



APPENDIX 7:

Sample Airport Survey



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: ABC AIRPORT
AIRPORT MGR: JOHN SMITH
PHONE: XXX-XXX-XXXX
EMAIL: JOHNSMITH@ABCAIRPORT.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:	Beechcraft Baron B58	Beechcraft Baron B58
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?	2008
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? Master Plan Update is programmed for 2016			
2. Who is preparing it? Future RFQ/RFP			
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 C – No Shoulder	Construct 10' Shoulder Each Side, Full Width	
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.	



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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)
MP	2013	Environmental Assessment	Westside Hangar Development	\$50,000.00	86
MP	2013	Property Appraisals for future property acquisitions	Control Land Under RPZ	\$50,000.00	76.4
APMS	2013	Preventive MTC	Central Parking Apron	\$1,589.00	89.6
APMS	2013	Preventive MTC	Taxiway A	\$4800.00	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	Control Land Under RPZ – Ph 1	\$500,000.00	76.4
MP	2014	Hangar Construction	5 x T-Hangars, Northside – Ph 1	\$350,000.00	37.1
APMS	2014	Major Rehab	Central Parking Apron	\$138,624.00	84.6
MP	2015	Property Acquisition for future aeronautical/aviation reserve	Control Land Under RPZ – Ph 2	\$500,000.00	76.4
MP	2015	Hangar Construction	5 x T-Hangars, Northside – Ph 2	\$350,000.00	37.1
MP	2016	Hangar Construction	5 x T-Hangars, Northside – Ph 3	\$350,000.00	37.1
MP	2016	Update Master Plan	MPU and ALP	\$80,000.00	86
MP	2017	Hangar Construction	5 x T-Hangars, Northside – Ph 4	\$350,000.00	37.1
APMS	2020	Major Rehab	Taxiway A	\$8,756.00	98.6
AIRPORT #1	2018	ARFF Vehicle	Oshkosh Stinger Q4	\$200,000	Derived
AIRPORT #2	2018	Snow Plow	John Deere 444k Loader	\$175,000	Derived
AIRPORT #3	2019	Taxiway Edge Lighting	Replace Taxiway C Edge Lighting with LEDs	\$125,000	Derived
AIRPORT #4	2019	Taxiway C Shoulders	Construct 10' Shoulders	\$350,000	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	2020	Major Rehab	RA1OR - 01	\$90,863.00	109.6
APMS	2020	Major Rehab	TA1OR - 01	\$8,756.00	98.6
AIRPORT #1	2022	Waterline Main	Replace 12" Water Main	\$40,000	Derived
AIRPORT #2	2024	Master Plan Update	MPU and ALP	\$100,000	Derived
AIRPORT #3	2025	Stormwater Compliance	Install Oil-Water Separator GA Ramp	\$100,000	Derived
AIRPORT #4	2026	Maintenance Building A	Renovation	\$50,000	Derived
AIRPORT #5	2027	Terminal	Renovation	\$75,000	Derived
AIRPORT #6	2027	Vehicle Parking	400 Stall Vehicle Parking	\$600,000	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:

Hangar construction more of a priority than land acquisition. While we do not currently own land under RPZ, local zoning prohibits incompatible land uses.

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" galvanized water main	50
SELECT HERE	Click here to enter text.	Enter
Snow Plow	1985 Loader	28
Click here to enter text.	Click here to enter text.	Enter



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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 checked="" type="checkbox"/> Commercial Passenger Service | <input checked="" 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 type="checkbox"/> Pilot Training and Certification | <input checked="" type="checkbox"/> Aerial Photography |
| <input checked="" 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 checked="" 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:*

We have a waiting list for t-hangars. Limited funds have delayed our ability to construct t-hangars to meet this demand. Other airports are capturing this demand and our airport is losing this 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:*

Our airport provides commercial passenger service and general aviation services. These services afford our community as a destination point and gateway to surrounding communities and directly affect our tourism. Our own economic development organizations have estimated our airport contributes \$15M to the local economy each year. That would be lost if our airport services go away.



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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	\$255,000	High
Jurisdiction (Annual CIP or General Fund)	Public Works General Fund	\$150,000	High
Airport Revenue	Rent	\$60,000	High
Airport Revenue	Terminal Concessions	\$125,000	Medium
Airport Revenue	Public Parking	\$75,000	Medium
Economic Development Authority	Grant	\$25,000	Low
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:*

Yes, higher priority projects have required us to delay constructing shoulders on Taxiway C.