

WSDOT-MANAGED AIRPORTS

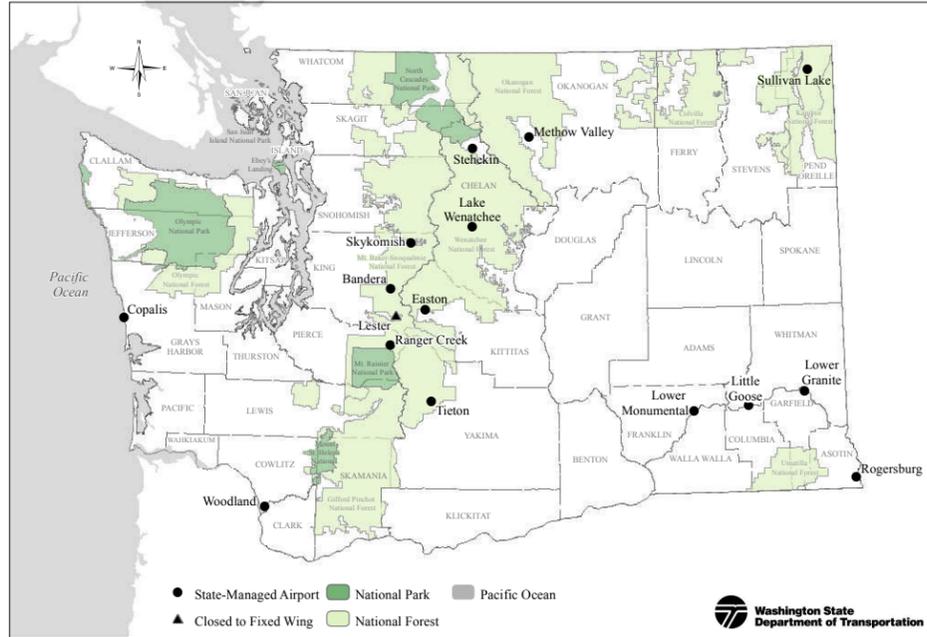
WSDOT manages 16 airports across the state. Of the 16, nine are state-owned, three are leased, and four others operate under special use permits. It is WSDOT's responsibility to manage these facilities in a way that addresses immediate safety issues, provides a consistent level of service and implements aviation performance objectives.

WSDOT-Managed airports management principles:

- Safe, clean operating environment
- Limit risk to WSDOT
- Environmentally responsible
- Encourage opportunities for multimodal use
- Use volunteer support of the aviation community and other user groups
- Provide timely up-to-date information on Aviation's website and through published NOTAMs

WSDOT-Managed airport uses:

- Provide access for emergency medical operations
- Support wildland firefighting staging
- Provide transportation access to remote communities
- Provide access to recreational areas
- Enhance the overall level of safety for the state aviation system (east/west routes)
- Public safety staging
- Agricultural management staging
- Emergency management staging



WSDOT-Managed Airports.



Runway Pavement Edge Repairs at Ranger Creek Airport.



State-managed airports were used extensively by emergency personnel and firefighting helicopters to help battle the 2015 summer wildfires.

CONTACT US

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Tumwater, WA 98501
360-709-8015

www.wsdot.wa.gov/aviation



"Innovative leadership in state aeronautics"

PLEASE MAIL AIRCRAFT REGISTRATIONS TO:

WSDOT Aviation
PO Box 47361
Olympia, WA 98504

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Title VI Statement to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.



WSDOT Aviation



Aircraft registration dollars, along with an 11-cent fee on general aviation fuel allows WSDOT to provide state grants to airports.

WHAT WE DO

Airports are vital to Washington state, fueling its economy and providing critical links to the state and national transportation system. WSDOT's mission is to foster the development of aeronautics and the state's aviation system to support sustainable communities and statewide economic vitality. WSDOT Aviation plans and implements essential programs, services, and projects that advance the state's aviation system in seven areas: safety, land use, mobility, environment, stewardship, economic vitality, and capacity.

KEY PROGRAMS INCLUDE:

- Airport investments (grants & capital improvement programs)
- Aviation system and land use planning
- Aircraft registration
- Aviation emergency services
- WSDOT-managed airports

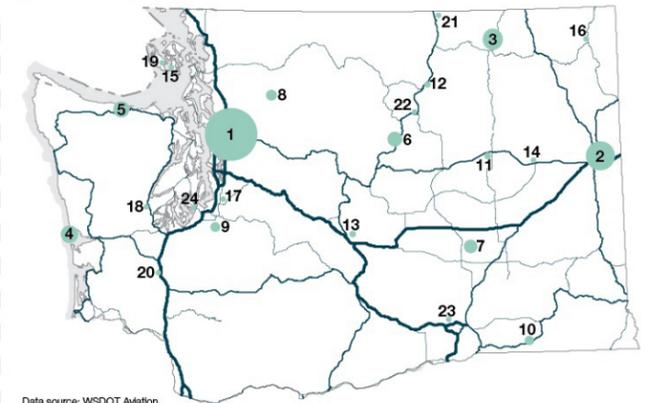
AIRPORT INVESTMENTS

Each year WSDOT's Airport Aid Grant Program provides crucial financial assistance to many of the state's 135 public airports. Through its grant program WSDOT Aviation leverages millions of dollars in federal grants by using a relatively minimal amount of state and local match contributions. During the first round of the 2015-2017 biennium, WSDOT awarded nearly \$2

million in state grants to 45 airports for 60 different projects. WSDOT was able to use \$1.2 million to leverage more than \$35 million in federal grants. The 2015 Transportation Appropriations Bill, which reallocated aircraft excise fees to fund airport projects, enabled an additional 29 of the 60 projects at 24 airports during this round of grants. Any municipality, federally recognized tribe, or any person that owns an airport that is open and available for public use can apply. The maximum amount WSDOT Aviation can award to an individual sponsor in a single grant is \$250,000. WSDOT requires a minimum local match of five percent. Grant program projects are in the areas of pavement preservation and improvement, safety, maintenance, security, and planning. For a complete list of Airport Aid Grant projects, visit: www.wsdot.wa.gov/aviation/Grants/

Aircraft excise tax reallocation provides additional \$637,000 in funds during the 2015-2017 biennium for airports, with projects ranging from runway rehabilitation to wildlife hazard assessment

State funds (in thousands)	
1 Harvey Field	\$131.6
2 Felts Field	\$72.2
3 Merritt Field	\$49.9
4 Ocean Shores Municipal Airport	\$43.6
5 William R. Fairchild International	\$40.1
6 Lake Chelan Airport	\$36.3
7 Warden Airport	\$33.3
8 Darrington Municipal Airport	\$26.7
9 Thun Field	\$24.0
10 Walla Walla Regional Airport	\$23.0
11 Wilbur Municipal Airport	\$16.7
12 Okanogan Legion Airport	\$15.8
13 Bowers Field	\$15.8
14 Davenport Municipal Airport	\$13.6
15 Lopez Island Airport	\$13.3
16 Ione Municipal Airport	\$12.9
17 Auburn Municipal Airport	\$12.2
18 Sanderson Field	\$11.4
19 Friday Harbor Airport	\$10.8
20 Chehalis-Centralia Airport	\$10.7
21 Dorothy Scott Airport	\$8.1
22 Anderson Field	\$6.4
23 Richland Airport	\$6.4
24 Tacoma Narrows Airport	\$2.5
Total	\$637.0¹



Data source: WSDOT Aviation.
Notes: 1 Numbers may not add due to rounding. Symbols showing distribution of state funds are not directly proportional and are meant to be illustrative of relative amounts of funding.

Note: Information is current at the time of grant award. Final data is subject to change because 1. Sponsor acceptance of grant award and 2. Exact grant amounts may change according to final project bid totals.

EXCISE TAX REALLOCATION SUPPORTS WSDOT AVIATION GRANT PROGRAM

In 2015, Gov. Jay Inslee signed the Transportation Appropriations Bill, including language to reallocate 100 percent of the existing annual state aircraft excise tax fees to fund airport projects. Previously, 90 percent of aircraft tax funds were deposited into the State General Fund, with the remaining 10 percent funding aviation. An additional \$637,000 in aviation funding will be available during the 2015-2017 biennium due to the reallocation. Fees from the aircraft excise tax will now exclusively fund WSDOT's Airport Aid Grant Program, which supports airport preservation, safety and improvement projects. These projects will help keep airport facilities up-to-date and support safety measures.

The reallocation of excise tax fees is anticipated to create about 64 jobs in the 2015-2017 biennium, as well as leverage \$10.6 million or more in Federal Aviation Administration (FAA) funding. It will ultimately result in more than \$13 million for airport preservation, safety and improvement projects when combined with local matching and federal grant funds.

AVIATION SYSTEM AND LAND USE PLANNING

Aviation system planning: Washington's aviation system is served by a diverse mixture of airports ranging in size from small back-country airports to Seattle-Tacoma International Airport, the state's busiest commercial airport. The system is comprised of both publicly and privately owned airports, which are conveniently located to meet a full range of transportation needs for commercial, business, personal, recreation, training and medical emergencies.

With significant change expected in coming years, WSDOT Aviation conducts long-term planning to face the challenge

of maintaining and improving our aviation system for the future. There is a growing recognition that Washington's network of 135 public use airports needs to be managed as an integrated system, to more strategically invest the public resources necessary to preserve future aviation capacity. It is the state's role to guide development of a coherent statewide strategy to ensure that adequate aviation capacity exists to accommodate predicted growth.

Aviation land use planning: One of the main challenges facing aviation today is the encroachment of incompatible land uses near and around airports. To meet this challenge, WSDOT Aviation has developed the Airport Land Use Compatibility Program. The program objectives are to:

- Ensure the functions and values of airports are protected and enhanced statewide.
- Assist towns, cities and counties in meeting update deadlines for comprehensive plans and development regulations.
- Formally consult with municipalities and counties in the process of developing comprehensive plans and development regulations.

STATEWIDE CAPITAL IMPROVEMENT PROGRAM:

Like the highway system, Washington's system of 135 public use airports is a critical component of the state's transportation system. And, also like the highway system, constant maintenance and improvements are necessary to meet the needs and demands of the traveling public. Simply put, current aviation system needs far outweigh available funding.

The Statewide Capital Improvement Program (SCIP) tackles the challenge of targeting state and federal resources in a more strategic way by better identifying and prioritizing aviation related projects. This process helps WSDOT Aviation and local governments communicate to

decision-makers the need for continued and increased investments into Washington's airport system. The program is intended to be a continuous, multi-year funding program that will assess short-term (0-5 year) and long-term airport improvement needs for Washington's airport system. The SCIP helps agencies including WSDOT Aviation, the Federal Aviation Administration (FAA) and local governments better anticipate future airport development capital needs and make strategic investments to maximize financial resources.

News as of January 2016:

- Most of the 134 public-use airports have submitted five years of projects (2017-2021).
- WSDOT received more than 500 project requests.
- Initial, unrefined data indicates airports requesting about \$450 million in projects.

AERONAUTICS

WSDOT Aviation is charged with fostering and assisting in the development of aeronautics in Washington state. The division promotes aeronautics through technical assistance, stakeholder outreach, and community engagement in the areas of safety, emerging technologies, and in support of aviation sectors including general/business aviation, commercial service growth and aerospace manufacturing/workforce development. WSDOT also advocates for various stakeholder aeronautical interests.

Key issues that WSDOT Aviation is currently tracking include:

- Unmanned Aircraft Systems Integration
- Aircraft Innovation
- NextGen Implementation
- Contract Tower Alternatives
- Aerospace Manufacturing Partnerships
- Aviation Fuel Alternatives

AIRCRAFT REGISTRATION

Washington state law requires aircraft owners to register with WSDOT Aviation every January. Aircraft registration fees go directly to support WSDOT Aviation's airport preservation, and improvement programs, education outreach, and air search and rescue operations.

Registration is easy with three convenient payment options: online, by mail or in person. To register, visit: www.wsdot.wa.gov/aviation or call: (800) 552-0666.

To learn more about how your registration dollars are used to preserve Washington state airports, visit WSDOT Aviation's Grant Program page at: www.wsdot.wa.gov/aviation/Grants/default.htm

AVIATION EMERGENCY SERVICES

The mission of WSDOT's Aviation Emergency Services program is to aid those who are in distress.

WSDOT Aviation is tasked by the Legislature to manage air search and rescue operations, as requested, within the state as well as coordinating the use of aviation assets for disaster relief efforts. WSDOT accomplishes this mission by closely coordinating with all available resources and agencies, including Washington State Patrol, Washington Emergency Management Division, U.S. Coast Guard, local public safety agencies, and the U.S. Air Force Rescue Coordination Center. We also use volunteer resources from Washington Air Search and Rescue, the Civil Air Patrol and county sheriff's search and rescue programs across the state.

Visit WSDOT Aviation's safety and informational "Pilot's Page" at: www.wsdot.wa.gov/aviation/SAR/PilotsPage.htm



Aircraft registration and aircraft fuel fee revenues support air search and rescue and disaster relief efforts. When an aircraft goes missing, WSDOT Aviation coordinates the air search and rescue mission with federal, state, local government agencies and hundreds of dedicated volunteers.

WSDOT RELEASES HANDBOOK FOR AIRPORT INVESTMENT NEEDS

The Airport Investment Solutions Handbook is now available, offering strategies for tackling the state's most significant airport-funding challenges.



The handbook is the product of the Washington State Department of Transportation's Airport Investment Study and Airport Investment Solutions Study. The studies, conducted with assistance from consultant CH2M Hill and informed by a diverse advisory committee, represent a two-year effort to identify major statewide airport funding needs and proposed solutions to help bridge the gap.

The Airport Investment Study estimates that the state's 134 public-use airports will need \$3.6 billion in project investments during the next 20 years. The Airport Investment Solutions Study:

- Leverages the same study-advisory committee from the Airport Investment Study to brainstorm solution ideas, identify and weight criteria for screening solutions, and review analyses and documentation.
- Identifies 33 solutions that include both

new and revised funding sources and strategies to tackle the 20-year need.

- Analyzes 10 top solutions to better understand potential outcomes, identify risks and challenges, uncover potential variations, and highlight possible implementation strategies and timelines.
- Compares 10 top solutions to understand relative benefits, impacts to industry and potential stakeholder support.

WHAT'S NEW SINCE THE SOLUTIONS STUDY WAS RELEASED?

Solutions implemented—

#9- Modify the State Aircraft Excise Tax Program

Solutions moving forward—

#10- Develop a Best Management Practices Guidebook/Toolkit for the public-use airports

Solutions 'liked' by the Washington State Aviation Alliance -

#4- Establish a State-Sponsored Revolving Aviation Infrastructure Loan Fund

#6- Reallocate Airport Leasehold Tax to the Aeronautics Account

And, "Variations" to #9: "Reallocate state sales tax collected on aircraft sales and/or aviation fuel"