



# WAMA NEWS

Spring 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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Wm. R. Fairchild Int'l Airport

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## Arlington Airport News

By Joe Alexander, City of Arlington

This summer the Arlington Airport will undertake a \$2 million AIP project with the construction of taxiway "E", extension of taxiway "B," and construction of two aircraft warm-up aprons. The project will provide better access between runways 16/34 and 11/29 and will prepare the airport for future aviation expansion along runway 11/29. Taxiway "B" will be extended 1,300 feet, completing the west parallel taxiway of runway 16/34.



Arlington Airport Fly-In

WAMA members are encouraged to visit the airport during the 37<sup>th</sup> Annual Arlington Northwest EAA Fly-In, July 6-10, 2005. The fly-in is the nation's third largest and includes a variety of activities from a hot air balloon launches to night air shows, and highlight a variety of aircraft from warbirds to homebuilts. Please visit [www.nweaa.org](http://www.nweaa.org) for more information.

A new helicopter school opened at Arlington, further diversifying the mix of aircraft using the airport. Silver State Helicopters, a company based in North Las Vegas, has 12 such academies around the West. For more information, please visit [www.silverstatehelicopters.com](http://www.silverstatehelicopters.com).

## WSDOT Pavement Management Program

By Margaret Broten, Applied Pavement Technology

As part of the Washington State Department of Transportation's (WSDOT) on-going airport pavement management activities, federal and state funding was secured to evaluate pavement conditions at 97 airports and update the Airport Pavement Management System (APMS). Applied Pavement Technology (APTech), with assistance from CH2M HILL and CiviITech, are undertaking this project. The project was initiated in January 2005 and is scheduled to be completed by June 2006.

Pavement management is a well-recognized tool for federal, state, and local agencies responsible for preserving the condition of pavement networks. From March to June 2005, pavement conditions at the project airports will be assessed using the Pavement Condition Index (PCI) procedure, which is the industry standard for visually assessing the condition of the pavement.

The FAA and WSDOT plan to use this analysis to help prioritize state and federal grant projects at the system level. In addition, each airport included in the study will receive a report in Spring 2006 detailing the results of their pavement evaluation and providing maintenance and rehabilitation recommendations. The ultimate goal of this project is to provide the airports, the state, and the FAA with the information and analytical tools that can help them identify pavement-related needs, optimize the selection of projects and treatments over a multi-year period, and evaluate the long-term impacts of their project priorities. Further, it provides the individual airports with the information they need to remain in compliance with Public Law 103-305 regarding pavement maintenance management.



Jeff Robb

## President's Message

I've been honored to be WAMA's President for the past two years and am proud of our recent accomplishments. Last year the pending crisis for commercial passenger service became apparent in our state as well as in Oregon and Idaho. WAMA joined forces with OAMA, WSDOT Aviation Division and the Oregon Department of Aviation to develop an action plan. As a result, these agencies agreed to submit a grant application to USDOT to promote community outreach and support air service through marketing and other measures. The details of this initiative will be presented at our upcoming business meeting during this spring's conference June 1-3 at the Port of Benton. Please visit [www.wama.us](http://www.wama.us) for additional information.

Each year WAMA's scholarship program provides two students the opportunity to receive \$1000 for aviation-related education. The Board has discussed the possibility of committing some of these funds to the Museum of Flight Educational Program since we have not received applications meeting our scholarship criteria for the past few years. Furthermore, this would enable us to leverage our funds to provide a significant impact to a broad group of students.

Susie Tracy, our lobbyist, has been busy in Olympia monitoring bills and working on our behalf protecting our aviation interest. So far, we are tracking 21 bills, and Susie will report on their outcome at our upcoming spring conference.

Please mark your calendars for our Tri-State Conference in Coeur d'Alene, Idaho on October 5-7. This conference will be hosted by the Coeur d'Alene Airport and IAMA and will offer a broad network of airport operators and consultants sharing successes and developing new strategies. For more details, visit [www.wama.us](http://www.wama.us).

I look forward to seeing you at our spring conference in June.

## Sea-Tac FIMS

By Bob Parker, Sea-Tac Airport

Departures					
City	Airline	Flight	Time	Gate	Remark
Albuquerque	Southwest	2096	3:00P	B6	Now 3:10P
Anchorage	Alaska	87	3:00P	C9	On-Time
Bullingham	Horizon Air	2116	4:20P	C2B	On-Time
Boise	Alaska	383	3:00P	D6	Now 3:10P
Burbank	Alaska	518	2:40P	C15	Now 3:00P
Chicago	Horizon Air	2313	2:57P	C2E	On-Time
Chicago Midway	Southwest	2320	3:10P	B9	On-Time
Dallas/Ft. Worth	American	380	3:20P	A9	On-Time
Dallas/Ft. Worth	American	1232	3:55P	A8	On-Time
Denver	Frontier	834	2:40P	A4	
Denver	United	258	4:45P	N16	On-Time
Detroit Metro	Southwest	2220	3:15P	B8	On-Time
Edmonton	Horizon Air	2316	2:43P	C2C	On-Time
Eugene	Horizon Air	2627	3:20P	C2J	On-Time
Houston	Southwest	2096	3:00P	B6	Now 3:10P
Juneau	Alaska	87	3:00P	C9	On-Time
Kansas City	Horizon Air	2386	4:07P	C2F	On-Time
Kokomo	Horizon Air	2180	3:00P	616B	On-Time

Flight information display monitor

The FIMS integrates a number of previously disparate sources of data and compiles them into a single data entity that can be used for a number of administrative and business functions.

"This was a cross-organizational effort involving almost every airport department," said Michael Feldman, deputy director of facilities for Sea-Tac. "There was no way that a single department could develop this in isolation. Our Information Technology staff worked side-by-side with everyone from those who assign gates to those who fix baggage belts."

The aspect of FIMS most visible to the public will be the flight displays. Invisible but equally as important will be the many other tasks the system performs that will allow for a smooth and speedy journey through Sea-Tac.

## Tacoma Narrows Airport Update

By Rich Mueller, Neil Walter Company

Tacoma Narrows Airport (TIW), located near the Tacoma Narrows Bridge, is a moderately sized airport with a five thousand foot runway, a control tower, multiple instrument approaches and the distinction of being the only airport in Pierce County capable of receiving jet traffic. TIW has had its times of trial, but thanks to the efforts of management and tenants, this gem sparkles more brightly.

The "movement toward improvement" began in October 2002 when the City of Tacoma reclaimed oversight of the airport. Since then, the number of businesses has doubled, the hangars are full, and the airport has had a facelift. Improvements include crack sealing the runway, new paint on the taxiways and ramps, repair of the runway and taxiway signage, repair of ramp and security lighting, installation of new fencing, and new windsocks. Eight hangars and two FBO buildings have returned to the City and been repaired. Narrows Landing, the airport restaurant, is providing great food and service. Other significant improvements include changes that will make the permitting of land along the flight line easier, and the permitting of the Runway Protection Zone (RPZ) standardization project on the north end of the runway. There is more to do, but both visitors and long-time tenants agree that TIW is a changed airport, and changed for the better.

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*TIW is able to function as it does because management of the airport is provided by three involved parties: the City of Tacoma, owner of the airport; Neil Walter Company (NWC), a local commercial property management company hired by the City to take care of the airport's property affairs; and the operations staff, two employees hired by the NWC who handle operations and maintenance. The close communication of these three parties makes this successful.*

*TIW still has hurdles to overcome. It needs to reduce its debt and become self-supporting. It also needs to educate local governments and neighboring communities on the economic value of the airport, and to communicate better with these parties. TIW needs a cohesive vision for the future.*

*TIW has a renewed sense of community and pride. Tenants feel invested in the airport and its future. With a great location, dedicated staff, invested tenants, and a positive outlook, TIW only needs to lock in a course and launch into the future.*

## **Paine Field News**

**By Nona Anderson, Snohomish County**

*Regional Air Service. In 2002 Snohomish County officials directed Paine Field to explore regional air service at Paine Field as the one of elements of the County's Economic Stimulus Action Plan. The County Council asked the Airport to proceed with three efforts: an Air Service Market Study, a business analysis and community outreach. The Air Service Market Study is now complete and a Draft Report has been provided to the County Council. The second phase began in September, 2004 and the Community Outreach phase has already begun.*



*Dave Waggoner receiving award*

*Facilities. The Future of Flight, Aviation Center and Boeing Tour is under construction at Paine Field. It is projected to open in mid-2005.*

*Boeing 787 Program. Paine Field and Snohomish County have been selected as the site for final assembly of the new Boeing 787.*

*Awards. Dave Waggoner, Director of Snohomish County Airport was recently presented the 2004 Aviation Director of the Year award by the Washington State Department of Transportation - Aviation Division (WSDOT) at the Northwest Aviation Trade Show in Puyallup. John Sibold, Director of Aviation for WSDOT, commended Dave on numerous airport projects that Dave has implemented and managed over his twelve years as Airport Director. His many achievements include overseeing projects such as the \$22 million Runway Safety Area project, the Future of Flight Aviation Center and Boeing Tour facility, 70 T-hangars, and major rehabilitation of runways and taxiways; implementing a Foreign Object Debris (FOD) program and completing two airport master plan updates.*



*WAMA would like to thank the following sponsors for making our WAMA/OAMA Fall 2004 Conference held Sept. 29 - Oct. 1 in Walla Walla, WA a great success:*

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## **WAMA NEWS**

*Editor  
Cindy Hirsch, URS*

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# President's Aviation Budget Hurts Airports

By John Sibold, WSDOT Aviation Director

*In March 2005, Aviation Directors from across the country met in Washington, D.C. to lobby Congress against the President's proposed FY06 budget. If approved, this budget would cut \$600 million from the aviation budget, currently authorized at \$3.6 billion. Aviation Directors spent several days finalizing a position paper on behalf of the National Association of State Aviation Officials (NASAO) and presented it to members of the House and Senate Aviation Subcommittees. A copy of this paper is available at [www.wsdot.wa.gov/aviation/news/2005/2005NASAOLegAgenda.pdf](http://www.wsdot.wa.gov/aviation/news/2005/2005NASAOLegAgenda.pdf). We are particularly concerned about the elimination of dedicated funds for the Non-Primary Entitlement Program which provides grants to about 60 smaller airports in Washington state.*



*In meetings with the U.S. Secretary of Transportation, Norman Mineta, and FAA Administrator, Marion Blakey, Aviation Directors were told the proposed cuts were due to a forecasted decline in deposits to the Aviation Trust Fund. NASAO disagrees with USDOT's assessment, as the 2006 forecast indicates the Aviation Trust Fund will be fully funded. Congress created the Aviation Trust Fund specifically to pay for the*

*Airport Improvement Program (AIP). We believe the greatest threat to this dedicated fund may come from the FAA diverting its operating costs into the Aviation Trust Fund instead of the general fund in order to help reduce the national budget deficit.*

*Reducing the annual aviation budget by \$600 million will drastically affect airports in Washington state, especially in such areas as pavement maintenance, navigational equipment, and contract towers. NASAO and WSDOT Aviation encourage WAMA members to contact your Congressional Delegation and express your concerns over these proposed cuts.*

*c/o Dale Carman, WAMA Secretary  
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