



Fall 2002

# WAMA NEWS

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.

## Executive Officers

### President

Lynae Jacobson  
Seattle-Tacoma Int'l Airport

### Vice President

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### Secretary

Dale Carman  
Arlington Municipal Airport

### Treasurer

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Spokane Airports

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Penni Loomis  
Deer Park Municipal Airport

David Miller  
Century West Engineering

### 2002-2003

Doug Sandau  
Olympia Airport

Jerry Kilpatrick  
Yakima Air Terminal

## Aviation Security Improvements Update

Contributed by Rob Ohm, AIA - Airport Architect/URS

### Big Picture Requirements and Schedule

The Transportation Security Administration (TSA) is continuing to move forward on implementation of the Congressional mandate to improve security screening at the nation's airports. For the 429 U.S. airports that provide air passenger service this is requiring assessment and improvement to passenger security screening checkpoints and checked baggage screening. Two government contractors (Lockheed/Martin and Boeing/Siemens) have been retained to assist the TSA and the airports in development of plans and implementation of improvements. Additional consultants have been retained to lead efforts to hire and train the new TSA security staff needed to operate the newly federalized security operations. Current deadlines for improved checkpoint and baggage screening operations are November 19 and December 31 respectively, although there may be a reprieve for those who can not meet those dates. At the time of publication of this newsletter, Congress is working on a bill that would extend the deadline on a case by case basis, and it is expected to be passed in the next few weeks.



The lengthy post 9/11 queues at Sea-Tac Airport (above) have disappeared with the addition of new security checkpoints.

### Developments at WAMA Airports

WAMA airports vary greatly in passenger volume and security risk. Through TSA, a system of five categories have been developed that define airport security requirements based on passenger volume, aircraft size, type of air passenger service and other classified criteria. At the high end of passenger volume and security needs is **Sea-Tac International Airport** (Category X). Sea-Tac has received assessment visits from TSA teams and is working with each team to confirm that their current passenger screening operations comply with TSA guidelines and to develop plans for interim 100% checked baggage screening operations. Sea-Tac faces significant challenges in implementing new bag screening operations due to its high passenger traffic and the physical constraints of the terminal. Sea-Tac is currently waiting for the Boeing design team to present new checked bag screening solutions and for TSA's review.

Like Sea-Tac, **Bellingham International Airport** (Category III) has challenges to incorporate new screening operations due to size and configuration limitations of their existing terminal building. They have been visited by the two TSA design teams and are awaiting TSA approval or input on preferred TSA security improvements. Airport manager Art Choate appreciated the customer service oriented perspective that his FSD representative brought to the project and emphasized that stakeholder involvement was critical to quickly finding efficient solutions. Bellingham also continues to screen all passenger cars approaching the terminal drop-off zone at a point outside the 300' setback zone originally established post 9/11/01. New security costs to the Port of Bellingham have been reduced by a pass-through transaction due to implementation of a reimbursement agreement with TSA.

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## WAMA Business News

### Legislative Issues

We are beginning to plan a series of regional meetings with legislators that will be held later this year. Our goal is to educate them on issues of concern to WAMA members. Please contact Lynae Jacobson, WAMA President, with any legislative concerns you have specific to your airport or

statewide issues that affect WAMA members, and to find out more about these meetings. The Board will be working closely with many of our management members to coordinate and participate in these meetings. Lynae may be reached at Sea-Tac as follows: 206-248-6891 or [jacobson.l@portseattle.org](mailto:jacobson.l@portseattle.org).

### WAMA Board Member Nominations

Board members David Miller and Penni Loomis are completing their 2-year terms this fall. The nominating committee, chaired by Larry Adams, identified David Miller of Century West Engineering (Ellensburg), Robb Parish of Pullman-Moscow Regional Airport, and Ronald Foraker of Tri-Cities Airport to serve as WAMA Board members for the 2003-2004 term. WAMA members can nominate additional folks to these positions by contacting Larry Adams at [la@portwallawalla.com](mailto:la@portwallawalla.com) or (509) 525-3100 by October 31. Election ballots will be mailed to members in early-November. Please take a moment to cast your vote when you receive the ballot.

### International NW Aviation Council (INAC)/WAMA Fall Business Meeting

The Fall WAMA Business meeting was held on August 10th in Coeur d' Alene, Idaho in conjunction with the INAC Conference. Several WAMA members attended the Conference which covered topics including security issues, runway incursion prevention, wireless technology, customs and border issues, state of the airline industry and aviation insurance. At the WAMA business meeting, we discussed upcoming WAMA Board nominations, results of the JLARC Study, upcoming conferences, and the need for increased communication with legislators. Due to the timing of the Fall WAMA business meeting, board member elections were not held. A nominating committee comprised of Larry Adams, Arnie Clarke and David Waggoner was appointed.

### 2003 Conferences

Conference planning for 2003 is under way. The Ports of Benton, Pasco and Kennewick plan to co-host the WAMA 2003 Spring Meeting in Tri Cities. The meeting will be held May 7 through 9, 2003. For more information, please contact: Kelly Thompson, Port of Benton at 509-375-3060/[thompson@portofbenton.com](mailto:thompson@portofbenton.com) or Sherrie Bowers, Port of Kennewick at 509-586-1186/[sbowers@portofkennewick.org](mailto:sbowers@portofkennewick.org).

We would like to hold our fall meeting in conjunction with the Oregon Airport Management Association and will work with their President to determine a location in Oregon that is convenient for both Associations.

### 20th Annual Northwest Aviation Conference & Trade Show

WAMA will host an exhibitor booth at the Northwest Aviation Conference February 22-23, 2003. This annual conference and trade show, held at the Western Washington Fairgrounds in Puyallup, provides a two-day seminar program and over 150 exhibitors including representatives from all facets of the aviation industry. WAMA has supported this event in the past by providing funding toward the Aviation Hall of Fame awards, but this will be the first time we've participated in the trade show. The conference is free to the public and we encourage WAMA members to attend and to help staff the WAMA booth. We're also planning to have space available for your brochures and promotional materials, so please bring them by the booth or before the end of January get them to Colin English, who may be reached at Paine Field at: 425-353-2110.

## JLARC Study Recommendations

The Joint Legislative Audit Review Committee (JLARC) recently completed their study that examined the impacts of moving the Aviation Division from a branch of WSDOT to a separate Department of Aviation. WAMA provided feedback to JLARC staff on several occasions throughout the study process. WAMA's input focused on concerns about inadequate funding for the Aviation Division and aviation revenues not being used for aviation programs. The study resulted in three recommendations: 1) the Aviation Division should remain within WSDOT, 2) WSDOT should review options for creating an Aviation Advisory Committee, and report their proposed actions to the appropriate Legislative committees by Dec. 1, 2002, and 3) the Aviation Division should survey its customers annually to obtain input and assess their satisfaction. The full report is available at <http://jlarc.leg.wa.gov>.

## WSDOT Aviation Division Moves

WSDOT Aviation Division has moved to Arlington, and can be reached at:

3704 172nd Street NE, Suite K2  
P.O. Box 3367  
Arlington WA 98223  
(360) 651-6300  
(800) 552-0666  
(360) 651-6319 Fax  
[www.wsdot.wa.gov/aviation](http://www.wsdot.wa.gov/aviation)

## WSDOT Best Security Practices Task Force

The Washington Transportation Commission adopted the General Aviation Security Policy for inclusion in the State Transportation Plan. This act recognizes the key role of general aviation airports in the infrastructure of urban and rural communities. A task force involving general aviation pilots and associations, airports, law enforcement and governmental agencies will be formed to develop good security practices for general aviation airports in Washington.



## Flight Across America

*Flight Across America*, a nation-wide project intended to honor the victims of the September 11<sup>th</sup> tragedy and bring hope and healing to people

across the country, originated its first flight on August 11<sup>th</sup> from Paine Field in Everett, Washington. It involved general aviation aircraft flights to hundreds of airports all across the United States through September 11<sup>th</sup>. The project has involved numerous publicity events in support of the positive aspects of aviation, and culminated in a procession of aircraft flying flags representing all 50 states, the District of Columbia, and Puerto Rico over New York City on September 8<sup>th</sup>.

More information is available on the Paine Field Web site at <http://painefield.com/>, on the *Flight Across America* Web site at <http://flightcrossamerica.com/> or by contacting Molly Peebles, the Executive Director of *Flight Across America*. She can be reached at 425-702-9231 or [mollypeebles@flightcrossamerica.com](mailto:mollypeebles@flightcrossamerica.com).

## WAMA Member News

**Dick Wilson, Skagit County Airport Manager** retired and was granted Honorary Member status to WAMA. Dick began his aviation career in an aircraft electrical apprenticeship following graduation from high school in 1955. Following 2 years in the U.S. Army, he returned to San Diego to resume work in aviation and various construction trades. He and his wife settled in Skagit County in 1968. His varied experience served him well in his position as Maintenance Supervisor at the Port of Skagit County, where he began in 1983 at the Port's marina. Although he was responsible for the airport from the beginning, it took him 10 years to give up the marina. The expansion of industrial development at the airport in the early 1990s required him to focus on aviation, so from that time until his recent retirement he was at the Skagit County Airport.

**Dave Bailey, Executive Manager, Port of Moses Lake (Grant County Airport)** recently retired. Dave had a lengthy career in aviation. He attended Navy Air Traffic control School in 1959, and California State University, San Jose, graduating in 1967 with a B.S. Aeronautical Sciences. Dave worked for The Boeing Company in flight test, engineering/planning. He worked extensively on the Boeing 747 certification program, various NASA aviation research projects, and numerous flight test programs. In 1972 Dave relocated to Moses Lake as the Industrial Development Manager for the Port of Moses Lake. His success in this endeavor produced many new tenants for the port and a 1984 promotion to Executive Manager of the Port. Dave served as WAMA President in 1994-95 and was also granted Honor Member status to WAMA.

**Art Choate** is the new airport director at Bellingham International Airport. **Bill Conley**, formerly the Airport Manager in Port Angeles, has returned to the area from California and is working for KPFF in Seattle. **Marv Kinney** is now at the Port of Benton.

**Denny Locke**, formerly with the Spokane Airports, is Operations Manager at Fairchild Air Force Base in Spokane. **Bob Nord** is the interim Airport Manager at Skagit County Airport. **Dave Senne** is the new director of Grant County International Airport. **Ted Soliday**, formerly of Bellingham International Airport, is currently Executive Director of the City of Naples Airport Authority and recently received the Florida Department of Transportation Aviation Professional of the Year Award for 2001-2002.

2001 WAMA Scholarship winner, **Adam Gardner**, recently accepted a position as an Operations Officer with the Will Rogers World Airport in Oklahoma City. He graduated from the University of North Dakota with a degree in Business Administration and would like to thank WAMA for their support of his education.

## WAMA NEWS

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Please send news and ideas for the upcoming Spring 2003 issue to Cindy Hirsch at [cindy\\_hirsch@urscorp.com](mailto:cindy_hirsch@urscorp.com)

## Thank You!

*WAMA would like to thank the sponsors of our Spring Conference, May 1-3, 2002, in Winthrop.*

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[www.portolympia.com/wama](http://www.portolympia.com/wama)

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**Walla Walla Regional Airport** (Category IV) has been visited by the Boeing design teams and are awaiting input on preferred TSA security improvements. Airport Manager Larry Adams shared Walla Walla's post 9/11 experiences:

- Similar to most airports, Walla Walla passenger traffic is lower, approximately 10% for the year.
- Aircraft operations are down dramatically due to initial security concerns about aerial crop dusting operations. Security restrictions grounded the crop dusters during major fall crop preparations. While the restrictions have been lifted, the crop dusting business has not returned to its former levels.
- General aviation flyers and the Port of Walla Walla have been impacted by higher insurance costs on aircraft and support facilities.
- The airport's aircraft control tower operation has become a larger financial burden for the Port due to the reduced number of aircraft operations. The Port shares the cost of tower operations with the FAA via a formula that factors in commercial passenger, aviation business, and general aviation flight activities. Reduced operations in all traffic areas has decreased the FAA's costs and increased the Port's costs. The increased costs to the Port could jeopardize the future of manned tower operations unless other cost reductions are found.

In addition to the new equipment and operation spaces required for enhanced airport security screening at Bellingham and Walla Walla, both airports have been requested to provide additional space for TSA staff, such as spaces for break rooms, training rooms and site manager offices.

### **Assumptions about future developments**

The need for improved security remains self-evident. The longer-term methods and impacts are less clear. Current technology is providing two primary pieces of equipment for our use: Explosive Trace Detection Machines (ETD) and Explosive Detection System Machines (EDS). Each has strengths and weaknesses, in processing rates; detection abilities; infrastructure needs; staffing needs; reliability and availability. TSA has been slow to evolve and fully define the security protocols that guide security designers, but in their defense, these are rules and processes that take time to test. These protocols are the nuts and bolts details around which security designs are shaped. Airports with smaller passenger loads and / or more space to process people seem to be moving more quickly towards implementation of the new security requirements. The larger and more space-challenged airports seem to be giving TSA designers more trouble in finding workable solutions. Issues involving the time to allow for screening of each bag, or the sequence of screening steps, are key issues that will continue to be refined and studied until all airports have implemented their TSA approved designs.

c/o Lida Nesterenko, Aviation Planning  
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