

WSDOT Aviation Monthly Report July 2004

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Failure to Register May Mean Fines

In July 2003, the Washington State Legislature amended state aviation registration laws to include civil penalties for late registrations. WSDOT Aviation provided a one-year grace period as a convenience to Washington State aviators who were unaware of the new law. Beginning September 1, 2004, the penalty cycle will officially begin. More information is available at:

<http://www.wsdot.wa.gov/aviation/registration/FailureRegister.htm>



Spirits Soar at Arlington Fly-In

Thousands of spectators flocked to the Arlington Municipal Airport on July 7-11 to experience thrilling air shows and view hundreds of historical aircraft during the nation's third largest general aviation fly-in. Though weather conditions prevented many small aircraft from flying into Arlington, the event still witnessed an outstanding turnout. Organizers were even forced to turn away 23 exhibitors due to the fly-in's increasing popularity. WSDOT Aviation staffed a booth during the 5-day event. WSDOT Aviation Director John Sibold also presented on the Washington Transportation Plan and the Aviation System Plan update during a weekend forum.

U.S. Department of Transportation Invites Public to Comment on Proposal to Permanently Restrict Airspace Over Bangor

The U.S. Department of Transportation has requested that the Federal Aviation Administration (FAA) restrict unauthorized aircraft from using the airspace over the submarine base at Bangor. If you want to participate in the public comment period, you must do so before August 12, 2004. Interested parties can send comments to:

Docket Management System
U.S. Department of Transportation
Room 401
400 Seventh Street SW
Washington D.C. 20590-0001

Letters must reference FAA Docket No. FAA-2004-17178 and Airspace Docket No. 03-AWA-7.

Comments are also accepted online at:

<http://dms.dot.gov/search/searchResultsSimple..cfm?numberValue=17178&searchType=docket>

Mountain Flying Clinic Scheduled for September 25-26

The Mountain Flying Clinic is designed to help pilots with little or no mountain flying experience to improve their flying skills. Since the FAA designates most of Washington State as "mountainous," this program is a great way to learn from experienced pilots how to safely travel through these beautiful areas.



Registration will open on Monday, August 16. Please call WSDOT Aviation at 1-800-552-0666 to register. The seminars are free. Your aircraft, or a rental aircraft available from Wings of Wenatchee, is used for the flying portion.

Flying slots are very limited and all activities are subject to cancellation without notice. The Mountain Flying Clinic is sponsored by the Wings of Wenatchee, Wenatchee Chapter of the Washington Pilot's Association, Washington Air Search and Rescue, and WSDOT Aviation.

More information on the Mountain Flying Clinic is available at:

<http://www.wsdot.wa.gov/aviation/news/2004/MtFlyingClinic.htm>

Aviation Task Force Invited to Help Define the Washington Aviation System

The first of two working group meetings was held to discuss possible criteria for defining and classifying airports in the state. The discussion built on information recently

gathered by a statewide survey that asked participants to rank possible airport classification criteria such as:

- Capable of providing a range of aircraft support services
- Capable of supporting all general aviation services
- Close proximity to regional population and business centers
- Capable of accommodating all types of emergency operations

Feedback from the working group indicated an interest in reviewing examples of classification systems from other states. Additionally, they suggested using a system similar to the FAA's classification system for determining which facilities will appear on the national plan of integrated airports system (NPIAS). Prior to the next meeting, WSDOT Aviation will provide examples of criteria used by other states and evaluate how those factors might design the Washington system. WSDOT will recommend preferred criteria for consideration to the working group members through an online survey before the second meeting, which is scheduled for September 10. During the second meeting, working group members will develop a list of recommended factors to assist staff in prioritizing the aviation system in preparation for the Washington Transportation Plan (WTP) summit.

Sport Pilot, Light-Sport Aircraft Certification Approved

The FAA recently issued new certification requirements for sport pilot and repairman/light-sport aircraft. The new rule allows for the production of 2 seat aircraft with weight and speed limitations similar to a Cessna 150. Less rigorous training and medical requirements are intended to encourage a new generation of pilots. The sport aviation license will include some restrictions such as flying at night and flying into congested air space. The 10-year effort to make sport aviation a reality was largely the brainchild of the Experimental Aircraft Association (EAA), which has one of its largest chapters in Arlington. More information is available at: <http://www.faa.gov/newsroom/>

Fire Fighters Put State Airports to Use

Warm weather and very little rain have contributed to a busy fire season in Washington State. To battle the summer blazes, fire fighters are using state-owned airports such as Stehekin, Lake Wenatchee, Tieton, Easton, and Skykomish as firebases. As the dry conditions ensue, state-owned airports will continue to serve as resources for fire fighting.

New temporary flight restrictions (TFRs) are appearing around the state to provide safe access for helicopters and water bombers. WSDOT Aviation reminds pilots to be especially vigilant about checking TFRs before flying this summer.

Updated TFR information is available at: <http://airspace.nifc.gov/mapping/nifc/index.cfm>

Bids Opened on the Quincy Runway Paving Project

It appears that Quincy may receive a 60-foot wide runway after all! The low bid for the project was close to \$25,000, less than WSDOT Aviation's estimated grant amount. The Port's engineering firm will re-examine the cost of widening the runway from 50 feet to 60 feet. This option was recently considered as cost-prohibitive due to the dramatic increase in the price of oil, but the low bid contractor is working at many other airports in the region and is able to realize cost savings in mobilization.