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WAMA selects Aviation Director to serve on board for a two-year term

WSDOT Aviation has agreed to take a leadership role in the Washington Airport Management Association (WAMA) to assist in the development of strategic initiatives that will benefit airports across the state. A priority will be to build support for implementing the recommendations of the Long-Term Air Transportation Study beginning with improved land use legislation. Specifically WSDOT will call for ongoing participation in a broad based aviation coalition to identify emerging issues affecting all aviation interests in Washington State.

Planner reviews aeronautical studies

Carter Timmerman, WSDOT Aviation Planner, reviewed two aeronautical studies for Kelso-Longview Airport this week. Both aeronautical studies are interrelated, and part of a larger project proposed by the Port of Longview. The Port is proposing the construction of a new grain export terminal along the Columbia River.

The first aeronautical study is for a Grain cleaning building. According to the circulated study, the proposed structure would be 11,086 feet from runway 12, and would penetrate the conical surface by 34 feet and transitional surface by 35 feet. Total height of the building would be 250 feet above ground level (AGL). The proposed building would impact arrival, departure, and en route procedures for aircraft operating under VFR, but have no impacts on aircraft operating under IFR. The cumulative impact resulting from the proposed construction of the structure is under investigation.

The second study is for the annex tower. The aeronautical study describes the annex tower as a steel tower carrying conveyors on top of concrete grain silos. According to the circulated study, the proposed structure would be 11,340 feet from the runway and penetrate the conical surface by 43 feet and transitional surface by 52 feet.

WSDOT Aviation has contacted the airport manager and alerted him to the proposal; he will comment on the project if it has the potential for being an airspace hazard. When assessing the structure's impacts, several variables must be considered. For example, the distance and pre-existing airspace obstructions may be factors to consider. WSDOT staff has also contacted Paul Holmquist of the FAA and requested his input on the matter. WSDOT will consult with the sponsor and comment on the project if it has the potential to impact safe aircraft operations.

New requirements for volunteers begins January 2010

Dec. 31 is the deadline for all Aviation Emergency Services Volunteers to provide proof of completing the federally required FEMA training courses. Under Presidential Directive HSPD-5, all emergency services personnel are required to have a minimal amount of training in the National Incident Management System (NIMS) and the Incident Command System (ICS). Additionally, agencies receiving federal grant funds are required to become NIMS compliant by meeting several training and doctrinal benchmarks for their emergency response programs. WSDOT is a NIMS compliant agency. An extended time period was given to all SAR volunteers to complete the two online courses (which take about 30-45 minutes each to complete) and forward a copy of their completion certificate. In all, more than 60 volunteers are now ineligible to participate in the program.