FAA and WSDOT.



The conference will kick off on Wednesday with a golf tournament at the Highlander Golf Course. There will also be a daily opportunity to take the Link bus to Leavenworth's "Washington's Bavarian Village". For more information and a registration form, please visit the WAMA web site at www.wama.us.

Education & Scholarship Committee Update By Reinhart Jung, Education & Scholarship Committee Chair

The WAMA Aviation Education and Scholarship committee has recently developed several programs aimed at fostering internships and professional development. Details of the recent activities by the committee are as follows.

Scholarship Program

WAMA has established a scholarship program which consists of awarding a \$1,000 scholarship annually to two schools. These schools are Central Washington University and the University of North Dakota.

WAMA Internship Grant Program

WAMA has established an internship program to help promote the establishment and maintenance of internships at airports throughout the State of Washington. These internships are for a value of \$1,000 and are awarded annually. Internships are very valuable to both the airport and the intern. WAMA has established this program to promote internships because right now there are few such opportunities available to students. This year, WAMA awarded an internship grant to the Aviation Planning Division of the Port of Seattle.

WAMA Professional Development Grant

WAMA has established the Professional Development Grant to assist WAMA members in furthering their professional development. The grant is for \$1,000 and is intended to help cover the cost of airport management classes or programs such as the accreditation program offered by AAAP. Guidelines and an application form for the WAMA Professional Development Program are available from the WAMA web site.

Based Aircraft Study By Carol Key, FAA

By now, each airport should have received a request for a detailed listing of aircraft registration numbers. The FAA needs this based aircraft information to help make better planning decisions, forecast trends, and to help support decisions relative to airport grant funding. This is important to airport sponsors because the proposed new FAA legislation links the level of grant entitlement funds for a general aviation airport to its number of based aircraft.

An inaccurate count could significantly impact an airport's funding; in fact, if no information is submitted for an airport, the airport will have a "0" assigned and will not be eligible for non-primary entitlement funds. This could result in a loss of \$400,000 of entitlement funds for the busier airports in the Northwest Mountain Region.

Sponsors may provide the data in the following ways:

On-line

<http://www.gcr1.com/5010ba>

E-mail

basedaircraftsupport@gcr1.com

Fax

Attention-5010 Based Aircraft Inventory at (504) 304-2525

Mail

GCR & Associates, Inc.
C/O 5010 Based Aircraft Inventory
2021 Lakeshore Dr., Suite 500
New Orleans, LA 70122



General Aviation is Alive & Well at the Yakima Air Terminal

by Jerry Kilpatrick, Yakima Air Terminal

Yakima Air Terminal has seen recent development of new hangars and aircraft manufacturing facilities. A group of five pilots, led by retired airline pilot Tom McMahon, formed an LLC partnership to construct five, 50' x 50' aircraft hangars on the south side of the airport. The hangars come with their own mini control tower where the GA pilots can meet and talk about "airplane stuff". This venture was so successful that four more units are on order and should be constructed by spring of 2007. Each hangar costs \$50,000-\$70,000 depending on amenities (the tower is extra, of course). Future plans include 16 more hangars and a club house for the EAA and other aviation groups to meet.

McCormick Air Service has built several new hangars on the west end of the airfield for larger corporate aircraft. This is in addition to a new FAA certified aircraft and avionics maintenance facility on the east end of the airport.

In addition, the airport now has two aircraft manufacturers located on the field: Cub Crafters and Yakima Aerosport. Cub Crafters, the larger of the two manufacturers, is manufacturing two new aircraft: their premier "Top Cub" and the new "Sport Cub". They plan to roll out one aircraft per week initially, and increase to two per week by the end of the year. Their Super Cub rebuild center is keeping them busy with world-wide sales of their new and rebuilt aircraft. Aircraft purchases have come from places as far away as Ecuador, Italy, Argentina and India. The U.S. Border Patrol is also one of their customers and Cub Crafters has rebuilt several of their older Super Cubs which are used to patrol the Canadian and Mexican borders.

A newcomer to the field is Yakima Aerosport. They are the Dakota Cub Aircraft and Airframes Inc. Northwest assembly facility and have been in business for about one year. They are manufacturing a variety of Super Cub variations including one unique turbo-charged Super Cub for a client in Canada. The client has a cabin on a high mountain lake and needs the turbo-charger to give him sea-level performance at high altitude. The airport has not seen any slow down in GA growth, which seems amazing given the high fuel prices. Evidently, there is still enough love for flying that people are willing to pay a little more to enjoy their hobby.

c/o Michael Cheyne, WAMA Secretary
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