



WSDOT Aviation Monthly Report June 2008

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Phil Boyer to Step Down as President of Aircraft Owners and Pilots Association at Year's End

Succeeding Phil Boyer will be Aircraft Owners and Pilots Association member and 40-year pilot Craig L. Fuller, an association, public affairs, and government relations executive. Boyer took the controls in 1991 and helped pass the General Aviation Revitalization Act, which turned around aircraft manufacturing. He also championed civilian use of GPS and WAAS, and later ADS-B to benefit general aviation navigation and safety. Boyer upgraded AOPA management and member service, resulting in a 40-percent membership growth to 415,000 pilots making it the most influential agency in the world. The National Association of State Aviation Officials has had a long time working relationship with AOPA on legislative issues and is looking forward to working with Fuller to continue to advocate for the preservation of the nation's aviation system.

President Bush Signed Three-Month Extension of AIP and FAA Funding June 30

As reported earlier, this extension will allow airports to receive an addition \$759.3 million in Airport Improvement Program during the final quarter of this fiscal year. This is the sixth short-term extension of AIP and FAA reauthorization since the expiration of the previous bill and it will give Congress another chance at passing comprehensive legislation before the elections.

WSDOT Meets with FAA to Discuss Airport Capital Improvement Program

WSDOT continued its Airport Capital Improvement Program (ACIP) policy development. Aviation staff participated in a joint policy development meeting and conference call with the FAA, and consultants from the firm of W&H Pacific. WSDOT planners presented their findings from a cursory examination of select states' ACIP programs. Selected states included Arizona, California, Colorado, Florida, Georgia, Kansas, Nebraska, Oklahoma, Oregon and Vermont. WSDOT reviewed the select states' ACIP application method, prioritization criteria, decision making bodies, strengths and weaknesses. The presentation and following discussion helped WSDOT to explore different ways to examine ACIP policy.

The meeting also provided an excellent opportunity for WSDOT to learn more about the FAA's SOAR program. The FAA demonstrated its software platform and its different capabilities. As a follow up to the Wednesday meeting, WSDOT and W&H Pacific began drafting more in-depth policy questions for the states of Oklahoma, Georgia, Florida and Colorado. In addition to its policy development work, WSDOT Aviation examined several different land use issues in the City of Spokane and Clark County.

WSDOT Works Towards Re-Installation of Port Townsend Camera

Construction Project Manager Jeff Kvamme met with the owners of Port Townsend Aircraft Service to investigate damages caused by a recent fire. The family-owned FBO, which services Jefferson County International Airport, has hosted WSDOT Aviation's Web camera for the past year. On May 1, 2008 an exhaust joint from a heating unit failed, which caused a fire within the hangar. Fortunately the fire was contained within the hangar and eventually extinguished itself. Smoke damage was heavy but the structure was, for the most part, salvageable. The building was insured and will be repaired by August. The web camera will be re-installed in the next few weeks.



Washington State Aviation Coalition Formed

The first meeting of the Washington State Aviation Coalition took place last week at the Port of Seattle to discuss membership, objectives, and future meeting agendas. The

coalition was formed out of need to consolidate the legislative needs of aviation interest groups into key priorities and identify a process for building support for emerging state aviation issues. The group plans to schedule annual meetings with legislators to educate members on the status of aviation in Washington State. The coalition recognizes that it takes years to build relationships with legislators. Current membership includes Washington Public Ports Association, Community Airport Association, Washington Pilot Association, Port of Seattle, Washington Airport Management Association and WSDOT Aviation. Future recruitment will include Washington Association of Cities and Counties and National Business Aircraft Association. WSAC may be critical to supporting any legislative issues that may emerge from the Long-Term Air Transportation Study.

WSDOT Aviation Responds to Oregon Statements to Move Pearson Field to Allow for Suspension Bridge

As requested from the Mayor of Vancouver, Aviation sent a letter to the City of Vancouver outlining the importance of Pearson Field to the state's aviation system. Clark County has been identified as one of regions in the state with the immediate need for more airport capacity. Contrarily Oregon has more than adequate airport capacity on the south side of the Columbia River. While most Washington officials recognize Pearson Field has been affected by urban growth, it is the home to 175 based aircraft and provides direct access for business aviation to the City of Vancouver. Clark County has previously failed due to local opposition. The FAA has also sent a letter expressing concern that any tall bridge towers would penetrate air space creating unsafe conditions for aircraft operations. WSDOT Aviation continues to communicate our position to the project manager, Doug Ficco who will be presenting design concepts to the public in July.

Ione Municipal Airport Layout Plan Nearing Completion

WSDOT Aviation Construction Project Manager, Eric Johnson, traveled to the Ione Municipal Airport along with David Miller and Matt Rogers from Century West Engineering to attend the final Airport Layout Plan advisory committee meeting. The committee was presented with the 20-year capital improvement plan which constitutes the final chapter of the Airport Layout Plan narrative report. Within the next week the consultant will incorporate several final comments received from the committee into the ALP drawings and report. A final draft set of plans and narrative report will be submitted to the FAA and WSDOT Aviation for review. After meeting on the Airport Layout Plan the group took the opportunity to discuss the upcoming runway marking project. The Town recently was awarded a grant from WSDOT Aviation to correct their non-standard markings. WSDOT Aviation typically would require the airport sponsor to seek funding from the FAA for a project like this. However, because the airport does not have their ALP complete yet, the FAA does not have the Town programmed for non-primary entitlements. This project will increase safety at the Ione Municipal Airport.

WSDOT Inspects Projects at Colville and Moses Lake

WSDOT Airport Construction Project Manager, Jeff Kvamme made visits to Colville Municipal and Moses Lake / Grant County International Airports. Colville Municipal just completed a fog seal of its runway, taxiway and ramp areas. Airfield stripping will be applied next.

Additionally an electric security gate accessing the east side hangar and pilot lounge area was recently installed. Airport



Manager, Dave Garringer, gave Kvamme a tour of the site proposed for a new airport for the City of Colville. The City of Colville has expressed a need for a longer runway for the purposes of bringing in larger aircraft to further economic growth. The current runway is constrained at each end by a cliff and a highway. Bridging the road has been evaluated, but it comes with a price tag in the millions. WSDOT Aviation has allocated funds to the City of Colville for a new airport site study, which will take a broad look at location feasibility. The site study will commence in July and should be finished in late summer. Kvamme also met with Craig Baldwin, current Executive Manager of Moses Lake /Grant County International Airport, and former Executive Manager David Bailey. Recent news is that Japan Airlines is discontinuing its training program. February 2009 will be the last training month. Japan Airlines has had a 40 year presence at Grant County International training students in the Boeing 747 aircraft. Several reasons for the pullout include cost of transportation and housing for students, cost of fuel and training in a Boeing 747, and the decision to start the majority of their training using flight simulators versus the actual aircraft.