



WAMA NEWS

Spring 2008

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's AIS Available Online

By Nisha Marvel, WSDOT Aviation Communications

The Airport Information System (AIS) is an online program that provides the public with detailed information about Washington's air transportation system. The system improves and updates the Aviation System Plan Database, and allows the public to explore technical data collected as part of WSDOT Aviation programs. WSDOT also lowers costs by assuming responsibility for the data analysis and administration. The result is more accurate, consistent and accessible statewide aviation information. The program is available on WSDOT's Web site at: www.wsdot.wa.gov/aviation.

The key features of the AIS include:

Online Airport Reports

The online reporting system allows the public to view information collected during Phases I and II of the Long-Term Air Transportation Study (LATS). Users may search information by individual airport, county, or region. A statewide summary is also available. The system also features a series of 140 separate Web pages providing individual profiles of each airport in the system.

Airport Update

The airport update system allows airport sponsors to view and update their individual facility and services reports. This aids in the effort to have updated and timely data that is accessible to WSDOT staff, airport sponsors, FAA, and the public. The information is used to support WSDOT programs, including the Airport Aid Grant Program, Washington Aviation System Plan, and Airport Land Use Compatibility Program. WSDOT uses the information to accurately describe Washington's air transportation system and communicate aviation needs to communities, local elected officials, the state legislature, and the FAA.

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Paine Field News

By Nona Anderson, Snohomish County Airport

Julie Close, an Operations Specialist at Snohomish County Airport, has earned a Bachelor of Science degree in Aeronautics and minors in National Security & Intelligence and Aviation Safety from Embry-Riddle Aeronautical University.

She has been awarded her diploma with Distinction for her outstanding overall GPA.



FAA Update

By Carol Key, FAA

With Wade Bryant's retirement this past October, there have been numerous changes in the Seattle Airports District Office (ADO). Carol Key has replaced Wade as the Manager of the Seattle ADO. The ADO management team is being restructured from the previous State Sections of Washington and Oregon/Idaho, to an ADO Manager/Assistant Manager configuration. The ADO Assistant Manager selection will be made soon.

The Seattle ADO welcomed Stan Allison as the Airport Planner for Oregon and Idaho, in November 2007. Stan came to the FAA from the Washington State Department of Transportation (WSDOT). The Seattle ADO is also in the process of hiring a new engineer.

Bill Watson, who served as the Oregon/Idaho Section Supervisor, has departed the ADO to become the Manager of the Safety and Standards Branch, Northwest Mountain Region, Airports Division.

The Northwest Mountain Region Airports Division bids farewell to Nancy Royak. Nancy is retiring effective May 10th. She has supported the Northwest Mountain Region Airports staff for over 12 years. Best wishes, Nancy!

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

President's Message

By Robb Parish, Pullman-Moscow Regional Airport

WAMA is and has historically been an organization that fosters professionalism among Washington airport operators, managers, and consultants. Association goals include promoting public understanding, ensuring the highest technical standards, establishing an interchange of experiences, and working with other organizations to the benefit of airports and aviation. The Association periodically adjusts its focus to



ensure that Washington airports have an effective mechanism to share ideas and experiences as well as a relevant forum to respond to issues that impact our facilities.

Much of our recent effort has been working with federal, state, legislative, and regulatory bodies on issues that are important to members—sometimes broadly and sometimes more selectively. These are important efforts and they will continue to be a significant part of our Association's focus. We cannot, however, assume that this work alone fulfills our mission. This is an ideal time to reflect on our stated mission and reassess the means to achieve that mission.

WAMA's guiding principals are published in the membership roster, and I encourage each of you to read the purpose section of the roster and consider what these goals mean to your airport. Over the coming months, the WAMA officers and directors will be asking our members how these principals should be interpreted or adjusted in light of the current state of airports and aviation. WAMA is an important voice for Washington airports, and we must ensure that our collective voice is pertinent and valuable for the entire membership.

Your views and ideas are vital to the health of the Association and the airports it represents. Please share them and help make WAMA the best possible organization.

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Login Directions

Airport sponsors must first login to the system in order to view and update information. Airports can request their User ID by emailing aisadmin@wsdot.wa.gov with the following information:

- Sponsor name, address, phone number and email
- Password of your choice
- Level of access requested: "Airport Rep" or "View Only"

After receiving a User ID from WSDOT, sponsors can access their airport information at the Airport Information System Login page. Once logged in, sponsors can navigate through different airport input screens and update information.

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Training and Assistance

WSDOT Aviation will provide training and assistance to airport sponsors throughout the state in the coming months. Training will occur at various aviation conferences and at individual airports.

What's Next?

Phase III of the system, expected to be released later this year, will:

- Include pavement condition information
- Create performance objective comparison detail
- Export airport data for analysis
- Enhance overall system usability
- Enable importing/exporting of airport contact information.

For more information about the AIS, please contact Eric Johnson at johnsel@wsdot.wa.gov or 360-651-6300.

FAA's Airport District Office Update

By Carol Key, FAA

The FAA's Northwest Mountain Region Conference was held April 21st to 23rd, 2008 in Seattle, with the theme "Safe – Green – Value". Current information was shared on timely issues such as discretionary vs. entitlement funding, earmarks, eligibility, AIP planning, and AIP legislation.

Earmarks: Earmarks do not guarantee funding and are not "new" money. Earmarks must be funded using your entitlements. If we agree to commit your entitlements to another high priority project, then we typically request discretionary funds to fund the Earmark. These funds are taken out of our regional distribution of discretionary funds.

Discretionary Funding Requests: Entitlements cannot be used for low priority work (e.g., such as terminals, entrance roads, etc.) while requesting discretionary funds in the same year. We prioritize our projects based on a variety of factors, one of which is how the sponsor proposes to spend their entitlements. Because of the large number of unmet needs, we generally do not request discretionary funds where sponsors propose to use their entitlements on low priority work.

Part 1542 Security Projects: Please remember that Part 1542 security work is not eligible unless we receive a letter from TSA documenting that the security improvements are required.

AIP Planning: Remember to meet with your ADO, the earlier the better! Contact your ADO for your copy of the "Steps to AIP Funding for Your Airport Project". Smart project planning allows you to validate project justification and eligibility, identify funding sources, coordinate requirements within the FAA and secure environmental or other approvals/permits for you to meet your goals.

AIP Legislation: As of this writing, we are operating under the AIP Legislation approved on February 28, which authorizes approximately 75% of apportionments and sets June 30, 2008 as the last day to obligate (June 20 is the last day to return accepted grants). We urge you to work closely with your ADO project manager on your requirements during this challenging time!

Spring Conference Reminder

The WAMA Spring Conference is scheduled for May 28 – 30, 2008 in Richland, Washington. It is co-sponsored by the Ports of Benton, Kennewick and Pasco.

Participants will have an opportunity to explore the best of the area with a golf tournament to be held at Columbia Point, a dinner river cruise, and biking and walking along the river trail. The featured lunchtime speaker on Thursday will be Dave Minick, owner and winemaker at Willow Crest Winery.

Please visit www.wama.us for registration information.

State Airport Photos

by Doug Sandau, URS

Benton Airport



Chehalis Airport



Richland Airport





Leland Richardson Passes Away by Ron Foraker, Tri-Cities Airport

Leland Richardson, former airport manager for the Tri-Cities Airport, passed away on February 8, 2008 in Bonney Lake, Washington at the age of 90.

Lee graduated from Pasco High School and attended University of Washington before joining the Army Air Corp where he served during WWII. Lee married his high school sweetheart, Mary Ellen Perry, and they enjoyed more than 60 years of marriage until she passed away in early 2003. Lee and Mary Ellen raised two sons, Philip and David.

Lee became airport manager for the Tri-Cities Airport in 1964, ushering the Tri-Cities into the “Jet Age”. During his time as manager he oversaw the construction of the passenger terminal, dedicated in 1966; the construction of a new fire station, completed in 1968; and the installation of an air traffic control tower, completed in 1973. Also under his leadership, three major runway extensions were constructed, which are the basis for the runway system still in use today.

Thanks to the Generous Sponsors of our 2007 Tri-State Airport Management Conference

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