



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: ORCAS ISLAND
AIRPORT MGR: ANTHONY G. SIMPSON
PHONE: 360-376-5285
EMAIL: ORCASAIRPORT@ROCKISLAND.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Non-Precision Approach	Non-Precision Approach
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Greater than 1 mile (NPA)	Greater than 1 mile (NPA)
Critical Design Aircraft:	Cessna 402	Cessna 402
Runway Width:	60'	60'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2007
B. Do you have an ALP?	YES	Last updated?	2008
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed? N/A			
2. Who is preparing it? N/A			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Transverse grades NICW FAA Standards	FAA Grant for 2014-2015	
Airfield Geometry	Parallel Taxiway separation NICW FAA Standards	FAA Grant for 2014-2015	
Safety Areas	Structure separation from taxiway NICW FAA Stds	FAA Grant for 2014-2015	
Transitional Sfc Penetrations	Numerous Buildings inside BRL exceed Transitional Surface elevation	Relocate Port-owned Buildings, Purchase and demolish non Port-owned buildings	
Safety Areas	Public Road transits through RW34 RPZ	None	
Safety Areas	Objects (Trees) in RPZ contrary to FAA Stds	Remove Trees	



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E. Short-term (0-5 years) CIP:	<p><i>Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</i></p> <p><i>Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):</i></p>
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Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
MP	2013	Environmental Assessment		\$50,000.00	86
MP	2013	Property Appraisals for future property acquisitions		\$50,000.00	76.4
APMS	2013	Preventive MTC	HP01OR - 01	\$1,589.00	89.6
APMS	2013	Preventive MTC	R16OR - 01	\$314.00	114.6
APMS	2013	Preventive MTC	R16OR - 02	\$659.00	#REF!
APMS	2013	Preventive MTC	TA1OR - 01	\$48.00	103.6
SCIP	2014	Runway/Taxiway Reconstruction/Repaving; Stormwater Control	Relocate taxiway 6' east; reconstruct/repave RW 16/34; create better stormwater detention, treatment, transit.	\$5,150,000.00	130
MP	2014	Property Acquisition for future aeronautical/aviation reserve		\$500,000.00	76.4
MP	2014	Hangar Construction		\$350,000.00	37.1
APMS	2014	Major Rehab	A01OR - 02	\$138,624.00	84.6
MP	2015	Property Acquisition for future aeronautical/aviation reserve		\$500,000.00	76.4
MP	2015	Hangar Construction		\$350,000.00	37.1
MP	2016	Hangar Construction		\$350,000.00	37.1
MP	2016	Update Master Plan		\$80,000.00	86
MP	2017	Hangar Construction		\$350,000.00	37.1
APMS	2019	Major Rehab	R16OR - 02	\$193,855.00	109.6
MP	2014	Rwy 16 GPS	Complete Rwy 16 GPS Straight-In	30,000	
CIP	2015	Ceilometer Recap	Replace aging and obsolete Ceilometer	27500	
MP	2014	RPZ MTC	Remove Trees from RPZ	30000	
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived



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AIRPORT #9				Derived
AIRPORT #10				Derived

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS	2020	Major Rehab	RA1OR - 01	\$90,863.00	109.6
APMS	2020	Major Rehab	TA1OR - 01	\$8,756.00	98.6
APMS		Preventative MTC	R16OR - 2	\$124,488.00	114.6
APMS		Preventative MTC	R16OR - 1	\$272,232.00	114.6
APMS		Resurfacing	HP01OR - 1	\$1,474.01	87.6
APMS		Preventative MTC	A02OR - 1	\$12,086.28	89.6
APMS		Resurfacing	TA1OR - 1	\$13,362.94	101.6
APMS		Resurfacing	TAOR - 1	\$170,781.98	101.6
APMS		Resurfacing	TAOR - 2	\$90,708.48	101.6
APMS		Preventative MTC	A01OR - 2	\$220,252.56	89.6
APMS		Preventative MTC	A01OR - 3	\$125,080.80	89.6
APMS		Resurfacing	A01OR - 1	\$47,439.58	87.6
APMS		Preventative MTC	THANGOR - 1	\$66,678.60	103.6
MP		Orcas 2020	Relocate Terminal, Entry Road, Parking, Hangars 24/25 to eliminate Transitional Surface 7:1 penetrations	2,000,000	
MP		Miscellaneous Relocations	Purchase and demolish Larson hangars to eliminate Transitional Surface 7:1 penetrations	2,000,000	
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
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G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

We would like to review derived rankings of added projects before commenting

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	Terminal	45
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	Hangar 25	50+
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	Segmented Circle NAVAID	50+

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:



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<input checked="" type="checkbox"/> Commercial Passenger Service <input type="checkbox"/> Business and Corporate Travel <input checked="" type="checkbox"/> Personal Transportation <input type="checkbox"/> Pilot Training and Certification <input checked="" type="checkbox"/> Air Cargo <input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation <input checked="" type="checkbox"/> Medical Air Transport <input type="checkbox"/> Search and Rescue <input type="checkbox"/> Firefighting	<input type="checkbox"/> National Security <input checked="" type="checkbox"/> Emergency Preparedness and Response <input type="checkbox"/> Scientific Research <input type="checkbox"/> Aerial Photography <input type="checkbox"/> Aircraft Manufacturing <input type="checkbox"/> Agriculture <input checked="" type="checkbox"/> Aerial Sightseeing <input type="checkbox"/> Skydiving
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B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

This airport serves an island community. It is an essential service not comparable to those airports on the mainland. Failure to recapitalize and improve this airport irreparably damages the economic potential of this county and the ability of people to live here in safety and security.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

This airport is one of 2 transportation arteries/modes connecting Orcas Island to the United States and Canada. It is the only transportation mode that provides fast, scalable, un-scheduled service to the mainland.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	All Operating Revenue	116000	High
Jurisdiction (Annual CIP or	FAA Grants	Varies	Medium



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General Fund)			
Taxes	Taxes	220000	High

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

All projects to remove penetrations of the 7:1 surface are deferred due to lack of funding.



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AIRPORT: PACKWOOD
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 EMAIL: AIRPORTMAN@TOLEDOTEL.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	Beechcraft Baron	Beechcraft Baron
Runway Width:	38'	38'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2009
B. Do you have an ALP?	YES	Last updated?	2009
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Safety Areas	Rwy 19 RPZ	Correct when runway reconstructed	
Airfield Geometry	Rwy in fair condition	Runway reconstruction	
Lighting	Old lighting	Correct when runway reconstructed	



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E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Runway - Modify (Widen/Strengthen) Runway	Runway reconstruction including widening and lighting improvements (preliminary design and environmental documentation).	\$100,000.00	56
SCIP	2014	Runway - Modify (Widen/Strengthen) Runway (2014 Construction Phase)(W)	Runway reconstruction including widening and lighting improvements (preliminary design and environmental documentation).	\$1,530,000.00	58
SCIP	2015	Light/Mark/Remove Obstructions	Obstruction removal along the west side of the airport; repair perimeter fence.	\$100,000.00	22
SCIP	2016	Equipment - Install Weather Reporting Equipment	Install SuperAWOS.	\$70,000.00	10
SCIP	2017	Planning - Conduct Environmental Assessment/EIS or Update	Environmental Assessment for land acquisition on the north and east side.	\$100,000.00	21
SCIP	2018	Land - Acquire (land/easement) for development	Land Acquisition on the north and east side.	\$200,000.00	6
SCIP	2019	Runway - Construct/Extend/Improve Runway Safety Area	Runway 19 RSA improvements including earthwork, grading, fence relocation, and Williams St. relocation.	\$200,000.00	62
APMS	2014	Major Rehab	A01PA - 01	\$4,663.00	25
APMS	2014	Major Rehab	R01PA - 01	\$301,147.00	
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
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F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS		Preventative MTC	A01PA - 1	\$7,407.72	30
APMS		Preventative MTC	R01PA - 1	\$198,736.20	45
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: *Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:*

Infrastructure	Location / Description	Age (Years)
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	Building construction and maintenance inadequate	50?

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*



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A. Airport Services: *Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:*

- | | |
|---|---|
| <input type="checkbox"/> Commercial Passenger Service
<input type="checkbox"/> Business and Corporate Travel
<input checked="" type="checkbox"/> Personal Transportation
<input type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input type="checkbox"/> Blood, Tissue, and Organ Transportation
<input checked="" type="checkbox"/> Medical Air Transport
<input checked="" type="checkbox"/> Search and Rescue
<input checked="" type="checkbox"/> Firefighting | <input checked="" type="checkbox"/> National Security
<input checked="" type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input type="checkbox"/> Aerial Photography
<input type="checkbox"/> Aircraft Manufacturing
<input type="checkbox"/> Agriculture
<input type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Skydiving |
|---|---|

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*
 Airport began as a state emergency airport. It serves a community/area that is remote and requires emergency transportation, search and rescue facilities and firefighting staging area.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*
 Protection of life, property and safety to the community and transient visitors.



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Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Small hangar/tie down rental	\$350.00	Low

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Obstruction removal, lighting, runway condition, navigation aids, safety area encroachments, non-standard RPZ.



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AIRPORT: PANGBORN MEMORIAL
AIRPORT MGR: TRENT MOYERS
PHONE: 509-884-2494
EMAIL: TRENT.MOYERS@PANGBORNAIRPORT.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Precision Approach	Precision Approach
Approach Category:	C: Approach speed 121 knots or more but less than 141 knots	C: Approach speed 121 knots or more but less than 141 knots
Airplane Design Group:	ADG III - Tail Height: 30' to <45'; Wingspan: 79' to <118'	ADG III - Tail Height: 30' to <45'; Wingspan: 79' to <118'
Visibility Minimums:	Lower than 3/4 mile but not lower than 1/2 mile (CAT-I PA)	Lower than 3/4 mile but not lower than 1/2 mile (CAT-I PA)
Critical Design Aircraft:	Q400	Regional Jets
Runway Width:	150'	150'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2004
B. Do you have an ALP?	YES	Last updated?	2012
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed? Click here to enter text.			
2. Who is preparing it? Click here to enter text.			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Taxiway A – shoulder grade	Re-grade shoulders	
Airfield Geometry	Runway 12/30 OFA – terrain penetration	Remove terrain penetrating into OFA	
SELECT HERE	Click here to enter text.	Click here to enter text.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	



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Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
MP	2014	Fuel Facility Engineering	Hire a consultant to prepare project scope, environmental review, ALP revision and design for environmental mitigation for fuel truck parking facility and above ground fuel storage tanks.	\$50,000.00	78
MP	2014	Intersection Repair - Runway 7/25 & Taxiway A	Repair pavement section of Runway 7/25 that intersects Taxiway A.	\$61,000.00	100
MP	2013	Runway 12-30 Extension Property Aquisition (Phase III)	Acquire 45.7 acres of private property to accomodate runway extension.	\$7,700,000.00	80
MP	2014	Runway 7-25 feasibility study	Hire consultant to conduct cost/benefit analysis to reactivate runway 7/25.	\$15,000.00	91
MP	2014	RW 12-30 Extension - Design (Phase III)	Design a 700' runway extension and a 1,380' taxiway extension. Design associated road realignment.	\$1,000,000.00	90
MP	2014	ARFF Truck	Prepare specifications and bid documents to solicit bids and purchase a new ARFF truck that meets FAA requirements.	\$750,000.00	102
MP	2014	Fuel Facility Spill Containment System - Construction (Phase II)	Construction includes a concrete parking pad with curbs, installation of an oil/water separator, installation of 200A electrical service and weatherproof electrical receptacles, and relocation of above ground fuel tanks to a centralized location with containment system.	\$350,000.00	79
MP	2014	Master Plan Forecast Update	Hire consultant to update forecast numbers in the airport's Master Plan.	\$10,000.00	88
MP	2014	Remodel ARFF Station	Bid and award construction contract for modifications to the airport fire station to accommodate the new, larger ARFF truck.	\$300,000.00	77.5
MP	2015	Runway 12-30 Extension -	Construct road realignments	\$10,000,000.00	58.25



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		Road Relocation (Phase IV)	associated with runway 12/30 extension.		
MP	2016	Runway 12-30 Extension - Airfield Improvements (Phase V)	Extend runway 12/30 700'. Extend taxiway A 1,380'. Relocate NAVIADs. Reconstruct asphalt pavement sections at taxiway intersections on Taxiway A and B.	\$11,550,000.00	108.25
MP	2015	Terminal Building Security Improvements	Design, bid and award construction contract to install a revolving exit lane door for airside passenger entry into the terminal. Install additional card readers and make other improvements to terminal building doors. Purchase electronic fingerprint reader, camera and badge printer for airport badge program.	\$250,000.00	89
MP	2016	Purchase snow removal equipment	Purchase broom and/or snowplow.	\$600,000.00	62.8
MP	2016	Runway 12-30 and Taxiway A-F Sealcoat and Remarking	Apply sealcoat and re-mark runway and taxiways.	\$750,000.00	150.6
MP	2013	Sell Property Acquisition (Repayment to Airport)	Reimburse airport sponsors for the purchase of property in the Runway 30 RPZ, 851 South Van Well, Parcel number 22212220007.	\$511,000.00	49.5
MP	2017	Commercial Apron - Design (Phase I)	Design an expanded commercial apron that incorporates aircraft de-icing capabilities.	\$250,000.00	86.6
MP	2017	Design/Remodel SRE Building	Remodel existing snow removal equipment (SRE) building to accommodate current and future needs.	\$650,000.00	46.3
MP	2017	Purchase Snow Removal Equipment	Purchase broom and/or snowplow.	\$600,000.00	63.8
MP	2018	Commercial Apron - Construction (Phase II)	Construct an expanded commercial apron that incorporates aircraft de-icing capabilities.	\$3,000,000.00	85.6
MP	2018	New Taxilanes	Design and construct new taxilanes.	\$1,000,000.00	80.15
MP	2009-2013	Terminal building Expansion P2		\$682,000.00	41.5
MP	2009-2013	Hangar Site Preparation		\$100,000.00	26.8
APMS	2009-2013	Hangar Construction		\$200,000.00	35.1
APMS	2009-2013	Construct TWY/Apron S. of RY 7/25		\$303,750.00	87.15
APMS	2009-2013	Hangar Site Preparation		\$200,000.00	26.8
APMS	2009-2013	Hangar Construction		\$400,000.00	35.1
APMS	2009-2013	Acquire Land NW APCH RY 12		\$1,000,000.00	59.4
APMS	2009-2013	Utility Relo		\$200,000.00	25.6
APMS	2009-2013	Equipment Replacement (ARFF/MTC)		\$500,000.00	
APMS	2014-2023	Acquire Land for Grant Rd. Relo		\$400,000.00	59.4
APMS	2014-2023	Acquire Aviation Easements (RY 12 APCH)		\$50,000.00	65.4
APMS	2014-2023	Relo Grant Rd		\$1,500,000.00	23
APMS	2014-2023	Realign Union Ave/Grant Rd Int		\$210,000.00	23



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APMS	2014-2023	Remove Old Pavements		\$112,500.00	23.6
APMS	2014-2023	Re-mark RY 12 THLD		\$30,000.00	93
APMS	2014-2023	Install ODALS APPCH Lights on RY 12		\$100,000.00	88
APMS	2014-2023	Hangar Site Prep		\$200,000.00	26.8
APMS	2014-2023	Hangar Construction		\$400,000.00	35.1
APMS	2014-2023	Construct Hangar Parking Areas		\$82,000.00	36.25
APMS	2014-2023	Extend Business Park Loop Roadway		\$290,000.00	23
APMS	2014-2023	Airfield Pavement Rehab		\$1,500,000.00	103.6
APMS	2014-2023	Equipment Replacement (ARFF/MTC)		\$1,000,000.00	
APMS	2013	Preventive MTC	A01WN - 02	\$8,599.00	89.6
APMS	2013	Preventive MTC	A01WN - 05	\$879.00	89.6
APMS	2013	Preventive MTC	A01WN - 08	\$286.00	89.6
APMS	2013	Preventive MTC	A02WN - 03	\$947.00	89.6
APMS	2013	Preventive MTC	A03WN - 02	\$59,839.00	89.6
APMS	2013	Preventive MTC	ATERMWN - 02	\$8.00	89.6
APMS	2013	Preventive MTC	R12WN - 01A	\$679.00	114.6
APMS	2013	Preventive MTC	R12WN - 02B	\$107.00	114.6
APMS	2013	Preventive MTC	TA3WN - 01	\$112.00	103.6
APMS	2013	Preventive MTC	TA3WN - 02	\$6.00	103.6
APMS	2013	Preventive MTC	TAWN - 06	\$2.00	103.6
APMS	2013	Preventive MTC	TCWN - 01	\$15.00	103.6
APMS	2013	Preventive MTC	TCWN - 02	\$131.00	103.6
APMS	2013	Preventive MTC	TGWN - 01	\$30.00	103.6
APMS	2013	Preventive MTC	THWN - 03	\$4.00	103.6
APMS	2013	Preventive MTC	THWN - 05	\$83.00	103.6
APMS	2014	Major Rehab	A01WN - 01	\$346,028.00	84.6
APMS	2014	Major Rehab	A01WN - 03	\$1,445,378.00	84.6
APMS	2014	Major Rehab	A02WN - 02	\$1,308,830.00	84.6
APMS	2014	Major Rehab	A03WN - 01	\$99,564.00	84.6
APMS	2014	Major Rehab	R12WN - 01B	\$730,355.00	109.6
APMS	2014	Major Rehab	TAWN - 02	\$186,497.00	98.6
MP	2014	Major Rehab	TAWN - 04	\$412,030.00	98.6
MP	2014	Major Rehab	TAWN - 05	\$93,645.00	98.6
MP	2014	Major Rehab	TAWN - 07	\$200,187.00	98.6
MP	2014	Major Rehab	TCWN - 03	\$54,246.00	98.6
MP	2014	Major Rehab	TFWN - 02	\$25,792.00	98.6
MP	2014	Major Rehab	TFWN - 03	\$108,097.00	98.6
MP	2014	Major Rehab	TFWN - 04	\$161,598.00	98.6
MP	2014	Major Rehab	TGWN - 04	\$73,878.00	98.6
MP	2015	Major Rehab	A01WN - 06	\$156,938.00	84.6
MP	2015	Major Rehab	ATERMWN - 01	\$207,113.00	84.6
MP	2015	Major Rehab	TAWN - 03	\$104,926.00	98.6
MP	2016	Major Rehab	A01WN - 02	\$80,497.00	84.6
MP	2016	Major Rehab	A01WN - 08	\$115,534.00	84.6
MP	2016	Major Rehab	A01WN - 09	\$31,774.00	84.6
MP	2016	Major Rehab	TA3WN - 01	\$70,275.00	98.6
MP	2016	Major Rehab	TCWN - 01	\$64,977.00	98.6
MP	2017	Major Rehab	A01WN	\$139,536.00	84.6



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

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MP	2018	Major Rehab	TGWN - 01	\$21,488.00	98.6
MP	2018	Major Rehab	THWN - 05	\$55,346.00	98.6
MP	2019	Major Rehab	ATERMWN - 02	\$44,648.00	84.6
AIRPORT #1	2017	Replace RY 30 PAPI	Replace airport owned approach lighting system	25,000	Derived
AIRPORT #2	Enter	Enter	Enter	Enter	Derived
AIRPORT #3	Enter	Enter	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
AIRPORT #5	Enter	Enter	Enter	Enter	Derived
AIRPORT #6	Enter	Enter	Enter	Enter	Derived
AIRPORT #7	Enter	Enter	Enter	Enter	Derived
AIRPORT #8	Enter	Enter	Enter	Enter	Derived
AIRPORT #9	Enter	Enter	Enter	Enter	Derived
AIRPORT #10	Enter	Enter	Enter	Enter	Derived



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F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS		Preventative MTC	ATERMWN - 2	\$31,108.00	89.6
APMS		Preventative MTC	R12WN - 02A	\$122,508.96	114.6
APMS		Resurfacing	R12WN - 02B	\$86,700.00	112.6
APMS		Preventative MTC	R12WN - 01B	\$575,732.32	114.6
APMS		Preventative MTC	R12WN - 01A	\$1,157,361.02	114.6
APMS		Preventative MTC	TGWN - 3	\$123,874.48	103.6
APMS		Preventative MTC	TGWN - 1	\$15,345.94	103.6
APMS		Preventative MTC	TGWN - 4	\$7,869.92	103.6
APMS		Preventative MTC	TGWN - 2	\$161,927.24	103.6
APMS		Preventative MTC	TCWN - 3	\$42,761.38	103.6
APMS		Resurfacing	TCWN - 2	\$58,892.42	101.6
APMS		Preventative MTC	TCWN - 1	\$48,752.70	103.6
APMS		Preventative MTC	THWN - 5	\$39,525.34	103.6
APMS		Resurfacing	THWN - 4	\$27,715.10	101.6
APMS		Resurfacing	THWN - 3	\$26,836.54	101.6
APMS		Preventative MTC	THWN - 6	\$18,648.64	103.6
APMS		Resurfacing	THWN - 2	\$27,648.63	101.6
APMS		Resurfacing	THWN - 1	\$25,983.99	101.6
APMS		Preventative MTC	TAWN - 1	\$151,542.42	103.6
APMS		Preventative MTC	TAWN - 3	\$80,694.96	103.6
APMS		Preventative MTC	TAWN - 4	\$324,799.84	103.6
APMS		Preventative MTC	TAWN - 7	\$21,325.14	103.6
APMS		Preventative MTC	TAWN - 2	\$147,013.58	103.6
APMS		Preventative MTC	TAWN - 5	\$41,904.90	103.6
APMS		Resurfacing	TAWN - 6	\$26,348.13	101.6
APMS		Preventative MTC	AHOLD30WN - 1	\$75,032.90	89.6
APMS		Preventative MTC	TA2WN - 1	\$17,719.44	103.6
APMS		Preventative MTC	TFWN - 3	\$85,211.68	103.6
APMS		Preventative MTC	TFWN - 4	\$17,214.44	103.6
APMS		Preventative MTC	TFWN - 2	\$20,331.30	103.6
APMS		Preventative MTC	A01WN - 3	\$153,970.46	89.6
APMS		Preventative MTC	A01WN - 6	\$120,695.00	89.6
APMS		Resurfacing	A01WN - 7	\$856,937.02	87.6
APMS		Preventative MTC	A01WN - 9	\$23,840.04	89.6
APMS		Preventative MTC	A01WN - 8	\$86,686.28	89.6
APMS		Preventative MTC	A01WN - 2	\$60,398.00	89.6



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APMS		Preventative MTC	A01WN - 1	\$36,860.96	89.6
APMS		Resurfacing	A01WN - 5	\$146,132.85	87.6
APMS		Preventative MTC	A04WN - 2	\$57,394.26	89.6
APMS		Resurfacing	A03WN - 2	\$4,814.64	87.6
APMS		Preventative MTC	A03WN - 1	\$58,327.50	89.6
APMS		Preventative MTC	TA3WN - 1	\$52,728.06	103.6
APMS		Resurfacing	TA3WN - 2	\$11,560.00	101.6
APMS		Preventative MTC	ATERMWN - 2	\$31,108.00	89.6
APMS		Preventative MTC	R12WN - 02A	\$122,508.96	114.6
APMS		Resurfacing	R12WN - 02B	\$86,700.00	112.6
APMS		Preventative MTC	R12WN - 01B	\$575,732.32	114.6
AIRPORT #1	Enter	Enter	Enter	Enter	Derived
AIRPORT #2	Enter	Enter	Enter	Enter	Derived
AIRPORT #3	Enter	Enter	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
AIRPORT #5	Enter	Enter	Enter	Enter	Derived
AIRPORT #6	Enter	Enter	Enter	Enter	Derived
AIRPORT #7	Enter	Enter	Enter	Enter	Derived
AIRPORT #8	Enter	Enter	Enter	Enter	Derived
AIRPORT #9	Enter	Enter	Enter	Enter	Derived
AIRPORT #10	Enter	Enter	Enter	Enter	Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

Click here to enter text.

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
Support Equipment (i.e., Snow Plow, Fire Rescue, Deicing, etc.)	5 yd Dump Truck/snow removal equipment	1971
Support Equipment (i.e., Snow Plow, Fire Rescue, Deicing, etc.)	5 yd Dump Truck/snow removal equipment	1982
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	T-hangars	1956
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Click here to enter text.	Click here to enter text.	Enter

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Commercial Passenger Service
<input checked="" type="checkbox"/> Business and Corporate Travel
<input checked="" type="checkbox"/> Personal Transportation
<input checked="" type="checkbox"/> Pilot Training and Certification
<input checked="" type="checkbox"/> Air Cargo
<input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation
<input checked="" type="checkbox"/> Medical Air Transport
<input type="checkbox"/> Search and Rescue
<input checked="" type="checkbox"/> Firefighting | <input checked="" type="checkbox"/> National Security
<input type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input checked="" type="checkbox"/> Aerial Photography
<input type="checkbox"/> Aircraft Manufacturing
<input checked="" type="checkbox"/> Agriculture
<input type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Skydiving |
|---|--|

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

The inability to maintain or improve our infrastructure would result in a decrease in the level of service we are required to provide.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

As an airport that provides both commercial and general aviation services, the ability for our community to utilize the nation's system of airports is significant. In 2013, over 100,000 people engaged in commercial air travel to or from our airport. Approximately 300 tons of air cargo is shipped/received via the airport each year. Aircraft designed to fight regional wildfires regularly use the airport as their base of operation.



WA AIRPORT INVESTMENT STUDY
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Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	PFCs	192,000	High
Jurisdiction (Annual CIP or General Fund)	Bond Proceeds	600,000	High
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Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Click here to enter text.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: PEARSON FIELD
 AIRPORT MGR: FT WILLY WILLIAMSON
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Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	Beechcraft King Air	Beechcraft King Air
Runway Width:	60'	60'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2013
B. Do you have an ALP?	YES	Last updated?	2013
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	

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E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Purchase Airport Maintenance Equipment	Purchase four wheel drive, 50-60 horsepower tractor (Kubota L5030 or similar) with the following attachments: All weather cab. Quick Release attachment systems. Loading bucket. Articulating front blade. Towed 16-18 foot wide mower. Rotary street sweeping broom. Snowblower. Associated maintenance tools & Equipment.	\$100,000.00	55
SCIP	2013	Slurry Seal Runway, Taxiways, and Aprons	Slurry Seal the runway, taxiways, taxilanes, aprons and tiedown areas. Re-stripe / mark the runway, taxiways, taxilanes, and aprons. Update signage for the runway and taxiways. Upgrade wind direction indicator and segmented circle Cost Share Funding is available.	\$500,000.00	143
SCIP	2014	Wildlife Management Plan	Develop a Wildlife Management Plan for Pearson Field. Determine wildlife populations and migration on Pearson Field. Determine suitable mitigation for wildlife hazards on Pearson Field.	\$60,000.00	86
SCIP	2014	Fuel Farm Improvements	Install new above ground double-wall Fuel Farm system with collocated dispensers in a different location. Pave new fueling area and install oil/water separator system and lighting. Remove existing underground fuel storage tanks, piping, dispensers, etc.; fill and pave over existing tank and pump area area.	\$210,000.00	38
SCIP	2017	Runway Drainage System	Install permanent automated electrically operated drainage pump system to remove standing water when the runway floods.	\$165,000.00	57
SCIP	2018	Airfield Lighting Replacement	Replace Runway, Taxiway, REIL, VASI, PAPI lighting systems, replace transformers and electrical vaults, wiring and	\$1,451,500.00	75



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			infrastructure.		
MP	2013	Fuel Farm Improvements		\$169,000.00	50.7
MP	2014	AWOS Installation		\$85,000.00	55
MP	2016	Southside RY Grading and Drainage		\$150,000.00	68.6
APMS	2013	Preventive MTC	A02PE - 01	\$5,498.00	89.6
APMS	2013	Preventive MTC	A02PE - 02	\$5,947.00	89.6
APMS	2013	Preventive MTC	A02PE - 03	\$77.00	89.6
APMS	2013	Preventive MTC	T01PE - 02	\$67.00	103.6
APMS	2013	Preventive MTC	T10PE - 01	\$58,431.00	103.6
APMS	2014	Major Rehab	A01PE - 03	\$41,033.00	84.6
APMS	2014	Major Rehab	A02PE - 04	\$39,898.00	84.6
APMS	2014	Major Rehab	T03PE - 01	\$93,834.00	98.6
APMS	2014	Major Rehab	T03PE - 03	\$8,760.00	98.6
APMS	2014	Major Rehab	T05PE - 01	\$26,903.00	98.6
APMS	2014	Major Rehab	T11PE - 02	\$13,802.00	98.6
APMS	2014	Major Rehab	T14PE - 02	\$105,494.00	98.6
APMS	2015	Major Rehab	R08PE - 01	\$299,111.00	109.6
APMS	2018	Major Rehab	T10PE - 01	\$71,303.00	98.6
APMS	2019	Major Rehab	A02PE - 03	\$77,858.00	84.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP:	<i>Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us</i>
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the best indication of your plan, including cost and priority.

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS		Resurfacing	T09PE - 1	\$41,488.36	101.6
APMS		Preventative MTC	A01PE - 3	\$13,189.80	89.6
APMS		Resurfacing	T14PE - 1	\$11,036.30	101.6
APMS		Preventative MTC	T14PE - 2	\$33,910.44	103.6
APMS		Resurfacing	T06PE - 1	\$78,945.74	101.6
APMS		Preventative MTC	R08PE - 1	\$463,651.68	114.6
APMS		Resurfacing	T01PE - 1	\$104,340.66	101.6
APMS		Resurfacing	T01PE - 2	\$206,433.42	101.6
APMS		Preventative MTC	T05PE - 1	\$16,637.16	103.6
APMS		Resurfacing	T07PE - 1	\$70,030.34	101.6
APMS		Resurfacing	T10PE - 1	\$114,338.10	101.6
APMS		Preventative MTC	T11PE - 2	\$21,929.04	103.6
APMS		Preventative MTC	T12PE - 1	\$21,929.04	103.6
APMS		Preventative MTC	A05PE - 1	\$23,370.00	89.6
APMS		Preventative MTC	A06PE - 1	\$17,499.00	89.6
APMS		Preventative MTC	T03PE - 3	\$13,917.12	103.6
APMS		Preventative MTC	T03PE - 1	\$30,162.12	103.6
APMS		Preventative MTC	T03PE - 2	\$17,779.44	103.6
APMS		Preventative MTC	A03PE - 1	\$60,568.20	89.6
APMS		Preventative MTC	A03PE - 2	\$8,481.60	89.6
APMS		Preventative MTC	A02PE - 3	\$109,337.40	89.6
APMS		Resurfacing	A02PE - 1	\$207,845.66	87.6
APMS		Preventative MTC	A02PE - 4	\$12,825.00	89.6
APMS		Resurfacing	A02PE - 2	\$92,420.44	87.6
APMS		Preventative MTC	A07PE - 1	\$96,685.68	89.6
SCIP	2021	Runway, Taxiway, Taxilane, Apron Rehabilitation	Reave all existing paved areas with asphalt, restripe and mark.	\$2,090,600.00	132
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

We need a release from aeronautical operations on roughly 3 acres of land that is not accessible by aircraft and cannot be due to a variety of reasons. We have been working on this for over three years with negative results. The release is necessary in order to build revenue generating facilities that will help fund this enterprise fund airport.

H. Aging facilities and infrastructure: *Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:*

Infrastructure	Location / Description	Age (Years)

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

<input type="checkbox"/> Commercial Passenger Service	<input checked="" type="checkbox"/> National Security
<input checked="" type="checkbox"/> Business and Corporate Travel	<input checked="" type="checkbox"/> Emergency Preparedness and Response
<input checked="" type="checkbox"/> Personal Transportation	<input type="checkbox"/> Scientific Research
<input checked="" type="checkbox"/> Pilot Training and Certification	<input checked="" type="checkbox"/> Aerial Photography
<input type="checkbox"/> Air Cargo	<input type="checkbox"/> Aircraft Manufacturing
<input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation	<input type="checkbox"/> Agriculture
<input checked="" type="checkbox"/> Medical Air Transport	<input type="checkbox"/> Aerial Sightseeing
<input checked="" type="checkbox"/> Search and Rescue	<input type="checkbox"/> Skydiving
<input type="checkbox"/> Firefighting	

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Capital funding in the form of AIP Entitlements and Grants has just recently become available from the FAA. The 2013 fog seal project did a lot to improve the longevity of the asphalt, but I believe we will be looking at a re-stripe in 2016 or 2017, and probably a resurface somewhere between 2018 and 2020. A good slurry seal over all of the asphalt areas may be successful in improving the longevity, but may be penny smart and pound foolish. This will require a keen engineer's eye to make that determination.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

- General Aviation (all aviation except Part 121 commercial, based helicopter, or military)
- Runway length & width is 3,175' x 60' usable by 70% of all aircraft in the world
- Only Airport with Instrument Procedures in Clark County (LDA)
- Closest airport to the Portland & Vancouver City Centers



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 AIRPORT MGR: FT WILLY WILLIAMSON
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 EMAIL: WILLY.WILLIAMSON@CITYOFVANCOUVER.US

- National Plan of Integrated Airport System (NPIAS)
- 175 based aircraft, 14th largest aircraft fleet in Washington
- 50,000+ annual operations (busiest in SW Washington)
- 60%+ of all operations are business related, the remaining are recreational 30% of tenant aircraft are corporate or non-profit owned
- Contributes millions of dollars to the local economy
- Contributes to hundreds of aviation & non-aviation jobs
- Serves as a base for a number of non-profit and educational Organizations
- An emphasis on historic aviation

Pearson Field has one full service Fixed Base Operator (FBO) that provides aircraft maintenance, avionics maintenance, fuel, and a flight school.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	99.25% of all airport revenue comes from rental income. The remainder is from fuel flowage fees.	\$600,000	High

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Aeronautically the airport is up to standards except for relocating the displaced threshold. Relocation of the threshold would gain approximately 400 feet in usable runway.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: PIERCE COUNTY
 AIRPORT MGR: DEB WALLACE
 PHONE: 253-798-7109
 EMAIL: DEB.WALLACE@CO.PIERCE.WA.US

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Non-Precision Approach	Non-Precision Approach
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
Visibility Minimums:	Greater than 1 mile (NPA)	Greater than 1 mile (NPA)
Critical Design Aircraft:	Beechcraft King Air	Beechcraft King Air
Runway Width:	60'	60'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2000 or Older
B. Do you have an ALP?	YES	Last updated?	2000 or Older
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed? 2015			
2. Who is preparing it? Consultant to be determined via competitive bid process.			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Safety Areas	Rwy 34 Hold Short Line Less Than Standard Distance from Runway.	To be repainted in 2014 upon completion of runway crack sealing/repainting.	



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: PIERCE COUNTY
AIRPORT MGR: DEB WALLACE
PHONE: 253-798-7109
EMAIL: DEB.WALLACE@CO.PIERCE.WA.US

E. Short-term (0-5 years) CIP:	<p><i>Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</i></p> <p><i>Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):</i></p>
---------------------------------------	--

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Taxiway Extension (2013 Design Phase)	An extension of the main parallel taxiway to the north of its existing endpoint to serve a new tenant location and new hangar(s).	\$60,000.00	76
SCIP	2014-2015	Master Plan Update	An update to the PLU Master Plan to reflect current conditions and the airport's future development plan.	\$280,000.00	89
SCIP	2014	Taxiway Extension (2014 Design Phase)	An extension of the main parallel taxiway to the north of its existing endpoint to serve a new tenant location and new hangar(s).	\$100,000.00	77
SCIP	2015	Taxiway Extension (2015 Construction Phase)	An extension of the main parallel taxiway to the north of its existing endpoint to serve a new tenant location and new hangar(s).	\$437,091.00	75
SCIP	2015	Wildlife Hazard Assessment and Management Plan	Airport wildlife hazard assessment and management plan.	\$85,000.00	87
SCIP	2016	Taxiway Lighting Installation	Replace existing taxiway reflectors with illuminated taxiway lights (MITL).	\$463,710.00	105
SCIP	2017	Apron Pavement Rehabilitation	Repair and repave apron.	\$358,216.00	90
SCIP	2018	Runway Widening	Widen the existing 60-foot runway to 75 feet.	\$4,550,533.00	75.4
MP	2010-2019	Crackseal/Slurry Seal/Mark RY 16/34	See AIRPORT CIP UPDATE below.	\$66,581.00	114.6
MP	2010-2019	Crackseal/Overlay/Mark East-Side Parallel TWY System	Awaiting MP Update for verification.	\$122,884.00	103.6
MP	2010-2019	Crackseal/Slurry Seal/Mark East-Side Parallel TWY System	Awaiting MP Update for verification.	\$52,728.00	103.6
MP	2010-2019	Overlay/Mark North A/C Parking Area and TXLNs	Awaiting MP Update for verification.	\$112,690.00	69.6
MP	2010-2019	Install MITL Edge Lighting along W. Side Parallel TWY System/Exit/Entrance and TWY Radius	See SCIP UPDATE above.		78



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: PIERCE COUNTY
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 PHONE: 253-798-7109
 EMAIL: DEB.WALLACE@CO.PIERCE.WA.US

MP	2010-2019	Install MITL Edge Lighting along E. Side Parallel TWY System/Exit/Entrance and TWY Radius	Awaiting MP Update for verification.	\$207,125.00	78
MP	2010-2019	Crackseal/Slurry Seal/Mark Main West Side Apron	See SCIP 2017 above.	\$51,638.00	89.6
MP	2010-2019	Crackseal/Overlay/Mark South-Side Hangar TXLNS	See SCIP 2017 above.		103.6
MP	2010-2019	Crackseal/Overlay/Mark North-Side Hangar TXLNS	See SCIP 2017 above.	\$78,820.00	103.6
MP	2010-2019	Construct Shade T-Hangar and Associated TXLNS	See AIRPORT CIP UPDATE below.	\$371,144.00	103.6
MP	2010-2019	Seal Airport Entryway/Auto Parking Lot	See AIRPORT CIP UPDATE below.		68.6
MP	2010-2019	Seal Existing Airport Entrance Rd	See AIRPORT CIP UPDATE below.		66.2
MP	2010-2019	Seal Existing Airport Parking Lot	See AIRPORT CIP UPDATE below.	\$27,426.00	51.8
APMS	2013	Preventive MTC	A01TH - 02	\$31,792.00	89.6
APMS	2013	Preventive MTC	A02TH - 01	\$21,895.00	89.6
APMS	2013	Preventive MTC	AH1TH - 01	\$175.00	89.6
APMS	2013	Preventive MTC	T01TH - 01	\$9,695.00	103.6
APMS	2013	Preventive MTC	T02TH - 02	\$3,636.00	103.6
APMS	2013	Preventive MTC	T03TH - 01	\$700.00	103.6
APMS	2013	Preventive MTC	T03TH - 02	\$475.00	103.6
APMS	2014	Major Rehab	R16TH - 01	\$307,286.00	114.6
AIRPORT CIP	2014	Crackseal/Slurry Seal/Mark RY 16/34	Updates MP Info above.	\$39,000	Derived
AIRPORT CIP	2018	Seal Airport Entryway/Auto Parking Lot	Updates MP Info above.	\$78,063	Derived
AIRPORT CIP	2018	Seal Existing Airport Entrance Rd	Updates MP Info above.	\$86,946	Derived
AIRPORT CIP	2013	Replace transformer		\$50,000	Derived
AIRPORT CIP	2013	REIL Repair		\$34,546	Derived
AIRPORT CIP	2013-2017	Hangar Wiring	5-Year Project; \$17,872 per year.	\$89,360	Derived
AIRPORT CIP	2017	New Hangar Development	Updates MP Info above	\$243,448	Derived
AIRPORT CIP	2014	Airport Office Rehabilitation		\$5,464	Derived
AIRPORT CIP	2014	FBO Rehabilitation		\$20,000	Derived
AIRPORT CIP	2013-2018	Hangar Rehabilitation	6-Year Project	\$129,368	Derived



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: PIERCE COUNTY
AIRPORT MGR: DEB WALLACE
PHONE: 253-798-7109
EMAIL: DEB.WALLACE@CO.PIERCE.WA.US

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
NextGen		Update MP and ALP	Updated cost figure.	\$280,000.00	86
NextGen		Prep Obs Survey		\$100,000.00	112.5
NextGen		Tree Obs Removal		\$20,000.00	112.5
NextGen		Widen RY	Updated cost figure.	\$4,550,533.00	61.6
NextGen		Relo Guidance Signs and TW Lines		\$15,000.00	59.8
NextGen		Light Parallel TWY incl. TWY Signs		\$250,000.00	60
APMS		Resurfacing	T02TH - 1	\$109,545.12	101.6
APMS		Resurfacing	T02TH - 2	\$51,813.46	101.6
APMS		Resurfacing	AH1TH - 1	\$25,400.00	87.6
APMS		Preventative MTC	T01TH - 2	\$87,522.36	103.6
APMS		Resurfacing	T01TH - 1	\$344,385.90	101.6
APMS		Resurfacing	A02TH - 1	\$395,607.54	87.6
APMS		Preventative MTC	AH2TH - 1	\$56,265.84	89.6
APMS		Preventative MTC	R16TH - 1	\$488,230.08	114.6
APMS		Resurfacing	T03TH - 2	\$114,198.40	101.6
APMS		Resurfacing	T03TH - 1	\$58,940.70	101.6
APMS		Resurfacing	A01TH - 2	\$393,374.88	87.6
APMS		Preventative MTC	A01TH - 1	\$103,455.00	89.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

Yes.

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life: Hangars, Airport Office, FBO, Underground Wiring, AWOS

Infrastructure	Location / Description	Age (Years)
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	Hangars, Airport Office, FBO	60
Utilities (i.e., Water, Sewer, Storm Drain, Electrical, etc.)	Underground Wiring	50+
Support Equipment (i.e., Snow Plow, Fire Rescue, Deicing, etc.)	AWOS (although less than 50 years of age, listed due to obsolescence of replacement parts)	25

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

<input type="checkbox"/> Commercial Passenger Service	<input checked="" type="checkbox"/> National Security
<input checked="" type="checkbox"/> Business and Corporate Travel	<input checked="" type="checkbox"/> Emergency Preparedness and Response
<input checked="" type="checkbox"/> Personal Transportation	<input type="checkbox"/> Scientific Research
<input checked="" type="checkbox"/> Pilot Training and Certification	<input checked="" type="checkbox"/> Aerial Photography
<input type="checkbox"/> Air Cargo	<input checked="" type="checkbox"/> Aircraft Manufacturing
<input type="checkbox"/> Blood, Tissue, and Organ Transportation	<input type="checkbox"/> Agriculture
<input checked="" type="checkbox"/> Medical Air Transport	<input checked="" type="checkbox"/> Aerial Sightseeing
<input checked="" type="checkbox"/> Search and Rescue	<input type="checkbox"/> Skydiving
<input checked="" type="checkbox"/> Firefighting	

WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: PIERCE COUNTY
AIRPORT MGR: DEB WALLACE
PHONE: 253-798-7109
EMAIL: DEB.WALLACE@CO.PIERCE.WA.US

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Other than available tiedown space, the airport has maximized its revenue-generating opportunities. Aging hangars prohibits any increase in existing rental rates. Much of the airport pavement and infrastructure has reached or is approaching its useful life. Capital investment is absolutely mandatory to both maintain and improve the ability of the airport to serve its tenants, pilots, and the local community. Demand for hangar space exceeds the available supply. The lack of available funding has prevented additional hangar construction, diverting potential revenue to other airports. The current runway dimensions are 3650 x 60 while the minimum NextGen requirement is 4000 x 75.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

This airport is the primary general aviation facility of east Pierce County with over 60,000 operations annually. It serves a wide range of aviation businesses and organizations, including Civil Air Patrol and EAA Chapter 326. It is the designated Emergency Management Aviation Headquarters for all east Pierce County and Cascade Mountains disaster, relief, or rescue efforts. The EAA Chapter is very active in homebuilding efforts and annual Young Eagles flying events, encouraging youth participation in aviation. The airport supports several annual events: Easter Bunny and Santa Claus Fly-In Events, Cubs & Classics Fly-In Event, Concerts, Car Shows, FBO Speakers Programs. The airport also serves as the primary fly-in location for the annual Northwest Aviation Conference and Trade Show each February.

In 2010 dollars, WSDOT Aviation estimates the following economic impacts:

- Airport Businesses: \$25.3 million, 136 jobs
- Visitor Spending: \$2.64 million, 40 jobs

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Hangar/Tiedown/Office Leases, Land Leases, Fuel Sales, Transient Aircraft Tiedown Fees	\$485,719	High
Jurisdiction (Annual CIP or General Fund)	3% Real Estate Excise Tax Dedicated to PLU	\$127,000	Medium

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDS, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

No, safety-related projects have not been deferred. However, the limited overall availability of funds to meet all demonstrated airport needs has meant that funds have been diverted from capacity, maintenance and preservation, and planning projects to support safety-related needs. Although it has meant reductions in other areas, safety has not and will not be sacrificed.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: PORT OF ILWACO
AIRPORT MGR: JIM NEVA
PHONE: 360-642-3143
EMAIL: JNEVA@PORTOFILWACO.ORG

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	Cessna 182	Click here to enter text.
Runway Width:	50'	50'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	Yes	Last updated?	2012
B. Do you have an ALP?	SELECT HERE	Last updated?	SELECT HERE
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed? N/A			
2. Who is preparing it? N/A			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
No known deficiencies	N/A	N/A	
SELECT HERE	Click here to enter text.	Click here to enter text.	
SELECT HERE	Click here to enter text.	Click here to enter text.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: PORT OF ILWACO
 AIRPORT MGR: JIM NEVA
 PHONE: 360-642-3143
 EMAIL: JNEVA@PORTOFILWACO.ORG

E. Short-term (0-5 years) CIP:	<p><i>Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</i></p> <p><i>Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):</i></p>
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Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Runway Fog Coat - 2013	Fog coat the paved runway & aprons @ Port of Ilwaco Airport (7W1).	\$15,000.00	132
AIRPORT #1	2014	Drainage Improvements & Vegetation Removal	Improve drainage on N side of runway and remove excess vegetation	\$25,000	Derived
AIRPORT #1	2015	Improve airplane parking area/add fill	Level and fill grassy area where planes park	\$50,000	Derived
AIRPORT #3	Enter	Enter	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
AIRPORT #5	Enter	Enter	Enter	Enter	Derived
AIRPORT #6	Enter	Enter	Enter	Enter	Derived
AIRPORT #7	Enter	Enter	Enter	Enter	Derived
AIRPORT #8	Enter	Enter	Enter	Enter	Derived
AIRPORT #9	Enter	Enter	Enter	Enter	Derived
AIRPORT #10	Enter	Enter	Enter	Enter	Derived



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: PORT OF ILWACO
AIRPORT MGR: JIM NEVA
PHONE: 360-642-3143
EMAIL: JNEVA@PORTOFILWACO.ORG

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1	2020	Hangars	Construct several airplane hangars	\$250,000	Derived
AIRPORT #2	Enter	Enter	Enter	Enter	Derived
AIRPORT #3	Enter	Enter	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
AIRPORT #5	Enter	Enter	Enter	Enter	Derived
AIRPORT #6	Enter	Enter	Enter	Enter	Derived
AIRPORT #7	Enter	Enter	Enter	Enter	Derived
AIRPORT #8	Enter	Enter	Enter	Enter	Derived
AIRPORT #9	Enter	Enter	Enter	Enter	Derived
AIRPORT #10	Enter	Enter	Enter	Enter	Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

[Click here to enter text.](#)

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
No material infrastructure	N/A	N/A
SELECT HERE	Click here to enter text.	Enter
SELECT HERE	Click here to enter text.	Enter
Click here to enter text.	Click here to enter text.	Enter
Click here to enter text.	Click here to enter text.	Enter

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- | | |
|--|---|
| <input type="checkbox"/> Commercial Passenger Service | <input type="checkbox"/> National Security |
| <input type="checkbox"/> Business and Corporate Travel | <input type="checkbox"/> Emergency Preparedness and Response |
| <input checked="" type="checkbox"/> Personal Transportation | <input type="checkbox"/> Scientific Research |
| <input type="checkbox"/> Pilot Training and Certification | <input checked="" type="checkbox"/> Aerial Photography |
| <input type="checkbox"/> Air Cargo | <input type="checkbox"/> Aircraft Manufacturing |
| <input type="checkbox"/> Blood, Tissue, and Organ Transportation | <input checked="" type="checkbox"/> Agriculture (Spotter plane for commercial fishing) |
| <input type="checkbox"/> Medical Air Transport | <input type="checkbox"/> Aerial Sightseeing |
| <input type="checkbox"/> Search and Rescue | <input type="checkbox"/> Skydiving |
| <input type="checkbox"/> Firefighting | |

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Our airport provides access to our remote area in SW Pacific County. It allows for personal transportation and limited commercial activity. The absence of the airport would limit the ability of our residents and select businesses to access air related activities and services. The National Guard, Coast Guard and Air Patrol use the field from time to time for training purposes.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

The airport supports both personal transportation and limited commercial activity for our remote area.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: PORT OF ILWACO
 AIRPORT MGR: JIM NEVA
 PHONE: 360-642-3143
 EMAIL: JNEVA@PORTOFILWACO.ORG

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
N/A	N/A	Enter	SELECT HERE
SELECT HERE	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

None noted.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: PORT OF WHITMAN
 AIRPORT MGR: DEBBIE SNELL
 PHONE: 509-397-3791
 EMAIL: DSNELL@PORTWHITMAN.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	Gruman G-164 Ag-Cat	Gruman G-164 Ag-Cat
Runway Width:	55'	55'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	NO	Last updated?	
B. Do you have an ALP?	YES	Last updated?	2007
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed? Partial ALP update underway. Due to be completed winter 2014.			
2. Who is preparing it? Reidesel Engineering			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Lighting	Above grade, substandard lighting on Runway	To be replaced in 2015 during runway reconstruction	
Airfield Geometry	Displaced runway thresholds	Non-removable topographic features cause displacement. No mitigation possible.	
Safety Areas	Substandard runway shoulders	To be reconstructed in 2015 during runway reconstruction	



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: PORT OF WHITMAN
AIRPORT MGR: DEBBIE SNELL
PHONE: 509-397-3791
EMAIL: DSNELL@PORTWHITMAN.COM

E. Short-term (0-5 years) CIP:	<p><i>Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</i></p> <p><i>Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):</i></p>
---------------------------------------	--

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2015	Apron Rehabilitation (COMPLETED 2013)*	Provide crack fill and slurry seal surface treatment.	\$15,000.00	92
SCIP	2015	Runway Rehabilitation (DESIGN 2014. CONSTRUCTION 2015)	Runway rehabilitation; runway shoulder, RSA, and ROFA grading; runway lighting and PAPI installation.	\$2,030,000.00	144
SCIP	2015	Runway Rehabilitation DESIGN 2014. CONSTRUCTION 2015)	Runway rehabilitation; runway shoulder, RSA, and ROFA grading; runway lighting and PAPI installation.	\$220,000.00	144
SCIP	2015	Taxiway Rehabilitation (2015?)	Provide crack fill and slurry seal surface treatment.	\$15,000.00	106
SCIP	2016	Apron Rehabilitation (2016 Construction Phase)(W) (COMPLETED 2013)	Provide crack fill and slurry seal surface treatment.	\$70,000.00	90
SCIP	2016	Runway Rehabilitation (2016 Construction Phase)(W) DESIGN 2014. CONSTRUCTION 2015)	Runway rehabilitation; runway shoulder, RSA, and ROFA grading; runway lighting and PAPI installation	\$2,030,000.00	140
SCIP	2016	Taxiway Rehabilitation (2016 Construction Phase)(W)	Provide crack fill and slurry seal surface treatment.	\$100,000.00	103.6
APMS	2014	Major Rehab	R07CF - 01	\$41,559.00	109.6
APMS	2014	Major Rehab	R07CF - 02	\$153,415.00	109.6
APMS	2014	Major Rehab	R07CF - 03	\$35,106.00	109.6
APMS	2015	Major Rehab	T03CF - 01	\$4,297.00	98.6
APMS	2019	Major Rehab	T05CF	\$22,190.00	98.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: PORT OF WHITMAN
AIRPORT MGR: DEBBIE SNELL
PHONE: 509-397-3791
EMAIL: DSNELL@PORTWHITMAN.COM

AIRPORT #10					Derived
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- **Apron and Runway projects were flipped as the Port had budget issues in 2013 and could not afford runway project. Thus, the apron project was completed in 2013 and runway design and construction will occur in 2014-2015. FAA approached port with an offer of discretionary funds and the port accepted. Taxiway rehabilitation may occur in 2015 depending on FAA funding levels. These changes will be reflected in the 2014 SCIP to be submitted in December 2013.**

WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: PORT OF WHITMAN
AIRPORT MGR: DEBBIE SNELL
PHONE: 509-397-3791
EMAIL: DSNELL@PORTWHITMAN.COM

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
5010		RWY 07/25 NSTD MIRL ONLY CENTER 2240 FT LGTD.			88
APMS		Preventative MTC	R07CF - 2	\$220,685.00	114.6
APMS		Preventative MTC	R07CF - 1	\$53,530.00	114.6
APMS		Preventative MTC	R07CF - 3	\$50,500.00	114.6
APMS		Preventative MTC	T04CF - 1	\$41,561.50	103.6
APMS		Preventative MTC	T02CF - 1	\$14,279.38	103.6
APMS		Preventative MTC	T05CF - 1	\$28,213.34	103.6
APMS		Preventative MTC	A02CF - 1	\$12,901.74	89.6
APMS		Preventative MTC	A01CF - 1	\$9,815.18	89.6
APMS		Preventative MTC	A01CF - 2	\$6,902.34	89.6
APMS		Preventative MTC	T03CF - 1	\$6,029.70	103.6
APMS		Preventative MTC	T01CF - 1	\$216,915.68	103.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

Yes

H. Aging facilities and infrastructure: *Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:*



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: PORT OF WHITMAN
AIRPORT MGR: DEBBIE SNELL
PHONE: 509-397-3791
EMAIL: DSNELL@PORTWHITMAN.COM

Infrastructure	Location / Description	Age (Years)
----------------	------------------------	-------------

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services: *Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:*

- | | |
|---|--|
| <input type="checkbox"/> Commercial Passenger Service
<input type="checkbox"/> Business and Corporate Travel
<input checked="" type="checkbox"/> Personal Transportation
<input type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input type="checkbox"/> Blood, Tissue, and Organ Transportation
<input checked="" type="checkbox"/> Medical Air Transport (Emergency only)
<input type="checkbox"/> Search and Rescue
<input type="checkbox"/> Firefighting | <input type="checkbox"/> National Security
<input type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input type="checkbox"/> Aerial Photography
<input type="checkbox"/> Aircraft Manufacturing
<input checked="" type="checkbox"/> Agriculture
<input type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Skydiving |
|---|--|

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*
 Without continued Federal and State infrastructure assistance, the port would be hard pressed to afford major upgrades at the airport. The port subsidizes the airport as management costs exceed revenue.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*
 The spray plane activity at the airport supports the local farming community within a 10-15 mile radius of the airport. The port built and private hangars also provide critical aircraft storage for local plane owners.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: PORT OF WHITMAN
 AIRPORT MGR: DEBBIE SNELL
 PHONE: 509-397-3791
 EMAIL: DSNELL@PORTWHITMAN.COM

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Jurisdiction (Annual CIP or General Fund)	Budget line items for airport including grant match, management fees, outside services, R & M, tools, utilities, insurance and misc.	\$88,000 average	High

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

No.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: POULSBO SPB
AIRPORT MGR: BRAD MILLER
PHONE: 360-779-9905
EMAIL: MANAGER@PORTOFPOULSBO.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:		
Runway Width:	4000'	4000'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	NO	Last updated?	
B. Do you have an ALP?	NO	Last updated?	
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
None			

WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: POULSBO SPB
AIRPORT MGR: BRAD MILLER
PHONE: 360-779-9905
EMAIL: MANAGER@PORTOFPOULSBO.COM

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP ([SCIP](#)), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1	2018	Seaplane Base relocation	Relocate seaplane base to different location within the Port	unknown	Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT’s Statewide CIP ([SCIP](#)), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us*



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: POULSBO SPB
 AIRPORT MGR: BRAD MILLER
 PHONE: 360-779-9905
 EMAIL: MANAGER@PORTOFPOULSBO.COM

the best indication of your plan, including cost and priority.

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? *Please explain if not:*

H. Aging facilities and infrastructure: *Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:*

Infrastructure	Location / Description	Age (Years)

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services: *Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:*



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: POULSBO SPB
 AIRPORT MGR: BRAD MILLER
 PHONE: 360-779-9905
 EMAIL: MANAGER@PORTOFPOULSBO.COM

<input checked="" type="checkbox"/> Commercial Passenger Service <input type="checkbox"/> Business and Corporate Travel <input checked="" type="checkbox"/> Personal Transportation <input type="checkbox"/> Pilot Training and Certification <input type="checkbox"/> Air Cargo <input type="checkbox"/> Blood, Tissue, and Organ Transportation <input type="checkbox"/> Medical Air Transport <input type="checkbox"/> Search and Rescue <input type="checkbox"/> Firefighting	<input type="checkbox"/> National Security <input type="checkbox"/> Emergency Preparedness and Response <input type="checkbox"/> Scientific Research <input type="checkbox"/> Aerial Photography <input type="checkbox"/> Aircraft Manufacturing <input type="checkbox"/> Agriculture <input type="checkbox"/> Aerial Sightseeing <input type="checkbox"/> Skydiving
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B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*
 None

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*
 The seaplane base most definitely has value for local businesses. Private operators often fly in and inject money into the tourism industry. In addition, other businesses use the seaplane base to fly in potential clients for factory tours.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: POULSBO SPB
AIRPORT MGR: BRAD MILLER
PHONE: 360-779-9905
EMAIL: MANAGER@PORTOFPOULSBO.COM

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

No



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: PROSSER
 AIRPORT MGR: JOHN HAAKENSEN
 PHONE: 509-375-3060
 EMAIL: JOHNH@PORTOFBENTON.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	Beechcraft Baron	King Air; Citation III
Runway Width:	60'	60'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2006
B. Do you have an ALP?	YES	Last updated?	2011

C. If you are currently preparing a Master Plan Update:

- When is it anticipated to be completed?** [Click here to enter text.](#)
- Who is preparing it?** [Click here to enter text.](#)

D. Do you have known deficiencies in FAA Design Standards ([AC 150/5300-13A – Airport Design](#))? Please select and or list non-standard items and proposed mitigation below, if any:

Non-Standard Item	Description	Proposed Mitigation
SELECT HERE	Click here to enter text.	Click here to enter text.
SELECT HERE	Click here to enter text.	Click here to enter text.
SELECT HERE	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: PROSSER
 AIRPORT MGR: JOHN HAAKENSEN
 PHONE: 509-375-3060
 EMAIL: JOHNH@PORTOFBENTON.COM

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2019	Construct Taxilanes in SE Hangar Area	Project would design and construct two Hangar Taxilanes in the SW hangar area at Prosser Airport as shown on the ALP. One TL will be constructed south of Taxiway A, approximately 240 feet long. The second TL will be constructed at the east end of TWY A extending south approximately 300 feet to connect to an existing TL stub.	\$204,604.00	81
SCIP	2019	Rehabilitate FBO/Transient Apron	Re-construct 92,800 SF of the FBO/Transient Apron located near the end of Runway 25. Reconstruction will include remove and replace asphalt pavement, crushed aggregate base and pavement markings. Drainage upgrades will also be included.	\$647,966.00	89
SCIP	2014	Rehabilitate Runway 7-25, Twy A and Apron Rehabilitation	Perform pavement maintenance to include Crack Sealing, Seal Coat, re-marking of 3,451' of Runway 7-25, Taxiway A and Apron rehabilitation.	\$500,000.00	119
SCIP	2015	Update Airport Master Plan and ALP	Perform an update to the 2005 Airport Master Plan and ALP.	\$166,667.00	87
SCIP	2016	Install Perimeter Fencing-Electronic Gates	Acquire and install 2 electronic access gates. Both Gates would be installed at access points off Nunn Road. The first would lead to the FBO hangar and Apron Area and the second gate would lead to hangar taxilanes in the South East hangar area.	\$166,667.00	62
SCIP	2017	Relocate Taxiway A (Design)	Shift 2,695 feet of Taxiway A from 150' offset to 240' offset.	\$333,333	73
SCIP	2018	Relocate Taxiway A (Construction)	Shift 2,695 feet of Taxiway A from 150' offset to 240' offset.	\$2,388,900	73



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: PROSSER
 AIRPORT MGR: JOHN HAAKENSEN
 PHONE: 509-375-3060
 EMAIL: JOHNH@PORTOFBENTON.COM

APMS	2013	Preventive MTC	A01PR - 01	\$248.00	89.6
APMS	2013	Preventive MTC	A01PR - 02	\$47.00	89.6
APMS	2013	Preventive MTC	A02PR - 01	\$746.00	89.6
APMS	2013	Preventive MTC	A02PR - 02	\$463.00	89.6
APMS	2013	Preventive MTC	A02PR - 03	\$474.00	89.6
APMS	2013	Preventive MTC	A03PR - 01	\$317.00	89.6
APMS	2013	Preventive MTC	A03PR - 04	\$55.00	89.6
APMS	2013	Preventive MTC	A04PR - 01	\$3,818.00	89.6
APMS	2013	Preventive MTC	R07PR - 01	\$528.00	114.6
APMS	2013	Preventive MTC	T01PR - 01	\$71.00	103.6
APMS	2017	Major Rehab	T02PR - 01	\$1,559.00	98.6
APMS	2017	Major Rehab	A01PR - 01	\$28,139.00	84.6
AIRPORT #1	Enter	Enter	Enter	Enter	Derived
AIRPORT #2	Enter	Enter	Enter	Enter	Derived
AIRPORT #3	Enter	Enter	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
AIRPORT #5	Enter	Enter	Enter	Enter	Derived
AIRPORT #6	Enter	Enter	Enter	Enter	Derived
AIRPORT #7	Enter	Enter	Enter	Enter	Derived
AIRPORT #8	Enter	Enter	Enter	Enter	Derived
AIRPORT #9	Enter	Enter	Enter	Enter	Derived
AIRPORT #10	Enter	Enter	Enter	Enter	Derived



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: PROSSER
AIRPORT MGR: JOHN HAAKENSEN
PHONE: 509-375-3060
EMAIL: JOHNNH@PORTOFBENTON.COM

F. Long-term (6-20 years) CIP:	<p><i>Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</i></p> <p><i>Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):</i></p>
---------------------------------------	--

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS		Resurfacing	A04PR - 1	\$518,165.44	87.6
APMS		Preventative MTC	A05PR - 1	\$10,857.50	89.6
APMS		Resurfacing	A01PR - 2	\$37,107.60	87.6
APMS		Resurfacing	A01PR - 1	\$39,188.40	87.6
APMS		Resurfacing	T01PR - 1	\$14,652.30	101.6
APMS		Resurfacing	A03PR - 2	\$133,049.82	87.6
APMS		Resurfacing	A03PR - 3	\$12,912.52	87.6
APMS		Resurfacing	A03PR - 1	\$161,626.14	87.6
APMS		Resurfacing	A03PR - 4	\$44,506.00	87.6
APMS		Resurfacing	R07PR - 2	\$185,390.61	112.6
APMS		Resurfacing	R07PR - 1	\$413,787.31	112.6
APMS		Resurfacing	A02PR - 2	\$127,160.00	87.6
APMS		Resurfacing	A02PR - 3	\$1,518.20	87.6
APMS		Resurfacing	A02PR - 1	\$121,004.30	87.6
APMS		Resurfacing	T02PR - 1	\$247,675.89	101.6
APMS		Preventative MTC	T02PR - 2	\$77,749.80	103.6
APMS		Preventative MTC	T04PR - 1	\$37,739.66	103.6
APMS		Resurfacing	T03PR - 1	\$5,699.08	101.6
AIRPORT #1	Enter	Enter	Enter	Enter	Derived
AIRPORT #2	Enter	Enter	Enter	Enter	Derived
AIRPORT #3	Enter	Enter	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
AIRPORT #5	Enter	Enter	Enter	Enter	Derived
AIRPORT #6	Enter	Enter	Enter	Enter	Derived
AIRPORT #7	Enter	Enter	Enter	Enter	Derived
AIRPORT #8	Enter	Enter	Enter	Enter	Derived
AIRPORT #9	Enter	Enter	Enter	Enter	Derived
AIRPORT #10	Enter	Enter	Enter	Enter	Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

Click here to enter text.

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	T-Hangar	50
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	FBO BUILDING	50
Support Equipment (i.e., Snow Plow, Fire Rescue, Deicing, etc.)	Snow Removal Equipment - Plow	15
Click here to enter text.	Click here to enter text.	Enter
Click here to enter text.	Click here to enter text.	Enter

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

<input type="checkbox"/> Commercial Passenger Service	<input type="checkbox"/> National Security
<input checked="" type="checkbox"/> Business and Corporate Travel	<input type="checkbox"/> Emergency Preparedness and Response
<input checked="" type="checkbox"/> Personal Transportation	<input checked="" type="checkbox"/> Scientific Research
<input checked="" type="checkbox"/> Pilot Training and Certification	<input checked="" type="checkbox"/> Aerial Photography
<input type="checkbox"/> Air Cargo	<input type="checkbox"/> Aircraft Manufacturing
<input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation	<input checked="" type="checkbox"/> Agriculture
<input checked="" type="checkbox"/> Medical Air Transport	<input type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Search and Rescue	<input type="checkbox"/> Skydiving
<input type="checkbox"/> Firefighting	

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

There is not enough funds to keep up with maintenance and preservation of aging pavements. Specifically, the FBO Apron area is in need of reconstruction.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Annual Balloon Rally brings community together.
Location of Prosser Airport allows medical transport access to remote communities.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Jurisdiction (Annual CIP or General Fund)	Port of Benton General Funds	Enter \$50,000	High
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Lease Revenue	Enter \$206,000	High
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Click here to enter text.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: PRU FIELD
 AIRPORT MGR: LARRY SWIFT
 PHONE: 509-659-1930
 EMAIL: LARRY.SWIFT@RITZVILLE-WA.GOV

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	C-421	C-421
Runway Width:	40'	60'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2013
B. Do you have an ALP?	YES	Last updated?	2013
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed?			
2. Who is preparing it? T-O Engineers completed the recent master plan for the City			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Runway Width	Widen Runway	
Airfield Geometry	Runway/Taxiway Separation	Relocate Taxiway	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: PRU FIELD
 AIRPORT MGR: LARRY SWIFT
 PHONE: 509-659-1930
 EMAIL: LARRY.SWIFT@RITZVILLE-WA.GOV

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2014	Acquire Land - Phase 1 - Environmental Assessment (EA)	This environmental planning effort (EA) will support the acquisition of land by the City. The current master plan has identified the need to acquire land to assist the City meet FAA sponsor obligations associated with Through-the-Fence activities currently taking place at the airport. Further, the current master plan identifies the need to acquire land for RPZ control (Runway 01) and future aeronautical development.	\$75,000	64
SCIP	2015	Acquire Land - Phase 2 - Purchase Land	This project will be Phase 2 of 2. Phase 1 included the EA for land acquisition.	\$300,000.00	63
SCIP	2016	Runway Widening - Phase 1 - Environmental Assessment (EA) and Design	Phase 1. This includes the necessary environmental planning (EA) and design for a runway widening project in 2017. Runway 01/19 does not meet current FAA design standards for width. Existing width is 40 feet and standard is 60 feet. Also, the current runway/taxiway separation does not meet standards. Existing separation is 125 feet and standard is 150 feet. This construction project will add an additional 20 feet of runway to the west for a total standard runway width of 60 feet. In addition, this project will increase the runway/parallel taxiway separation from 125 feet to approximately 135 feet. The existing MIRL and PAPI system will be relocated and upgraded appropriately. Rotomilling and replacement of the existing runway pavement will be required to adjust the runway centerline. Project will include associated work elements such as edge drains, runway lighting, signage, and PAPI relocation.	\$211,111.00	80
SCIP	2017	Runway Widening - Phase 2 - Construction	Phase 2. Runway 01/19 does not meet current FAA design standards for width. Existing width is 40 feet and standard is 60 feet. Also, the current runway/taxiway separation does not meet standards. Existing separation is 125 feet and standard is 150 feet. This construction project will add an additional 20 feet of runway to the west for a total standard runway width of 60 feet. In	\$841,152.00	81



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			addition, this project will increase the runway/parallel taxiway separation from 125 feet to approximately 135 feet. The existing MIRL and PAPI system will be relocated and upgraded appropriately. Rotomilling and replacement of the existing runway pavement will be required to adjust the runway centerline. Project will include associated work elements such as edge drains, runway lighting, signage, and PAPI relocation.		
SCIP	2018	Runway/Taxiway Separation - Construction	This project includes the remainder of the relocation of the parallel taxiway to 150 feet from runway centerline to meet FAA design standards. It also includes the rehabilitation of the apron. PCI values indicate the need for rehabilitation of taxiways and aprons during this timeframe. The cost estimate for this project includes associated work elements such as edge drains, and relocation of signage.	\$800,000.00	80
MP	2013-2017	PVMT MTC		\$157,500.00	101.6
MP	2013-2017	Environmental Assessment		\$100,000.00	84
MP	2013-2017	Land Acquisition - RPZ Compliance		\$300,000.00	57.4
MP	2013-2017	RY Widening - EA and Design		\$211,111.00	52.9
MP	2013-2017	Runway Widening P2 - Construction		\$841,519.00	52.9
APMS	2013	Preventive MTC	A01RZ - 01	\$5,716.00	87.6
APMS	2013	Preventive MTC	T01RZ - 01	\$2,034.00	108.6
APMS	2013	Preventive MTC	T01RZ - 02	\$451.00	101.6
APMS	2013	Preventive MTC	T02RZ - 01	\$100.00	101.6
APMS	2014	Major Rehab	R01RZ - 01	\$230,860.00	107.6
APMS	2016	Major Rehab	A01RZ - 01	\$99,590.00	82.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP:	<i>Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</i>
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AIRPORT SURVEY**

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Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
MP	2018-2023	TWY Rel and APRN Rehab		\$800,000.00	90.6
MP	2018-2023	Land Acquisition		\$225,000.00	57.4
MP	2018-2023	Land Acquisition		\$60,000.00	57.4
MP	2018-2023	Weber Rd and Van Vleet Rel		\$1,055,555.00	23
MP	2018-2023	Interim RY End Rel		\$15,056.00	62.4
MP	2024-2033	TXLN Development Area		\$472,500.00	61.8
MP	2024-2033	EA (RY and TWY Ext)		\$150,000.00	84
MP	2024-2033	RY and TWY Ext		\$578,956.00	62.5
MP	2024-2033	PVMT MTC		\$157,500.00	101.6
MP	2024-2033	RY Rehab		\$630,000.00	112.6
MP	2024-2033	Master Plan Update		\$100,000.00	84
APMS	2020	Major Rehab	T01RZ - 02	\$37,925.00	96.6
APMS		Preventative MTC	A01RZ - 1	\$136,356.06	87.6
APMS		Preventative MTC	R01RZ - 1	\$332,088.00	112.6
APMS		Resurfacing	T01RZ - 1	\$233,228.10	99.6
APMS		Preventative MTC	T01RZ - 2	\$47,041.76	101.6
APMS		Resurfacing	T02RZ - 1	\$14,715.54	99.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:
 The above project information remains consistent with the City’s master plan and project priorities for the 5 year CIP horizon and beyond. A minor adjustment was made the potential cost of the land EA. Priority scores for planning and design associated with land acquisition and addressing design standards deficiencies seem low. We can’t acquire land or address standards issues without first doing the appropriate environmental and design.

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
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	There are no facilities located on City owned airport property that are older than 50 years.	
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Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services: *Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:*

- | | |
|--|---|
| <input type="checkbox"/> Commercial Passenger Service
<input checked="" type="checkbox"/> Business and Corporate Travel
<input checked="" type="checkbox"/> Personal Transportation
<input type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input type="checkbox"/> Blood, Tissue, and Organ Transportation
<input checked="" type="checkbox"/> Medical Air Transport
<input type="checkbox"/> Search and Rescue
<input type="checkbox"/> Firefighting | <input type="checkbox"/> National Security
<input type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input type="checkbox"/> Aerial Photography
<input type="checkbox"/> Aircraft Manufacturing
<input checked="" type="checkbox"/> Agriculture
<input type="checkbox"/> Aerial Sightseeing
<input checked="" type="checkbox"/> Skydiving |
|--|---|

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

The economy of Ritzville and the surrounding area is highly dependent on agriculture. Ag spray operations based at our airport are critical to protecting our crops and our economy remains strong. Further, as the City of Ritzville plans and prepares for growth, the airport will be a key component in serving business and corporate travelers offering quick access to community via use of the airport.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

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Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Airport usage fees and property leases.	\$2500	Medium
Jurisdiction (Annual CIP or General Fund)	City General Fund	Depends on airport project needs at time of budgeting	Medium

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Not at this time primarily because our master plan with identified needs was just finished earlier this year. As the master plan describes, we have non-standard conditions at the airport (runway width and runway/taxiway separation) which will be expensive to fix. FAA was non-committal on future AIP funding that is not NPE for these improvements. Projects may have to be deferred if the FAA can't/won't use State Apportionment funds. Close, advanced coordination between the City, FAA and WSDOT will be necessary to ensure all stakeholders are aware of funding availability and timeframes. This will be particularly important for the City to address our local match commitment should FAA and WSDOT funds become available.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: PULLMAN/MOSCOW REGIONAL
 AIRPORT MGR: ANTHONY BEAN
 PHONE: 509-338-3223
 EMAIL: TONY.BEAN@PULLMAN-WA.GOV

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Non-Precision Approach	Precision Approach
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	C: Approach speed 121 knots or more but less than 141 knots
Airplane Design Group:	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG III - Tail Height: 30' to <45'; Wingspan: 79' to <118'
Visibility Minimums:	Greater than 1 mile (NPA)	200' and ½ mile (CAT 1 ILS)
Critical Design Aircraft:	Citation X	Q400
Runway Width:	100'	150'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2011
B. Do you have an ALP?	YES	Last updated?	2011

C. If you are currently preparing a Master Plan Update: Yes

- When is it anticipated to be completed? 2014**
- Who is preparing it? Mead and Hunt**

D. Do you have known deficiencies in FAA Design Standards ([AC 150/5300-13A – Airport Design](#))? Please select and or list non-standard items and proposed mitigation below, if any:

Non-Standard Item	Description	Proposed Mitigation
RW CL to TW CL	200' Provided – 400' Standard	Relocate Runway per Master Plan
RW OFZ Width	Less than 400' Standard	Relocate Runway per Master Plan
ROFA Width and Length	Less than 800' x 1000' Standard	Relocate Runway per Master Plan
RW CL to Aircraft Parking	256' Provided – 500' Standard	Relocate Runway per Master Plan
RW CL to Hold Line	150' Provided – 250' Standard	Relocate Runway per Master Plan
RW CL to BRL	394' Provided – 745' Standard	Relocate Runway per Master Plan



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: PULLMAN/MOSCOW REGIONAL
 AIRPORT MGR: ANTHONY BEAN
 PHONE: 509-338-3223
 EMAIL: TONY.BEAN@PULLMAN-WA.GOV

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2014	Conduct EA Study	Conduct EA Study.	\$197,000.00	86
SCIP	2014	Terminal Ramp Reconstruction	Concrete Ramp with Deicing Collection	\$350,000.00	96
SCIP	2015	Construct Runway (land acquisition)	Acquire land for runway realignment.	\$2,500,000.00	50
SCIP	2015	Construct Runway (Preliminary Phase)	Realign Runway – Prelim Design	\$16,000,000.00	103.65
SCIP	2016	Construct Runway (Phase I)	Realign Runway – Phase I Const.	\$16,000,000.00	102.65
SCIP	2016	Acquire Snow Removal Equipment	Acquire Snow Removal (SRE) Equipment	\$500,000.00	61.8
SCIP	2017	Construct Runway (Phase II)	Realign Runway – Phase II Const.	\$16,000,000.00	103.65
SCIP	2017	Construct SRE Building	Construct new SRE building	\$2,000,000.00	
SCIP	2018	Construct Runway (Phase III)	Realign runway – Phase III Const.	\$9,500,000.00	103.65



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: PULLMAN/MOSCOW REGIONAL
 AIRPORT MGR: ANTHONY BEAN
 PHONE: 509-338-3223
 EMAIL: TONY.BEAN@PULLMAN-WA.GOV

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

Yes

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
SRE Building	SRE Building located on the east side of the GA ramp area	30

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

<input checked="" type="checkbox"/> Commercial Passenger Service	<input type="checkbox"/> National Security
<input checked="" type="checkbox"/> Business and Corporate Travel	<input checked="" type="checkbox"/> Emergency Preparedness and Response
<input checked="" type="checkbox"/> Personal Transportation	<input type="checkbox"/> Scientific Research
<input checked="" type="checkbox"/> Pilot Training and Certification	<input checked="" type="checkbox"/> Aerial Photography
<input type="checkbox"/> Air Cargo	<input type="checkbox"/> Aircraft Manufacturing
<input type="checkbox"/> Blood, Tissue, and Organ Transportation	<input checked="" type="checkbox"/> Agriculture
<input checked="" type="checkbox"/> Medical Air Transport	<input type="checkbox"/> Aerial Sightseeing
<input checked="" type="checkbox"/> Search and Rescue	<input type="checkbox"/> Skydiving
<input type="checkbox"/> Firefighting	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: PULLMAN/MOSCOW REGIONAL
 AIRPORT MGR: ANTHONY BEAN
 PHONE: 509-338-3223
 EMAIL: TONY.BEAN@PULLMAN-WA.GOV

B. Impact to airport and community resulting from lack of capital funding: *From the airport’s point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Airport Capital needs for PMRA are critical to maintaining Air Service to the region and supporting business and corporate aviation.

C. Airport value to community: *From the airport’s point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Commercial Service provides the region with connectivity to the NAS. This service allows for the efficient travel for 2 Division 1 universities supporting academics, research and athletics. The Airport also supports a corporate fleet for a major Washington state manufacturer. GA support includes agricultural, recreational and US government contracted services.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Passenger Facility Charges	Click here to enter text.	\$150,000	High

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDS, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Click here to enter text.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: QUILLAYUTE
AIRPORT MGR: ROD FLECK
PHONE: 360-374-5412
EMAIL: RODF.FORKS@FORKSWASHINGTON.ORG

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System ([AIS](#)) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:		
Runway Width:	100'	100'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2003
B. Do you have an ALP?	YES	Last updated?	2003

C. If you are currently preparing a Master Plan Update:

- When is it anticipated to be completed?
- Who is preparing it?

D. Do you have known deficiencies in FAA Design Standards ([AC 150/5300-13A – Airport Design](#))? Please select and or list non-standard items and proposed mitigation below, if any:

Non-Standard Item	Description	Proposed Mitigation

**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

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E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2014	Airfield Needs Assessment	Undertake an assessment of airport related improvements and needs in relationship to previous completed elk studies, identified needs, etc. Develop a revised project list/capital improvement plan factorin gin assessment report, funding availability and project timing.	\$50,000.00	87
SCIP	2015	Install MIRL, Phase 1 (design)	design and permit installation of MIRL	\$10,000.00	60
SCIP	2016	Install MIRL, Phase 1 (Design)	Design and permit installation of MIRL	\$90,000.00	60
SCIP	2017	Install MIRL, Phase 2 (Construction)	Pursuant to design and permits obtained in Phase 1, construct and install MIRLs.	\$375,000.00	61
APMS	2013	Preventive MTC	A01QU - 01	\$588,542.00	87.6
APMS	2013	Preventive MTC	R04QU - 01	\$442,885.00	112.6
APMS	2013	Preventive MTC	T01QU - 01	\$54,885.00	101.6
APMS	2013	Preventive MTC	T02QU - 01	\$129,517.00	101.6
APMS	2013	Preventive MTC	T03QU - 01	\$118,216.00	101.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us*



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the best indication of your plan, including cost and priority.

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS		Resurfacing	A01QU - 1	\$545,223.50	85.6
APMS		Resurfacing	R04QU - 1	\$434,374.28	110.6
APMS		Resurfacing	T01QU - 1	\$61,212.49	99.6
APMS		Resurfacing	T02QU - 1	\$162,653.45	99.6
APMS		Resurfacing	T03QU - 1	\$122,671.42	99.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

Those appear to be the correctly identified needs. The issue of timing of those projects may need to be reconsidered in light of staff time available for such projects and local funding required for any required match efforts.

H. Aging facilities and infrastructure: *Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:*

Infrastructure	Location / Description	Age (Years)
Utilities (i.e., Water, Sewer, Storm Drain, Electrical, etc.)	Water well system on site with distribution system that is limited in nature; on-site septic system required for any further development/usage	1945/1975 est

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

<input type="checkbox"/> Commercial Passenger Service <input type="checkbox"/> Business and Corporate Travel <input checked="" type="checkbox"/> Personal Transportation <input type="checkbox"/> Pilot Training and Certification <input type="checkbox"/> Air Cargo <input type="checkbox"/> Blood, Tissue, and Organ Transportation <input checked="" type="checkbox"/> Medical Air Transport <input checked="" type="checkbox"/> Search and Rescue <input type="checkbox"/> Firefighting	<input type="checkbox"/> National Security <input checked="" type="checkbox"/> Emergency Preparedness and Response <input type="checkbox"/> Scientific Research <input checked="" type="checkbox"/> Aerial Photography <input type="checkbox"/> Aircraft Manufacturing <input type="checkbox"/> Agriculture <input checked="" type="checkbox"/> Aerial Sightseeing <input type="checkbox"/> Skydiving <p><u>Quillayute is a general aviation facility that is used by the public for various aspects above. In the course of any given year, the users of the facility may be undertaking aviation operations associated with the above areas. Medivac may utilize the facility, but usually that only occurs if access to the Forks helipad is not available due to weather.</u></p>
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B. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Quillayute provides access to the general aviation community, as well as occasional access to federal and/or state users. Having the larger, longer runway ensures both that access to the general aviation community as well as to emergency responders, contractors, etc.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: QUILLAYUTE
 AIRPORT MGR: ROD FLECK
 PHONE: 360-374-5412
 EMAIL: RODF.FORKS@FORKSWASHINGTON.ORG

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Timber harvest of timber on lands associated with airport. Timber harvests can occur about every ten years and monies receipted over costs are then used over the course at the airport to pay insurance costs, utilities, etc.	10,000	Medium
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Rents, occasional limited license for use of property	1,000	Medium

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Airport funding is limited and as such we undertake the necessary maintenance to allow utilization of the facility by the general public. Quillayute has few amenities. Efforts at providing fuel service proved to be too costly in relationship to the actual use and market. The ability to invest significant sums into the airport are limited by both local funding available and amount of utilization of the airport.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: QUINCY MUNI
 AIRPORT MGR: PAT CONNELLY
 PHONE: 509-787-3715
 EMAIL: PAT@CENTRALBEAN.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	Cessna 182	King Air 100
Runway Width:	50'	60'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2012
B. Do you have an ALP?	YES	Last updated?	2012
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed? n/a			
2. Who is preparing it? n/a			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Safety Areas	Not consistent with FAA recommendations	Fix area near culvert and relocate R27 threshold	
Lighting	Lighting in poor condition	Replace lighting including underground wire	
Airfield Geometry	Runway 50' wide	Widen runway to 60'	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

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E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2014	Irrigation Ditch Modifications	Improvements to existing culvert across runway to improve runway safety area.	\$125,000	57
SCIP	2014	Crack Sealing	Clean and seal cracks on Runway, Taxiway and Apron	\$50,000	
SCIP	2014	Displace Runway 27 threshold/grade and compact RSA	The Runway 27 threshold should be displaced to be consistent with our airport layout plan. Clearing, grading and compaction is required on some areas of the RSA. Existing markings should be removed. New markings applied.	\$6,000.00	108
SCIP	2015	Pavement maintenance	Remove painted graphics. Sealcoat. New markings.	\$60,000.00	130
SCIP	2015	Replace runway and threshold lights	Remove or abandon existing wiring. Install new underground wiring for runway edge and runway threshold lights. Install new light base cans and new lights.	\$175,000.00	62
SCIP	2016	Plan PAPI system	Remove the VASI. Install new PAPI.	\$10,000.00	59
SCIP	2016	Install PAPI System (Construction Phase)(W)	Remove the VASI. Install new PAPI.	\$50,000.00	58
SCIP	2016	Install security camera	Install security camera. Include it in the WSDOT/AD security camera system.	\$6,000.00	44
SCIP	2016	Runway hold-line signs	Install four runway hold line signs. No signs exist now.	\$6,000.00	87
MP	2012-2016	Initiate N and S Side area Planning		\$50,000.00	74.8
APMS	2017	Major Apron Rehabilitation	Reconstruct aircraft parking apron	\$100,000	80.6



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F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
MP	2017-2021	Construct Full Length TWY and 3 Conns		\$374,760.00	83.65
MP	2017-2021	Paint RY Hold Lines & TWY C/L		\$10,000.00	84.6
MP	2017-2021	Widen RY		\$150,000.00	76.4
MP	2017-2021	Prepare Development Stnds		\$2,000.00	82
MP	2017-2021	Install Entry Drive, Vehicle Parking area, Landscaping, & Signage		\$150,000.00	23
MP	2017-2021	Install Hangar Access Drive		\$160,000.00	23
MP	2017-2021	Water, Power, and Gas Infrastructure		\$0.00	23.6
MP	2017-2021	Direction, Info, and Feature Signs		\$10,000.00	30.6
MP	2017-2021	Design and Construct Welcome Center		\$261,600.00	21.6
MP	2017-2021	Install Avgas and Jet A Fuel Systems		\$160,000.00	35
MP	2017-2021	Based & Transient A/C Tie-Downs		\$30,000.00	44.6
MP	2017-2021	Landscaping and Lighting		\$50,000.00	35.6
MP	2017-2021	PVMT MTC		\$100,000.00	99.6
MP	2022-2026	Overlay RY		\$272,000.00	108.6
MP	2027-2031	PVMT MTC		\$60,000.00	99.6

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
	Only one structure. No fuel or other facilities	

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- | | |
|---|---|
| <input type="checkbox"/> Commercial Passenger Service
<input checked="" type="checkbox"/> Business and Corporate Travel
<input checked="" type="checkbox"/> Personal Transportation
<input type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation
<input checked="" type="checkbox"/> Medical Air Transport
<input type="checkbox"/> Search and Rescue
<input type="checkbox"/> Firefighting | <input type="checkbox"/> National Security
<input type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input type="checkbox"/> Aerial Photography
<input type="checkbox"/> Aircraft Manufacturing
<input type="checkbox"/> Agriculture
<input type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Skydiving |
|---|---|

B. Impact to airport and community resulting from lack of capital funding: From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:

Quincy Municipal Airport is adjacent to a growing, rural area of Washington. The Port of Quincy has successfully developed a number of activities that are used by or of interest to major corporations. Improving our airport will make it easier for those firms and others to manage their interests and contribute to our economy.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

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EMAIL: PAT@CENTRALBEAN.COM

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*
Our airport has not had activity that has been tracked to the extent for us to answer this question.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year: Funds are available from both the city of Quincy and the Port of Quincy. We have sufficient matching funds to meet our commitments as identified in the SCIP.*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Jurisdiction (Annual CIP or General Fund)	City of Quincy and Port of Quincy	Unknown	Medium

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below: Our safety related projects were identified in January 2012. We are working on funding to remedy those conditions. State funds have not been provided in the past to the extent we have needed them.*

[Click here to enter text.](#)



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: RANGER CREEK STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:		
Runway Width:	30'	30'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	NO	Last updated?	
B. Do you have an ALP?	NO	Last updated?	
C. If you are currently preparing a Master Plan Update: No			
1. When is it anticipated to be completed? 2015-16			
2. Who is preparing it? Pending Consultant Selection			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Airspace Obstructions	ALP preferred design alternatives	



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: RANGER CREEK STATE
AIRPORT MGR: PAUL WOLF
PHONE: 360-651-6313
EMAIL: WOLFP@WSDOT.WA.GOV

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Conduct Airport Master Planning - ALP/CIP	Conduct Airport Precision Boundary Survey Prepare Right-of-Way Plan Update WSDOT Integrated Real Estate Information System (IRIS) Update Capital Asset and Improvement Depreciation Schedule Conduct Obstruction and Compatible Land Use Analysis Establish Airport Property Management Zones	\$20,000.00	88.6
SCIP	2013	Rehabilitate runway	Pavement Crack Sealing. Pavement Edge Repairs. Pavement Edge Gravel. Pavement Drainage Improvements. Pavement Striping. Install A/C Parking and Tie Downs.	\$30,000.00	114
SCIP	2013	Remove Obstructions	Remove Tree Obstructions on North End and Segmented Circle. Clear and Grade Segmented Circle. Conduct Precision Airport Survey. Conduct Obstruction Analysis Conduct Environmental Review through USDA FS.	\$50,000.00	67
APMS	2014	Major Rehab	R15RC - 01	\$614,963.00	105.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: RANGER CREEK STATE
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F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS		Preventative MTC	R15RC - 1	\$175,134.00	110.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? *Please explain if not:*

H. Aging facilities and infrastructure: *Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:*

Infrastructure	Location / Description	Age (Years)
Other Park Resources	Historic building foundations protection	50+

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services: *Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the*



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

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	<i>toggle boxes to check or uncheck the activities:</i>
--	---

<input type="checkbox"/> Commercial Passenger Service <input type="checkbox"/> Business and Corporate Travel <input checked="" type="checkbox"/> Personal Transportation <input type="checkbox"/> Pilot Training and Certification <input type="checkbox"/> Air Cargo <input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation <input checked="" type="checkbox"/> Medical Air Transport <input type="checkbox"/> Search and Rescue <input checked="" type="checkbox"/> Firefighting	<input type="checkbox"/> National Security <input type="checkbox"/> Emergency Preparedness and Response <input type="checkbox"/> Scientific Research <input checked="" type="checkbox"/> Aerial Photography <input type="checkbox"/> Aircraft Manufacturing <input type="checkbox"/> Agriculture <input type="checkbox"/> Aerial Sightseeing <input type="checkbox"/> Skydiving
---	--

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

This remote back country airport is critical to major east/west air route emergency access and its use protects vital natural resources through emergency management staging opportunities as well as recreational and remote community access. Recent airport improvements include significant emergency management access improvements through approval of the airport property owners, USDA Forest Service. Additional funding is necessary to complete long term planning and CIP objectives.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Recent increases in natural resource management access as well as recreational access have resulted from ongoing airport safety improvements such as obstruction removal, safety area improvements, and ground access improvements.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: RANGER CREEK STATE
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Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Limited airport preservation funds have limited timely airport layout planning and CIP objectives.

WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: RENTON MUNICIPAL
AIRPORT MGR: RYAN ZULAUF
PHONE: 425-430-7471
EMAIL: RZULAUF@RENTONWA.GOV

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Precision Approach	Precision Approach
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
Visibility Minimums:	Lower than 3/4 mile but not lower than 1/2 mile (CAT-I PA)	Lower than 3/4 mile but not lower than 1/2 mile (CAT-I PA)
Critical Design Aircraft:	King Air	King Air
Runway Width:	200'	200'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2000 or Older
B. Do you have an ALP?	YES	Last updated?	2000 or Older
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Safety Areas	RWY 16 OFA penetrated by seaplane launch/retrieval at ramp	Relocate ramp and dock system	
Safety Areas	RWY 16/34 safety areas and OFA length requirement achieved by displaced thresholds	Evaluate solutions to non-standard safety areas	
Safety Areas	Perimeter fence and JBD penetrate approach	Lower JBD and Evaluate solutions to non-standard safety areas	



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Taxiway Widths	Taxiway OFAs do not meet B-II standards	Maintain staffed control tower

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2015	Rehabilitate Taxiway A (2015 Design Phase)(W)	Rehabilitate Taxiway A project consist of reconstruction of Taxiway A to remedy pavement strength and cross-sectional slope deficiencies.	\$700,000.00	104
SCIP	2016	Rehabilitate Seaplane Base Ramp (2016 Construction Phase)(W)	The project consists of rehabilitating the seaplane base ramp due to bulkhead degradation and damage caused by wave action. The project is comprised of rehabilitating rehabilitating the bulkhead and replacing the pavement launch ramp into the lake.	\$605,000.00	95
SCIP	2016	Rehabilitate Taxiway A (2016 Construction Phase)(W)	Rehabilitate Taxiway A project consist of reconstruction of Taxiway A to remedy pavement strength and cross-sectional slope deficiencies.	\$18,600,000.00	89
APMS	2013	Preventive MTC	R16RN - 03B	\$15,278.00	116.6
APMS	2013	Preventive MTC	TBRN - 04	\$23.00	105.6
APMS	2013	Preventive MTC	TDRN - 02	\$85.00	105.6
APMS	2013	Preventive MTC	TFRN - 02	\$48.00	105.6
APMS	2013	Preventive MTC	THRN - 02	\$30.00	105.6
APMS	2013	Preventive MTC	TKRN - 02	\$8,526.00	105.6
APMS	2013	Preventive MTC	TLRN - 02	\$30.00	105.6
APMS	2013	Preventive MTC	TVLRN - 01	\$23,307.00	105.6
APMS	2014	Major Rehab	ABRN - 01	\$234,749.00	86.6
APMS	2014	Major Rehab	ACUSRN - 01	\$39,031.00	86.6
APMS	2014	Major Rehab	TARN - 04	\$13,108.00	100.6
APMS	2014	Major Rehab	TBRN - 01	\$59,089.00	100.6
APMS	2014	Major Rehab	TBRN - 02	\$38,291.00	100.6
APMS	2014	Major Rehab	TBRN - 05	\$239,676.00	100.6
APMS	2014	Major Rehab	TBRN - 06	\$3,959.00	100.6
APMS	2014	Major Rehab	TEASTRN - 01	\$1,220,199.00	100.6



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APMS	2015	Major Rehab	TNRN - 02	\$13,489.00	100.6
APMS	2019	Major Rehab	TARN - 02	\$61,200.00	100.6
APMS	2019	Major Rehab	TARN - 05	\$72,614.00	100.6
APMS	2019	Major Rehab	TVLRN - 01	\$797,190.00	100.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

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F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS	2020	Major Rehab	TKRN - 02	\$32,785.00	100.6
5010		RWY 16/34 NSTD MIRL; 340 FT SW END UNLIT.			64.5
NextGen		Request FAA eval of Current 737 Ops relative to D-III Design Stnds Gap Anal & Special Ops			
NextGen		Prep Obs Survey		\$250,000.00	115
NextGen		Lower RY 34 Jet Blast Fence		\$500,000.00	#N/A
NextGen		Develop RNP Procedure			59.7
NextGen		Update MP and ALP		\$500,000.00	88
NextGen		Eval Ex RY SA Alts		\$250,000.00	91.6
NextGen		Recon Displaced THLDs		\$350,000.00	89.6
NextGen		Relo Guidance Signs and TW Hold Lines		\$550,000.00	61.3
NextGen		Acq Land for RY 34 APPCH and Dep RPZ		\$20,000,000.00	68.6
NextGen		Recon TW CONNS		\$800,000.00	85.6
NextGen		Tunnel Airport Way		\$37,500,000.00	62.2
APMS		Preventative MTC	TNRN - 2	\$11,479.80	105.6
APMS		Preventative MTC	TNRN - 1	\$31,065.00	105.6
APMS		Preventative MTC	TMRN - 1	\$18,810.00	105.6
APMS		Preventative MTC	TVLRN - 1	\$614,628.72	105.6
APMS		Resurfacing	TARN - 3	\$100,226.05	103.6
APMS		Preventative MTC	TARN - 4	\$11,434.20	105.6
APMS		Preventative MTC	TARN - 2	\$47,184.60	105.6
APMS		Resurfacing	TARN - 1	\$684,044.85	103.6
APMS		Preventative MTC	TARN - 5	\$55,985.40	105.6
APMS		Preventative MTC	R16RN - 02B	\$185,106.36	116.6
APMS		Preventative MTC	R16RN - 01A	\$1,016,159.52	116.6
APMS		Preventative MTC	R16RN - 02A	\$433,222.80	116.6
APMS		Resurfacing	R16RN - 03B	\$64,962.80	114.6
APMS		Resurfacing	R16RN - 03A	\$108,271.33	114.6
APMS		Preventative MTC	R16RN - 01B	\$435,288.48	116.6
APMS		Resurfacing	TLRN - 2	\$17,006.80	103.6
APMS		Preventative MTC	TLRN - 1	\$34,813.32	105.6
APMS		Preventative MTC	AH16RN - 2	\$11,976.84	91.6

WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

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EMAIL: RZULAUF@RENTONWA.GOV

APMS		Preventative MTC	AH16RN - 1	\$10,918.92	91.6
APMS		Preventative MTC	AH34RN - 1	\$15,326.16	91.6
APMS		Preventative MTC	TEASTRN - 2	\$36,470.88	105.6
APMS		Preventative MTC	TEASTRN - 1	\$179,748.36	105.6
APMS		Preventative MTC	TFRN - 1	\$9,799.44	105.6
APMS		Resurfacing	TFRN - 2	\$15,472.65	103.6
APMS		Preventative MTC	ABRN - 1	\$204,773.64	91.6
APMS		Preventative MTC	ADUSTRN - 1	\$44,090.64	91.6
APMS		Preventative MTC	THANGRN - 1	\$102,793.80	105.6
APMS		Preventative MTC	THRN - 1	\$27,159.36	105.6
APMS		Preventative MTC	THRN - 2	\$20,488.08	105.6
APMS		Resurfacing	TBRN - 3	\$15,698.35	103.6
APMS		Resurfacing	TBRN - 4	\$55,037.25	103.6
APMS		Preventative MTC	TBRN - 1	\$51,543.96	105.6
APMS		Preventative MTC	TBRN - 2	\$5,640.72	105.6
APMS		Preventative MTC	TBRN - 5	\$209,071.44	105.6
APMS		Preventative MTC	TBRN - 6	\$30,495.00	105.6
APMS		Preventative MTC	TGRN - 1	\$19,840.56	105.6
APMS		Preventative MTC	TGRN - 2	\$20,533.68	105.6
APMS		Preventative MTC	TWESTRN - 1	\$49,795.20	105.6
APMS		Preventative MTC	ACUSTRN - 1	\$34,047.24	91.6
APMS		Preventative MTC	TKRN - 1	\$20,761.68	105.6
APMS		Preventative MTC	TKRN - 2	\$24,660.48	105.6
APMS		Preventative MTC	TERN - 1	\$23,837.40	105.6
APMS		Preventative MTC	TERN - 2	\$12,654.00	105.6
APMS		Preventative MTC	TDRN - 1	\$10,688.64	105.6
APMS		Resurfacing	TDRN - 2	\$29,746.65	103.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: RENTON MUNICIPAL
AIRPORT MGR: RYAN ZULAUF
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EMAIL: RZULAUF@RENTONWA.GOV

Infrastructure	Location / Description	Age (Years)
----------------	------------------------	-------------

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services: *Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:*

- | | |
|--|--|
| <input type="checkbox"/> Commercial Passenger Service
<input checked="" type="checkbox"/> Business and Corporate Travel
<input type="checkbox"/> Personal Transportation
<input checked="" type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input type="checkbox"/> Blood, Tissue, and Organ Transportation
<input checked="" type="checkbox"/> Medical Air Transport
<input type="checkbox"/> Search and Rescue
<input type="checkbox"/> Firefighting | <input checked="" type="checkbox"/> National Security
<input checked="" type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input type="checkbox"/> Aerial Photography
<input checked="" type="checkbox"/> Aircraft Manufacturing
<input type="checkbox"/> Agriculture
<input type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Skydiving |
|--|--|

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*
 Airport is less efficient/effective in its role as a "supplier" for a major commercial aircraft manufacturer.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*
 10,000+ family wage jobs in 2013 manufacturing the highest quality commercial and military aircraft for the last 70 years.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Airport Revenue (i.e., Rent,	Ground and building rents, fuel flowage fee	2.4 million	Medium



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PFCs, Concessions, etc.)	and Through-The-Fence Access fee		
--------------------------	----------------------------------	--	--

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Safety area encroachments



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: RICHLAND
AIRPORT MGR: JOHN HAAKENSEN
PHONE: 509-375-3060
EMAIL: JOHNH@PORTOFBENTON.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Non-Precision Approach	Non-Precision Approach
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
Visibility Minimums:	Greater than 1 mile (NPA)	Greater than 1 mile (NPA)
Critical Design Aircraft:	King Air 200	King Air 200; Metro III; Shorts 330
Runway Width:	100'	100'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2009
B. Do you have an ALP?	YES	Last updated?	20092013
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed? Click here to enter text.			
2. Who is preparing it? Click here to enter text.			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
SELECT HERE	Click here to enter text.	Click here to enter text.	
SELECT HERE	Click here to enter text.	Click here to enter text.	
SELECT HERE	Click here to enter text.	Click here to enter text.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: RICHLAND
 AIRPORT MGR: JOHN HAAKENSEN
 PHONE: 509-375-3060
 EMAIL: JOHNH@PORTOFBENTON.COM

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	20134	Install Perimeter Fencing Phase 2 and Obstruction Mitigation	Mitigate obstructions to the 20:1 surface identified by ATO Western Service Center in November 2012 off Rwy 8 & 26, as well as two 34:1 slope obstructions off Rwy 19. Work on the Rwy 8 end will include leveling & grading of a hilltop created over time by windblown sand, & installation of perimeter fencing to complete the enclosure of the airport. Work on the Rwy 26 end will include leveling & grading of two small mounds of dirt. Work on the Rwy 19 end will include lighting of two power poles which feed FAA equipment shed. This will involve coordination with FAA & local City of Richland Energy Services. Install approximately 14,000 LF of fencing and 3 gates around the north, west and south sides of the airport. Prosser Airport intends to transfer 2013 AIP Entitlements to Richland Airport.	\$333,333.00111,111	61
SCIP	2015	Rehabilitate Taxiway A, B, C, D, and aprons	Perform pavement maintenance to include Crack Sealing, Seal Coat, re-marking Taxiways A, B west, C and D, and associated connectors, FBO Apron and Circle Area Apron.	\$605,045.00	117



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AIRPORT SURVEY**

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SCIP	2015	Construct Taxilanes in Circle Area - Ph 3-6 (Design)	This project will complete phases 3 through 6 of a seven phase plan to develop additional hangar space by constructing hangar taxilanes on existing airport property in the vicinity of Butler Loop Road, which is not currently being fully utilized. Approximately 1,800 length feet of taxilanes would be built.	\$222,222.00	79
SCIP	20172016	Construct Taxilanes in Circle Area - Ph 3-6 (Construction)	This project will complete phases 3 through 6 of a seven phase plan to develop additional hangar space by constructing hangar taxilanes on existing airport property in the vicinity of Butler Loop Road, which is not currently being fully utilized. Approximately 1,800 length feet of taxilanes would be built.	\$585,604.001,388,900	79
SCIP	2018	Construct Helipad	Design and Construct 4 helipads between FBO Hangar area and Taxiway A.	\$207,111.00	82
MP	2012-2016	Construct TWY-C, Apron and Tie-Downs P1		\$642,000.00	87.15
MP	2012-2016	P1 Environmental Assessment for RY 01/19 & TWY A 215' Ext Precision APPCH		\$150,000.00	92
MP	2012-2016	Rehab TWY-B W. of Ry 01/19		\$167,000.00	103.6
MP	2012-2016	Construct TWY-C P2		\$340,000.00	87.15
MP	2012-2016	P1 ROW Acquisition for RY 01/19 & TWY A 215' Ext		\$1,400,000.00	64.4
MP	2012-2016	Lower SR-240 Transmission Power Lines for RY 01/19 & TWY A 215' Ext		\$190,000.00	49.1
MP	2012-2016	P1 RY 01/19 & TWY-A 215' Ext, RY Widening, MALSR Relo, & Glide Slope Install		\$1,600,000.00	79.4
MP	2012-2016	Hangar Construction by Ry 26		\$2,625,000.00	35.1
MP	2012-2016	Construct TXLNs in NW Airport Quadrant for T-Hangars incl Utilities - P1		\$1,530,000.00	87.15
MP	2012-2016	Construct T-Hangar Buildings in NW Airport Quadrant - P1		\$3,750,000.00	35.1
APMS	2013	Preventive MTC	A01RI - 01	\$360.00	89.6
APMS	2013	Preventive MTC	A02RI - 01	\$113.00	89.6
APMS	2013	Preventive MTC	A02RI - 04	\$89.00	89.6
APMS	2013	Preventive MTC	A02RI - 06	\$1,931.00	89.6
APMS	2013	Preventive MTC	A02RI - 07	\$103,252.00	89.6
APMS	2013	Preventive MTC	A03RI - 03	\$47.00	89.6
APMS	2013	Preventive MTC	A04RI - 01	\$4.00	89.6
APMS	2013	Preventive MTC	A04RI - 02	\$1,001.00	89.6
APMS	2013	Preventive MTC	A04RI - 04	\$369.00	89.6
APMS	2013	Preventive MTC	T01RI - 01	\$541.00	103.6
APMS	2013	Preventive MTC	TA2RI - 02	\$62.00	103.6
APMS	2013	Preventive MTC	TA3RI - 02	\$42.00	103.6
APMS	2013	Preventive MTC	TA4RI - 02	\$21.00	103.6



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: RICHLAND
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APMS	2013	Preventive MTC	TA5RI - 02	\$63.00	103.6
APMS	2013	Preventive MTC	TARI - 02	\$55.00	103.6
APMS	2013	Preventive MTC	TBRI - 01	\$2,272.00	103.6
APMS	2013	Preventive MTC	TBRI - 03	\$18.00	103.6
APMS	2013	Preventive MTC	TCRI - 02	\$12.00	103.6
APMS	2013	Preventive MTC	TDRI - 01	\$27.00	103.6
APMS	2014	Major Rehab	A02RI - 08	\$9,861.00	84.6
APMS	2014	Major Rehab	A03RI - 02	\$695.00	84.6
APMS	2015	Major Rehab	A02RI - 05	\$41,834.00	84.6
APMS	2016	Major Rehab	A02RI - 07	\$150,963.00	84.6
APMS	2017	Major Rehab	TDRI - 06	\$63,392.00	98.6
APMS	2019	Major Rehab	A02RI - 06	\$13,825.00	84.6
AIRPORT #1	Enter	Enter	Enter	Enter	Derived
AIRPORT #2	Enter	Enter	Enter	Enter	Derived
AIRPORT #3	Enter	Enter	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
AIRPORT #5	Enter	Enter	Enter	Enter	Derived
AIRPORT #6	Enter	Enter	Enter	Enter	Derived
AIRPORT #7	Enter	Enter	Enter	Enter	Derived
AIRPORT #8	Enter	Enter	Enter	Enter	Derived
AIRPORT #9	Enter	Enter	Enter	Enter	Derived
AIRPORT #10	Enter	Enter	Enter	Enter	Derived



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: RICHLAND
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F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
MP	2017-2026	Construct TXLNs in NW Airport Quadrant for T-Hangars - P2		\$832,000.00	87.15
MP	2017-2026	Construct T-Hangar Buildings in NW Airport Quadrant - P2		\$3,750,000.00	35.1
MP	2017-2026	P2 Environmental Assessment for RY 01/19 & TWY A 700' Ext Precision APPCH		\$150,000.00	92
MP	2017-2026	Relo SR-240 Transmission Power Lines for RY 01/19 & TWY A 700' Ext		\$1,550,000.00	49.1
MP	2017-2026	P2 ROW Acquisition for RY 01/19 & TWY A 700' Ext		\$600,000.00	64.4
MP	2017-2026	P2 RY 01/19 & TWY A 700' Ext and MALSR Relo		\$1,300,000.00	76.4
MP	2017-2026	Close Snyder Rd and Construct Access Rd to SR-240		\$398,000.00	24
MP	2017-2026	Property Acquisition for RY 08 RPZ		\$1,400,000.00	64.4
MP	2017-2026	Furnish and Install Security Fence		\$260,000.00	103
MP	2017-2026	Construct Air Freight Service Ramp		\$370,000.00	26.6
MP	2017-2026	Construct TWY D		\$310,000.00	87.15
MP	2017-2026	Construct Optional Access Rd to SR-40		\$393,000.00	23
MP	2017-2026	Property Acquisition for Future AOA on 57 Acres in NW Airport Quadrant		\$3,420,000.00	59.4
MP	2017-2026	Property Acquisition for Light Industrial/Commerical Development on 65 acres in the NW Airport Quadrant		\$3,900,000.00	59.4
APMS		Resurfacing	TCRI - 1	\$48,893.02	99.6
APMS		Resurfacing	TCRI - 2	\$33,486.43	99.6
APMS		Resurfacing	TA5RI - 2	\$17,839.97	99.6
APMS		Preventative MTC	TA5RI - 1	\$11,459.46	101.6
APMS		Preventative MTC	T02RI - 1	\$41,028.22	101.6
APMS		Resurfacing	TA4RI - 2	\$18,490.22	99.6



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

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APMS		Preventative MTC	TA4RI - 1	\$11,459.46	101.6
APMS		Preventative MTC	TA3RI - 1	\$23,379.48	101.6
APMS		Resurfacing	TA3RI - 2	\$30,535.74	99.6
APMS		Preventative MTC	TA2RI - 1	\$11,459.46	101.6
APMS		Resurfacing	TA2RI - 2	\$18,490.22	99.6
APMS		Resurfacing	TARI - 2	\$428,459.84	99.6
APMS		Preventative MTC	TARI - 1	\$10,376.74	101.6
APMS		Preventative MTC	TARI - 3	\$10,376.74	101.6
APMS		Preventative MTC	TARI - 4	\$23,464.32	101.6
APMS		Preventative MTC	TARI - 5	\$32,921.96	101.6
APMS		Resurfacing	A03RI - 3	\$29,599.38	91.6
APMS		Preventative MTC	A03RI - 1	\$42,862.38	93.6
APMS		Preventative MTC	A03RI - 2	\$11,211.00	93.6
APMS		Resurfacing	A02RI - 5	\$61,210.20	91.6
APMS		Preventative MTC	A02RI - 6	\$12,808.82	93.6
APMS		Preventative MTC	A02RI - 8	\$10,336.34	93.6
APMS		Preventative MTC	A02RI - 9	\$52,386.68	93.6
APMS		Preventative MTC	A02RI - 7	\$150,623.32	93.6
APMS		Resurfacing	A02RI - 4	\$432,829.52	91.6
APMS		Preventative MTC	A02RI - 1	\$115,043.04	93.6
APMS		Preventative MTC	A02RI - 2	\$116,394.42	93.6
APMS		Resurfacing	A01RI - 1	\$344,953.29	91.6
APMS		Preventative MTC	TBRI - 6	\$27,518.46	101.6
APMS		Preventative MTC	TBRI - 2	\$34,190.52	101.6
APMS		Preventative MTC	TBRI - 4	\$156,158.12	101.6
APMS		Resurfacing	TBRI - 3	\$53,739.55	99.6
APMS		Resurfacing	TBRI - 1	\$125,423.11	99.6
APMS		Preventative MTC	TBRI - 5	\$23,833.98	101.6
APMS		Preventative MTC	TB2RI - 1	\$9,974.76	101.6
APMS		Preventative MTC	TB2RI - 2	\$9,085.96	101.6
APMS		Resurfacing	T01RI - 1	\$199,063.20	99.6
APMS		Preventative MTC	T01RI - 2	\$56,959.96	101.6
APMS		Resurfacing	A04RI - 4	\$293,676.02	91.6
APMS		Resurfacing	A04RI - 2	\$406,651.90	91.6
APMS		Resurfacing	A04RI - 1	\$48,693.61	91.6
APMS		Resurfacing	A04RI - 3	\$98,840.89	91.6
APMS		Preventative MTC	R01RI - 1	\$605,848.50	108.6
APMS		Preventative MTC	TB3RI - 1	\$9,098.08	101.6
APMS		Preventative MTC	TB3RI - 2	\$11,257.46	101.6
APMS		Preventative MTC	R08RI - 2	\$62,407.90	108.6
APMS		Preventative MTC	R08RI - 1	\$657,572.62	108.6
APMS		Preventative MTC	R08RI - 3	\$68,680.00	108.6
APMS		Preventative MTC	TDRI - 1	\$61,706.96	101.6
APMS		Preventative MTC	TDRI - 2	\$48,199.22	101.6
AIRPORT #1	Enter	Enter	Enter	Enter	Derived
AIRPORT #2	Enter	Enter	Enter	Enter	Derived
AIRPORT #3	Enter	Enter	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
AIRPORT #5	Enter	Enter	Enter	Enter	Derived



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: RICHLAND
AIRPORT MGR: JOHN HAAKENSEN
PHONE: 509-375-3060
EMAIL: JOHNH@PORTOFBENTON.COM

AIRPORT #6	Enter	Enter	Enter	Enter	Derived
AIRPORT #7	Enter	Enter	Enter	Enter	Derived
AIRPORT #8	Enter	Enter	Enter	Enter	Derived
AIRPORT #9	Enter	Enter	Enter	Enter	Derived
AIRPORT #10	Enter	Enter	Enter	Enter	Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

Click here to enter text.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: RICHLAND
 AIRPORT MGR: JOHN HAAKENSEN
 PHONE: 509-375-3060
 EMAIL: JOHNH@PORTOFBENTON.COM

H. Aging facilities and infrastructure: *Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:*

Infrastructure	Location / Description	Age (Years)
Utilities (i.e., Water, Sewer, Storm Drain, Electrical, etc.)	12" Asbestos Cement Pipe Water Main	40
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	K-Span Quanset Hut Steel Frame Hangar	70
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	FBO Building	70
Click here to enter text.	Click here to enter text.	Enter
Click here to enter text.	Click here to enter text.	Enter

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- | | |
|--|---|
| <input type="checkbox"/> Commercial Passenger Service
<input checked="" type="checkbox"/> Business and Corporate Travel
<input checked="" type="checkbox"/> Personal Transportation
<input checked="" type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation
<input checked="" type="checkbox"/> Medical Air Transport
<input checked="" type="checkbox"/> Search and Rescue
<input checked="" type="checkbox"/> Firefighting | <input checked="" type="checkbox"/> National Security
<input checked="" type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input checked="" type="checkbox"/> Aerial Photography
<input checked="" type="checkbox"/> Aircraft Manufacturing
<input checked="" type="checkbox"/> Agriculture
<input checked="" type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Skydiving |
|--|---|

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Click here to enter text.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: RICHLAND
AIRPORT MGR: JOHN HAAKENSEN
PHONE: 509-375-3060
EMAIL: JOHNH@PORTOFBENTON.COM

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

We see a lot of corporate use of the airport by companies doing business at the Department of Energy site. Medstar has major operations providing critical air ambulance service to the region. There is a stiff demand for hangar space, especially with the closure of Vista Field. The Airport can't accommodate demand due to lack of Taxilanes and hangars. Patrons are looking elsewhere, resulting in potential lost revenue.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

RLD airport is an ideal alternative as Vista Field closes, for Patrons that don't want to deal with commercial jet traffic of PSC. RLD is in a central location in the Tri-Cities area.

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Jurisdiction (Annual CIP or General Fund)	Port of Benton General Fund	Enter \$50,000	High
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Lease Revenue	Enter \$224,000	High
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Click here to enter text.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: ROCHE HARBOR
AIRPORT MGR: DAVID GIBBS
PHONE: 360-378-3500
EMAIL: DAVID@RHWATER.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:		
Runway Width:	30'	30'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	NO	Last updated?	N/A
B. Do you have an ALP?	NO	Last updated?	N/A
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Safety Areas	Left and right clearance	None	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: ROCHE HARBOR
 AIRPORT MGR: DAVID GIBBS
 PHONE: 360-378-3500
 EMAIL: DAVID@RHWATER.COM

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1	open	Airfield paving	Repave 4,000 ft by 40 ft	\$460,000.00	Derived
AIRPORT #2	open	Airfield widening	Widen by 10 feet	\$208,300.00	Derived
AIRPORT #3	open	lighting	Replace with LED, 2600 ft	\$32,800.00	Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us*



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: ROCHE HARBOR
 AIRPORT MGR: DAVID GIBBS
 PHONE: 360-378-3500
 EMAIL: DAVID@RHWATER.COM

the best indication of your plan, including cost and priority.

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
5010		RWY 07/25 RY 07/25 NSTD LIRL, ONLY CENTER 2700 FT OF RY IS LGTD.			60
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

This is a private airfield, with no public funding

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: ROCHE HARBOR
 AIRPORT MGR: DAVID GIBBS
 PHONE: 360-378-3500
 EMAIL: DAVID@RH WATER.COM

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Commercial Passenger Service | <input type="checkbox"/> National Security |
| <input type="checkbox"/> Business and Corporate Travel | <input type="checkbox"/> Emergency Preparedness and Response |
| <input checked="" type="checkbox"/> Personal Transportation | <input type="checkbox"/> Scientific Research |
| <input type="checkbox"/> Pilot Training and Certification | <input type="checkbox"/> Aerial Photography |
| <input type="checkbox"/> Air Cargo | <input type="checkbox"/> Aircraft Manufacturing |
| <input type="checkbox"/> Blood, Tissue, and Organ Transportation | <input type="checkbox"/> Agriculture |
| <input type="checkbox"/> Medical Air Transport | <input type="checkbox"/> Aerial Sightseeing |
| <input type="checkbox"/> Search and Rescue | <input type="checkbox"/> Skydiving |
| <input type="checkbox"/> Firefighting | |

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

The airfield budget is from Landing fees and Homeowners Dues.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related active*

D. This depends who you talk to, and what day of the week.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: ROCHE HARBOR
AIRPORT MGR: DAVID GIBBS
PHONE: 360-378-3500
EMAIL: DAVID@RHWATER.COM

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

This question depends on who you talk to.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: ROGERSBURG STATE
AIRPORT MGR: PAUL WOLF
PHONE: 360-651-6313
EMAIL: WOLFP@WSDOT.WA.GOV

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:		
Runway Width:	50'	50'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	NO	Last updated?	
B. Do you have an ALP?	NO	Last updated?	
C. If you are currently preparing a Master Plan Update: No			
1. When is it anticipated to be completed? 2015 or 2016			
2. Who is preparing it? Undecided / Consultant			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Remote back country airfield. Authorized Airport Area is only 100'W x 1500' L. Limited Access.	ALP will determine if alternatives are available for increased land acquisition. Property owned by BLM	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: ROGERSBURG STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2016	Acquire lease land for airport expansion	Expand Airport property from the 100 foot by 1500 foot facility to improve airport use for emergency management staging operations, support access to remote communities, and recreation. Based on ALP Alternatives Study and BLM Approval. Improved CIP scoping estimates to be developed during ALP process.	\$20,000.00 to \$100, 000	44
SCIP	2014	Acquire Permanent Airport Access Easement	Establish permanent airport access through community of Rogersburg and BLM property.	\$20,000.00 to \$50, 000	44
SCIP	2014	Acquire Special Use Permit Renewal	Renew airport operating permit from BLM	\$10,000.00 to \$30,000	44
SCIP	2015	Improve Access Road	Improve BLM access road from the community of Rogersburg to Airport.	\$20,000.00 to \$50,000	49
SCIP	2014	Install New Wind Cone	Install New Windcone.	\$5,000.00	53
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: ROGERSBURG STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1		ALP identified priorities to be determined.			Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: *Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:*

Infrastructure	Location / Description	Age (Years)
Wind Cone Out of Service	BLM requires updated operating permit before allowing installation of new wind cone. Anticipate full environmental review for operating permit. No other facilities.	

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: ROGERSBURG STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

A. Airport Services: *Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:*

- | | |
|--|---|
| <input type="checkbox"/> Commercial Passenger Service
<input type="checkbox"/> Business and Corporate Travel
<input checked="" type="checkbox"/> Personal Transportation
<input type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input type="checkbox"/> Blood, Tissue, and Organ Transportation
<input type="checkbox"/> Medical Air Transport
<input type="checkbox"/> Search and Rescue
<input type="checkbox"/> Firefighting | <input type="checkbox"/> National Security
<input type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input type="checkbox"/> Aerial Photography
<input type="checkbox"/> Aircraft Manufacturing
<input type="checkbox"/> Agriculture
<input type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Skydiving |
|--|---|

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Airport expansion could improve ability for staging emergency management and recreational opportunities. Supports economic development.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Recent Cache Creek Fire Mitigation efforts established need for improved facilities. Recreational access to Snake River.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: ROGERSBURG STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Wind Cone install delayed by property owner until additional permitting and environmental review is conducted. [Click here to enter text.](#)



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: ROSALIA MUNICIPAL
AIRPORT MGR: JIM STENHOUSE
PHONE: 509-523-5991
EMAIL: CLERK@TOWNOFROSALIA.ORG

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	Cessna 310	Cessna 310
Runway Width:	40'	40'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2006
B. Do you have an ALP?	YES	Last updated?	2006
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: ROSALIA MUNICIPAL
 AIRPORT MGR: JIM STENHOUSE
 PHONE: 509-523-5991
 EMAIL: CLERK@TOWNOFROSALIA.ORG

E. Short-term (0-5 years) CIP:	<p><i>Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</i></p> <p><i>Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):</i></p>
---------------------------------------	--

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2015	Construct Taxiway	Construction of a taxilane off of the existing ramp area.	\$75,000.00	79
SCIP	2015	Expand Access Road	Improve the access road to the airport by grading, adding top course gravel, compaction and creating a shoulder for drainage.	\$25,000.00	51
SCIP	2014	Rehabilitate Runway 2-20	Crack Seal, Fog Seal and Striping Runway 2-20 and all Taxiways and connectors	\$75,000.00	115
SCIP	2017	Construct Taxiway	Construct Taxilanes for Hangar Development. There are currently no taxilanes to provide access to the parallel taxiway and existing ramp area.	\$75,000.00	91
SCIP	2017	Install Runway Lighting (MIRL)	Installation of medium intensity runway lights	\$450,000.00	63
MP	2011-2015	Apron Reconstruct/expansion		\$150,000	77.8
MP	2011-2015	Relocate Beacon		\$50,000	#N/A
MP	2011-2015	Install Perimeter Fence		\$400,000	100.5
MP	2011-2015	Construct Hangars		\$250,000	33.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: ROSALIA MUNICIPAL
AIRPORT MGR: JIM STENHOUSE
PHONE: 509-523-5991
EMAIL: CLERK@TOWNOFROSALIA.ORG

AIRPORT #8				Derived
AIRPORT #9				Derived
AIRPORT #10				Derived

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2019	Acquire Land for approaches	Land Acquisition.	\$50,000.00	50
SCIP	2019	Construct Fuel Farm	Installation of Jet A Fuel Facilities including a tank and dispensing system as well as an automated card reader.	\$350,000.00	37
SCIP	2019	Install Airport Beacon	Installation of a rotating beacon.	\$50,000.00	46.2
SCIP	2019	Install Miscellaneous NAVAIDS	Installation of a wind cone and segmented circle.	\$40,000.00	46.2
MP	2016-2025	Construct Pilot Lounge			33.6
MP	2016-2025	Construct Auto Parking Lot			19.8
MP	2016-2025	Construct Hangars			33.6
MP	2016-2025	Pavement Maintenance			101.6
MP	2016-2025	ALP Update			84
5010		BCN OTS INDEFLY.			45.2
APMS		Preventative MTC	R02RO - 1	\$226,240.00	112.6
APMS		Preventative MTC	A01RO - 1	\$115,889.42	87.6
APMS		Preventative MTC	T01RO - 1	\$185,961.20	101.6
APMS		Preventative MTC	T02RO - 1	\$11,303.92	101.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: ROSALIA MUNICIPAL
 AIRPORT MGR: JIM STENHOUSE
 PHONE: 509-523-5991
 EMAIL: CLERK@TOWNOFROSALIA.ORG

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

Yes

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- | | |
|---|--|
| <input type="checkbox"/> Commercial Passenger Service
<input type="checkbox"/> Business and Corporate Travel
<input type="checkbox"/> Personal Transportation
<input type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input type="checkbox"/> Blood, Tissue, and Organ Transportation
<input type="checkbox"/> Medical Air Transport
<input type="checkbox"/> Search and Rescue
<input type="checkbox"/> Firefighting | <input type="checkbox"/> National Security
<input type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input type="checkbox"/> Aerial Photography
<input type="checkbox"/> Aircraft Manufacturing
<input checked="" type="checkbox"/> Agriculture
<input type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Skydiving |
|---|--|



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: ROSALIA MUNICIPAL
 AIRPORT MGR: JIM STENHOUSE
 PHONE: 509-523-5991
 EMAIL: CLERK@TOWNOFROSALIA.ORG

B. Impact to airport and community resulting from lack of capital funding: *From the airport’s point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

The lack of capital funds has not really been an issue for the Town and airport. The real issue for the airport is the lack of revenue needed in order to complete needed non-eligible maintenance activities at the airport. The needs revenue for both match dollars and everyday maintenance to meet the grant assurances.

C. Airport value to community: *From the airport’s point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

The airport provides a valuable resource to the community. 2 businesses are able to continue operating because of the relatively low cost of renting space at the airport. Fuels sales is another benefit the airport brings to the community. Fuel sales brings in needed revenue to the Town.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Jurisdiction (Annual CIP or General Fund)	The Airport’s matching funds are generated from the Town of Rosalia’s general fund. The current funding is very limited		Low
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Airport Revenue is generated from the FBO and agricultural spray field operators on the airport		High



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: ROSALIA MUNICIPAL
AIRPORT MGR: JIM STENHOUSE
PHONE: 509-523-5991
EMAIL: CLERK@TOWNOFROSALIA.ORG

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

The airport has delay several projects due to lack of local funding to match the FAA/WSDOT grants. Large scale projects will continue to be an issue due to lack of revenue generated by the airport and Town.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: ROSARIO SPB
 AIRPORT MGR: CHRISTOPHER PEACOCK
 PHONE: 360-376-2222
 EMAIL: CPEACOCK@ROSARIORESORT.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:		
Runway Width:	1000'	1000'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?		Last updated?	
B. Do you have an ALP?		Last updated?	
C. If you are currently preparing a Master Plan Update: <ol style="list-style-type: none"> When is it anticipated to be completed? We are under a Resort Master Plan in San Juan County. The Seaplane Port is not covered under this. Who is preparing it? 			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: ROSARIO SPB
 AIRPORT MGR: CHRISTOPHER PEACOCK
 PHONE: 360-376-2222
 EMAIL: CPEACOCK@ROSARIORESORT.COM

<p>E. Short-term (0-5 years) CIP: New dock needed for Seaplane Arrivals/Departures. Current one is short and not to Kenmore Air's Liking.</p>	<p><i>Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</i></p> <p><i>Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):</i></p>
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Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

<p>F. Long-term (6-20 years) CIP: None</p>	<p><i>Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</i></p>
--	--



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: ROSARIO SPB
 AIRPORT MGR: CHRISTOPHER PEACOCK
 PHONE: 360-376-2222
 EMAIL: CPEACOCK@ROSARIORESORT.COM

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services: Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: ROSARIO SPB
 AIRPORT MGR: CHRISTOPHER PEACOCK
 PHONE: 360-376-2222
 EMAIL: CPEACOCK@ROSARIORESORT.COM

<input checked="" type="checkbox"/> Commercial Passenger Service <input type="checkbox"/> Business and Corporate Travel <input checked="" type="checkbox"/> Personal Transportation <input type="checkbox"/> Pilot Training and Certification <input type="checkbox"/> Air Cargo <input type="checkbox"/> Blood, Tissue, and Organ Transportation <input checked="" type="checkbox"/> Medical Air Transport <input type="checkbox"/> Search and Rescue <input type="checkbox"/> Firefighting	<input type="checkbox"/> National Security <input type="checkbox"/> Emergency Preparedness and Response <input type="checkbox"/> Scientific Research <input type="checkbox"/> Aerial Photography <input type="checkbox"/> Aircraft Manufacturing <input type="checkbox"/> Agriculture <input type="checkbox"/> Aerial Sightseeing <input type="checkbox"/> Skydiving
--	---

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Tourism dollars impact entire community with Kenmore and Seattle Seaplane Service, accessibility to Seattle and island for commuters and business people.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
	Resort Owner	\$1,000	



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: ROSARIO SPB
AIRPORT MGR: CHRISTOPHER PEACOCK
PHONE: 360-376-2222
EMAIL: CPEACOCK@ROSARIORESORT.COM

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Click here to enter text.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: SAND CANYON
 AIRPORT MGR: DAVE GILBERT
 PHONE: 509-935-8311
 EMAIL: DGILBERT000@CENTURYTEL.NET

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Non-Precision Approach	Non-Precision Approach
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Greater than 1 mile (NPA)	Greater than 1 mile (NPA)
Critical Design Aircraft:	Single Engine Cessna	Single Engine Cessna
Runway Width:	48'	48'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	Yes	Last updated?	2007
B. Do you have an ALP?	Yes	Last updated?	2007
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed? Plans to update in 2015.			
2. Who is preparing it? TBD; we will likely submit the project for bids.			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
RSA	Both ends of runway do not comply	No Action. We are Non-NPIAS & do not have funds to do this project.	
ROFA	North end of runway	No Action. We are Non-NPIAS & do not have funds to do this project.	
Taxiway A too close to runway c/l	Taxiway runs the distance of the runway	No Action. We are Non-NPIAS & do not have the funds to do this project.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: SAND CANYON
 AIRPORT MGR: DAVE GILBERT
 PHONE: 509-935-8311
 EMAIL: DGILBERT000@CENTURYTEL.NET

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2014	Runway Maintenance	Removal of existing paint, crack sealing, seal coat, repaint lines and markers.	\$51,000.00	130.6
SCIP	2014	Taxiway Maintenance; includes 3 taxiways adjoining Richmond Lane and runways 17/35. Does not include taxiway for east side hangars and/or taxiways from private homes to the runways.	Removal of existing paint, crack sealing, seal coat, repaint lines and markers.	\$36,000.00	120
SCIP	2014	Apron Maintenance	Removal of existing paint, crack sealing, seal coat, repaint lines and markers; replace existing tie downs with new recessed tie downs. Current tie downs are unusable because snow plowing has bent them flat with the surface.	\$14,000.00	125
SCIP	2015	Airport Layout Plan Update	Update 2007 Airport Layout Plan.	\$40,000.00	82
APMS (?)	2013	Preventive MTC	R17CH - 01	\$6,371.00	70.6
APMS (?)	2014	Major Rehab	A01CH - 01	\$84,255.00	80.6
APMS (?)	2014	Major Rehab	A02CH - 01	\$38,417.00	80.6
APMS (?)	2014	Preventive MTC	R17CH - 01	\$168,782.00	110.6
APMS (?)	2014	Major Rehab	T01CH - 01	\$1,050,503.00	94.6
APMS (?)	2014	Major Rehab	T02CH - 01	\$2,402.00	94.6
APMS (?)	2014	Major Rehab	T03CH - 01	\$18,152.00	94.6
APMS (?)	2014	Major Rehab	T04CH - 01	\$4,042.00	94.6
APMS (?)	2014	Major Rehab	T05CH - 01	\$9,356.00	94.6
APMS (?)	2018	Major Rehab	R17CH - 01	\$252,710.00	105.6
MP (DELETE)	2012-2016	Relo TWY-A		\$244,592.00	75
MP (DELETE)	2012-2016	Widen RY		\$261,726.00	85
MP (SEE BELOW)	2012-2016	Develop East Side Area		\$323,100.00	55.8
MP (SEE BELOW)	2012-2016	Install Fuel System		\$70,000.00	38.6
MP (SEE BELOW)	2012-2016	Improve Access Rds		\$150,000.00	21
MP (SEE BELOW)	2017-2021	Continue East Side Development		\$200,000.00	55.8
MP (SEE BELOW)	2017-2021	PVMT MTC		\$40,000.00	99.6
1S9 Sand Canyon	2015	Extend eastside hangar taxiway to accommodate new hangars.	Enter	Enter	Derived



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: SAND CANYON
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PHONE: 509-935-8311
EMAIL: DGILBERT000@CENTURYTEL.NET

1S9 Sand Canyon	2015	Install taxiway reflectors	Enter	Enter	Derived
1S9 Sand Canyon	2015	Replace r/w lights	Enter	Enter	Derived
1S9 Sand Canyon	2016	Add signage both on and off the airport to locate airport from the street, and to locate facilities/patterns on the airport for pilots.	Enter	Enter	Derived
1S9 Sand Canyon	2016	Generate Engineering Plan for an eastside welcome center/FBO facility, access road and vehicle parking, fuel system and all east side features. Will include environmental documentation.	Enter	Enter	Derived
1S9 Sand Canyon	2017	Relocate airport access road. Develop airport vehicle parking area. Replace existing airport access gate with an automatic key-coded gate.	Enter	Enter	Derived
1S9 Sand Canyon	2018	Develop welcome center. Remove existing pilot lounge building. Runway, taxiway and ramp maintenance (5 year plan)	Enter	Enter	Derived
1S9 Sand Canyon	2019	Develop self serve fueling system	Enter	Enter	Derived
1S9 Sand Canyon	2020	Purchase industrial snow thrower to augment current plow.	Enter	Enter	Derived
AIRPORT #10	Enter	Enter	Enter	Enter	Derived

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e.,



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: SAND CANYON
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EMAIL: DGILBERT000@CENTURYTEL.NET

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS		Preventative MTC	T02CH - 1	\$3,454.20	99.6
APMS		Preventative MTC	T03CH - 1	\$3,817.80	99.6
APMS		Preventative MTC	T04CH - 1	\$5,813.56	99.6
APMS		Preventative MTC	T01CH - 1	\$220,945.58	99.6
APMS		Preventative MTC	A01CH - 1	\$121,200.00	85.6
APMS		Preventative MTC	T05CH - 1	\$3,454.20	99.6
APMS		Preventative MTC	A02CH - 1	\$8,080.00	85.6
APMS		Preventative MTC	R17CH - 1	\$329,330.70	110.6
MP	2021-2026	PVMT MTC		\$40,000.00	99.6
MP	2021-2026	Continue East Side Development		\$50,000.00	55.8
AIRPORT #1	Enter	Enter	Enter	Enter	Derived
AIRPORT #2	Enter	Enter	Enter	Enter	Derived
AIRPORT #3	Enter	Enter	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
AIRPORT #5	Enter	Enter	Enter	Enter	Derived
AIRPORT #6	Enter	Enter	Enter	Enter	Derived
AIRPORT #7	Enter	Enter	Enter	Enter	Derived
AIRPORT #8	Enter	Enter	Enter	Enter	Derived
AIRPORT #9	Enter	Enter	Enter	Enter	Derived
AIRPORT #10	Enter	Enter	Enter	Enter	Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

I'm not sure. There is a lot of this I don't understand. We are submitting our CIP and I entered our projects in order of the years we want to accomplish them in our CIP.

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
Nothing to report	Click here to enter text.	Enter
SELECT HERE	Click here to enter text.	Enter
SELECT HERE	Click here to enter text.	Enter
Click here to enter text.	Click here to enter text.	Enter
Click here to enter text.	Click here to enter text.	Enter



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: SAND CANYON
AIRPORT MGR: DAVE GILBERT
PHONE: 509-935-8311
EMAIL: DGILBERT000@CENTURYTEL.NET

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

<input type="checkbox"/> Commercial Passenger Service	<input type="checkbox"/> National Security
<input type="checkbox"/> Business and Corporate Travel	<input type="checkbox"/> Emergency Preparedness and Response
<input checked="" type="checkbox"/> Personal Transportation	<input type="checkbox"/> Scientific Research
<input type="checkbox"/> Pilot Training and Certification (S/B YES)	<input type="checkbox"/> Aerial Photography (S/B YES)
<input type="checkbox"/> Air Cargo	<input type="checkbox"/> Aircraft Manufacturing (S/B YES)
<input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation (S/B NO)	<input checked="" type="checkbox"/> Agriculture (S/B NO)
<input checked="" type="checkbox"/> Medical Air Transport	<input type="checkbox"/> Aerial Sightseeing (S/B YES)
<input type="checkbox"/> Search and Rescue	<input type="checkbox"/> Skydiving
<input checked="" type="checkbox"/> Firefighting	

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

There is revenue for the City provided we develop the airport. Revenues would come from a valid Fixed Base Operation, hangar rentals, fuel sales, and pilot visitors spending money in the town of Chewelah.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

At this point, the successes are limited to scenic flights for the community; an airport that itinerant pilots can fly to for golf, fishing and hunting; flight training; airplane maintenance and manufacture; DNR and hospital use.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
City of Chewelah	All local funding comes from the City	Enter	SELECT HERE
SELECT HERE	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

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Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Right now we are just trying to keep the runways and taxiways in good shape such that there will be minimal risk associated by using them. We have volunteers working on cutting down trees that are encroaching on the runway approaches. Volunteers are also ready to relocate the segmented circle so that it can be seen from the air. I'm told the runway lights are outdated, but we have that in our CIP.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: SANDERSON FIELD
AIRPORT MGR: JOHN DOBSON
PHONE: 360-426-1151
EMAIL: JOHND@PORTOFSELTON.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Non-Precision Approach	Approach Procedure with Vertical Guidance
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
Visibility Minimums:	Greater than 1 mile (NPA)	Lower than 3/4 mile but not lower than 1/2 mile (CAT-I PA)
Critical Design Aircraft:	Super King Air 300	Cessna Citation Bravo
Runway Width:	100'	100'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2013
B. Do you have an ALP?	YES	Last updated?	2013
C. If you are currently preparing a Master Plan Update: NA			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Runway Length	5290' is needed for SHN	
Safety Areas	Runway Protection Zones	Reconfigure Runway	
Safety Areas	Taxiway Object Free Area	Removal / modification of objects	
	Primary Surface	Change Vehicle Access to Fairgrounds	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: SANDERSON FIELD
 AIRPORT MGR: JOHN DOBSON
 PHONE: 360-426-1151
 EMAIL: JOHND@PORTOFSELTON.COM

E. Short-term (0-5 years) CIP:	<p><i>Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</i></p> <p><i>Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):</i></p>
---------------------------------------	--

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Automated Vehicle Access Gates	Replace and upgrade two gates and include security cards for access	\$40,500.00	49
SCIP	2013	Runway Slurry Seal and Striping	Runway Slurry Seal and Striping.	\$454,353.00	135
SCIP	2013	Tie-down Demo	Finish the Tie-down Demo.	\$169,195.00	82
SCIP	2015	Airport Run-up Area	Construct an Aircraft run-up area.	\$213,638.00	73
SCIP	2015	Approach Lighting for Runway 23 ODALS	Upgrade approach lighting to precision approach capabilities.	\$275,000.00	61
SCIP	2015	Fence South Airport Property Line	Install Fencing along Southern Property Line.	\$250,000.00	62
SCIP	2015	Taxiway Lighting	Install medium intensity taxiway edge lighting (MITL).	\$175,000.00	93
MP	2013	Slurry Seal Ry 05/23; Repaint NPI Markings		\$454,353.00	114.6
MP					
MP	2013	Reconfigure Main Apron P1		\$187,994.00	20.6
MP	2015	Overlay North Section Taxiway "A-1"		\$457,805.00	101.6
MP	2015	Replace Fire Hydrants within A1 OFA		\$16,200.00	85
MP					
MP	2015	Expand Main Apron		\$149,850.00	65.5
MP	2015	Overlay Stub TWYs East side of Main Apron		\$282,940.00	101.6
MP	2015	Demo Existing Port-owned T-Hangar		\$91,125.00	23.6
MP	2015	Reconstruct/Reconfig T-Hangar TXLNs 1 and 2		\$213,840.00	98.6
MP	2016	Property Acquisition (W. RY and Parallel TWY Ext Reserve) & Appraisal		\$141,750.00	59.4
MP	2017	Slurry Seal TWY A and Exit TWYs; Repaint Markings		\$232,922.00	103.6
MP	2018	Slurry Seal TWY B; Repaint Markings		\$53,912.00	103.6
MP	2018	Slurry Seal TWY A1; Repaint		\$68,263.00	103.6



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: SANDERSON FIELD
AIRPORT MGR: JOHN DOBSON
PHONE: 360-426-1151
EMAIL: JOHND@PORTOFSHELTON.COM

MP	Year	Markings		Cost	Priority
	2018	Slurry Seal Hangar TXLN		\$10,253.00	103.6
APMS?	2013	Preventive MTC	A01SH - 01	\$388,218.00	89.6
APMS?	2013	Preventive MTC	A02SH - 01	\$1,924.00	89.6
APMS?	2013	Preventive MTC	A02SH - 02	\$94.00	89.6
APMS?	2013	Preventive MTC	T01SH - 01	\$1,045.00	103.6
APMS?	2013	Preventive MTC	T02SH - 01	\$20.00	103.6
APMS?	2013	Preventive MTC	T03SH - 01	\$439.00	103.6
APMS?	2013	Preventive MTC	T07SH - 01	\$115.00	103.6
APMS?	2013	Preventive MTC	T09Sh - 01	\$467.00	103.6
APMS?	2013	Preventive MTC	T11SH - 01	\$20,651.00	103.6
APMS?	2013	Preventive MTC	TA1SH - 02	\$40.00	103.6
APMS?	2013	Preventive MTC	TA4SH - 01	\$90.00	103.6
APMS?	2013	Preventive MTC	TASH - 01	\$222.00	103.6
APMS?	2014	Major Rehab	A02SH - 03	\$9,152.00	84.6
APMS?	2014	Major Rehab	T05SH - 01	\$15,270.00	98.6
APMS?	2014	Major Rehab	T06SH - 01	\$157,774.00	98.6
APMS?	2014	Major Rehab	T08SH - 01	\$32,225.00	98.6
APMS?	2014	Major Rehab	T10SH - 01	\$77,875.00	98.6
APMS?	2014	Major Rehab	TA1SH - 01	\$131,208.00	98.6
APMS?	2014	Major Rehab	TA5SH - 01	\$22,441.00	98.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
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**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: SANDERSON FIELD
 AIRPORT MGR: JOHN DOBSON
 PHONE: 360-426-1151
 EMAIL: JOHND@PORTOFSHELTON.COM

MP	2019-2022	Slurry Seal - T-Hangar Taxilanes	\$36,113.00	103.6
MP	2019-2022	Rehabilitate Middle 1/3 Main Apron (PCC repair, diamond grinding, joint replacement)	\$405,000.00	97.6
MP	2019-2022	Install Oil/Water Separators on Main Apron	\$54,000.00	57.4
MP	2019-2022	Reconfigure Main Apron (Phase 2 - Install & Stripe 14 Light AC tiedowns)	\$30,375.00	84.6
MP	2019-2022	Reconfigure/Reconstruct T-Hangar Taxilane #8 (South end of T-Hangar Row adj to A1)	\$106,920.00	98.6
MP	2019-2022	Construct T-Hangar - South Row Adj to Txy A1 (16 units, typical)	\$918,000.00	35.1
MP	2019-2022	Construct Aircraft Wash Pad & Drainage Connection	\$60,750.00	49.9
MP	2019-2022	Construct Itinerant Helicopter Parking Apron (1 - 60'x60' PCC Pad and asphalt taxiway Connection)	\$88,088.00	75.1
MP	2019-2022	Install Medium Intensity Taxiway Edge Lighting (MITL) - Taxiway A & Exits; Taxiway B & A1	\$621,000.00	78
MP	2019-2022	Demo Fairgrounds Buildings (within 35' BRL)	\$243,000.00	23.6
MP	2019-2022	Airport Fence and Automated Gate Relocation (modify existing for access to East T-Hangar Area)	\$13,905.00	103
MP	2015-2019	Extend Airport Fencing; Add Automated Vehicle Gate (East Hangar Area)	\$48,195.00	103
MP	2019-2022	Extend Water Service to East Hangar Area (Fire Protection)	\$194,400.00	85
MP	2019-2022	East Hangar Taxilane Extension (Phase 1)	\$313,909.00	73.75
MP	2019-2022	East Hangar Stub Taxilanes (2)	\$213,840.00	87.95
MP	2015-2019	Construct T-Hangar (16 units, typical)	\$918,000.00	35.1
MP	2019-2022	Extend Vehicle Access Road (gravel) East Hangar Area	\$40,500.00	25.8
MP	2019-2022	Rehabilitate Northern 1/3 Main Apron (PCC repair, diamond grinding, joint replacement)	\$405,000.00	84.6
MP	2019-2022	Environmental - East Hangar Development & Taxiway Extension	\$67,500.00	80.8
MP	2019-2022	Slurry Seal N/S Access Taxiway - Phase 1 (800 x 35'; edge markers)	\$29,025.00	103.6
MP	2019-2022	Extend Water Service to New Commercial Hangar Area Lots (Fire Protection)	\$286,875.00	90
MP	2019-2022	Extend Sanitary Sewer Service to New Commercial Hangar	\$438,750.00	27.6



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

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		Area Lots			
MP	2019-2022	Commercial Aviation Development Area Access Road - Phase 1 (lots 1-4)		\$97,200.00	25
MP	2019-2022	Slurry Seal - Runway 5/23; Repaint NPI markings		\$408,753.00	114.6
MP	2023-2032	Demo T-Hangar (north end of Main Apron)		\$172,125.00	27.6
MP	2023-2032	Conventional Hangar Site Improvements; reconfigure fencing, vehicle access and parking (North end of Main Apron)		\$64,800.00	40.5
MP	2023-2032	Slurry Seal - Taxiway A and Exit Taxiways; Repaint markings		\$232,922.00	103.6
MP	2023-2032	Slurry Seal - Taxiway A1 & AC Hold Area; Repaint markings		\$135,473.00	103.6
MP	2023-2032	Slurry Seal - Taxiway B; Repaint markings		\$55,262.00	103.6
MP	2023-2032	Environmental Assessment - West Runway and Taxiway Extension		\$101,250.00	84.8
MP	2023-2032	Runway 5/23 300-foot West Extension w/ Parallel Taxiway Extension & AC Hold Area; Repaint NPI markings; extend MIRL & MITL; RSA Grading		\$1,185,705.00	84.25
MP	2023-2032	Install PAPI - Rwy 5		\$81,000.00	88
MP	2023-2032	Install REIL - Rwy 5		\$33,750.00	88
MP	2023-2032	East Hangar Area Stub Taxilanes (1)		\$106,920.00	92.15
MP	2023-2032	Construct T-Hangar (16 units, typical)		\$918,000.00	35.1
MP	2023-2032	Runway 23 Approach Lighting System (MALS-R or ODALS)		\$675,000.00	
MP	2023-2032	Slurry Seal - A1 & East Hangar Taxilanes/Taxiway		\$92,333.00	103.6
MP	2023-2032	Overlay N/S Access Taxiway - Phase 1 (800 x 35')		\$218,025.00	101.6
MP	2023-2032	Commercial Aviation Development Area Access Road - Phase 1 (lots 5-8)		\$97,200.00	25
MP	2023-2032	Aircraft Apron Expansion (east side of Taxiway A1, south of FBO)		\$324,000.00	60.5
MP	2023-2032	Overlay Hangar Taxilane (NE corner of Main Apron)		\$92,279.00	101.6
MP	2023-2032	Slurry Seal - Runway 5/23; Repaint NPI markings		\$431,258.00	
MP	2023-2032	Demo Existing Port-Owned T-Hangar (1) (larger T-hangar north row)		\$141,750.00	25.6
MP	2023-2032	Slurry Seal - Taxiway A1 & AC Hold Area; Repaint markings		\$135,473.00	103.6
MP	2023-2032	Slurry Seal - Taxiway A and Exit Taxiways; Repaint markings		\$279,572.00	103.6
MP	2023-2032	Slurry Seal - Hangar		\$99,461.00	103.6



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: SANDERSON FIELD
 AIRPORT MGR: JOHN DOBSON
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		Taxilanes/Taxiways (A1 & East Hangar Area)			
MP	2023-2032	Slurry Seal - Taxiway B; Repaint markings		\$52,562.00	103.6
MP	2023-2032	Slurry Seal N/S Access Taxiway - Phase 2 (400 x 35'; edge markers) & Phase 1 Sec.		\$41,175.00	103.6
MP	2023-2032	MIRL (Replacement) Runway 5/23		\$405,000.00	88
MP	2023-2032	PAPI (Replacement Rwy 23)		\$81,000.00	88
MP	2023-2032	Reconfigure Runway 23 Threshold & Lighting, Relocate PAPI (precision approach)		\$67,500.00	109
MP	2023-2032	Overlay N/S Access Taxiway - Phase 2 (400 x 35')		\$99,900.00	101.6
APMS?		Resurfacing	TA4SH - 1	\$80,937.85	101.6
APMS?		Preventative MTC	TA1SH - 1	\$152,805.60	103.6
APMS?		Resurfacing	TA1SH - 2	\$255,654.05	101.6
APMS?		Preventative MTC	T10SH - 1	\$50,855.40	103.6
APMS?		Resurfacing	T09SH - 1	\$117,556.15	101.6
APMS?		Preventative MTC	T08SH - 1	\$37,528.80	103.6
APMS?		Resurfacing	TA3SH - 1	\$50,016.95	101.6
APMS?		Resurfacing	R05SH - 1	\$1,534,760.00	112.6
APMS?		Resurfacing	A02SH - 1	\$20,154.40	87.6
APMS?		Preventative MTC	A02SH - 3	\$10,659.00	89.6
APMS?		Resurfacing	A02SH - 2	\$38,695.35	87.6
APMS?		Preventative MTC	T11SH - 1	\$44,656.08	103.6
APMS?		Preventative MTC	TBSH - 1	\$151,585.80	103.6
APMS?		Resurfacing	T01SH - 1	\$345,467.40	101.6
APMS?		Preventative MTC	TA5SH - 1	\$26,135.64	103.6
APMS?		Resurfacing	TA5SH - 2	\$90,173.25	101.6
APMS?		Resurfacing	T07SH - 1	\$29,389.80	101.6
APMS?		Preventative MTC	T06SH - 1	\$23,702.88	103.6
APMS?		Resurfacing	A01SH - 1	\$323,895.59	87.6
APMS?		Preventative MTC	T05SH - 1	\$17,784.00	103.6
APMS?		Resurfacing	TASH - 1	\$700,466.05	101.6
APMS?		Resurfacing	T03SH - 1	\$41,513.55	101.6
APMS?		Resurfacing	T02SH - 1	\$41,699.60	101.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: SANDERSON FIELD
 AIRPORT MGR: JOHN DOBSON
 PHONE: 360-426-1151
 EMAIL: JOHND@PORTOFSHELTON.COM

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

We are not conversant with their rankings

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- | | |
|---|---|
| <input type="checkbox"/> Commercial Passenger Service
<input checked="" type="checkbox"/> Business and Corporate Travel
<input checked="" type="checkbox"/> Personal Transportation
<input checked="" type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input type="checkbox"/> Blood, Tissue, and Organ Transportation
<input checked="" type="checkbox"/> Medical Air Transport
<input checked="" type="checkbox"/> Search and Rescue
<input checked="" type="checkbox"/> Firefighting | <input type="checkbox"/> National Security
<input checked="" type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input type="checkbox"/> Aerial Photography
<input type="checkbox"/> Aircraft Manufacturing
<input type="checkbox"/> Agriculture
<input type="checkbox"/> Aerial Sightseeing
<input checked="" type="checkbox"/> Skydiving |
|---|---|



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: SANDERSON FIELD
AIRPORT MGR: JOHN DOBSON
PHONE: 360-426-1151
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B. Impact to airport and community resulting from lack of capital funding: *From the airport’s point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

C. Airport value to community: *From the airport’s point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Click here to enter text.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	“Port Authority” . . . Annual Net Income for 2014 - All revenues	\$387,591	Medium

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

All projects are predicated on available funds. Sanderson Field has great hopes of receiving a precision approach by the end of 2013. Approach and taxiway lighting are very important to that system.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: SEATTLE TACOMA INTERNATIONAL
 AIRPORT MGR: MICHAEL EHL
 PHONE: 206-890-9629
 EMAIL: EHL.M@PORTSEATTLE.ORG

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System ([AIS](#)) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Precision Approach	Precision Approach
Approach Category:	D: Approach speed 141 knots or more but less than 166 knots	D: Approach speed 141 knots or more but less than 166 knots
Airplane Design Group:	ADG V - Tail Height: 60' to <66'; Wingspan: 171' to <214'	ADG V - Tail Height: 60' to <66'; Wingspan: 171' to <214'
Visibility Minimums:	Lower than 1/4 mile (CAT-III PA)	Lower than 1/4 mile (CAT-III PA)
Critical Design Aircraft:	747-400	747-400
Runway Width:	150'	150'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2005
B. Do you have an ALP?	YES	Last updated?	2007
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed? 2015			
2. Who is preparing it? LeighFisher			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any: SEE ATTACHED DOCUMENT			
Non-Standard Item	Description	Proposed Mitigation	
SELECT HERE	SEATTLE MOD to STANDARDS DOCUMENT	Click here to enter text.	



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: SEATTLE TACOMA INTERNATIONAL
 AIRPORT MGR: MICHAEL EHL
 PHONE: 206-890-9629
 EMAIL: EHL.M@PORTSEATTLE.ORG

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP ([SCIP](#)), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
		SEE ATTACHED DOCUMENT-CIP (0-5 YRS)			

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT’s Statewide CIP ([SCIP](#)), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
CDP		SEE ATTACHED DOCUMENT-CIP (6-20 YRS)			78

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

The prioritization of projects with FAA funding is aligned with FAA.

H. Aging facilities and infrastructure: *Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:*

Infrastructure	Location / Description	Age (Years)
Utilities (i.e., Water, Sewer, Storm Drain, Electrical, etc.)	Portions of the Old Main Terminal – steam piping, sewers, water system serving CTE East and floors 2-4	60
Utilities (i.e., Water, Sewer, Storm Drain, Electrical, etc.)	Portions of the IWTP and IWS piping – Building, outlet piping, some collection piping, some of lagoon 1 and 2	50
Utilities (i.e., Water, Sewer, Storm Drain, Electrical, etc.)	Portions of the water distribution system – pipe and hydrants in North and South airport	50
Tunnel	S188th Tunnel	50
Click here to enter text.	Click here to enter text.	Enter

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT’s [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Commercial Passenger Service | <input checked="" type="checkbox"/> National Security |
| <input checked="" type="checkbox"/> Business and Corporate Travel | <input checked="" type="checkbox"/> Emergency Preparedness and Response |
| <input checked="" type="checkbox"/> Personal Transportation | <input type="checkbox"/> Scientific Research |
| <input type="checkbox"/> Pilot Training and Certification | <input type="checkbox"/> Aerial Photography |
| <input checked="" type="checkbox"/> Air Cargo | <input type="checkbox"/> Aircraft Manufacturing |
| <input type="checkbox"/> Blood, Tissue, and Organ Transportation | <input type="checkbox"/> Agriculture |
| <input checked="" type="checkbox"/> Medical Air Transport | <input type="checkbox"/> Aerial Sightseeing |
| <input type="checkbox"/> Search and Rescue | <input type="checkbox"/> Skydiving |
| <input checked="" type="checkbox"/> Firefighting | |

B. Impact to airport and community resulting from lack of capital funding: *From the airport’s point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

There could be several impacts from lack of funding ranging from older infrastructure failing which will result with higher costs to have short term fixes until replacement or rehabilitation can occur; passenger experience could be impacted due to the older facilities unable accommodate the growing traffic.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Seattle-Tacoma International Airport serves more than 33.2 million passengers and more than 283,000 metric tons of air cargo. With a regional economic impact of more than \$13.2 billion in business revenue, Sea-Tac generates more than 138,000 jobs (89,902 direct jobs) representing more than \$2.2 billion in direct earnings and \$412.4 million in state and local taxes. Twenty-four airlines serve 71 non-stop domestic and 19 international destinations.

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Airport Development Fund	\$4.4 million	High
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	PFCs	\$8.4 million	High

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

No.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: SEKIU
AIRPORT MGR: JERRY LUDKE
PHONE: 360-417-3363
EMAIL: JERRYL@PORTOFPA.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Non-Precision Approach	Non-Precision Approach
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Greater than 1 mile (NPA)	Greater than 1 mile (NPA)
Critical Design Aircraft:	Single engine piston aircraft (<12,500 lbs)	Single engine piston aircraft (<12,500 lbs)
Runway Width:	50'	50'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2013
B. Do you have an ALP?	YES	Last updated?	2013
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
None	Deficient in nearly all design standards	Unsure	
Airfield Geometry	Runway 26 landing length less than desired 2400'	Unsure	
Airfield Geometry	Runway width less than desired 60' in places	Unsure	
Airfield Geometry	No taxiways or signage	Unsure	
Airfield Geometry	Pavement substandard- needs full reconstruction	Unsure	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

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E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS	2014	Major Rehab	A01SI - 01	\$69,157.00	80.6
APMS	2014	Major Rehab	A02SI - 01	\$37,238.00	80.6
APMS	2014	Major Rehab	A03SI - 02	\$131,213.00	80.6
APMS	2014	Major Rehab	R08SI - 01	\$400,045.00	105.6
APMS	2014	Major Rehab	R08SI - 02	\$959,683.00	105.6
APMS	2015	Major Rehab	A03SI - 01	\$11,970.00	80.6
APMS	2015	Major Rehab	A03SI - 03	\$29,859.00	80.6
Sekiu ALP – 7/13	2016	Relocate Rwy 26 threshold	Relocate Rwy 26 threshold	\$10,000	Derived
Sekiu ALP – 7/13	2016	Close Rwy 08 disp. threshold	Close Rwy 08 disp. threshold	\$5,000	Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us*



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

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 AIRPORT MGR: JERRY LUDKE
 PHONE: 360-417-3363
 EMAIL: JERRYL@PORTOFPA.COM

the best indication of your plan, including cost and priority.

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
5010		RWY 26 NSTD 2-BOX VASI LEFT SIDE NGTS ONLY.			57
APMS		Preventative MTC	A01SI - 1	\$22,230.00	85.6
APMS		Preventative MTC	A02SI - 1	\$11,970.00	85.6
APMS		Preventative MTC	A03SI - 2	\$42,177.72	85.6
APMS		Preventative MTC	A03SI - 1	\$18,554.64	85.6
APMS		Preventative MTC	A03SI - 3	\$46,284.00	85.6
APMS		Preventative MTC	R08SI - 2	\$308,484.00	110.6
APMS		Preventative MTC	R08SI - 1	\$128,592.00	110.6
Sekiu ALP – 7/13	2020	Construct apron	Construct apron	\$125,000	
Sekiu ALP – 7/13	2021	Construct taxi turnaround	Construct taxi turnaround	\$40,000	
Sekiu ALP – 7/13	2022	Install rotating beacon	Install rotating beacon	\$40,000	
Sekiu ALP – 7/13	2023	Install lighted wind cone	Install lighted wind cone	\$5,000	
Sekiu ALP – 7/13	2024	Relocate hydrant	Relocate hydrant	\$5,000	
Sekiu ALP – 7/13	2025	Correct safety area for 2000' Rwy	Correct safety area for 2000' Rwy	\$800,000	
Sekiu ALP – 7/13	2027	Rehabilitate 2000' Runway	Rehabilitate 2000' Runway	\$1,900,000	
Sekiu ALP – 7/13	2029	Correct safety area in displaced threshold area (Rwy 0 8)	Correct safety area in displaced threshold area (Rwy 08)	\$1,500,000	
Sekiu ALP – 7/13	2031	Reconstruct 900' runway – displaced threshold area – add fill	Reconstruct 900' runway – displaced threshold area – add fill	\$1,000,000	

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

Yes.

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life: Not applicable



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

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Infrastructure	Location / Description	Age (Years)
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Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services: *Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:*

- | | |
|---|---|
| <input type="checkbox"/> Commercial Passenger Service
<input type="checkbox"/> Business and Corporate Travel
<input checked="" type="checkbox"/> Personal Transportation
<input type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation
<input checked="" type="checkbox"/> Medical Air Transport
<input checked="" type="checkbox"/> Search and Rescue
<input type="checkbox"/> Firefighting | <input type="checkbox"/> National Security
<input type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input type="checkbox"/> Aerial Photography
<input type="checkbox"/> Aircraft Manufacturing
<input type="checkbox"/> Agriculture
<input type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Skydiving |
|---|---|

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*
Continued deterioration of facility which may impact safety at some point in the future

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*
Very valuable for commercial work out at the west end; firefighting response; med-evac; ops center for emergency response

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability
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AIRPORT SURVEY

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			(Low, Med, High)
Jurisdiction (Annual CIP or General Fund)	Port general funds	\$5,000	High

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

900 feet of the existing runway are on property not owned by the Port, and that 900 feet of runway does not meet recommended safety design standards (although the cost of reconstructing to meet standards appears not to be justifiable).

Part 1. General Information:	<i>Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:</i>
-------------------------------------	--

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	Click here to enter text.	Click here to enter text.
Runway Width:	100'	100'

Part 2. Short and Long-Term Planning Information: <i>Please verify, correct and provide the following information:</i>

A. Do you have a Master Plan/Narrative report?	No, in progress	Last updated?	N/A
B. Do you have an ALP?	No, applied for funding	Last updated?	N/A
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed? April 2014			
2. Who is preparing it? Airport Board of Directors			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
SELECT HERE	Click here to enter text.	Click here to enter text.	
SELECT HERE	Click here to enter text.	Click here to enter text.	
SELECT HERE	Click here to enter text.	Click here to enter text.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority. Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):*

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Above-Ground Fuel Tank	This project would be a replacement of a currently installed underground 100LL aviation fuel tank. It would be a new installation of an above-ground tank, as well as the removal of the currently installed underground tank.	\$50,000.00	38
SCIP	2013	Paving Projects - Ramp and Airport Grounds	This project serves to sustain the paving of airport ramps, as well as entryways for vehicular access	\$224,000.00	60
SCIP	2013	Rotating Beacon Repair	Sequim Valley Airport is in the possession of two nonoperational rotating beacons, due to lack of funding to repair or replace them. They are both currently mounted and were at one time operational. The decision to repair or replace can be done after a cost analysis and investigation of damage.	\$4,000.00	47
SCIP	2014	AWOS	The airport would like to have an Automated Weather Observing System, in order to increase the safety of airport operations, and make steps toward implementing at GPS/RNAV approach to the airport.	\$79,000.00	55
SCIP	2014	Paving Projects - Parking Lot	This project would involve asphalt paving of a currently gravel-surfaced parking lot. This lot serves as a parking area for vehicles using the airport.	\$56,000.00	24
SCIP	2014	Paving Projects - Taxiways	This project is to maintain and repair the current taxiway paving.	\$26,000.00	83
SCIP	2014	Taxiway Lighting	The current taxiway lighting consists of only a blue turnout light on each side of where the taxiway meets the runway. This project would implement taxiway lighting on the sides of the full length of the taxiways.	\$1,200.00	60
SCIP	2014	VASI	This project would involve installing a visual approach slope indicator to the runway ends. This would involve the installation and testing of this facility addition.	\$50,000.00	60
APMS	2013	Preventive MTC	R09SE - 01	\$136.00	110.6

APMS	2014	Preventive MTC	A01SE - 01	\$4,599.00	85.6
APMS	2014	Major Rehab	A02SE - 01	\$320,611.00	85.6
APMS	2014	Major Rehab	A02SE - 02	\$227,274.00	85.6
APMS	2014	Major Rehab	A02SE - 03	\$38,635.00	85.6
APMS	2014	Preventive MTC	A03SE - 01	\$5,367.00	85.6
APMS	2014	Preventive MTC	R09SE - 01	\$163,590.00	110.6
APMS	2014	Major Rehab	T01SE - 01	\$126,092.00	94.6
AIRPORT #1	Enter	Enter	Enter	Enter	Derived
AIRPORT #2	Enter	Enter	Enter	Enter	Derived
AIRPORT #3	Enter	Enter	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
AIRPORT #5	Enter	Enter	Enter	Enter	Derived
AIRPORT #6	Enter	Enter	Enter	Enter	Derived
AIRPORT #7	Enter	Enter	Enter	Enter	Derived
AIRPORT #8	Enter	Enter	Enter	Enter	Derived
AIRPORT #9	Enter	Enter	Enter	Enter	Derived
AIRPORT #10	Enter	Enter	Enter	Enter	Derived

<p>F. Long-term (6-20 years) CIP:</p>	<p><i>Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</i></p> <p><i>Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical</i></p>
---	--

	<i>Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):</i>
--	--

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS	2019	Major Rehab	R09SE - 01	\$227,300.00	105.6
APMS		Preventative MTC	A02SE - 1	\$103,058.28	85.6
APMS		Preventative MTC	A02SE - 3	\$12,419.16	85.6
APMS		Preventative MTC	A02SE - 2	\$73,055.76	85.6
APMS		Preventative MTC	T01SE - 1	\$40,531.56	99.6
APMS		Resurfacing	A01SE - 1	\$9,997.44	83.6
APMS		Resurfacing	A03SE - 1	\$11,666.22	83.6
APMS		Preventative MTC	R09SE - 1	\$319,200.00	110.6
AIRPORT #1	Enter	Enter	Enter	Enter	Derived
AIRPORT #2	Enter	Enter	Enter	Enter	Derived
AIRPORT #3	Enter	Enter	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
AIRPORT #5	Enter	Enter	Enter	Enter	Derived
AIRPORT #6	Enter	Enter	Enter	Enter	Derived
AIRPORT #7	Enter	Enter	Enter	Enter	Derived
AIRPORT #8	Enter	Enter	Enter	Enter	Derived
AIRPORT #9	Enter	Enter	Enter	Enter	Derived
AIRPORT #10	Enter	Enter	Enter	Enter	Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? *Please explain*
These priorities work for us, however we do need funding to develop and Airport Master Plan and additional funding to purchase properties on the east end of the runway extending east to Carlsborg Rd in the future.

H. Aging facilities and infrastructure: *Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:*

Infrastructure	Location / Description	Age (Years)
SELECT HERE	Click here to enter text.	Enter
SELECT HERE	Click here to enter text.	Enter

SELECT HERE	Click here to enter text.	Enter
Click here to enter text.	Click here to enter text.	Enter
Click here to enter text.	Click here to enter text.	Enter

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services: *Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:*

- | | |
|---|--|
| <input type="checkbox"/> Commercial Passenger Service
<input type="checkbox"/> Business and Corporate Travel
<input checked="" type="checkbox"/> Personal Transportation
<input type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation
<input checked="" type="checkbox"/> Medical Air Transport
<input checked="" type="checkbox"/> Search and Rescue
<input type="checkbox"/> Firefighting | <input type="checkbox"/> National Security
<input type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input checked="" type="checkbox"/> Aerial Photography
<input type="checkbox"/> Aircraft Manufacturing
<input type="checkbox"/> Agriculture
<input type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Skydiving |
|---|--|

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*
A lack of funding may result in the airport struggling to stay open and viable on a long-term basis. This airport is privately owned but open to and very much used by the public.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*
Click here to enter text.
I
In a 2003 WSDOT published a economic impact report on Sequim Valley Airport. which summarized on an annual basis, Sequim Valley Airport's tenants and its visitors in Clallam County, Washington contributed the following total annual economic benefit: **Jobs(Employment)Labor Earnings(Payroll)Economic Activity(Sales Output) Totaling \$1,597,207. That number is likely higher today.**
Sequim Valley Airport is a vital and valued transportation link to the Sequim Area and North Olympic Peninsula. W-28 is used by many local pilots. There are approximately 30 aircraft that are based at W-28. In the last year we have observed corporate, air ambulance, U.S. Coast Guard Training, U.S. Army training, blood bank flights, numerous community aviation events, EAA Events,

Avgas sales, scenic, flights, hot air balloon operations, skydiving, air taxi flights, aircraft maintenance, and repair Avgas sales over 10,000 gallons and the airport hosts a community web cam which is list on the State DOT site and used by many sources including pilots for current airport weather information, TV stations and the community.
 The airport would likely prove to be useful for forest fire operations and transportation in the event of an earthquake or significant local or national disaster.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
SELECT HERE	none	Enter	SELECT HERE
SELECT HERE	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*
 All projects are currently deferred due to a lack of any funding.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: SKAGIT REGIONAL
 AIRPORT MGR: SARA YOUNG
 PHONE: 360-757-0011
 EMAIL: SARA@PORTOFSKAGIT.COM

Part 1. General Information: *the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Non-Precision Approach	Approach Procedure with Vertical Guidance
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	D: Approach speed 141 knots or more but less than 166 knots
Airplane Design Group:	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
Visibility Minimums:	Greater than 1 mile (NPA)	Lower than 3/4 mile but not lower than 1/2 mile (CAT-I PA)
Critical Design Aircraft:	Citation II	Gulfstream IV
Runway Width:	100'	100'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2007
B. Do you have an ALP?	YES	Last updated?	2007
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Runway 4-22 to parallel taxiway separation. Existing separation of 150 feet does not meet ADG II standard of 240 feet.	The sub-standard separation distance is presently addressed by the published operating restriction which reads, "Use of Twy B by acft with wingspan 49' or greater prohibited when Rwy 04-22 in use." Although FAA has agreed that the sub-standard separation issue continue to be addressed with the published operating restriction for now FAA did state they would be	



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		interested in revisiting the centerline separation when the runway requires reconstruction.

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Update Airport Master Plan	Update Airport Master Plan using 2013 and 2014 non-primary entitlements. (0)	\$166,667.00	89
SCIP	2014	Improve Runway 11/29 Safety Area	Fill and grade the safety area to meet Category D-II standards. (2)	\$3,150,000.00	76
SCIP	2014	Update Airport Master Plan	Update Airport Master Plan using 2013 and 2014 non-primary entitlements. (1)	\$166,667.00	89
SCIP	2015	Rehabilitate Cargo and Fueling Aprons	Slurry seal and mark the taxilanes and aprons adjacent to Taxiway B. (3)	\$166,667.00	117
SCIP	2015	Rehabilitate Terminal Apron Phase 1 and Taxiway A, Design	The project will include design of crack sealing, replacement of failed sections, drainage improvements, asphalt concrete overlay and marking for FY-2016 construction. (4)	\$440,000.00	116
SCIP	2016	Rehabilitate Taxiway A	Crack seal and overlay Taxiway A, improve drainage, marking. Approximately 27,000SY. Design of this project is in the 2015 CIP. (5)	\$2,015,000.00	123
SCIP	2016	Rehabilitate Terminal Apron Phase 1	Rehabilitate and strengthen the eastern half of the terminal apron. Approximately 25,000 SY. Project design is in the 2015 CIP. (6)	\$1,715,000.00	91
SCIP	2017	Rehabilitate Taxiway B	Slurry seal and mark Taxiway B, approximately 8,100 SY. (7)	\$166,667.00	123
SCIP	2018	Conduct Environmental Assessment	Environmental Assessment for RW-11/29 extension. (8)	\$300,000.00	90
APMS	2013	Preventive MTC	AESK - 01	\$60.00	91.6
APMS	2013	Preventive MTC	T04SK - 01	\$42.00	105.6
APMS	2013	Preventive MTC	T05SK - 01	\$434.00	105.6



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APMS	2013	Preventive MTC	T06SK - 01	\$225.00	105.6
APMS	2014	Major Rehab	R04SK -01	\$2,072,414.00	111.6
APMS	2014	Major Rehab	R04SK - 02	\$623,649.00	111.6
APMS	2014	Major Rehab	R04SK - 03	\$896,670.00	111.6
APMS	2014	Major Rehab	T04SK - 02	\$256,687.00	100.6
APMS	2014	Major Rehab	TFSK - 01	\$4,238,469.00	100.6
AIRPORT #1		Aircraft Wash Facility	Install Aircraft Wash Facility	\$50k	Derived
AIRPORT #2		Lot 53 Development	Develop lot 53 with access roads, utilities, and taxilanes	\$400k	Derived
AIRPORT #3	2014	Rehabilitate Runway 4-22	Rehabilitation of Runway 4-22	\$600k	Derived
AIRPORT #4		Wildlife Fencing	Complete installation of wildlife deterrent fabric on existing fence and misc. fencing improvements recommended by USDA	\$150k	Derived
AIRPORT #5		Lot 72 Development	Develop lot 72 with access roads, utilities, and taxilanes	\$700k	Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

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F. Long-term (6-20 years) CIP:	<p>Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</p> <p>Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):</p>
---------------------------------------	--

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS		Preventative MTC	T02SK - 1	\$63,680.50	105.6
APMS		Preventative MTC	TDSK - 1	\$56,996.32	105.6
APMS		Preventative MTC	A02SK - 1	\$466,365.48	91.6
APMS		Preventative MTC	A03SK - 1	\$107,528.64	91.6
APMS		Preventative MTC	TESK - 4	\$64,231.96	105.6
APMS		Preventative MTC	TESK - 5	\$9,956.58	105.6
APMS		Preventative MTC	TESK - 6	\$9,409.16	105.6
APMS		Preventative MTC	TESK - 7	\$21,210.00	105.6
APMS		Preventative MTC	TESK - 3	\$101,066.66	105.6
APMS		Preventative MTC	TESK - 8	\$63,096.72	105.6
APMS		Preventative MTC	TESK - 2	\$59,890.98	105.6
APMS		Preventative MTC	TESK - 1	\$53,025.00	105.6
APMS		Preventative MTC	AASK - 1	\$123,892.66	91.6
APMS		Preventative MTC	AASK - 3	\$52,029.14	91.6
APMS		Preventative MTC	AASK - 2	\$182,068.66	91.6
APMS		Preventative MTC	ADSK - 1	\$78,390.14	91.6
APMS		Preventative MTC	ADSK - 2	\$104,282.50	91.6
APMS		Resurfacing	T06SK - 1	\$309,906.26	103.6
APMS		Resurfacing	T04SK - 1	\$61,085.93	103.6
APMS		Preventative MTC	T04SK - 2	\$34,695.52	105.6
APMS		Preventative MTC	T03SK - 1	\$50,950.46	105.6
APMS		Resurfacing	TASK - 1	\$645,969.91	103.6
APMS		Preventative MTC	TASK - 3	\$93,689.62	105.6



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APMS		Preventative MTC	TASK - 2	\$63,252.26	105.6
APMS		Preventative MTC	TFSK - 1	\$572,900.28	105.6
APMS		Preventative MTC	TFSK - 2	\$24,502.60	105.6
APMS		Preventative MTC	R04SK - 1	\$280,121.48	116.6
APMS		Preventative MTC	R04SK - 2	\$84,296.62	116.6
APMS		Preventative MTC	R04SK - 3	\$121,200.00	116.6
APMS		Preventative MTC	A01SK - 1	\$135,562.20	91.6
APMS		Preventative MTC	A04SK - 1	\$112,827.10	91.6
APMS		Preventative MTC	T07SK - 1	\$87,415.50	105.6
APMS		Preventative MTC	AH2SK - 1	\$85,799.50	91.6
APMS		Preventative MTC	A05SK - 2	\$30,285.86	91.6
APMS		Preventative MTC	A05SK - 1	\$52,520.00	91.6
APMS		Preventative MTC	TCSK - 1	\$57,099.34	105.6
APMS		Preventative MTC	R10SK - 1	\$1,108,879.00	116.6
APMS		Preventative MTC	AH1SK - 1	\$58,333.56	91.6
APMS		Resurfacing	T05SK - 1	\$95,904.65	103.6
APMS		Preventative MTC	AESK - 2	\$11,877.60	91.6
APMS		Resurfacing	AESK - 1	\$60,343.20	91.6
AIRPORT #1	2019	RW 11-29 Extension		\$6,000,000	Derived
AIRPORT #2	2019	TW B Fog Seal		\$9251	Derived
AIRPORT #3	2020	RW 11-29 Slurry Seal		\$335,440	Derived
AIRPORT #4	2020	TW A Slurry Seal		\$141,120	Derived
AIRPORT #5	2020	TW C Utility Development and Access Road		\$2,732,000	Derived
AIRPORT #6	2021	Replace T Hangars		\$1,500,000	Derived
AIRPORT #7	2021	Construct Taxilanes		\$185,250	Derived
AIRPORT #8	2022	Terminal Apron Slurry Seal		\$277,964	Derived
AIRPORT #9	2023	TW and taxilane Slurry Seals		\$\$814,256	Derived
AIRPORT #10	2023	TW C narrow and mark		\$6,799	Derived
	2023	Automated Gate		\$15,000	
	2024	Slurry Seal		\$44,402	
	2024	EA for RW 04-22 lateral shift		\$130,000	
	2025-2026	RW 11-29 Slurry Seal		\$325,440	
		Shift RW 04-22		\$3,660,000	
		ALP UPdate		\$10,000	
		TW Fog Seal		\$29,400	
		MALSR Approach Lighting System		\$900,000	

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

Future airport development will require taxiway, utility, and hangar development which are relatively low FAA priority items

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
	Runway 4-22	70+
	Taxiway C	70+

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Commercial Passenger Service | <input checked="" type="checkbox"/> National Security |
| <input checked="" type="checkbox"/> Business and Corporate Travel | <input checked="" type="checkbox"/> Emergency Preparedness and Response |
| <input checked="" type="checkbox"/> Personal Transportation | <input type="checkbox"/> Scientific Research |
| <input checked="" type="checkbox"/> Pilot Training and Certification | <input checked="" type="checkbox"/> Aerial Photography |
| <input checked="" type="checkbox"/> Air Cargo | <input type="checkbox"/> Aircraft Manufacturing |
| <input type="checkbox"/> Blood, Tissue, and Organ Transportation | <input type="checkbox"/> Agriculture |
| <input checked="" type="checkbox"/> Medical Air Transport | <input type="checkbox"/> Aerial Sightseeing |
| <input checked="" type="checkbox"/> Search and Rescue | <input type="checkbox"/> Skydiving |
| <input type="checkbox"/> Firefighting | |



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

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B. Impact to airport and community resulting from lack of capital funding: *From the airport’s point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

C. Airport value to community: *From the airport’s point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

[Click here to enter text.](#)

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

[Click here to enter text.](#)



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AIRPORT SURVEY**

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AIRPORT MGR: SARA YOUNG
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**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: SKYKOMISH STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-3613
 EMAIL: WOLFP@WSDOT.WA.GOV

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:		
Runway Width:	100'	100'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	NO	Last updated?	
B. Do you have an ALP?	NO	Last updated?	
C. If you are currently preparing a Master Plan Update: No			
1. When is it anticipated to be completed? 2015-16			
2. Who is preparing it? Pending Consultant selection			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Back Country Airport obstructions	ALP will identify preferred alternatives.	
Airfield Geometry	Storm water drainage	Improve airport drainage	



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AIRPORT SURVEY**

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 EMAIL: WOLFP@WSDOT.WA.GOV

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Conduct Airport Master Planning - ALP/CIP	Conduct Airport Precision Boundary Survey. Prepare Right-of-Way Plan. Update WSDOT Integrated Real Estate Information System (IRIS). Update Capital Asset and Improvement Depreciation Schedule. Conduct Obstruction and Compatible Land Use Analysis. Establish Airport Property Management Zones.	\$30,000.00	87
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: SKYKOMISH STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-3613
 EMAIL: WOLFP@WSDOT.WA.GOV

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services: Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- | | |
|---|--|
| <input type="checkbox"/> Commercial Passenger Service | <input type="checkbox"/> National Security |
| <input type="checkbox"/> Business and Corporate Travel | <input type="checkbox"/> Emergency Preparedness and Response |
| <input checked="" type="checkbox"/> Personal Transportation | <input type="checkbox"/> Scientific Research |
| <input type="checkbox"/> Pilot Training and Certification | <input type="checkbox"/> Aerial Photography |
| <input type="checkbox"/> Air Cargo | <input type="checkbox"/> Aircraft Manufacturing |
| <input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation | <input type="checkbox"/> Agriculture |
| <input checked="" type="checkbox"/> Medical Air Transport | <input type="checkbox"/> Aerial Sightseeing |
| <input type="checkbox"/> Search and Rescue | <input type="checkbox"/> Skydiving |



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<input checked="" type="checkbox"/> Firefighting	
--	--

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Limited airport preservation funds have delayed implementation of published facility and activity performance objectives. Storm water drainage and obstruction removal are top priorities. This airport is used for natural resource emergency management and medical evacuations. Improved facilities to accommodate safer access for the above are necessary. This airport has been listed as having moderate vulnerability to climate impacts. (Climate Impacts Vulnerability Assessment Nov 2011). High seasonal runoff increases risks of damage to the airport runway surface which commonly saturated causing soft and unsafe conditions.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Skykomish is routinely used for natural resource management including emergency forest fire fighting staging and medical evacuations. Recent utility improvements such as electrical, phone, and web camera have been vital to support the above functions. Additional recreational improvements such as tables and fire rings supports access to remote community goals and local economies.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*



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Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Some obstruction removal has been conducted as part of the Town of Skykomish’s Waste Water Treatments Facility improvements. Limited airport preservation funds have delayed additional necessary obstruction removal and storm water management improvements.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: SNOHOMISH COUNTY (PAINE FIELD)
 AIRPORT MGR: DAVID WAGGONER
 PHONE: 425-388-5125
 EMAIL: DAVE.WAGGONER@CO.SNOHOMISH.WA.US

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Precision Approach	Precision Approach
Approach Category:	E: Approach speed 166 knots or more	E: Approach speed 166 knots or more
Airplane Design Group:	ADG V - Tail Height: 60' to <66'; Wingspan: 171' to <214'	ADG V - Tail Height: 60' to <66'; Wingspan: 171' to <214'
Visibility Minimums:	Lower than 3/4 mile but not lower than 1/2 mile (CAT-I PA)	Lower than 3/4 mile but not lower than 1/2 mile (CAT-I PA)
Critical Design Aircraft:	747-400	747-400
Runway Width:	150'	150'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2002
B. Do you have an ALP?	YES	Last updated?	2002

C. If you are currently preparing a Master Plan Update: No

1. When is it anticipated to be completed?
2. Who is preparing it?

D. Do you have known deficiencies in FAA Design Standards ([AC 150/5300-13A – Airport Design](#))? Please select and or list non-standard items and proposed mitigation below, if any:

Non-Standard Item	Description	Proposed Mitigation



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E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2014	1500gal ARFF Truck	1500gal ARFF Truck.	\$1,000,000.00	113
SCIP	2014	Construct Passenger Terminal	Construct Passenger Terminal Building	\$450,000.00	57
SCIP	2014	Construct Passenger Terminal (2014 Construction Phase)(W)	Construct Passenger Terminal Building.	\$3,000,000.00	57
SCIP	2014	Rehabilitate Runway and Taxiway Lighting (Design Phase)	This project will replace the fixtures and transformers for runway 16R-34L edge, centerline and touchdown zone lights. Will also replace lights along Taxiway Alpha. All of these lights were installed 22 years ago and are beyond their useful life. Intent is to install new LED light fixtures.	\$165,000.00	117
SCIP	2015	Rehabilitate Runway and Taxiway Lighting (Construction Phase)(W)	This project will replace the fixtures and transformers for runway 16R-34L edge, centerline and touchdown zone lights. Will also replace lights along Taxiway Alpha. All of these lights were installed 22 years ago and are beyond their use full life. Intent is to install new LED light fixtures.	\$2,282,500.00	113
SCIP	2016	Construct Taxiway Kilo South (Design Phase) (W)	Construct Taxiway Kilo South. This taxiway parallels runway 16R-34L, and goes from Kilo 7 north towards the intersection of 16R-34L and runway 11.	\$200,000.00	105
SCIP	2016	Master Plan	Update Airport Master Plan	\$600,000	
SCIP	2017	Construct Taxiway Kilo South (2017 Construction Phase)(W)	Construct Taxiway Kilo South. This taxiway parallels runway 16R-34L, and goes from Kilo 7 north towards the intersection of 16R-34L and runway 11.	\$7,807,000.00	96
SCIP	2017	Rehabilitate Central Ramp (Design Phase)	Rehabilitate the Central Aircraft Parking Ramp.	\$200,000.00	83
SCIP	2018	Rehabilitate Central Ramp (2018 Construction Phase)(W)	Rehabilitate the Central Aircraft Parking Ramp.	\$7,812,500.00	86
MP	2012-2021	Redevelopment of Navy Housing Property P2		\$30,000,000.00	63.8
MP	2012-2021	Overlay RY 16R/34L		\$5,200,000.00	114.6
MP	2012-	Rehab S. Ramp		\$3,000,000.00	91.6



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	2021				
MP	2012-2021	Construct K5/6 Ramp Area		\$2,000,000.00	85.65
MP	2012-2021	Construct K5/6 Hangars		\$10,000,000.00	36.6
MP	2012-2021	Airspace Obstruction Removal		\$100,000.00	115
MP	2012-2021	PVMT Rehab		\$2,000,000.00	105.6
MP	2012-2021	Land/Easements - RY 34L Precision APCH RPZ		\$8,000,000.00	60.4
MP	2012-2021	Replace VASI w/PAPI			64.5
APMS	2013	Preventive MTC	AARMYPF - 02	\$128,967.00	91.6
APMS	2013	Preventive MTC	AARMYPF - 04	\$23,054.00	91.6
APMS	2013	Preventive MTC	AARMYPF - 08	\$30,171.00	91.6
APMS	2013	Preventive MTC	ACENTPF - 03	\$1,039.00	91.6
APMS	2013	Preventive MTC	ACENTPF - 04	\$3,817.00	91.6
APMS	2013	Preventive MTC	ACHPF - 01	\$370.00	91.6
APMS	2013	Preventive MTC	ACTPF - 01	\$43,676.00	91.6
APMS	2013	Preventive MTC	AEHPF - 01	\$981.00	91.6
APMS	2013	Preventive MTC	AERPF - 01	\$29,484.00	91.6
APMS	2013	Preventive MTC	AH16LPF - 01	\$15.00	91.6
APMS	2013	Preventive MTC	AITRPF - 01	\$6,303.00	91.6
APMS	2013	Preventive MTC	AITRPF - 02	\$585.00	91.6
APMS	2013	Preventive MTC	AMESSPF - 03	\$35,444.00	91.6
APMS	2013	Preventive MTC	ANRPF - 04	\$1,853.00	91.6
APMS	2013	Preventive MTC	ANRPF - 15	\$3,354.00	91.6
APMS	2013	Preventive MTC	AWRPF - 01	\$59,743.00	91.6
APMS	2013	Preventive MTC	R16RPF - 01B	\$8.00	116.6
APMS	2013	Preventive MTC	R16RPF - 07A	\$25.00	116.6
APMS	2013	Preventive MTC	R16RPF - 07B	\$5.00	116.6
APMS	2013	Preventive MTC	TA9PF - 03	\$215.00	105.6
APMS	2013	Preventive MTC	TA9PF - 04	\$81.00	105.6
APMS	2013	Preventive MTC	TAPF - 13	\$32.00	105.6
APMS	2013	Preventive MTC	TAPF - 21	\$1,166.00	105.6
APMS	2013	Preventive MTC	TCPF - 01	\$329.00	105.6
APMS	2013	Preventive MTC	TCPF - 03	\$6.00	105.6
APMS	2013	Preventive MTC	TD0PF - 01	\$27.00	105.6
APMS	2013	Preventive MTC	TD0PF - 02	\$28.00	105.6
APMS	2013	Preventive MTC	TD0PF - 03	\$32.00	105.6
APMS	2013	Preventive MTC	TD1PF - 01	\$87.00	105.6
APMS	2013	Preventive MTC	TD2PF - 03	\$1,878.00	105.6
APMS	2013	Preventive MTC	TD3PF - 01	\$7.00	105.6
APMS	2013	Preventive MTC	TD4PF - 01	\$25.00	105.6
APMS	2013	Preventive MTC	TDPF - 01	\$254.00	105.6
APMS	2013	Preventive MTC	TDPF - 02	\$163.00	105.6
APMS	2013	Preventive MTC	TDPF - 03	\$488.00	105.6
APMS	2013	Preventive MTC	TDPF - 05	\$9,650.00	105.6
APMS	2013	Preventive MTC	TEPF - 01	\$4,390.00	105.6
APMS	2013	Preventive MTC	TFPF - 01	\$323.00	105.6
APMS	2013	Preventive MTC	TG4PF - 01	\$89.00	105.6
APMS	2013	Preventive MTC	TG6PF - 01	\$23.00	105.6



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APMS	2013	Preventive MTC	TG6PF - 02	\$87.00	105.6
APMS	2013	Preventive MTC	TGPF - 01	\$54,891.00	105.6
APMS	2013	Preventive MTC	TGPF - 02	\$42,999.00	105.6
APMS	2013	Preventive MTC	TINTPF - 02	\$180.00	105.6
APMS	2014	Major Rehab	AARMYPF - 03	\$959,265.00	86.6
APMS	2014	Major Rehab	AARMYPF - 06	\$1,008,096.00	86.6
APMS	2014	Major Rehab	AARMYPF - 07	\$263,077.00	86.6
APMS	2014	Major Rehab	ABTRPF - 02	\$299,644.00	86.6
APMS	2014	Major Rehab	ACENTPF - 05	\$214,903.00	86.6
APMS	2014	Major Rehab	ACHPF - 02	\$1,421,608.00	86.6
APMS	2014	Major Rehab	ACHPF - 03	\$3,059,947.00	86.6
APMS	2014	Major Rehab	ACHPF - 04	\$888,533.00	86.6
APMS	2014	Major Rehab	ACHPF - 05	\$1,011,407.00	86.6
APMS	2014	Major Rehab	AFUELPF - 01	\$104,482.00	86.6
APMS	2014	Major Rehab	AMSSPF - 01	\$63,399.00	86.6
APMS	2014	Major Rehab	AMESSPF - 02	\$238,694.00	86.6
APMS	2014	Major Rehab	ANRPF - 01	\$320,787.00	86.6
APMS	2014	Major Rehab	ANRPF - 02	\$98,237.00	86.6
APMS	2014	Major Rehab	ANRPF - 03	\$52,252.00	86.6
APMS	2014	Major Rehab	ANRPF - 05	\$129,817.00	86.6
APMS	2014	Major Rehab	ANRPF - 06	\$108,343.00	86.6
APMS	2014	Major Rehab	ANRPF - 07	\$16,579.00	86.6
APMS	2014	Major Rehab	ANRPF - 08	\$170,953.00	86.6
APMS	2014	Major Rehab	ANRPF - 09	\$170,125.00	86.6
APMS	2014	Major Rehab	ANRPF - 10	\$10,964.00	86.6
APMS	2014	Major Rehab	ANRPF - 11	\$46,061.00	86.6
APMS	2014	Major Rehab	ANRPF - 12	\$11,435.00	86.6
APMS	2014	Major Rehab	ANRPF - 13	\$129,751.00	86.6
APMS	2014	Major Rehab	ANRPF - 16	\$29,607.00	86.6
APMS	2014	Major Rehab	AOTRPF - 01	\$2,378,226.00	86.6
APMS	2014	Major Rehab	ASRPF - 01	\$222,660.00	86.6
APMS	2014	Major Rehab	AWASHEPF - 01	\$74,489.00	86.6
APMS	2014	Major Rehab	AWRPF - 02	\$2,261,061.00	86.6
APMS	2014	Major Rehab	AWRPF - 05	\$74,555.00	86.6
APMS	2014	Major Rehab	AWRPF - 06	\$167,312.00	86.6
APMS	2014	Major Rehab	AWRPF - 07	\$1,054,297.00	86.6
APMS	2014	Major Rehab	R16LPF - 01	\$3,482,436.00	111.6
APMS	2014	Major Rehab	R16RPF - 06A	\$290,662.00	111.6
APMS	2014	Major Rehab	TA9PF - 01	\$40,495.00	100.6
APMS	2014	Major Rehab	TA9PF - 05	\$5,706.00	100.6
APMS	2014	Major Rehab	TAAPF - 02	\$7,293.00	100.6
APMS	2014	Major Rehab	TAAPF - 03	\$1,379.00	100.6
APMS	2014	Major Rehab	TBPF - 01	\$435,848.00	100.6
APMS	2014	Major Rehab	TBPF - 03	\$73,688.00	100.6
APMS	2014	Major Rehab	TCPF - 06	\$165,330.00	100.6
APMS	2014	Major Rehab	TD5PF - 01	\$259,139.00	100.6
APMS	2014	Major Rehab	TDPF - 04	\$102,152.00	100.6
APMS	2014	Major Rehab	TDPF - 06	\$503,080.00	100.6
APMS	2014	Major Rehab	TDPF - 07	\$552,593.00	100.6
APMS	2014	Major Rehab	TF2PF - 01	\$16,370.00	100.6
APMS	2014	Major Rehab	TG1PF - 01	\$73,627.00	100.6



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APMS	2014	Major Rehab	TG2PF - 01	\$15,487.00	100.6
APMS	2014	Major Rehab	TG5PF - 01	\$48,184.00	100.6
APMS	2014	Major Rehab	THPF - 01	\$9,590.00	100.6
APMS	2014	Major Rehab	THPF - 02	\$1,020,386.00	100.6
APMS	2015	Major Rehab	R16RPF - 01A	\$80,373.00	111.6
APMS	2015	Major Rehab	TA9PF - 02	\$39,334.00	107.6
APMS	2016	Major Rehab	AERPF - 01	\$492,042.00	86.6
APMS	2016	Major Rehab	TDPF - 02	\$13,950.00	100.6
APMS	2017	Major Rehab	TAPF - 21	\$277,703.00	100.6
APMS	2017	Major Rehab	TEPF - 01	\$444,803.00	100.6
APMS	2019	Major Rehab	AARMYPF - 08	\$273,489.00	86.6
APMS	2019	Major Rehab	ANRPF - 15	\$66,538.00	86.6
APMS	2019	Major Rehab	AG6PF - 02	\$26,177.00	86.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP:

Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement



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Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS	2020	Major Rehab	ACTPF - 01	\$681,670.00	86.6
APMS	2020	Major Rehab	T2PF - 03	\$18,535.00	100.6
APMS	2020	Major Rehab	TD4PF - 01	\$16,550.00	100.6
APMS	2020	Major Rehab	TFPF - 02	\$135,690.00	100.6
NextGen		Update MP annd ALP		\$400,000.00	88
NextGen		Prep Obs Survey		\$150,000.00	115
NextGen		Acquire Av-Easement for RY 34 RPZ		\$8,000,000.00	85.6
APMS		Resurfacing	AFUELPF - 1	\$4,114.64	89.6
APMS		Preventative MTC	TA8PF - 1	\$73,644.00	105.6
APMS		Preventative MTC	TA8PF - 2	\$55,702.68	105.6
APMS		Preventative MTC	TBPF - 3	\$10,855.08	105.6
APMS		Preventative MTC	TBPF - 1	\$147,372.36	105.6
APMS		Preventative MTC	TA1PF - 1	\$278,540.76	105.6
APMS		Preventative MTC	TD2PF - 3	\$13,942.20	105.6
APMS		Preventative MTC	TD2PF - 1	\$14,664.96	105.6
APMS		Preventative MTC	TA6PF - 5	\$24,238.68	105.6
APMS		Preventative MTC	TA6PF - 3	\$22,939.08	105.6
APMS		Preventative MTC	TA6PF - 2	\$23,240.04	105.6
APMS		Preventative MTC	TA6PF - 4	\$27,330.36	105.6
APMS		Preventative MTC	TA6PF - 7	\$38,379.24	105.6
APMS		Preventative MTC	TA6PF - 1	\$20,444.76	105.6
APMS		Preventative MTC	TA6PF - 6	\$31,035.36	105.6
APMS		Preventative MTC	TG4PF - 1	\$19,211.28	105.6
APMS		Preventative MTC	TCPF - 5	\$15,960.00	105.6
APMS		Preventative MTC	TCPF - 6	\$24,354.96	105.6
APMS		Resurfacing	TCPF - 1	\$224,547.57	103.6
APMS		Resurfacing	TCPF - 3	\$18,759.96	103.6
APMS		Preventative MTC	TDPF - 7	\$81,402.84	105.6
APMS		Resurfacing	TDPF - 3	\$144,013.32	103.6
APMS		Preventative MTC	TDPF - 1	\$54,088.44	105.6
APMS		Resurfacing	TDPF - 5	\$105,128.10	103.6
APMS		Preventative MTC	TDPF - 4	\$15,048.00	105.6
APMS		Preventative MTC	TDPF - 2	\$11,582.40	105.6
APMS		Preventative MTC	TDPF - 6	\$74,109.12	105.6
APMS		Resurfacing	TD1PF - 1	\$42,804.00	103.6
APMS		Preventative MTC	TA7PF - 1	\$48,584.52	105.6
APMS		Preventative MTC	TA7PF - 2	\$85,935.48	105.6
APMS		Preventative MTC	AWRPF - 3	\$331,717.20	91.6
APMS		Preventative MTC	AWRPF - 4	\$549,388.80	91.6



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

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APMS		Preventative MTC	AWRPF - 5	\$10,982.76	91.6
APMS		Preventative MTC	AWRPF - 6	\$145,947.36	91.6
APMS		Resurfacing	AWRPF - 2	\$35,723.73	89.6
APMS		Resurfacing	AWRPF - 1	\$986,514.12	89.6
APMS		Preventative MTC	AWRPF - 7	\$155,309.04	91.6
APMS		Preventative MTC	ABTRPF - 2	\$44,140.80	91.6
APMS		Preventative MTC	ABTRPF - 1	\$152,379.24	91.6
APMS		Preventative MTC	TD5PF - 1	\$38,174.04	105.6
APMS		Preventative MTC	R11PF - 1	\$714,855.24	116.6
APMS		Resurfacing	TG6PF - 1	\$35,047.62	103.6
APMS		Resurfacing	TG6PF - 2	\$32,663.88	103.6
APMS		Preventative MTC	TINTPF - 1	\$108,933.84	105.6
APMS		Resurfacing	TINTPF - 2	\$92,489.85	103.6
APMS		Preventative MTC	TW1PF - 2	\$10,914.36	105.6
APMS		Preventative MTC	TW1PF - 1	\$11,402.28	105.6
APMS		Preventative MTC	R16LPF - 1	\$513,000.00	116.6
APMS		Resurfacing	TD0PF - 2	\$32,852.07	103.6
APMS		Resurfacing	TD0PF - 1	\$49,630.50	103.6
APMS		Resurfacing	TD0PF - 3	\$45,246.78	103.6
APMS		Preventative MTC	THPF - 2	\$160,876.80	105.6
APMS		Preventative MTC	THPF - 1	\$8,365.32	105.6
APMS		Preventative MTC	ANRPF - 12	\$9,975.00	91.6
APMS		Preventative MTC	ANRPF - 5	\$113,240.76	91.6
APMS		Preventative MTC	ANRPF - 10	\$9,564.60	91.6
APMS		Resurfacing	ANRPF - 9	\$3,744.71	89.6
APMS		Preventative MTC	ANRPF - 2	\$21,678.24	91.6
APMS		Resurfacing	ANRPF - 4	\$180,994.50	89.6
APMS		Preventative MTC	ANRPF - 3	\$7,697.28	91.6
APMS		Preventative MTC	ANRPF - 6	\$15,960.00	91.6
APMS		Resurfacing	ANRPF - 13	\$2,049.99	89.6
APMS		Preventative MTC	ANRPF - 16	\$14,774.40	91.6
APMS		Preventative MTC	ANRPF - 8	\$33,547.92	91.6
APMS		Resurfacing	ANRPF - 14	\$66,870.18	89.6
APMS		Preventative MTC	ANRPF - 15	\$51,300.00	91.6
APMS		Preventative MTC	ANRPF - 7	\$14,462.04	91.6
APMS		Preventative MTC	ANRPF - 11	\$6,785.28	91.6
APMS		Preventative MTC	ANRPF - 1	\$47,255.28	91.6
APMS		Resurfacing	TD3PF - 1	\$19,981.35	103.6
APMS		Preventative MTC	AMESSPF - 2	\$35,162.16	91.6
APMS		Preventative MTC	AMESSPF - 1	\$55,303.68	91.6
APMS		Resurfacing	AMESSPF - 3	\$26,353.13	89.6
APMS		Preventative MTC	AHA4PF - 1	\$16,416.00	91.6
APMS		Preventative MTC	TD4PF - 1	\$12,448.80	105.6
APMS		Resurfacing	ACENTPF - 4	\$140,142.51	89.6
APMS		Resurfacing	ACENTPF - 1	\$382,638.24	89.6
APMS		Resurfacing	ACENTPF - 2	\$81,180.00	89.6
APMS		Preventative MTC	ACENTPF - 5	\$187,461.60	91.6
APMS		Resurfacing	ACENTPF - 3	\$1,146,578.94	89.6
APMS		Preventative MTC	TFPF - 3	\$37,102.44	105.6
APMS		Resurfacing	TFPF - 1	\$172,315.62	103.6
APMS		Preventative MTC	TFPF - 4	\$33,953.76	105.6



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

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 EMAIL: DAVE.WAGGONER@CO.SNOHOMISH.WA.US

APMS		Preventative MTC	TFPF - 2	\$102,064.20	105.6
APMS		Preventative MTC	AARMYPF - 1	\$153,288.96	91.6
APMS		Preventative MTC	AARMYPF - 6	\$148,503.24	91.6
APMS		Resurfacing	AARMYPF - 2	\$746,579.25	89.6
APMS		Resurfacing	AARMYPF - 4	\$600,137.91	89.6
APMS		Resurfacing	AARMYPF - 8	\$41,086.66	89.6
APMS		Preventative MTC	AARMYPF - 7	\$229,484.28	91.6
APMS		Preventative MTC	AARMYPF - 3	\$141,309.84	91.6
APMS		Resurfacing	ATRPF - 1	\$282,786.84	89.6
APMS		Resurfacing	ANFUELPF - 1	\$93,818.25	89.6
APMS		Preventative MTC	TKNPF - 1	\$334,348.32	105.6
APMS		Preventative MTC	TK7PF - 1	\$164,584.08	105.6
APMS		Preventative MTC	TK1PF - 1	\$216,600.00	105.6
APMS		Preventative MTC	TA3PF - 1	\$148,448.52	105.6
APMS		Preventative MTC	TA3PF - 2	\$53,491.08	105.6
APMS		Preventative MTC	AFLIGHTPF - 1	\$118,464.24	91.6
APMS		Preventative MTC	TG5PF - 1	\$13,509.00	105.6
APMS		Preventative MTC	TF2PF - 1	\$14,279.64	105.6
APMS		Preventative MTC	TF4PF - 1	\$21,532.32	105.6
APMS		Resurfacing	TGPF - 1	\$184,595.94	103.6
APMS		Resurfacing	TGPF - 2	\$184,595.94	103.6
APMS		Preventative MTC	TG1PF - 1	\$10,845.96	105.6
APMS		Preventative MTC	TG2PF - 1	\$13,509.00	105.6
APMS		Preventative MTC	TG3PF - 1	\$26,555.16	105.6
APMS		Preventative MTC	TA5PF - 2	\$29,993.40	105.6
APMS		Preventative MTC	TA5PF - 1	\$48,516.12	105.6
APMS		Preventative MTC	ASRPF - 1	\$32,800.08	91.6
APMS		Resurfacing	AERPF - 1	\$661,174.20	89.6
APMS		Resurfacing	ACTPF - 1	\$829,836.72	89.6
APMS		Preventative MTC	ACHPF - 4	\$130,890.24	91.6
APMS		Resurfacing	ACHPF - 1	\$178,965.00	89.6
APMS		Preventative MTC	ACHPF - 5	\$148,991.16	91.6
APMS		Preventative MTC	ACHPF - 2	\$209,418.00	91.6
APMS		Preventative MTC	ACHPF - 3	\$450,762.84	91.6
APMS		Preventative MTC	TAPF - 4	\$21,903.96	105.6
APMS		Preventative MTC	TAPF - 23	\$73,473.00	105.6
APMS		Preventative MTC	TAPF - 10	\$104,396.64	105.6
APMS		Preventative MTC	TAPF - 3	\$121,998.24	105.6
APMS		Preventative MTC	TAPF - 5	\$10,953.12	105.6
APMS		Preventative MTC	TAPF - 11	\$50,741.40	105.6
APMS		Preventative MTC	TAPF - 22	\$36,822.00	105.6
APMS		Preventative MTC	TAPF - 25	\$45,600.00	105.6
APMS		Preventative MTC	TAPF - 6	\$74,166.12	105.6
APMS		Preventative MTC	TAPF - 14	\$18,666.36	105.6
APMS		Resurfacing	TAPF - 13	\$27,243.27	103.6
APMS		Preventative MTC	TAPF - 10A	\$18,135.12	105.6
APMS		Preventative MTC	TAPF - 24	\$57,581.40	105.6
APMS		Preventative MTC	TAPF - 7	\$37,081.92	105.6
APMS		Preventative MTC	TAPF - 21	\$224,947.08	105.6
APMS		Preventative MTC	TAPF - 1	\$78,764.88	105.6
APMS		Preventative MTC	TAPF - 9	\$37,250.64	105.6



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

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 EMAIL: DAVE.WAGGONER@CO.SNOHOMISH.WA.US

APMS		Preventative MTC	TAPF - 8	\$75,741.60	105.6
APMS		Preventative MTC	TAPF - 16	\$134,921.28	105.6
APMS		Preventative MTC	TAPF - 2	\$243,823.20	105.6
APMS		Preventative MTC	TAPF - 12	\$183,478.44	105.6
APMS		Preventative MTC	TAPF - 15	\$267,822.48	105.6
APMS		Preventative MTC	TAPF - 26	\$16,083.12	105.6
APMS		Preventative MTC	TAPF - 13A	\$18,137.40	105.6
APMS		Preventative MTC	TAAPF - 2	\$6,361.20	105.6
APMS		Preventative MTC	TAAPF - 3	\$11,757.96	105.6
APMS		Resurfacing	TAAPF - 1	\$239,724.54	103.6
APMS		Preventative MTC	TA2PF - 2	\$55,424.52	105.6
APMS		Preventative MTC	TA2PF - 1	\$34,282.08	105.6
APMS		Preventative MTC	TEPF - 1	\$360,301.56	105.6
APMS		Preventative MTC	TEPF - 2	\$35,611.32	105.6
APMS		Resurfacing	AWASHEPF - 1	\$1,176.89	89.6
APMS		Preventative MTC	AH34RPF - 1	\$12,011.04	91.6
APMS		Preventative MTC	AH34RPF - 2	\$12,011.04	91.6
APMS		Resurfacing	AEHPF - 1	\$676,934.19	89.6
APMS		Preventative MTC	AITRPF - 4	\$126,038.40	91.6
APMS		Resurfacing	AITRPF - 3	\$44,505.09	89.6
APMS		Preventative MTC	AITRPF - 5	\$305,855.16	91.6
APMS		Preventative MTC	AITRPF - 2	\$539,794.56	91.6
APMS		Preventative MTC	AITRPF - 1	\$71,617.08	91.6
APMS		Preventative MTC	R16RPF - 03B	\$16,530.00	116.6
APMS		Preventative MTC	R16RPF - 03A	\$33,060.00	116.6
APMS		Resurfacing	R16RPF - 06B	\$136,710.81	114.6
APMS		Resurfacing	R16RPF - 06D	\$144,832.50	114.6
APMS		Resurfacing	R16RPF - 07A	\$159,127.56	114.6
APMS		Preventative MTC	R16RPF - 01A	\$68,400.00	116.6
APMS		Resurfacing	R16RPF - 07B	\$80,574.84	114.6
APMS		Resurfacing	R16RPF - 04D	\$239,481.00	114.6
APMS		Preventative MTC	R16RPF - 02B	\$173,565.00	116.6
APMS		Preventative MTC	R16RPF - 05A	\$91,200.00	116.6
APMS		Preventative MTC	R16RPF - 04A	\$1,345,200.00	116.6
APMS		Preventative MTC	R16RPF - 06A	\$253,547.40	116.6
APMS		Preventative MTC	R16RPF - 05D	\$10,032.00	116.6
APMS		Preventative MTC	R16RPF - 04B	\$524,628.00	116.6
APMS		Preventative MTC	R16RPF - 02A	\$173,565.00	116.6
APMS		Preventative MTC	R16RPF - 05B	\$35,568.00	116.6
APMS		Resurfacing	R16RPF - 01B	\$55,350.00	114.6
APMS		Resurfacing	AH16LPF - 1	\$19,413.09	89.6
APMS		Resurfacing	AOTRPF - 2	\$19,704.60	89.6
APMS		Preventative MTC	AOTRPF - 3	\$58,860.48	91.6
APMS		Preventative MTC	AOTRPF - 1	\$350,337.96	91.6
APMS		Preventative MTC	TA9PF - 5	\$4,977.24	105.6
APMS		Preventative MTC	TA9PF - 6	\$59,154.60	105.6
APMS		Preventative MTC	TA9PF - 2	\$33,474.96	105.6
APMS		Resurfacing	TA9PF - 4	\$53,128.62	103.6
APMS		Preventative MTC	TA9PF - 1	\$35,324.04	105.6
APMS		Resurfacing	TA9PF - 3	\$53,833.41	103.6
APMS		Preventative MTC	TWPF - 1	\$133,083.60	105.6



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APMS		Preventative MTC	TA4PF - 2	\$29,500.92	97.6
APMS		Preventative MTC	TA4PF - 1	\$24,252.36	105.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
Utilities (i.e., Water, Sewer, Storm Drain, Electrical, etc.)	Sanitary Sewer system located airport wide.	50+

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services: Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:



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<input type="checkbox"/> Commercial Passenger Service	<input checked="" type="checkbox"/> National Security
<input checked="" type="checkbox"/> Business and Corporate Travel	<input checked="" type="checkbox"/> Emergency Preparedness and Response
<input checked="" type="checkbox"/> Personal Transportation	<input type="checkbox"/> Scientific Research
<input checked="" type="checkbox"/> Pilot Training and Certification	<input type="checkbox"/> Aerial Photography
<input checked="" type="checkbox"/> Air Cargo	<input checked="" type="checkbox"/> Aircraft Manufacturing
<input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation	<input type="checkbox"/> Agriculture
<input checked="" type="checkbox"/> Medical Air Transport	<input checked="" type="checkbox"/> Aerial Sightseeing
<input checked="" type="checkbox"/> Search and Rescue	<input type="checkbox"/> Skydiving
<input type="checkbox"/> Firefighting	

B. Impact to airport and community resulting from lack of capital funding: *From the airport’s point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Not having funds available for main runway infrastructure could affect major airplane manufacturing siting decisions and associated employment. Lack of funds for general aviation infrastructure will impact the 650 based aircraft at PAE.

C. Airport value to community: *From the airport’s point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

40,000 jobs are associated with aviation activity at Paine Field. The airport has more based aircraft, 650 total, than any other airport in the state.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Up to \$1mil available annually depending on scope of project.	\$1,000,000	High



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A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Deferred acquisition of ARFF and snow removal equipment due to lack of funding. In the interim we are using surplus equipment to meet these needs. Deferred rehabilitation of aircraft ramps has caused increased deterioration and higher ultimate repair costs.

Part 1. General Information:	<i>Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:</i>
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	Existing	Future (Planned)
Approach Type:Non precision		
Approach Category: GPS and NDB A		
Airplane Design Group: Cessna Citation II		
two of which are based at SWRA		
Visibility Minimums: NPI >1 mile		
Critical Design Aircraft: Cessna Citation II		
Runway Width:100 feet present and planned		

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

<ul style="list-style-type: none"> Do you have a Master Plan/Narrative report? Yes	Last update 2011	
<ul style="list-style-type: none"> Do you have an ALP? Yes 	Last updated? 2011	
<ul style="list-style-type: none"> If you are currently preparing a Master Plan Update: <ul style="list-style-type: none"> When is it anticipated to be completed? Who is preparing it? 		
<ul style="list-style-type: none"> Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any: 		
Non-Standard Item	Description	Proposed Mitigation
	There are 8 Non Standard Conditions, which will be very time consuming to include in this report. Please refer to the approved ALP for SWRA which is on file with WSDOT/Aviation	

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• **Short-term (0-5 years) CIP:** *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP ([SCIP](#)), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
MP	2013	Stopway	Preform environmental and design work. construct wetland mitigation at an offsite location. Construct stopway 609' south.	\$300,000.00	74
MP	2013	Stopway	Preform environmental and design work. construct wetland mitigation at an offsite location. Construct stopway 609' south.	\$195,000.00	74
MP	2013	Stopway	Preform environmental and design work. construct wetland mitigation at an offsite location. Construct stopway 609' south.	\$65,000.00	74
MP	2014	Conduct Aeronautical Obstruction Survey	Provide obstruction survey for IAP request for lower minimums RW, includes obstruction removal plan.	\$150,000.00	67
MP	2014	LPV Survey (Localizer with Vertical-guidance)	LPV Obstruction Survey.	\$125,000.00	96
MP	2014	Westside Hangar Development Property Acquisition	Purchase property for westside hangars and relocation assistance.	\$910,559.00	45
MP	2015	Conduct EA Study & Construct Wetland Fill and Mitigation	EA-2015; Construction-2016. Includes environmental for wetland fill & mitigation (includes capital project, maintenance and operation costs not eligible).	\$100,000.00	87
MP	2015	Design Westside Hangar Development	Design of Westside Hangar Development for the new hangars that will replace Sullivan Hangars.	\$157,895.00	40
MP	2016	Conduct EA Study & Construct Wetland Fill and Mitigation	EA-2015; Construction-2016. Includes environmental for wetland fill and mitigation (includes capital project, maintenance and operations costs not eligible).	\$2,000,000.00	71
MP	2016	Construct TW phase IV	Construct TW phase IV (construction phase 1 incl demo existing houses and pavement).	\$2,000,000.00	92
MP	2017	Construct TW, Phase V	Construct TW, Phase V - (construction phase 2 incl demo exist hangars and pavement).	\$2,000,000.00	92
MP	2017	Rehab RW pavement	Rehab RW pavement (RE RW IM) includes environmental, to overlay and install subdrain system. Existing PCI is un-known at this time. Design 2017; Construction 2018.	\$280,000.00	113
MP	2018	Rehab RW pavement	Construction of 2017 rehab RW project/ includes environmental to overlay RW and install subdrain ayatem. Existing PCI is un-known at this time. Design 2017: Construction 2018	\$1,115,648.00	138
APMS	2013	Preventive MTC	A01KL - 01	\$1,116.00	89.6
APMS	2013	Preventive MTC	R12KL - 01	\$710.00	114.6
APMS	2013	Preventive MTC	R12KI - 02	\$2,719.00	114.6
APMS	2013	Preventive MTC	T01KL - 01	\$339.00	103.6
APMS	2013	Preventive MTC	T02KL - 02	\$203.00	103.6
APMS	2013	Preventive MTC	T03KL - 01	\$108.00	103.6
APMS	2013	Preventive MTC	AKL - 01	\$1,776.00	89.6
APMS	2013	Preventive MTC	TAKL - 02	\$3,162.00	103.6
APMS	2013	Preventive MTC	TAKL - 03	\$822.00	103.6
APMS	2013	Preventive MTC	TBKL - 02	\$112.00	103.6
APMS	2013	Preventive MTC	TCKL - 01	\$217.00	103.6
APMS	2014	Major Rehab	A02KL - 03	\$114,523.00	84.6

APMS	2014	Major Rehab	A02KL - 04	\$163,315.00	84.6
APMS	2014	Major Rehab	T02KL - 01	\$16,314.00	98.6
APMS	2014	Major Rehab	T02KL - 03	\$109,322.00	98.6
APMS	2014	Major Rehab	T04KL - 01	\$11,915.00	98.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

<ul style="list-style-type: none"> Long-term (6-20 years) CIP: 	<p><i>Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</i></p> <p><i>Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):</i></p>
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Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
5010		RWY 12/30 RY 12/30 MRL NSTD SPACING.			
APMS	2014	Resurfacing	A02KL - 4	\$4,646.39	87.6
APMS	2014	Preventative MTC	A02KL - 6	\$8,208.00	89.6
APMS	2014	Preventative MTC	A02KL - 5	\$11,069.40	89.6
APMS	2014	Preventative MTC	A02KL - 3	\$15,763.92	89.6
APMS	2014	Preventative MTC	A02KL - 2	\$71,421.00	89.6
APMS	2015	Preventative MTC	A02KL - 1	\$117,192.00	89.6
APMS	2015	Resurfacing	TCKL - 1	\$20,047.65	101.6
APMS	2015	Preventative MTC	R12KL - 2	\$20,520.00	114.6
APMS	2016	Resurfacing	R12KL - 1	\$1,313,025.00	112.6
APMS	2016	Resurfacing	T01KL - 1	\$33,803.15	101.6
APMS	2016	Resurfacing	T03KL - 1	\$12,038.35	101.6
APMS	2015	Preventative MTC	T04KL - 1	\$13,876.08	103.6
APMS	2015	Resurfacing	TBKL - 2	\$25,369.90	101.6
APMS	2015	Preventative MTC	T07KL - 1	\$21,263.28	103.6
APMS	2015	Resurfacing	T05KL - 1	\$36,456.65	101.6
APMS	2016	Preventative MTC	A03KL - 1	\$258,606.72	89.6
APMS	2016	Preventative MTC	T02KL - 1	\$18,999.24	103.6
APMS	2016	Resurfacing	T02KL - 2	\$82,453.70	101.6

APMS	2016	Preventative MTC	T02KL - 3	\$15,048.00	103.6
APMS	2016	Preventative MTC	T06KL - 2	\$88,026.24	103.6
APMS	2016	Preventative MTC	T06KL - 1	\$45,223.80	103.6
APMS	2016	Preventative MTC	A01KL - 1	\$61,534.92	89.6
APMS	2016	Resurfacing	TAKL - 3	\$94,934.30	101.6
APMS	2016	Resurfacing	TAKL - 1	\$436,198.80	101.6
APMS	2016	Resurfacing	TAKL - 2	\$56,290.80	101.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

- **Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:**

Yes

- **Aging facilities and infrastructure:** Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life: Tractor and mower

Infrastructure	Location / Description	Age (Years)30+
Airport Offices	Building 56 used as airport offices exceed Part 77 allowable height	
FBO Building – age 25+	Needs to be replaced or completely remodeled	

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

- **Airport Services:** Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT’s [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

Commercial Passenger Service X Business and Corporate Travel X Personal Transportation X Pilot Training and Certification X Air Cargo – (limited) X Blood, Tissue, and Organ Transportation X Medical Air Transport X Search and Rescue X Firefighting	X National Security X Emergency Preparedness and Response Scientific Research X Aerial Photography Aircraft Manufacturing X Agriculture - infrequent X Aerial Sightseeing Skydiving
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- **Impact to airport and community resulting from lack of capital funding:** *From the airport’s point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities: Severe limitation of economic support to the region served by SWRA, lack of growth in aviation and associated industries. Lack of support for the second busiest port - Port of Longview - on the Columbia River. Continued decline in the number of active pilots and pilots in training leading to a larger shortage of pilots to support business aviation and the airlines.*
- *Cowlitz County has the second highest unemployment rate in the region. Lack of capital to construct or reconstruct the needed facilities will further exacerbate the lack*
- *of jobs available in the region and county.*

Airport value to community: *From the airport’s point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities: There are 28 companies/corporations which operate executive aircraft which have flown into SWRA over the last two years to do business in the region, including building or expanding facilities and adding jobs which have contributed to the economy of the region. In addition there have been a number of all types of aircraft which have brought business to the region but were not identified. SWRA has also contributed to the economy through contracts for services and products purchased as part of the operation and maintenance of the airport. Jobs and salaries of the businesses which operate on the airport accounted for more than 60 direct and indirect jobs.*

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	Medium (Low, Med, High)
Cowlitz County	Rural development grants \$50,000.00 to \$100,000.00 per annum - medium reliability	

Cities of Kelso and Longview, Cowlitz County, Port of Longview - annual contribution to airport operation and development - \$60,000.00 each Medium reliability

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- **Deferred projects.** *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below: To date the airport has not been able to accomplish the listed capital needs as shown on the ALP and Airport Master Plan, other than the entitlement grants received each year from the FAA.*