

WSDOT Aviation Monthly Report November 2007

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Port of South Whidbey Island Explores Acquisition of Whidbey Airpark for \$1.75 Million

The lack of a public owned airport on Whidbey Island continues to be a concern for community leaders seeking permanent air service and related economic development. Wes Lupien Airport (Oak Harbor) is open to the public and has Kenmore Air Service, but is privately owned and does not meet FAA design standards. The Port of South Whidbey has asked WSDOT for a grant to assess the condition of the Airpark, identify airport



improvements needed to meet design standards, and funding purchase options. The FAA has listed the airport as eligible for federal funds in the National Plan of Integrated Airport Systems (NPIAS) should the airport become owned and operated by a public entity. WSDOT supports the development of public use airports in island communities to provide a critical transportation link to the mainland.

Phase I - Multiple Airport Layout Plan Project Nearing Completion

WSDOT Aviation Construction Project Manager, Eric Johnson, the FAA, and WSDOT's consultant W&H Pacific held a conference call recently to discuss final comments on the Airport Layout Plan (ALP) for the Cashmere-Dryden Airport in Chelan County. The consultant will incorporate the comments and prepare the plan for submission to the FAA for final agency review.

The Phase I – Multiple Airport Layout Plan Project which commenced in 2004 has developed ALPs and narrative reports for 10 airports across the state. The FAA requires an airport to have an ALP in order to receive airport improvement funding from the FAA. With the ALPs the airports have identified improvements needed to meet FAA design standards as well as improvements to meet forecasted growth. The 10 airports in the project include:

- Anderson Field – Brewster
- Grove Field – Camas/Washougal
- Grand Coulee Dam – Electric City
- Omak Municipal
- Dorothy Scott – Oroville
- Cashmere-Dryden
- Ocean Shores
- Odessa Municipal
- Rosalia
- Cle Elum

WSDOT Assists FAA in Reaching Based Aircraft Reporting Goal

The FAA asked for WSDOT's help in encouraging airport sponsors to report the N numbers of all based aircraft. This week WSDOT contacted the remaining airports still needing to report their based aircraft and were assured that the information would be entered into the database by week end. With this final airport reporting, the FAA was able to reach its goal of 100 percent of airports reporting for Washington State.

The FAA is intending to improve the integrity of the 5010 based-aircraft counts for all of the General Aviation (GA) airports in the National Plan of Integrated Airport System (NPIAS) and for Virtual Primary airports. Having accurate based aircraft information will help the FAA in planning and forecasting the growth in the GA community, especially as the FAA looks at LPV approaches and other system-wide improvements.

Port of Benton Spearheading Land Use Work for Richland Municipal

The Port of Benton County has formed a committee to work on airport land use compatibility issues for Richland Municipal Airport. The committee, which includes representatives from the City of Richland and Con Agra Foods, meets quarterly to coordinate on upcoming developments and planning for areas adjacent to the airport.

Among the issues on the committee's agenda is securing aviation easements for properties within the business park located to the north of Richland Municipal, and exploring design options for a new stormwater management system to be located near the airport. WSDOT Aviation Planner Kerri Woehler and Construction Project Manager Eric Johnson were invited to the committee's meeting in November to provide an overview of the airport land use compatibility program. The City of Richland plans to address airport land use compatibility in its 2008 comprehensive plan update; WSDOT Aviation will provide technical assistance.

Whitman County Airports Moving Forward with Improvement Projects

WSDOT Aviation staff visited two airports in Whitman County recently to inspect recent projects, discuss ongoing progress, and coordinate on future work. At the first visit, Port of Whitman Business Air Center in Colfax, Construction Project Manager Eric Johnson inspected the airport's recently completed taxiway reconstruction project. Debbie Snell reviewed the airport layout plan and provided a tour of the airport for Johnson and Planner



Kerri Woehler. Following the tour, the three reviewed land use compatibility issues for the airport and developed an action plan for the coming year. At the second visit, Willard Field Airport Manager Larry Hagan and Mayor John Jaeger discussed plans for land acquisition and runway expansion. The group also discussed options for addressing airport land use compatibility.