



## **WSDOT Aviation Monthly Report September 2008**

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#### **Another Community Airport to Close**

The small rural community of Almira has indicated to WSDOT it will close its airport by the end of the year. Almira, located east of Spokane near Wilbur, has a 2,000 foot turf runway with no based aircraft and very little activity. Over the last 20 years Almira has received approximately \$5,000 in state airport aid and will repay the amount upon closure. While the impact to the state system is minimal, the ongoing closure of small airfields across the state raises concerns for long term aviation capacity.

#### **Temporary Hold on Service Contracts will Delay Work on Revisions to Grant Assurances**

As part of Long-Term Air Transportation Study, WSDOT Aviation had been working with a consultant to update airport aid terms and conditions to address issues identified by the Aviation Planning Council. Recommendations to strengthen the grant assurances are intended to bring consistency to the management and operations of the state aviation system consistent with many FAA standards. New terms might include requiring airport sponsors to implement local land use policies to protect airports, adopting through the fence policies, and developing a wildlife management plan. In addition, WSDOT will propose language to strengthen the consequences of airport closures when jurisdictions have accepted state funding.

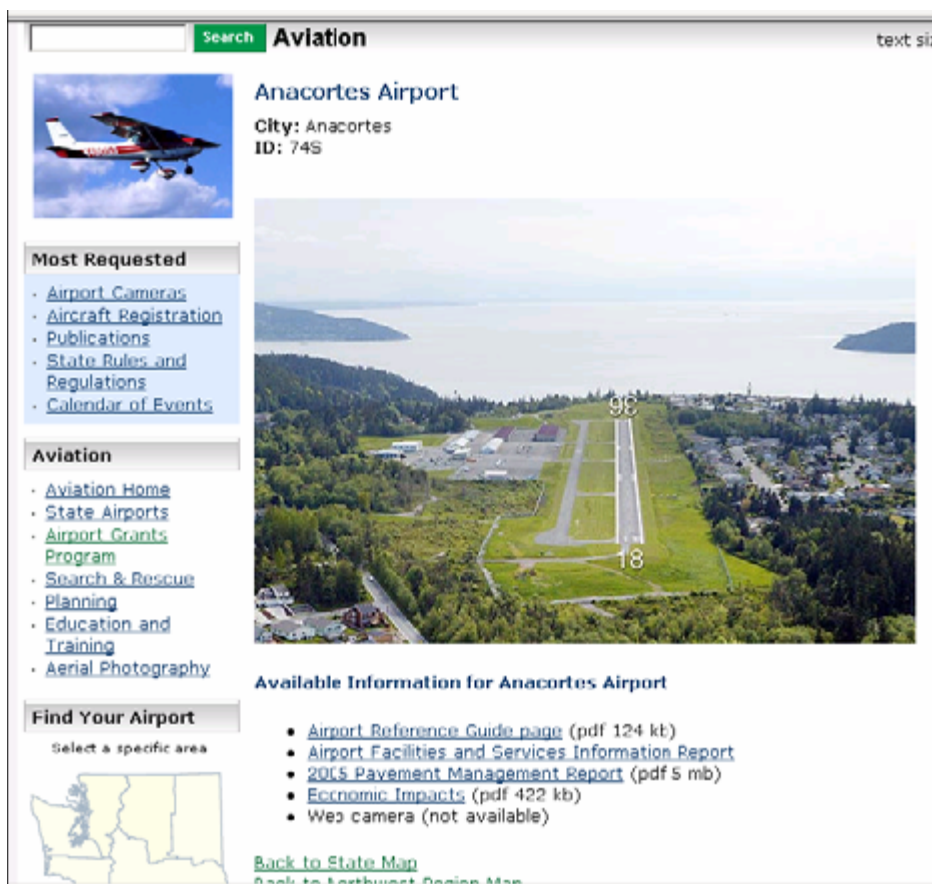
## Airport Pavement Reports Now Available Online

Airports, consultants, and the public now have access to the individual airport pavement reports that were developed as part of the 2005 Washington State Airport Pavement

Management System. As an enhancement to the Airport Information System the reports were added to each individual airport page. Prior to making the reports available electronic versions of the reports were only available by requesting them through WSDOT Aviation.

Future additions to the individual airport pages will include Airport Layout Plans and other documents

that airports will upload through the Airport Information System.



The screenshot shows the WSDOT Aviation website interface for Anacortes Airport. At the top, there is a search bar and the word "Aviation" in a green box. Below the search bar is a photo of a small airplane in flight. To the right of the photo, the text reads "Anacortes Airport", "City: Anacortes", and "ID: 745". Below the photo is a large aerial photograph of the airport runway and surrounding area. To the left of the aerial photo is a "Most Requested" section with links to "Airport Cameras", "Aircraft Registration", "Publications", "State Rules and Regulations", and "Calendar of Events". Below that is an "Aviation" section with links to "Aviation Home", "State Airports", "Airport Grants Program", "Search & Rescue", "Planning", "Education and Training", and "Aerial Photography". At the bottom left is a "Find Your Airport" section with a map of Washington state and the text "Select a specific area". To the right of the map is a section titled "Available Information for Anacortes Airport" with a list of links: "Airport Reference Guide page (pdf 124 kb)", "Airport Facilities and Services Information Report", "2005 Pavement Management Report (pdf 5 mb)", "Economic Impacts (pdf 422 kb)", and "Web camera (not available)". At the bottom right, there is a "Back to State Map" link.

## WSDOT Provides Briefing to Citizens Against Sea-Tac Expansion Group

WSDOT staff traveled to Burien this week to provide Long-Term Air Transportation Study (LATS) and Airport Stormwater Manual briefings to the Citizens Against Sea-Tac Expansion (CASE). The group's president, Brett Fish, has stayed actively involved in both the LATS and stormwater processes, and requested this briefing to bring the rest of CASE up to speed on the latest updates. Aviation Director, John Sibold, provided the LATS briefing, while Senior Planner, John Shambaugh, tackled the stormwater topic. Both fielded questions after their presentations, leading to a lively dialogue between participants. WSDOT stressed the importance of public comment and involvement in both of these efforts, and encouraged CASE members to stay involved.