



WSDOT Aviation Monthly Report May 2008

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WSDOT Awards \$1.1 Million towards 2008 Airport Improvement Projects

In its second round of grants during the 2007-2009 biennium the Washington State Department of Transportation (WSDOT) Aviation has targeted 69% of the grant awards to pavement projects. In this second round of grants WSDOT Aviation awarded over \$1.1 million in state grants to 34 airports for 56 different projects. Even better - of that \$1.1 million, WSDOT is using approximately \$477,000 to leverage \$16.7 million in federal funds. Airports also contribute a required 2.5% local match to federal funds for their specific projects. Therefore, the combination of state, federal and local match funds brings the grand project total for this round of grants to nearly \$19 million.

Funding Breakdown

State \$ 1,127,996

Federal \$ 16,768,720

Local Match \$ 904,375

Total \$ 18,801,091

WSDOT Places High Priority on Pavement Projects at Smaller Airports

Consistent with other grant rounds, WSDOT focused most of its funds - approximately \$781,030 - towards pavement projects at Washington airports. As revealed in the most recent Airport Pavement Management System report, 23% of Washington airport pavements have deteriorated to the point where costly reconstruction or even rehabilitation is needed. For the rest of the airport pavements, preventative maintenance is required to avoid such costly repair. Through its grant program, WSDOT aims to fund

more crucial pavement projects in order to benefit the state's overall air transportation system.

Other WSDOT-funded projects are in the areas of safety, maintenance, planning and other, security and runway safety:

22 Pavement \$ 781,030

10 Safety \$ 186,268

7 Maintenance, Planning & Other \$ 89,125

12 Security \$ 60,000

5 Runway Safety \$ 11,573

Total \$1,127,996

More interesting facts about this second round of 07-09 grants:

- \$3.5 million requested / \$1.1 million funded
- Forty-five airports applied / 34 funded
- Eighty-one projects requested / 56 funded.

WSDOT does not anticipate that a third round of grants will be offered this biennium, as has been the case previous years. The department will next solicit applications for the 2009-2001 bienniums' first round of grants during April and May 2009.

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Ethanol Free Auto Gas is Beginning to Impact Some Aircraft Operators in Eastern Washington

It is a known fact that ethanol blended fuel attracts moisture affecting the reliability of aircraft engines, especially at higher altitudes. Many of the experimental aircraft built over the last two decades use auto engines designed to operate on low lead auto fuel. These aircraft are unable to operate using standard aviation fuel because of the higher lead content. Recently enacted Washington State standards for oxygenated auto fuel designed to reduce tailpipe emissions have caused refineries to turn to ethanol mixtures. While state law exempts aircraft fuel from ethanol, this becomes a moot point when the supply of ethanol free fuel becomes unavailable. The Experimental Aircraft Association

has asked WSDOT Aviation to investigate this matter and has asked whether the state might fund a study to determine the extent of the problem and possible solutions.

Port of Seattle Adopts Measures to Reduce Sea-Tac Emissions

Seattle Tacoma International Airport is one the first airports in the country to conduct a comprehensive greenhouse gas inventory, to be scheduled every five years, in an effort to reduce the carbon footprint of the facility. Port staff has been directed to work with aviation partners to reduce emissions or the commission may consider carbon taxes. In addition, the commission has asked the FAA to institute new airspace utilization to reduce aircraft fuel consumption. The airport has a number of local initiatives being planned including electric ground support vehicles and in-ground fueling at each gate. Sea-Tac is projected to grow until it reaches capacity in 2025 and remain the largest commercial service airport in the state.

Aviation Hires Planning Intern

WSDOT is pleased to welcome Carter Timmerman to the Aviation Division starting May, 19. Carter is a recent graduate of the University of Washington in Urban Studies and has been working as an intern at the City of Tacoma planning department. He will be filling a position vacated by Kerri Woehler, who recently moved to the Mount Baker Office as Manager of Planning. Carter’s primary responsibility will be to provide technical support to local jurisdictions on airport land use and implement the revised aviation land use guidelines. Upon successful completion of his intern period he will be considered for permanent assignment as a TPS 3.

Multimodal/Joint Use of State Airports Proposed

Over the last year WSDOT Aviation has been working with the South Central Region and Headquarters to develop a joint use plan to construct emergency truck chain-up and truck rest areas at Bandera State Airport and Easton State Airport. In the winter trucks using Interstate 90 are required to chain up during adverse weather conditions. This often puts truckers in a hazardous safety situation along the busy interstate highway. The current proposal would designate the Bandera State Airport runway for truck parking during the winter, but include a provision for helicopter access. The truck parking area at Easton State Airport could be located adjacent to the airport runway for access year-around.



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The City of Sunnyside Requests Technical Assistance

This week, WSDOT Aviation's John Shambaugh and Eric Johnson met with City of Sunnyside staff to discuss protection of the Sunnyside Airport from incompatible land uses. In recent years the City has attracted increased commercial and residential development in the area, which has put added pressure on properties adjacent to the airport. To protect the airport from incompatible land uses the City has begun to research methods to protect the airport through its comprehensive plan and development regulations. It is also pursuing a grant from the FAA to develop an Airport Master Plan in order to anticipate future aviation needs.