



WSDOT Aviation Monthly Report September 2010

WSDOT pursues delinquent aircraft registration accounts

In an effort to enforce state requirements, collect revenue for aviation programs, and administer collections equitably the Washington State Department of Transportation (WSDOT) Aviation is pursuing non-compliant aircraft registration accounts dating back to 2006.

Each year general aviation aircraft based in Washington State are required to pay an aircraft registration fee (RCW 47.68.250) and excise tax (RCW 82.48.020), which varies by aircraft type. For example, WSDOT collects a \$15 annual registration fee and a \$50 annual excise tax for a single engine aircraft. Approximately 5,900 aircraft are registered with the state.

In 2005 WSDOT was authorized by law to enforce late penalties on aircraft registrations that were 60 days or more past due (RCW 47.68.240). The penalties are as follows:

- 60 days past due: \$100
- 120 days past due: \$200
- 180 days past due: \$400

The department conducted an extensive outreach effort through letters, e-mails, and telephone calls while crossing checking customer information through the FAA database. Unfortunately, approximately 168 delinquent aircraft accounts remain outstanding. As a result, in September 2010 these accounts will be forwarded to the Attorney General's office for follow-up action.

Aircraft registration fees and a portion of the excise taxes are returned to WSDOT Aviation to fund such programs as state airport aid, air search & rescue, and state managed airports. More information about aircraft registration and is available at: www.wsdot.wa.gov/aviation/Registration/Program.htm.

Comment period now underway for State-Managed Airports Handbook

The public comment period for the State-Managed Airports Handbook is now underway and will extend through October 23. The Washington State Department of Transportation (WSDOT) Aviation will host a series of public meetings to receive input on the State-Managed Airports Handbook.

The handbook documents policies, performance measures, and guidelines for the maintenance and operation of the 17 state-managed airports.

The public meetings are scheduled as follows:

September 22, 2009

4 p.m. to 6 p.m.
North Beach Jr/Sr High School
Library
336 State Route 115
Ocean Shores, WA 98569

September 24, 2009

4 p.m. to 6 p.m.
Walla Walla
WSDOT Maintenance Bldg
1210 "G" Street
Walla Walla, WA 99362

October 14, 2009

3 p.m. to 5 p.m.
Arlington Boys and Girls Club
18513 59th Ave NE
Arlington, WA 98223-7846

October 15, 2009

4 p.m. to 6 p.m.
WSDOT Spokane HQ
First Floor
2714 N Mayfair Street
Spokane, WA

To read the handbook, or for more information on the state-managed airports, visit:
<http://www.wsdot.wa.gov/aviation/WSDOTManagedAirportsStudy.htm>

Sullivan Lake State Airport to receive new fence and wind cones this fall

Sullivan Lake, one of the most popular state-operated airports for recreational pilots, is receiving a new fence this fall in order to prevent runway incursions by vehicle traffic and recreational users. Vehicles and people on the airfield can cause safety risks for pilots and aircraft operating at the airport.

The existing 15 year-old wood fence is currently in disrepair, and will be replaced with a four foot high powder coated chain link fence with gates for pilot access.

In addition to a new fence, the wind cones at Sullivan Lake will be relocated and replaced to meet airport standards.

In spring 2011 WSDOT will also install new runway reflective markers at the airport.

WSDOT Aviation is completing these projects as part of an ongoing effort to improve the safety and security at the state-operated airports.

More information about the state-operated airports is located at:

<http://www.wsdot.wa.gov/aviation/Airports/default.htm>

Congress passes the Airport and Airways Extension Act of 2010

The purpose of this act is to extend aviation programs, taxes, and expenditure authority for three additional months, through the end of the calendar year pending completion of a multi-year Federal Aviation Administration (FAA) reauthorization bill. Without this short-term extension, the FAA's capital, research, and airport grant programs would shut down after September 30, 2010, and several thousand FAA employees would be furloughed. The House and Senate have failed to reach agreement on a labor provision affecting FedEx and UPS, which has held up passage of a long term bill since it expired in 2007. If Congress remains undecided until after the first of year, FAA reauthorization can be opened up become a whole new bill resulting in further delays.