

## **WSDOT Aviation Monthly Report May 2009**

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## **Community Leaders Work Towards Consensus on the Future of the Methow State Airport**

As a result of community input, WSDOT Aviation flew to Methow recently to meet with Bud Hover, Okanogan County Commission, Jason Paulsen, Methow Conservancy and Craig Boesel, agricultural land owner. All parties discussed the following elements of a preferred alternative for the Methow Airport Layout Plan:

- ALP will indicate no future impacts to agricultural conservancy land
- Runway length will be maintained
- Runway safety areas will be contained within airport property
- ALP will show partial taxiway to the north of the USFS ramp
- ALP will not indicate future property purchases to expand the airport
- WSDOT maintains the right to engage willing sellers of adjacent property
- County agrees to work with WSDOT on road enhancements to address FAA safety concerns

The public comment period will end on June 19, at which time WSDOT and community leaders will decide on a final preferred alternative.

## **State Airports Open for the Summer**

All 16 state-operated airports are now officially open for the summer. Airport Manager, Paul Wolf, finished inspections recently, which included inspections of the Little Goose, Lower Monumental, and Rogersburg airports. Paul also traveled to Lower Granite State Airport on Saturday, May 30 to complete the final airport inspection and attend the WPA's Spokane Chapter Volunteer Work Party.

## **City of Cle Elum Celebrates Reconstructed Runway**

WSDOT Aviation recently joined officials from the City of Cle Elum, the FAA, consultants from USKH Engineering, and Belsaas and Smith in a ribbon cutting ceremony celebrating the reconstruction of Runway 7/25. The nearly \$3 million project shifted the runway to the west to allow for a compliant Runway Safety Area (RSA) at each end of the runway. The runway was raised 10” from its previous elevation and now includes 5” of crushed rock sub-base, 3” of crushed rock base with 2” of asphalt on top. Additionally the electrical system was completely upgraded and includes all new wiring, runway edge lights, runway end threshold lights, REILS and PAPI’s. Cle Elum Municipal Airport’s pavement was identified as failed when WSDOT Aviation conducted its statewide pavement analysis in 2000. Between 2004 and 2006 an Airport Layout Plan was prepared for the airport through the first phase of WSDOT’s Multiple ALP project.

## **WSDOT Gauges Developments Impact on Thun Field**

This week WSDOT Planner Carter Timmerman researched and reviewed the Lipoma Communities Development. Lipoma Communities is a Planned Development District consisting of 202.37 acres and 1007 lots. The use types in the development include 697 single family, 305 mixed lots and five lots of mixed use districts (MUD). The total number of dwelling units within the development is 1697 with an average of 8.38 dwelling units per acre. The Lipoma Communities development falls directly in the approach to Pierce County’s Thun Field. Thun Field has a rich history of aviation use dating back to the early 1940’s, when a group of Puyallup businessmen first established the airport. The airport was later purchased by John Thun, an aviation enthusiast, who initiated airfield improvements and successfully ran the airport for 18 years. Today, Thun Field is owned and operated by Pierce County and is home to over 230 based aircraft. The project’s proximity to the airport and residential density may prove to be an environment conducive to conflict. The airport already has substantial residential development to the north, which has produced noise complaints and action from the Pierce County Council.