

Policy 1 Management Principles:

- The state-managed airport system exists to benefit the transportation needs of the State of Washington.
- Airports will be managed consistent with state transportation policy goals: preservation, safety, mobility, environment and stewardship. Manners for achieving these benefits for the State of Washington include, among others, the following:
 - Support forest fighting activities
 - Provide transportation access to remote communities
 - Provide access for emergency medical operations
 - Provide access to recreational areas
 - Enhance the overall level of safety for the state aviation system
- Airports are transportation facilities. WSDOT will pursue opportunities to expand usage of state-operated airports to serve the state's multi-modal transportation needs, provided such activities are compatible with airport operations.
- WSDOT will work to maintain adequate public ground transportation access to all state airports.
- Non-aviation activities are permitted as posted at each state-operated airport. WSDOT Aviation will not allow recreation activities that may potentially interrupt aviation operations or cause damage to the runway.

Policy 2 Management Principles:

- It is not the intent of WSDOT Aviation to operate, maintain, or develop the state-managed airports beyond that which is required for them to continue to fulfill their basic purposes as defined in the state aviation system plan.
- Facility requirements for state-operated airports will be defined by the airport performance objectives, as defined in the state aviation system plan.
- Detailed facility plans (Airport Layout Plans) will be developed and adopted for each state-operated airport. These plans will outline a program of airport maintenance and improvement needs based on the requirements for the facility.
- Maintenance and improvement of state-operated airports will be implemented according to the airport work program, consistent with the

state aviation system plan and adopted Airport Layout Plan for each facility.

- WSDOT Aviation will work to protect state airports from development of incompatible land uses.
 - a. WSDOT Aviation will acquire aviation easements as necessary to facilitate the clearing of airspace obstructions.
 - b. WSDOT Aviation will acquire or lease property adjacent to state-operated airports as necessary to protect the airport from airspace obstructions and encroachment by incompatible land uses. At a minimum, the state will attempt to acquire the Runway Protection Zones (RPZ) for each airport.
 - c. WSDOT Aviation will work with local land use planning authorities to discourage the development of incompatible land uses adjacent to the airport.

- WSDOT Aviation will provide opportunities for volunteers to donate their time and enhance Washington's system of state-operated airports.
 - a. The Division will set safety standards for volunteer activities and will require volunteers to register and complete safety training.
 - b. The Division will solicit participation from organizations in the "Adopt-An-Airport" program and assist with maintenance of state airports.

- While WSDOT Aviation has no mandate to maintain and operate the state-managed airports to meet the demands of commercial and/or general aviation operations, this does not preclude non-WSDOT Aviation public and private entities from developing and operating the airports beyond that which the Aviation Division currently does as required by the State Aviation Policy. For example, a municipality which abuts or hosts a state-managed airport may want that airport to have facilities to accommodate local general aviation activity as a means to generate economic activity. If this type of development exceeds the requirements of the fundamental purposes for which the airport was designed and is maintained, WSDOT Aviation would have no obligation to sponsor such development. Yet, if that municipality is willing to undertake the responsibility for the construction and the long-term maintenance of that development, WSDOT Aviation could consider those proposals.

WSDOT Aviation will make efforts to ensure that the system be as financially self-sufficient as possible.

- In such cases where it is not prohibited by existing leasing and/or ownership restrictions, WSDOT Aviation would consider itself to be open

to partnering opportunities with such entities given the following conditions:

- WSDOT Aviation would not be required to maintain and operate the airports beyond the level required to sustain the fundamental benefit to the state;
- WSDOT Aviation would prefer that it partner with local governmental sponsoring entities (i.e. municipalities, counties, etc.) who can commit to the long-term maintenance and support of any such development.
- In the case of private development, a local governmental sponsoring entity (i.e. municipalities, counties, etc.) must be identified and included in partnership to ensure long-term commitment and support for any development or improvement to the airport;
- The partnering entities would meet minimum leasing and operating standards as dictated by WSDOT Aviation, and would bear sole responsibility for the operational and maintenance requirements dictated by the enhanced level of operations.

Policy 3 Management Principles:

- The potential acquisition and disposal of airports will be viewed by WSDOT Aviation strictly on the basis of whether a given airport fulfills a transportation need, thereby contributing to the stated purposes of the State Aviation Policy. An airport that is identified in the state aviation system plan as filling a gap or providing capacity in a region that is expected to experience congestion in the next 25 years will be seen as fulfilling a transportation need.
- WSDOT Aviation may provide technical assistance and grant funding to support a potential airport sponsor in the acquisition of a threatened airport; however, those airports that do not fulfill a transportation need shall not be considered for inclusion in the state-operated airport system.
- Airports within the state-managed airport system that do not provide any benefit to the state in terms of the value activities described previously will be considered for decommissioning and reuse/disposal.
- WSDOT Aviation may consider acquisition of airports – existing or planned – that fill a transportation access gap or contribute capacity in a congested region of the state. Such facilities may be incorporated into the state-operated airport system.
- Any airport included in the state-managed system should be maintained only to the level appropriate to provide the value activity, regardless of existing general aviation activity.

Policy 4 Management Principles:

- WSDOT Aviation will make efforts to ensure that the system is as financially self-sufficient as possible.
- WSDOT Aviation will discourage “through-the-fence” operations in order to reduce the risk of runway incursions and uncontrolled vehicle access.
- As part of its security program for state-operated airports, WSDOT Aviation will discourage “through-the-fence” operations in order to control points of airfield entry.
- WSDOT Aviation will discourage “through-the-fence” operations in order to promote fair and equitable access to state-owned and operated airfields.