



WSDOT Aviation Monthly Report April 2010

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WSDOT to partner with FAA on new state CIP program

After months of discussion, the FAA is drafting a scope of work to provide the state a grant to develop a SCIP along with the other states in region. The purpose of the SCIP is to provide the state equal input into the selection of projects for the non-primary entitlement program that meets the objectives of the state's system plan. In preparation for this investment strategy, Aviation will make shifts in its organization structure. The airport aid program will now fall under the planning program and Eric Johnson will report to John Shambaugh. The FAA grant may also be used to fund an additional position to administer the SCIP. The expectation is that the new SCIP will allow for the implementation of the state airport classification system and performance objectives.

Class B Ad-Hoc Committee comes to agreement

After four meetings, committee members have agreed on proposed changes to Class B airspace that they will recommend to the FAA. The changes will dramatically reduce the amount of Seattle Class B airspace required for commercial aviation. Specifically, the overall width would be reduced from 10 miles to eight miles on either side of Sea-Tac. An additional recommendation would reduce the ceiling height from 10,000 feet to 7,000 feet at the outer circle while maintaining a 10,000-foot ceiling for the inner circle over Sea-Tac. WSDOT who chairs the committee summarized the recommendations for approval at the April 20 meeting. The final report will be forwarded to FAA Air Traffic for study and consideration by the end of the month.

Washington airports request \$2.6 million in WSDOT airport aid

Monday, April 26, marked this year's deadline for airports to submit funding requests for the second round of Airport Aid grants being offered during the 09-11 biennium. WSDOT Aviation received applications from 53 airports requesting grants totaling more than \$2.6 million. Combined federal and local match funds, this represents an overall total project value of almost \$19.3 million.

In the coming weeks, Aviation staff will review the applications to better understand the projects, look at project schedules, cost estimates, and other supporting documentation to rank the projects, and develop a recommended list of projects for funding. While the exact amount is yet to be determined, WSDOT anticipates awarding up to \$900,000 in grants to qualifying airports. Grant award announcements will be made the week of May 24, 2010. All projects must be complete by June 30, 2011.

Washington Statewide Airport Pavement Management System update

WSDOT Construction Project Manager Eric Johnson met with Deepa Parashar, Jeff Winter and Paul Johnson at the FAA to discuss WSDOT's next update of the statewide airport pavement management system which was last updated in 2005/2006. The FAA plans on granting \$250,000 this year and an additional \$250,000 next year for the study. The group strategized ways to reduce costs of the study, which previously cost nearly \$900,000. Possible ways to reduce costs include limiting reports to electronic versions only, limit analysis of funding scenarios, reduce the sampling rate (quantities of pavement to be inspected), and limiting public outreach to coincide with already scheduled airport management meetings.

Every three to five years, WSDOT Aviation conducts a system-wide study of pavement to assess the existing pavement conditions at the public-use airports across Washington State to determine an investment schedule to maintain the system

Crews reinstall signs at Copalis Beach Airport

On Monday April 19, crews from the WSDOT Olympic Region Aberdeen Maintenance and Elma Sign Shop replaced the missing runway 14 end marker at the south end of the Copalis Beach State Airport, which is just north of the Copalis River. Lead Technician Bill Scott assisted by the Ocean City State Parks and Recreation Office installed the marker without difficulties. The harsh ocean environment often damages or destroys the signs within a year or two of installation. Some signs even disappear and then show up years later due to the changing beach conditions.



State Aviation and Parks and Recreation coordinate closely each year to ensure that the airport signs are maintained so that pilots can locate the designated landing area without question. Clearly indicating the designated landing area by providing a visible north and south end marker is an important practice at this location as there are closed sections of the beach which includes a Coastal Marine Sanctuary. The signs also inform pedestrians that the beach is a designated landing area.

State Aviation encourages fly friendly practices and has published best practice recommendations on the Copalis State Airport Web Page through coordination with State Parks and Recreation and the Olympic Coast National Marine Sanctuary.

http://www.wsdot.wa.gov/aviation/AllStateAirports/CopalisBeach_CopalisState.htm

Governor issues proclamation recognizing aviation benefits

Recently, Governor Gregoire issued a proclamation recognizing the important of general aviation to the state's economy. Alliance for Aviation Across America has been working with aviation states around the country to build awareness in Washington, D.C., about the positive impacts of general aviation on the national economy. Formed in 2007, the AAAA is a non-profit, non-partisan coalition of more than 4,400 members including individuals, businesses, agricultural groups, FBOs, small airports, elected officials, charitable organizations, and leading business and aviation groups that support the interest of the general aviation community across various public policy issues. Its common goal is to protect the economic lifeline to rural and small communities, which is a crucial resource for business, medical care, disaster relief and a key transportation asset to residents in isolated areas. The Washington Airport Management Association will be working with AAAA to develop a similar public outreach program in Washington State.

Planners prepare to release draft guidelines

This week WSDOT planner Carter Timmerman prepared for the public release of the Airport and Compatible Land Use Vol. 2 draft. In 2005, WSDOT hired a consulting firm to evaluate the Airport and Compatible Land-Use Program to determine if it met the intent of the GMA and served as an effective guide for the implementation of the land use plans. The firm conducted a statewide public opinion survey of more than 300 stakeholders, and interviewed WSDOT staff, local land use jurisdictions, airport sponsors, state agencies and other aviation interests. Gaps identified by the independent survey included: creating flexible land use criteria, modifying the compatibility zones and updating the guidebook to address new issues and land use compatibility implementation tools. WSDOT has been working with the consulting firm Mead and Hunt during the last year to address these gaps in the new airport and compatible land-use guidebook effort. WSDOT will release the official draft, the first week of May, at the Washington Airport Management Association (WAMA) conference. The draft will be posted on the division's website and meetings will be held across the state to disseminate information and to facilitate public comment. WSDOT planners have identified four tentative venues across the state for public meetings.

Aircraft registration and collections

During the last year WSDOT Aviation has been working diligently to collect all outstanding aircraft registration fees. In 2005 the legislature changed the law to assess penalties on delinquent accounts. There are approximately 6,000 aircraft that register annually for which aviation receives \$15 per aircraft plus 10 percent of the annual excise tax. In 2009, WSDOT collected approximately \$115,000 to support aeronautical programs. There are currently 251 accounts that have not paid during 2006 – 2009 that have accumulated penalties. After exhaustive research and notification, WSDOT will be turning these accounts over to a collection agency. While it is not the preferred option, WSDOT is obligated by law to pursue these accounts. If you know anyone who finds themselves in this circumstance, please encourage them to contact our office 360-651-6300 as soon as possible.