



WAMA NEWS

Fall 2005

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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Future of Flight Aviation Center and Boeing Tour

By Bill Lewellen, Snohomish County

The new Future of Flight Aviation Center & Boeing Tour will open October 28, 2005 as a unique interpretive facility designed to let visitors experience the marvel of commercial jet aviation and production. From interactive exhibits to the only tour of a commercial jet assembly plant in North America, the Future of Flight Aviation Center will add a major visitor attraction to Western Washington. It is anticipated to draw more than 200,000 visitors per year compared to the approximately 100,000 annual visitors who now visit the current Boeing Tour Center and to generate an additional \$3.5 million annually of tourism spending in Snohomish County.



Currently under construction at Paine Field in Everett, the 73,000-square-foot facility will feature:

- 28,000-square-foot Aviation Gallery with interactive exhibits and banquet capacity of 750
- 9,000-square-foot, rooftop observation deck with banquet capacity of 500
- new tour center for the plant in which Boeing assembles its 747, 767, 777 and 787 airplanes
- meeting room space for 250 people and two executive board rooms for 12 - 20
- 240-seat theater
- 125-seat restaurant café
- Aviation Center Gift Shop and Boeing Store

When the Aviation Center opens, the Boeing Tour will expand to seven days a week instead of the current, weekday-only schedule. Visitors will tour the largest building in the world by volume to view the amazing assembly of Boeing jets and learn how "all of the pieces come together."

A new 102-room Hilton Garden Inn will open adjacent to the Future of Flight in early October 2005. The full service Hilton has suites overlooking the runway and offers meeting space for groups up to 250.

The Future of Flight Aviation Center and Boeing Tour facility is located at 8415 Paine Field Boulevard, Mukilteo, WA 98275. Hours of operation and ticketing information are listed on www.futureofflight.com



Don't miss our upcoming fall conference!

Oct. 5 - 7, 2005

Coeur d' Alene, Idaho

For more info visit www.wama.us

Fall Conference Update

By Cindy Hirsch, URS

The fall 2005 LAMA/OAMA/WAMA Tri-State Conference scheduled for October 5 - 7 in Coeur d'Alene, Idaho promises to be an interesting program provided a fabulous setting. A strong focus of the program is addressing the matter of regional commercial air service. WAMA has been working with OAMA, WSDOT Aviation, and the Oregon Department of Aviation to respond to the need to develop and support regional air service. In this newsletter there is an article prepared by WSDOT Aviation updating WAMA members on the efforts of this team relative to the issues. The conference will further this discussion in a panel presentation on commercial air service featuring three regional airlines: Kenmore Air, Sky West, and Big Sky, and a talk by the Regional Airline Association. There will also be presentations about Idaho airports and GPS approaches.

The conference will begin on Wednesday, October 5 with activities that will allow participants to get out and enjoy what Coeur d'Alene has to offer: golf at the Coeur d'Alene Resort Golf Course, a bicycle ride, or a walking tour. See the conference agenda, available on the WAMA website www.wama.org, for the schedule of these activities and for registration materials. Thanks to WAMA board member Robb Parish from Pullman-Moscow Airport, Greg Delevan from Coeur d'Alene Airport, and everyone else who has been working hard to pull together this impressive gathering of colleagues and friends.

WAMA NEWS

Editor
Cindy Hirsch, URS

Please send your suggestions,
comments and future news items to:

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Northwest Regional Air Service Initiative Awarded Federal Grant

By Nisha Hanchinamani, WSDOT

On August 25 a consortium of Washington and Oregon communities was awarded a federal grant to help improve scheduled airline service. The Washington State Department of Transportation (WSDOT) is pleased to be a part of this consortium along with the Oregon Aviation Division and Washington and Oregon Airport Management Associations. Through these groups, several individual communities have committed to work together to improve air service options.

In a series of conversations between airport managers and state aviation leaders, the group recognized that small communities in Washington and Oregon all shared the same challenges in struggling to improve their air service. Northwest communities are limited to only a handful of airlines providing service in the region, and are all tied in to the airline hubs in Seattle and Portland.

This group, self-titled the Northwest Regional Air Service Initiative, submitted a grant proposal to the U.S. Department of Transportation. Over \$180,000 was requested to fund a three-phase action plan. Phase one is the development of an air service enhancement "toolkit" that any community can use to identify reasonable air service expectations and recommendations on developing community support that would attract airlines. Phase two provides a community-specific analysis of air service markets, aircraft, and routes for the communities that complete the "toolkit". Phase three develops strategies, based on the Phase two evaluation, of how to improve air service to the participating communities in the region. It is anticipated that this three-phase approach will identify regional strategies that would be more effective than individual community proposals.

The goals of the Initiative are to:

- Improve air service to smaller, underserved and overpriced communities in Washington and Oregon to reduce the driving distances to access commercial service.*
- Provide better access from secondary markets in Washington and Oregon to the national air transportation system.*
- Engage smaller communities in Washington and Oregon in finding solutions to regional air service issues.*

The U.S. Department of Transportation Small Community Air Service Development Program was initiated in 2001 and provides up to \$20 million per year in grants. The Order Awarding Grants issued on August 25 called the program "unique in that it encourages and affords communities the opportunity to develop their own solutions to their air service problems based on their particular needs and circumstances."

Fiscal Year 2006 AIP Status

By Carol Key, FAA Airport District Office

Now that the FAA's Fiscal Year (FY) 2005 is winding down, it is time to look forward to FY06. With each year comes the refinement of and revisions to the goals that drive the FAA Northwest Mountain Region (NWMR) Airport Improvement Program (AIP). These goals will guide the

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decision-making of the FAA NWMR in the coming year, so it is important that everyone thoroughly understand them. The “key” goals for this year include:

- 1. Program 60% of all AIP funds within 60 days after funds become available. In the many steps in processing an AIP project, the environmental requirements must be completed before programming. For projects in FY06, the environmental requirements should be completed no later than February 28th. If this schedule can not be met it should be discussed between the FAA project manager and the sponsor; the FAA may be able to slip the schedule a couple months or it may be necessary to complete the environmental in FY06 and delay the construction project until FY07.*
- 2. Award 90% of AIP grants based on bids for construction and equipment projects. This means that FY06 projects should currently be under design and moving towards a spring bid date. Both planning and design projects require an approved scope of work and negotiated fee. Construction projects require that bids be approved in time to issue grants by June. If this deadline is not attainable, FAA project managers will work with sponsors to meet the requirement for a grant in a later year. FY07 projects that are ready for bid could possibly be moved up to FY06.*
- 3. Take action to close all projects inactive for 18 or more months. All projects should request regular payments, and any time 12 months or more pass without a payment it triggers an FAA follow-up. Sponsors need to request regular payments on all grants.*

Sponsors need to work with their FAA project managers to establish a schedule in order to be ready for a grant by June 30, 2006. The FAA Northwest Mountain Region staff appreciates everyone’s continued support of these annual goals. The success of the AIP Program is a direct result of sponsors, FAA, and consultants working together

All for One and One for All

By Doug Sandau, Special Projects Coordinator, Port of Port Angeles



There is nothing like a little help from your friends..... In August, construction began on the replacement of runway edge lighting as part of this year’s AIP projects at Fairchild International Airport in Port Angeles, WA. Bids came in below the engineer’s estimate and the prime and sub contractors were all local, which was good news for folks on the peninsula. Everything was looking good and the contractor was ready to go, but try as they might, they were unable to locate any readily available lighted X’s. Like many airports built during WWII, Fairchild has a cross wind runway in addition to its primary runway and therefore requires four portable lighted X’s in order to close the entire airport. The entire airport needed to be closed only for a brief time period during this work but all of the lighted X’s were still required to do so.

The next thing you know, the problem is solved. When in doubt, call Jerry Kilpatrick at Yakima, and it’s probably a good idea to give Dave Wagoner at Paine Field a call as well. Jerry arranged to have contractors pick up his two X’s, and Dave got a hold of his airport superintendent Bruce Goetz who then scheduled time for Fairchild’s use of their equipment.

Fairchild’s runway lighting project is now on-schedule and expected to be completed by October 14.



WAMA would like to thank the following sponsors for making our Spring Conference held June 2005 in Richland, WA a great success:

J.U.B. Engineering

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WSDOT Aviation's Local Airport Aid Program Update

By Nisha Hanchinamani, WSDOT

The Washington State Department of Transportation (WSDOT) Aviation announces that \$5.7 million in state, federal and local match funds will be used for 24 different airport improvement projects in Washington state. A total of 21 public use airports in Washington will benefit from this round of grants. Through its Local Airport Aid Grant Program, WSDOT awarded approximately \$1.2 million in state grants to fund these airport projects. Of that amount WSDOT used \$88,493 to leverage over \$3.4 million in federal funds.

"It makes a huge difference that we are able to leverage millions of federal dollars by using a relatively small amount of state funds," said Stan Allison, WSDOT Manager of Aviation Operations. "It enables crucial projects at smaller airports and helps us to maintain a safe and efficient state aviation system."

Airport improvement projects slated for the 2005-2007 biennium are in the areas of pavement, safety, planning, maintenance, security and runway safety. Forty-five percent of the projects are focused on airport pavement maintenance. Eighty-six percent of those paving projects will go to smaller airports that are not eligible for federal funding. The specific project breakdown is as follows: 7 pavement, 3 maintenance, 2 planning, 8 safety, 1 security and 3 runway safety. For a complete list of projects please visit www.wsdot.wa.gov/aviation/news/2005/AirptAidGrants05-07.htm.

This is the first of two rounds of Local Airport Aid Grant awards expected during the 2005-2007 biennium. WSDOT anticipates announcing its second round of grant awards in April 2006.

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