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WSDOT to Present at the Community Airport Association Conference

On Saturday, April 5 WSDOT Aviation staff will present at the Community Airport Association's (CAA) annual spring conference. WSDOT has become a regular attendee at the annual CAA spring and fall conferences, as they present strategic opportunities to share information with representatives of smaller airports throughout the state. A major topic WSDOT will highlight is its latest round of Airport Aid Grants. Airport sponsors had until March 28 to submit grant applications. WSDOT will also emphasize its new Airport Information System database, which allows airport sponsors to log in and update facility and services information. WSDOT will allow CAA members to gain hands on experience with the database and provide feedback. Also on the agenda, WSDOT will provide updates on the Long-Term Air Transportation Study, Airport Stormwater Guidance Manual, and WSDOT-Managed Airport Study. More information about these projects is located at: www.wsdot.wa.gov/aviation.

Port of Kennewick May Delay Decision on Airport Closure

John Sibold, Aviation Director, and Carol Moser, Transportation Commissioner, attended the monthly Port of Kennewick meeting to discuss the results of the Long-Term Air Transportation Study (LATS) and how it could assist the Port in discussing the future of the airport. Carol Moser also chairs the LATS Aviation Planning Council and recently announced her intent to run for the state legislature representing the Kennewick area. While LATS concludes that the three Tri-Cities airports have enough capacity to meet the 25 year forecast for general aviation storage, Commissioner Moser encouraged the Port to delay any decision regarding the future of the Kennewick Airport until July 2009. At that time the LATS planning council will be making policy recommendations to the Governor regarding the state aviation system. This information will help the Port in their decision about the airport's future. The Port of Kennewick has come under increasing

pressure from the City to close the airport for other land use development and property taxes. The Port believes that existing and future demand could be accommodated at the Richland Airport through a possible agreement between the affected jurisdictions in the Tri Cities. No action was taken at the meeting, which was attended by the Washington Pilot Association.

New Signs at Copalis Improve Aircraft, Pilot and Pedestrian Safety

WSDOT Aviation, along with crews from the Olympic Region and State Parks and Recreation, recently installed airport signs and runway markers at Copalis Beach State Airport for pilots and park users. The project was completed to keep aircraft from landing outside of the approved landing area. This was of particular concern and urgency, as thousands of people will use the Copalis Beach area for the April Razor Clam Dig. Pedestrians now have visual warning signs that indicate that aircraft will be landing on the beach in the designated area behind the signs. Pilots will now have visual markers to show them where they can land on the beach (between Iron Springs to the North and Copalis River to the South). Airport welcome signs and a guest book box provide further instruction for using the state airport. WSDOT now has a dedicated maintenance crew that will maintain the airport signs.

LATS Planning Council to Dive into Aviation Policies

The Long-Term Air Transportation (LATS) Aviation Planning Council members have asked WSDOT staff to prepare materials for the May meeting to begin the process to develop new aviation policies for the Governor's consideration. The following policy areas have been identified for consideration:

- Coordination/system planning
- Capacity
- New technology
- Environment
- Land use/ preservation
- Economic vitality
- Funding

Subcommittees on land use/environment and capacity/technology will conduct workshops at the next meeting to develop policies to be recommended to the full council at the July 2008 public meeting. Chair Carol Moser expressed the council's interest in getting into the meat of issues while continuing to bring in aviation experts to assist with needed background information.

Spokane County May Allow New Apartments to be Built Near Busy Airports

The Spokane County Council is considering granting a conditional use permit to double the size of an apartment complex that was previously allowed near Spokane International Airport and Fairchild Air Force Base. The airport influence area is currently zoned light

industrial and this project would be considered a non-conforming incompatible land use. Spokane Airport Director, Neal Sealock, has expressed concern that this proposal works against other processes in progress to protect the airports, specifically the Joint Land Use Study at Fairchild and the Runway Realignment Study at Spokane International. The Council has previously indicated they would table any action until the results of these studies were available. A public hearing on the proposed project will be held on April 30th. The FAA and State have already indicated their opposition to further encroachment of these essential public facilities.

FAA Regional Conference Focuses on Green Airports

Like other modes of transportation, aviation is taking immediate action regionally to address the environmental impacts of airports on the world climate and surrounding airport communities. For example, Denver International Airport will reduce carbon output shortly by completing construction of an airport solar farm to supplement energy needs of the terminal complex. Many of the larger airports are already requiring ground service equipment to be powered by hydrogen or natural gas. There is also recognition of the need to design programs to recycle materials coming from airline and terminal food services. Boeing Aircraft Manufacturing was also on hand to explain the advances in design and engine technology on the 787, which will reduce fuel consumption, noise, and exhaust gases by 20%. One of the highlights of the conference for airport sponsors was a tour of the Sea-Tac third runway due to open next November. A large part of cost can be attributed to mitigation projects to filter airport stormwater runoff and relocate streams used for fish habitat. At the conclusion most participants agreed that one of the biggest challenges is effectively communicating to the public the measurable actions underway to improve the quality of the environment resulting from airport activities.