



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: GOHEEN
 AIRPORT MGR: GC GOHEEN
 PHONE: 360-687-3038
 EMAIL: GCGOHEEN@IINET.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:		
Runway Width:	50'	50'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	NO	Last updated?	
B. Do you have an ALP?	NO	Last updated?	
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed? N/A			
2. Who is preparing it? N/A			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
	Non-standard runway lights	None	
	Non-standard VASI	None	
	Displaced threshold Rnwy 33	None	



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E. Short-term (0-5 years) CIP:	<i>None</i>
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Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP:	<i>None</i>
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Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
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5010		RWY 15 HAS NSTD SINGLE LIGHT VASI BOTH SIDES OF RY.			60
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)

Part 3. Airport Services and Capital Impacts: Minimal

A. Airport Services: *No commercial activity*



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<input type="checkbox"/> Commercial Passenger Service <input checked="" type="checkbox"/> Business and Corporate Travel <input checked="" type="checkbox"/> Personal Transportation <input type="checkbox"/> Pilot Training and Certification <input type="checkbox"/> Air Cargo <input type="checkbox"/> Blood, Tissue, and Organ Transportation <input type="checkbox"/> Medical Air Transport <input type="checkbox"/> Search and Rescue <input type="checkbox"/> Firefighting	<input type="checkbox"/> National Security <input type="checkbox"/> Emergency Preparedness and Response <input type="checkbox"/> Scientific Research <input type="checkbox"/> Aerial Photography <input type="checkbox"/> Aircraft Manufacturing <input type="checkbox"/> Agriculture <input type="checkbox"/> Aerial Sighting <input type="checkbox"/> Skydiving
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B. Impact to airport and community resulting from lack of capital funding: *Goheen Field currently has no commercial activity. We stopped selling fuel because Oregon airports can sell it much cheaper due to Washington Sales and other associated taxes. Very little aircraft maintenance is done here because most of the people on the field have home built aircraft that they maintain themselves. Flight instruction is limited to biennial flight reviews. Aircraft sales are virtually nil due to the current economy, high fuel costs, insurance and parts costs associated with aircraft ownership.*

C. Airport value to community: *Goheen Field serves the Battle Ground and North Clark County area for transient aircraft. There are many visitors and business people who fly in and spend a day or two to conduct their business in the Battle Ground area or visit friends locally. During the time that the GI Bill was in effect, Goheen Field trained hundreds of pilots, but that died years ago and the field now is basically for recreational or business flying only.*
 Click here to enter text.

Part 4. Local Funding Resources: NONE

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
	NONE.		

A. Deferred projects. *I have asked the State Aeronautics, FAA and county for years to just get permission from the adjoining land owner to cut trees at the North end of the field. They always said they couldn't do anything about it. Finally, this summer, I was able to purchase the trees and have them removed at my expense.*

B. *I also was able to purchase and have installed three marker balls on the high voltage power lines at the approach end of runway 25, also at my personal expense. I have not been able to replace the airport rotating beacon which failed last spring due to the ridiculous cost of beacons. Reason for the high cost of course is that only publicly owned facilities purchase them and could care less what they cost because they buy them with grant money or tax revenue, neither of which I have available.*

C. *The expenses involved in mowing the airfield grass and other maintenance issues are significant and there will*



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come a time when I will no longer be physically or financially able to cope with these issues since there is no longer any income derived from the airfield. At that time I expect the field will have to close or be sold to someone who doesn't mind forking out lots of money with no return. I had always intended to sell home sites on the airport to fund the field in perpetuity, but the county nixed that saying I can't build home on property zoned airport. I guess they have never heard of residential airparks. To bad because people love to live on an airfield with their planes.

Click here to enter text.



WA AIRPORT INVESTMENT STUDY
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AIRPORT: GRAND COULEE
AIRPORT MGR: ROBERT BABLER
PHONE: 509.633.1319
EMAIL: BOBNDIAN@GMAIL.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Non-precision
Approach Category:	A: Approach speed less than 91 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
Visibility Minimums:	Visual	1 mile
Critical Design Aircraft:	Click here to enter text.	King Air 350
Runway Width:	75'	75'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2006
B. Do you have an ALP?	YES	Last updated?	2006
C. If you are currently preparing a Master Plan Update: No			
1. When is it anticipated to be completed? Click here to enter text.			
2. Who is preparing it? Click here to enter text.			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Safety Areas	Obstruction tree removal, grade bank, move buildings, light on hangar	Remove trees, remove dirt banks RWY3-21, remove Port Office/pilot lounge and bathroom	
SELECT HERE	Click here to enter text.	Click here to enter text.	
SELECT HERE	Click here to enter text.	Click here to enter text.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	



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E. Short-term (0-5 years) CIP:	<p><i>Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</i></p> <p><i>Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):</i></p>
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Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Acquire Snow Plow Equipment & Shelter Building	Acquire Snow Plow Truck and Shelter Building to house equipment	\$300,000.00	61
SCIP	2014	Pavement Maintenance - Crack Repair	Seal Cracks on the airfield pavements	\$35,000.00	115
SCIP	2015	Obstruction Removal/Obstruction Lighting	Remove Terrain Obstructions creating Line of Sight interference on Taxiways Install Obstruction Light on existing hangar building	\$240,000.00	68
SCIP	2016	Remove/Relocate Existing Pilot's Lounge & Restroom Facilities	Remove existing pilot's lounge & restroom facilities buildings, sump drain and concrete pad in order to remove known airspace obstruction. Construct replacement pilot's lounge and restroom facilities in approved location, as shown on ALP.	\$253,000.00	37
SCIP	2017	Install Avgas Fueling Facility w/ Card Reader	Install Avgas Fueling Facility w/ Card Reader	\$125,500.00	37
SCIP	2017	Install Avgas Fueling Facility w/ Card Reader	Install Avgas Fueling Facility w/ Card Reader	\$8,500.00	37
SCIP	2018	Airfield Pavement Maintenance and Crack Seal	Perform Crack Seal and Pavement Maintenance on all airfield pavements, and reapply pavement markings.	\$260,000.00	115
SCIP	2019	Master plan Update	Update existing Master plan and ALP.	\$100,000.00	85
AIRPORT #1	Enter	Enter	Enter	Enter	Derived
AIRPORT #2	Enter	Enter	Enter	Enter	Derived
AIRPORT #3	Enter	Enter	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
AIRPORT #5	Enter	Enter	Enter	Enter	Derived



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<p>F. term (6-20 years) CIP:</p>	<p>Long-</p>	<p><i>Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</i></p> <p><i>Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):</i></p>
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Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
MP	2020-2034	Construct taxiway to RWY21, LED lights runway, taxiway, ramp security, windsock	Construct taxiway to RWY21, replace all lights with LED lamps,		
MP	2020-2034	Construct taxiway to RWY3	Construct taxiway to RWY3		
MP	2020-2034	Install AWOS, PAPI RWY3, runway markings instrument approach	Install new AWOS, PAPI RWY3, mark runway for GPS instrument approach,		
MP	2020-2034	Security fence, airport camera's, motor operated vehicle gates, walk thru gates	Install security fence around entire airport, airport camera's for internet ,		
MP	2020-2034	Replace power utility building, runway pilot controlled light controller	Replace utility power building with metal building, insulated, lighted and heated, replace radio controller for runway lights		
MP	2020-2034	Construct Access Rd to Seaplane Facilities & Seaplane Docks, removal ramp	Build access road to new seaplane base, docks, removal ramp		
MP	2020-2034	Domestic water well system	Drill well, install domestic water system		
MP	2020-2034	PVMT MTC	Runway pavement maintenance		101.6
MP	2020-2034	ALP Update	Update ALP		84
AIRPORT #1	Enter	Enter	Enter	Enter	Derived
AIRPORT #2	Enter	Enter	Enter	Enter	Derived
AIRPORT #3	Enter	Enter	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
AIRPORT #5	Enter	Enter	Enter	Enter	Derived
AIRPORT #6	Enter	Enter	Enter	Enter	Derived
AIRPORT #7	Enter	Enter	Enter	Enter	Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities?

Please explain if not:

No, all plans through 2018 are very important as are those out to 2026 are important to the success of this airport, however some of these projects are not scored very high. The fueling facility will help the Port District generate funds to be used to maintain this airport.

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	Replace power utility building update electrical panels, replace runway pilot controlled light controller, replace all lights to LED's	40yrs
Utilities (i.e., Water, Sewer, Storm Drain, Electrical, etc.)	Install water well and distribution system for domestic water at the airport, presently no potable water at the airport	N/A no system at present time
SELECT HERE	Click here to enter text.	Enter
Click here to enter text.	Click here to enter text.	Enter
Click here to enter text.	Click here to enter text.	Enter

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services: *Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:*

<input type="checkbox"/> Commercial Passenger Service	<input checked="" type="checkbox"/> National Security (USBR and BPA aircraft use the airport in support of the Grand Coulee Dam-critical infrastructure of the United States.)
<input checked="" type="checkbox"/> Business and Corporate Travel	<input checked="" type="checkbox"/> Emergency Preparedness and Response This airport would be vital in a major disaster of the Grand Coulee Dam
<input checked="" type="checkbox"/> Personal Transportation	<input type="checkbox"/> Scientific Research
<input checked="" type="checkbox"/> Pilot Training and Certification (MAF and Big Bend college uses airport for pilot training as do other flight instructors)	<input type="checkbox"/> Aerial Photography
<input type="checkbox"/> Air Cargo	<input type="checkbox"/> Aircraft Manufacturing
<input type="checkbox"/> Blood, Tissue, and Organ Transportation	<input type="checkbox"/> Agriculture
<input checked="" type="checkbox"/> Medical Air Transport (Medstar uses airport for fixed wing transports of patients)	<input type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Search and Rescue	<input type="checkbox"/> Skydiving
<input checked="" type="checkbox"/> Firefighting(Helicopters base at airport when fighting local fires)	

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:* Without capital funding to maintain our community airport the major employers would not be able to use the airport to complete their business activities, medical flights would not be able to land and takeoff impacting the citizens of our community, tourism would also suffer impacting many businesses. Keeping funding available for capital improvement projects to keep the airport in a safe operating condition is vitally important for our community.

[Click here to enter text.](#)

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:* The Bureau of Reclamation through its financial partnership with BPA, is in the midst of a complete long term overhaul of the power plants at the Grand Coulee Dam. This increased level of business activity is anticipated to run at least 15 years. The USBR is the largest employer in the Grand Coulee Dam area. Indirectly the airport helps the largest employer, the USBR complete their mission of pumping water to the Columbia Basin Project and producing low cost electricity to the Pacific Northwest. Grand Coulee Dam has been designated by the federal government, a National Critical Infrastructure. Contractors doing work at the dam, Federal Agencies (i.e. BPA, Corp of Engineers, and Bureau of Reclamation) utilize the airport on a regular basis by bringing in staff on government and charter planes. By helping the major employers complete their mission, the entire local community benefits. The more complete the services vital to governmental success, the more local jobs are realized. The larger the federal employment base, the larger the corresponding service industry demand in the community. More employees means more residents, which translates to more fuel, food, housing, hardware supplies, furniture, appliances, automotive needs, sporting goods, etc. More residents imply more hospital visits, more students in schools, more community volunteers, and in general a healthy community. Visitors to the airport also spend money in the community. Our airport is key to economic growth in our community. The Grand Coulee Community has a hospital and medical facilities that are 55 miles in any direction from the nearest like medical service. As such, they utilize the airport with medevac flights on a frequent basis to the immediate and surrounding communities. The local medical community depends on the local airport facility. Frequently, in the summer months, our airport is utilized by fire fighting planes and helicopters. The airport not only provides an economic impact through business, government and tourism use, but it provides a valuable connection to emergency services for the safety and protection of area citizens.



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Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Hangar lease, tie down fee's	2500.00	High
Jurisdiction (Annual CIP or General Fund)	Grant County Port District #7 allocated funds for airport yearly AIP 5 % match	7500.00	High
Grant County SIP grants	Apply for SIP grants to help maintain airport	Unknown	Medium
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
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Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
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A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Yes, moved CIP projects out one year to the 2015 and 2016 years, for obstruction removal of trees, dirt banks both ends of runway 3,21 also removal of pilots lounge and restrooms and known airspace obstructions. Click here to enter text.



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AIRPORT: GRANT COUNTY INTL
 AIRPORT MGR: PATRICK JONES
 PHONE: 509.762.5363
 EMAIL: PJONES@PORTOFMOSESLAKE.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Precision Approach	Precision Approach
Approach Category:	D: Approach speed 141 knots or more but less than 166 knots	D: Approach speed 141 knots or more but less than 166 knots
Airplane Design Group:	ADG V - Tail Height: 60' to <66'; Wingspan: 171' to <214'	ADG VI - Tail Height: 66' to <80'; Wingspan: 214' to <262'
Visibility Minimums:	Lower than 3/4 mile but not lower than 1/2 mile (CAT-I PA)	Lower than 3/4 mile but not lower than 1/2 mile (CAT-I PA)
Critical Design Aircraft:		
Runway Width:	200'	200'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information.*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2005
B. Do you have an ALP?	YES	Last updated?	2005
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed? 2014			
2. Who is preparing it? Coffman and Associates			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Lighting	Runway 14L-32R edge lights outside of standards	Relocate Lighting to standard distance	
Lighting	Runway 14L REIL Lights outside of standards	Relocate Lighting to standard distance	



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E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2014	Rehabilitate Taxiway C	Rehabilitate taxiway C approximately 7000 feet long by 75 feet wide.	\$480,000.00	107
SCIP	2015	Rehabilitate portion of Runway 14L-32R, Design	Design rehabilitation of approximately 3,800 feet of Runway 14L-32R.	\$55,000.00	116
SCIP	2016	Rehabilitate Portion of Runway 14L-32R	Rehabilitate approximately 3,800 feet of Runway 14L-32R.	\$555,000.00	117
SCIP	2017	Acquire Snow Removal Equipment	Acquire four snow plows and expand the snow shed by four bays.	\$3,000,000.00	64
SCIP	2017	Rehabilitate ARFF Access Road	Rehabilitate ARFF access road between east terminal apron and mid-point of runways.	\$320,000.00	29
SCIP	2017	Rehabilitate Taxiway G Phase 1, Design	Design rehabilitation of Taxiway G from Runway 32R to connector taxiway G1, approximately 1000 LF.	\$450,000.00	94
SCIP	2018	Rehabilitate Taxiway G Phase 1, Construction	Rehabilitate Taxiway G from Runway 32R to connector taxiway G1, approximately 1000 LF.	\$8,620,000.00	92
SCIP	2019	Install Wildlife Deterrent Fabric	Install 16000 feet of wildlife deterrent fabric on existing west-side perimeter fence.	\$310,000.00	66
SCIP	2019	Rehabilitate Lighting Runway 4-22	Replace MIRL Runway 4-22 including TW-B lighting.	\$520,000.00	88
MP	2010-2014	Reconstruct RY 14/32 Shoulders		\$3,300,000.00	89.5
MP	2010-2014	Rehab RY 32R and Stopway		\$1,300,000.00	116.6
MP	2010-2014	Update Airport Master Plan		\$300,000.00	#N/A
MP	2015-2022	Rehab TWY A & B		\$1,523,000.00	105.6
MP	2015-2022	Rehab Airport Service Rds		\$150,000.00	68.2
MP	2015-2022	Rehab Ry 14L/32R		\$3,916,000.00	#N/A
MP	2015-2022	Rehab RY 9/27 and TWY-F		\$1,638,000.00	116.6
MP	2015-2022	Rehab RY 4/22		\$3,200,000.00	116.6
MP	2015-2022	Rehab TWY-G phase 2		\$1,496,000.00	#N/A
MP	2015-2022	Rehab Compass Calibration Pad and Access TWY		\$197,000.00	105.6
MP	2015-2022	Rehab ind. Park Apron and		\$5,145,000.00	91.6



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		Apron Access TWYs from TWY-G			
MP	2015-2022	Rehab Terminal Area auto Parking and Access Rds		\$300,000.00	62.6
MP	2015-2022	Widen TWY-J and 2 Exit TWYs to 75' from Existing 37.5'		\$5,300,000.00	77.5
MP	2015-2022	Construct Extension of Parallel TWY-J to RY 22 THLD		\$3,700,000.00	88.9
MP	2015-2022	Construct Parallel TWY-C for RY 18/36 including 2 High Speed Exit TWYs		\$4,937,000.00	88.9
MP	2015-2022	Construct THLD bypass TWY Connectings TWYs-C and B		\$2,340,000.00	88.9
MP	2015-2022	Install ILS on RY 14L - EA, Site Work, LOC, Glideslope, RVR, MALSR, RY Edge Lights		\$2,000,000.00	77.7
MP	2015-2022	Install ILS on RY 22 - EA, Site Work, LOC, Glideslope, RVR, MALSR, RY Edge Lights		\$2,000,000.00	77.7
MP	2015-2022	Construct Ext of High-Speed Exit TWY from RY 14L/32R Parallel TWY to Fueling Apron		\$2,200,000.00	80.5
MP	2015-2022	Construct Commercial Aviation Complex access rd, including utilities and security fencing/gate		\$1,300,000.00	76
MP	2015-2022	Construct 100,000 sq ft hangar, including site work		\$16,000,000.00	29.6
MP	2015-2022	Construct 100,000 sq ft hangar, including site work		\$16,000,000.00	29.6
MP	2015-2022	Construct 65,000 Sq Ft General Purpose Hangar		\$10,200,000.00	29.6
MP	2015-2022	Construct 25,000 Sq Ft General Purpose Hangar		\$3,900,000.00	29.6
APMS	2014	Preventive MTC	A01GC - 01	\$72,340.00	91.6
APMS	2014	Preventive MTC	A01GC - 03	\$47,353.00	91.6
APMS	2014	Preventive MTC	A01GC - 06	\$224,802.00	91.6
APMS	2014	Preventive MTC	A01GC - 08	\$282,556.00	91.6
APMS	2014	Preventive MTC	A01GC - 09	\$316,969.00	91.6
APMS	2014	Preventive MTC	ACOLUMBGC - 01	\$103,520.00	91.6
APMS	2014	Preventive MTC	AESTGC - 01	\$1,160,039.00	91.6
APMS	2014	Preventive MTC	AFUEL GC - 01	\$4,540.00	91.6
APMS	2014	Preventive MTC	AHELIPADGC - 01	\$272.00	91.6
APMS	2014	Preventive MTC	R14LGC - 01	\$53,271.00	116.6
APMS	2014	Preventive MTC	R14LGC - 01W	\$97,562.00	116.6
APMS	2014	Preventive MTC	R14LGC - 02C	\$17,464.00	116.6
APMS	2014	Preventive MTC	R14LGC - 02OW	\$11,727.00	116.6
APMS	2014	Preventive MTC	R14LGC - 02W	\$8,170.00	116.6
APMS	2014	Preventive MTC	R14LGC - 03W	\$1,671.00	116.6
APMS	2014	Preventive MTC	R14LGC - 04C	\$26,344.00	116.6
APMS	2014	Preventive MTC	R14LGC - 04W	\$96,792.00	116.6



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: GRANT COUNTY INTL
 AIRPORT MGR: PATRICK JONES
 PHONE: 509.762.5363
 EMAIL: PJONES@PORTOFMOSESLAKE.COM

APMS	2014	Preventive MTC	R22GC - 01	\$3,483.00	116.6
APMS	2014	Preventive MTC	R22GC - 03C	\$258.00	116.6
APMS	2014	Preventive MTC	R22GC - 03W	\$263.00	116.6
APMS	2014	Preventive MTC	R22GC - 04W	\$95.00	116.6
APMS	2014	Preventive MTC	R927GC - 01	\$157,880.00	116.6
APMS	2014	Preventive MTC	TA3GC - 01	\$5,624.00	105.6
APMS	2014	Preventive MTC	TAGC - 01	\$6,098.00	105.6
APMS	2014	Preventive MTC	TAGC - 02	\$1,569.00	105.6
APMS	2014	Preventive MTC	TAGC - 03	\$1,937.00	105.6
APMS	2014	Preventive MTC	TBGC - 01	\$13,063.00	105.6
APMS	2014	Preventive MTC	TCGC - 01	\$1,269.00	105.6
APMS	2014	Preventive MTC	TCOMPASSGC - 01	\$57,691.00	105.6
APMS	2014	Preventive MTC	TEGC - 01	\$12,346.00	105.6
APMS	2014	Preventive MTC	TFGC - 01	\$5,980.00	105.6
APMS	2014	Preventive MTC	TFGC - 02	\$284.00	105.6
APMS	2014	Preventive MTC	TFGC - 03	\$1,157.00	105.6
APMS	2014	Preventive MTC	TFGC - 04	\$254.00	105.6
APMS	2014	Preventive MTC	TG1GC - 01	\$12,673.00	105.6
APMS	2014	Preventive MTC	TG2GC - 01	\$15,801.00	105.6
APMS	2014	Preventive MTC	TGGC - 03	\$10,836.00	105.6
APMS	2014	Preventive MTC	THGC - 02	\$29,680.00	105.6
APMS	2014	Preventive MTC	TJ1GC - 01	\$108.00	105.6
APMS	2014	Preventive MTC	TJ3GC - 01	\$31.00	105.6
APMS	2014	Major Rehab	THGC	\$309,790.00	100.6
APMS	2014	Major Rehab	AEASTGC - 04	\$858,357.00	86.6
APMS	2014	Major Rehab	AMGC - 01	\$50,607.00	86.6
APMS	2014	Major Rehab	AMGC - 02	\$236,237.00	86.6
APMS	2014	Major Rehab	R14LGC - 04OW	\$236,606.00	111.6
APMS	2014	Major Rehab	R22GC - 05	\$19,219.00	111.6
APMS	2014	Major Rehab	TA1GC - 01	\$1,016,840.00	100.6
APMS	2014	Major Rehab	TA2GC - 01	\$425,217.00	100.6
APMS	2015	Major Rehab	A01GC - 10	\$2,279,827.00	86.6
APMS	2015	Major Rehab	AEASTGC - 03	\$2,386,639.00	86.6
APMS	2015	Major Rehab	R18GC - 01	\$657,363.00	111.6
APMS	2016	Major Rehab	A01GC - 06	\$633,109.00	86.6
APMS	2017	Major Rehab	A01GC - 08	\$923,372.00	86.6
APMS	2018	Major Rehab	TGGC - 02	\$11,765,458.00	100.6
APMS	2019	Major Rehab	A01GC - 02	\$14,829,296.00	86.6
APMS	2019	Major Rehab	A01GC - 07	\$4,427,805.00	86.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: GRANT COUNTY INTL
 AIRPORT MGR: PATRICK JONES
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AIRPORT #10					Derived

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT’s Statewide CIP ([SCIP](#)), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS	2020	Major Rehab	A01GC - 01	\$1,278,726.00	86.6



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

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PHONE: 509.762.5363
EMAIL: PJONES@PORTOFMOSESLAKE.COM

APMS	2020	Major Rehab	A01GC - 09	\$1,032,668.00	86.6
APMS	2020	Major Rehab	R22GC - 02C	\$641,680.00	111.6
APMS	2020	Major Rehab	R22GC - 03W	\$164,793.00	111.6
5010		RWY 14L/32R RY 14L/32R NSTD HIRL LCTD 50 FT FM RY EDGE MARKINGS.			54.5
APMS		Resurfacing	TJ3GC - 1	\$42,046.61	103.6
APMS		Preventative MTC	R18GC - 1	\$505,555.50	116.6
APMS		Resurfacing	TJ1GC - 1	\$92,818.13	103.6
APMS		Resurfacing	TA1GC - 1	\$15,021.67	103.6
APMS		Preventative MTC	AEASTGC - 2	\$181,727.28	91.6
APMS		Resurfacing	AEASTGC - 3	\$35,257.55	89.6
APMS		Preventative MTC	AEASTGC - 4	\$91,437.32	91.6
APMS		Preventative MTC	AEASTGC - 1	\$3,034,454.10	91.6
APMS		Resurfacing	TFGC - 1	\$26,133.04	103.6
APMS		Resurfacing	TFGC - 3	\$38,946.69	103.6
APMS		Resurfacing	TFGC - 4	\$15,182.04	103.6
APMS		Resurfacing	TFGC - 2	\$75,973.80	103.6
APMS		Resurfacing	R927GC - 1	\$293,207.03	114.6
APMS		Resurfacing	AHLD4GC - 1	\$113,787.53	89.6
APMS		Preventative MTC	TGGC - 2	\$1,253,327.18	105.6
APMS		Resurfacing	TGGC - 1	\$15,182.04	103.6
APMS		Resurfacing	TGGC - 3	\$38,513.05	103.6
APMS		Resurfacing	TEGC - 1	\$109,860.12	103.6
APMS		Resurfacing	TCGC - 2	\$21,625.87	103.6
APMS		Resurfacing	TCGC - 1	\$905,532.37	103.6
APMS		Resurfacing	R14LGC - 02OW	\$47,497.97	114.6
APMS		Resurfacing	R14LGC - 04C	\$71,143.06	114.6
APMS		Resurfacing	R14LGC - 03C	\$379,593.81	114.6
APMS		Resurfacing	R14LGC - 03W	\$3,468,170.51	114.6
APMS		Resurfacing	R14LGC - 01C	\$142,779.54	114.6
APMS		Resurfacing	R14LGC - 04W	\$175,479.76	114.6
APMS		Resurfacing	R14LGC - 01W	\$428,516.05	114.6
APMS		Resurfacing	R14LGC - 02W	\$94,847.92	114.6
APMS		Resurfacing	R14LGC - 04OW	\$26,291.38	114.6
APMS		Resurfacing	R14LGC - 02C	\$47,417.32	114.6
APMS		Preventative MTC	AMGC - 1	\$39,892.98	91.6
APMS		Preventative MTC	AMGC - 2	\$186,223.80	91.6
APMS		Resurfacing	TA3GC - 1	\$18,740.34	103.6
APMS		Resurfacing	AHELIPADGC - 1	\$593.05	91.6
APMS		Preventative MTC	TJ2GC - 1	\$29,395.04	105.6
APMS		Preventative MTC	AHANGGC - 1	\$178,749.80	91.6
APMS		Preventative MTC	TJGC - 1	\$474,948.46	105.6
APMS		Preventative MTC	A01GC - 4	\$486,389.74	91.6
APMS		Preventative MTC	A01GC - 7	\$501,610.44	91.6
APMS		Resurfacing	A01GC - 6	\$66,024.44	89.6
APMS		Preventative MTC	A01GC - 10	\$350,025.60	91.6
APMS		Resurfacing	A01GC - 5	\$200,677.48	89.6
APMS		Resurfacing	A01GC - 2	\$219,071.57	89.6
APMS		Resurfacing	A01GC - 3	\$30,740.79	89.6
APMS		Resurfacing	A01GC - 9	\$228,577.12	89.6
APMS		Resurfacing	A01GC - 8	\$212,908.25	89.6



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: GRANT COUNTY INTL
 AIRPORT MGR: PATRICK JONES
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APMS		Resurfacing	A01GC - 1	\$408,301.16	89.6
APMS		Resurfacing	TDGC - 1	\$67,736.59	103.6
APMS		Resurfacing	TDGC - 2	\$15,554.00	103.6
APMS		Resurfacing	R22GC - 04C	\$608,529.96	114.6
APMS		Preventative MTC	R22GC - 02W	\$436,176.58	116.6
APMS		Resurfacing	R22GC - 03C	\$160,262.06	114.6
APMS		Resurfacing	R22GC - 04W	\$610,758.15	114.6
APMS		Resurfacing	R22GC - 5	\$4,933.33	114.6
APMS		Preventative MTC	R22GC - 02C	\$436,176.58	116.6
APMS		Resurfacing	R22GC - 1	\$7,116.58	114.6
APMS		Preventative MTC	R22GC - 03W	\$112,017.08	116.6
APMS		Resurfacing	TG2GC - 1	\$24,741.99	103.6
APMS		Resurfacing	TA2GC - 1	\$12,991.11	103.6
APMS		Resurfacing	AHOLD14LGC - 1	\$209,010.26	89.6
APMS		Resurfacing	TAGC - 3	\$279,229.11	103.6
APMS		Resurfacing	TAGC - 1	\$30,016.80	103.6
APMS		Resurfacing	TAGC - 2	\$75,749.86	103.6
APMS		Resurfacing	TG1GC - 1	\$24,495.28	103.6
APMS		Resurfacing	ACOLUMBGC - 1	\$108,757.52	89.6
APMS		Preventative MTC	THGC - 1	\$33,000.74	105.6
APMS		Resurfacing	THGC - 2	\$31,707.70	103.6
APMS		Resurfacing	AFUELGC - 1	\$2,415,477.50	89.6
APMS		Resurfacing	TCOMPASSGC - 1	\$84,101.88	103.6
APMS		Resurfacing	R14RGC - 1	\$680,282.88	114.6
APMS		Resurfacing	TBGC - 1	\$190,204.45	103.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: GRANT COUNTY INTL
 AIRPORT MGR: PATRICK JONES
 PHONE: 509.762.5363
 EMAIL: PJONES@PORTOFMOSESLAKE.COM

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Commercial Passenger Service
<input type="checkbox"/> Business and Corporate Travel
<input type="checkbox"/> Personal Transportation
<input type="checkbox"/> Pilot Training and Certification
<input checked="" type="checkbox"/> Air Cargo
<input type="checkbox"/> Blood, Tissue, and Organ Transportation
<input checked="" type="checkbox"/> Medical Air Transport
<input type="checkbox"/> Search and Rescue
<input checked="" type="checkbox"/> Firefighting | <input type="checkbox"/> National Security
<input checked="" type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input type="checkbox"/> Aerial Photography
<input checked="" type="checkbox"/> Aircraft Manufacturing
<input type="checkbox"/> Agriculture
<input type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Skydiving |
|---|---|

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

[Click here to enter text.](#)

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: GRANT COUNTY INTL
 AIRPORT MGR: PATRICK JONES
 PHONE: 509.762.5363
 EMAIL: PJONES@PORTOFMOSESLAKE.COM

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Click here to enter text.

WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: GROVE FIELD
AIRPORT MGR: DAVID RIPP
PHONE: 360.835.2196
EMAIL: DAVID@PORTCW.COM

Part 1. General Information:	<i>Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:</i>
-------------------------------------	--

	Existing	Future (Planned)
Approach Type:	Precision Approach	Precision Approach
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Lower than 3/4 mile but not lower than 1/2 mile (CAT-I PA)	Lower than 1 mile but not lower than 3/4 mile (APV ≥ 3/4 but < 1 mile)
Critical Design Aircraft:		
Runway Width:	40'	40'

Part 2. Short and Long-Term Planning Information: <i>Please verify, correct and provide the following information:</i>

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2007
B. Do you have an ALP?	YES	Last updated?	2007
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Length of runway	Nothing at this time	
Airfield Geometry	Width of runway	Nothing at this time	
Safety Areas	 Trailer park at the east end of the approach	Nothing at this time	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: GROVE FIELD
 AIRPORT MGR: DAVID RIPP
 PHONE: 360.835.2196
 EMAIL: DAVID@PORTCW.COM

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2014	Pavement maintenance	Remove painted graphics on runway, taxiway and aprons. Crack seal all areas. Seal coat all areas. Re-install all painted graphics.	\$85,000.00	164
SCIP	2015	Widen runway	Widen runway to 60 feet. Overlay runway surface with 2 - 1/2 inches of hot-mix asphalt.	\$25,000.00	89
SCIP	2016	Re-install runway lighting system	Remove all light fixtures. Install new underground cable. Install new runway edge and runway threshold lights.	\$20,000.00	86
SCIP	2016	Widen Runway (Construction Phase)(W)	Widen runway to 60 feet. Overlay runway surface with 2 - 1/2inches of hot-mix asphalt.	\$240,000.00	89
SCIP	2017	Re-install runway lighting system. (Construction Phase)(W)	Remove all light fixtures. Install new underground cable. Install new runway edge and runway threshold lights.	\$140,000.00	87
MP	2011-2015	RY Shift/Widening/Ext & TWY Connector Stub			83
MP	2011-2015	Widen and Ext North Side Parallel TWY			73
MP	2011-2015	Construct Hangar Buildings			34.6
APMS	2013	Preventive MTC	R07CA - 01	\$1,211.00	114.6
APMS	2013	Preventive MTC	T01CA - 03	\$550.00	103.6
APMS	2013	Preventive MTC	T03CA - 01	\$13,199.00	103.6
APMS	2013	Preventive MTC	T03CA - 03	\$1,201.00	103.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: GROVE FIELD
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**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: GROVE FIELD
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 PHONE: 360.835.2196
 EMAIL: DAVID@PORTCW.COM

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
MP	2016-2025	Constrcut S. Side Parallel TWY			87.15
MP	2016-2025	Construct Pilot Lounge			27.6
MP	2016-2025	Create Commercial Developmnt Area			61.8
MP	2016-2025	PVMT MTC			#N/A
MP	2016-2025	ALP Update			86
5010		RWY 07/25 NSTD MIRL RYS 07 & 25 DSPLCD THLDS UNLGTD.			63
APMS		Preventative MTC	T02CA - 1	\$96,047.28	103.6
APMS		Preventative MTC	T01CA - 1	\$7,870.56	103.6
APMS		Preventative MTC	T01CA - 2	\$143,571.60	103.6
APMS		Resurfacing	T01CA - 3	\$12,712.40	101.6
APMS		Resurfacing	T03CA - 1	\$98,020.90	101.6
APMS		Resurfacing	T03CA - 3	\$33,306.00	101.6
APMS		Preventative MTC	T03CA - 5	\$41,623.68	103.6
APMS		Preventative MTC	T03CA - 4	\$30,946.44	103.6
APMS		Resurfacing	R07CA - 1	\$336,311.30	112.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

In 2010 the current Commission decided not to become an obligated airport and accept any FAA grant dollars to repair any of the deficiencies.

H. Aging facilities and infrastructure: *Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:*

Infrastructure	Location / Description	Age (Years)
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	Hangars A and B	55+

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- | | |
|--|--|
| <input type="checkbox"/> Commercial Passenger Service | <input type="checkbox"/> National Security |
| <input type="checkbox"/> Business and Corporate Travel | <input type="checkbox"/> Emergency Preparedness and Response |
| <input type="checkbox"/> Personal Transportation | <input type="checkbox"/> Scientific Research |
| <input checked="" type="checkbox"/> Pilot Training and Certification | <input type="checkbox"/> Aerial Photography |
| <input type="checkbox"/> Air Cargo | <input type="checkbox"/> Aircraft Manufacturing |
| <input type="checkbox"/> Blood, Tissue, and Organ Transportation | <input type="checkbox"/> Agriculture |
| <input type="checkbox"/> Medical Air Transport | <input type="checkbox"/> Aerial Sightseeing |
| <input type="checkbox"/> Search and Rescue | <input type="checkbox"/> Skydiving |
| <input type="checkbox"/> Firefighting | |

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

The real impact is timing of when to do the capital improvement and have the financial ability to complete it. Since the Commission decided not to accept FAA money, the Port has had to rely on our Capital Budget to complete any airport improvements. The Capital Budget is used on all port capital projects, which covers the Port's industrial park and marina as well.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: GROVE FIELD
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C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

One of the biggest successes is our airport association (CWAA). The Port has partnered with them on their July fly-in festivities, as well as the Port's old time plane and car show (Wheels and Wings).

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Jurisdiction (Annual CIP or General Fund)	ALP		High

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Federal or State funding has not been an issue since all airport capital projects are funded by the Port.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: HARVEY FIELD
AIRPORT MGR: K HARVEY
PHONE: 360.568.1541
EMAIL: KANDACEHARVEY@HARVEYFIELD.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Non-Precision Approach	Non-Precision Approach
Approach Category:	A: Approach speed less than 91 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Greater than 1 mile (NPA)	Greater than 1 mile (NPA)
Critical Design Aircraft:		
Runway Width:	36'	100'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2010
B. Do you have an ALP?	YES	Last updated?	2010

C. If you are currently preparing a Master Plan Update:

1. When is it anticipated to be completed?
2. Who is preparing it?

D. Do you have known deficiencies in FAA Design Standards ([AC 150/5300-13A – Airport Design](#))? Please select and or list non-standard items and proposed mitigation below, if any:

Non-Standard Item	Description	Proposed Mitigation
Airfield Geometry	Existing Rwy Width 36'	Widen to 60'
Airfield Geometry	Existing RSA beyond rwy end 1'/100'	Extend to 240'
Airfield Geometry	Obstructed GQS	Reconstruct Rwy to Clear Power line and Road
Airfield Geometry	Existing Rwy/Twy separation 91'	Reconstruct Rwy to provide std 150' separation
Airfield Geometry	Existing Twy Width 16'	Widen to 25'



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: HARVEY FIELD
 AIRPORT MGR: K HARVEY
 PHONE: 360.568.1541
 EMAIL: KANDACEHARVEY@HARVEYFIELD.COM

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Airport Beacon	Purchase and Install Airport Beacon.	\$59,850.00	97
SCIP	2013	Obstruction Removal Phase 1	Relocate PSE Transmission Lines.	\$68,800.00	118
SCIP	2013	Obstruction Removal Phase 1	Tree Removal	\$27,500.00	118
SCIP	2013	Overlay Connector Taxiway System	OverlayConnector Taxiway System (2500 ft. x 25 ft.).	\$81,800.00	101.6
SCIP	2013	Overlay Primary Taxiway and Rehabilitation	Crack sealing, surface treatment, and patches of pavement removal and replacement. 2700 ft. x 25 ft.	\$165,300.00	106.6
SCIP	2013	Overlay taxilane C	Taxilane Connector (185 ft, x 25 ft.)	\$54,230.00	106.6
SCIP	2013	Runway 33R/15L Overlay/Maintenance	Fill and seal cracks, overlay existing active runway, seal coat and re-paint markings	\$262,000.00	119.6
SCIP	2014	Master PPlan Update	Critical aircraft has changed from ARC AI to BI (Cessna Caravan with more than 500 operations). As a result FAA has agreed to fund a Master Plan Update. The master plan will set a path for moving forward and cover a number of FAA concerns.	\$165,000.00	93
MP	2010-2015	Environmental Assessment		\$231,300.00	88
MP	2010-2015	Relo Transmission lines		\$68,800.00	25.6
MP	2010-2015	Obstruction Removal		\$35,000.00	68.6
MP	2010-2015	Construct Perimeter Rd		\$565,800.00	105.5
MP	2010-2015	Pave RY 15/33		\$660,400.00	#N/A
MP	2010-2015	Overlay Primary TWY		\$165,300.00	103.6
MP	2010-2015	Overlay Connector TWY System		\$74,400.00	#N/A
MP	2010-2015	TXLN Connector		\$49,300.00	98.9
MP	2010-2015	Terminal Building		\$484,500.00	51.65
MP	2010-2015	MTC Hangar		\$389,000.00	28.6
MP	2010-2015	20 Unit T-Hangar		\$578,400.00	28.6
MP	2010-2015	Helipad and Heli Parking		\$256,800.00	72.65
MP	2010-2015	Helipad Parking		\$193,200.00	45



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MP	2010-2015	South A/C Parking Apron		\$597,700.00	65.65
MP	2010-2015	TXLN Connector		\$71,900.00	78.9
MP	2010-2015	N. A/C Parking Apron		\$568,100.00	65.65
MP	2010-2015	Security Fencing and Gates		\$199,900.00	72.5
MP	2010-2015	AWOS		\$165,000.00	56.5
MP	2010-2015	Airport Beacon		\$45,600.00	#N/A
MP	2010-2015	Lighted Wind Cone and Segmented Circle		\$47,500.00	60
MP	2016-2020	Relo Airport Way		\$500,300.00	45.2
MP	2016-2020	RY 15/33 Ext and THLD Relo		\$299,100.00	96.8
MP	2016-2020	Construct W. Parallel TWY		\$398,000.00	88.9
MP	2016-2020	Construct W. A/C Parking Apron		\$610,800.00	65.65
MP	2016-2020	20-nit T-Hangars		\$1,536,000.00	28.6
MP	2016-2020	W. Hangar TXLNs		\$371,800.00	63.9
MP	2016-2020	Conventional Hangar		\$189,300.00	28.6
MP	2016-2020	Corporate Hangar		\$880,000.00	28.6
MP	2016-2020	Heli Hangar		\$757,200.00	28.6
MP	2016-2020	Fuel Storage		\$100,000.00	39
MP	2016-2020	Fuel Tank Storage Facility		\$38,800.00	39
MP	2016-2020	MTC Building		\$316,300.00	48.6
MP	2016-2020	Construct Student Housing		\$1,001,000.00	22.6
APMS	2013	Preventive MTC	A02HF - 01	\$3,002.00	91.6
APMS	2013	Preventive MTC	TBHF - 01	\$2,961.00	91.6
APMS	2014	Major Rehab	A01HF - 01	\$57,178.00	111.6
APMS	2014	Major Rehab	R15LHF - 01	\$54,805.00	107.6
APMS	2014	Major Rehab	TAHF - 01	\$374,979.00	107.6
APMS	2014	Major Rehab	TAHF - 02	\$159,522.00	107.6
APMS	2014	Major Rehab	TH01HF - 01	\$81,894.00	107.6
APMS	2014	Major Rehab	TH01HF - 02	\$136,579.00	107.6
APMS	2014	Major Rehab	TH01HF - 04	\$125,777.00	107.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

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F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
MP	2021-2030	20-Unit T-Hangar		\$967,300.00	28.6
MP	2021-2030	W. Hangar TXLNs		\$774,200.00	63.9
MP	2021-2030	Corporate Hangar		\$880,000.00	28.6
MP	2021-2030	Corporate Hangar TXLN		\$1,428,900.00	63.9
MP	2021-2030	2 Heli Hangars		\$330,000.00	28.6
MP	2021-2030	MTC/Storage Facilities		\$1,683,200.00	48.6
5010		RWY 15L/33R NSTD LIRL; THLD LIGHTS 360 DEGS GREEN.			64.5
NextGen		Prep Obs Survey		\$100,000.00	115
NextGen		Relo PWR Lines		\$86,000.00	24.6
NextGen		Obs Removal		\$25,000.00	115
NextGen		Pave Exist Turf RW		\$660,400.00	104.4
NextGen		Convert Exist Asphalt RW to Parallel TW		\$450,000.00	93.9
NextGen		Relo Airport Way		\$625,000.00	26
NextGen		Extend RY		\$1,200,000.00	86
NextGen		Install AWOS		\$165,000.00	56.5
APMS		Preventative MTC	TAHF - 2	\$51,277.20	105.6
APMS		Preventative MTC	TAHF - 1	\$120,534.48	105.6
APMS		Resurfacing	A02HF - 1	\$12,700.00	89.6
APMS		Resurfacing	TH01HF - 4	\$6,677.26	103.6
APMS		Preventative MTC	TH01HF - 1	\$130,117.32	105.6
APMS		Preventative MTC	TH01HF - 2	\$217,003.56	105.6
APMS		Preventative MTC	TH01HF - 3	\$132,157.92	105.6
APMS		Preventative MTC	A01HF - 1	\$90,846.60	91.6
APMS		Preventative MTC	TBHF - 1	\$28,787.28	105.6
APMS		Preventative MTC	R15LHF - 1	\$221,506.56	116.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

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 PHONE: 360.568.1541
 EMAIL: KANDACEHARVEY@HARVEYFIELD.COM

AIRPORT #9				Derived
AIRPORT #10				Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
----------------	------------------------	-------------

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services: Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT’s [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- | | |
|--|--|
| <input type="checkbox"/> Commercial Passenger Service
<input type="checkbox"/> Business and Corporate Travel
<input type="checkbox"/> Personal Transportation
<input checked="" type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input type="checkbox"/> Blood, Tissue, and Organ Transportation
<input type="checkbox"/> Medical Air Transport
<input type="checkbox"/> Search and Rescue
<input type="checkbox"/> Firefighting | <input type="checkbox"/> National Security
<input type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input type="checkbox"/> Aerial Photography
<input type="checkbox"/> Aircraft Manufacturing
<input type="checkbox"/> Agriculture
<input type="checkbox"/> Aerial Sightseeing
<input checked="" type="checkbox"/> Skydiving |
|--|--|

B. Impact to airport and community resulting from lack of capital funding: From the airport’s point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:
 Improving the airport to meet FAA airport design standards will assure the long term viability of the airport, for the 17 businesses located at Harvey Field and the 315 aircraft based here. Harvey Field is one of 5 “reliever” airports in the Puget Sound area providing a necessary alternative to Seattle Tacoma International Airport for General Aviation business and recreation flight operations. The next closest “reliever” airport is Paine Field, which has a two year waiting list for hangar



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space.

C. Airport value to community: *From the airport’s point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*
 As mentioned above, 17 viable businesses are located at Harvey Field. These businesses provide 199 jobs and \$3.9 million annually in labor income. \$5.8 million in annual visitor spending generates 58 additional jobs in the community. *Source: WSDOT Aviation Economic Impact Study 2012. Click here to enter text.*

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*
 Click here to enter text.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: HOSKINS FIELD
 AIRPORT MGR: JOHN MCCLAIN
 PHONE: 360-491-6723
 EMAIL: BENTJOHN@COMCAST.NET

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	Click here to enter text.	Click here to enter text.
Runway Width:	116'	116'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	SELECT HERE <i>No</i>	Last updated?	SELECT HERE
B. Do you have an ALP? <i>We have no plans</i>	SELECT HERE <i>No</i>	Last updated?	SELECT HERE
C. If you are currently preparing a Master Plan Update: <i>No</i>			
1. When is it anticipated to be completed? Click here to enter text.			
2. Who is preparing it? Click here to enter text.			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any: <i>No; Not that we know of.</i>			
Non-Standard Item	Description	Proposed Mitigation	
SELECT HERE	Click here to enter text.	Click here to enter text.	
SELECT HERE	Click here to enter text.	Click here to enter text.	
SELECT HERE	Click here to enter text.	Click here to enter text.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: HOSKINS FIELD
 AIRPORT MGR: JOHN MCCLAIN
 PHONE: 360-491-6723
 EMAIL: BENTJOHN@COMCAST.NET

E. Short-term (0-5 years) CIP:	<p><i>Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</i></p> <p><i>Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):</i></p>
---------------------------------------	--

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1	Enter	Enter	Enter	Enter	Derived
AIRPORT #2	Enter	Enter	Enter	Enter	Derived
AIRPORT #3	Enter	Enter	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
AIRPORT #5	Enter	Enter	Enter	Enter	Derived
AIRPORT #6	Enter	Enter	Enter	Enter	Derived
AIRPORT #7	Enter	Enter	Enter	Enter	Derived
AIRPORT #8	Enter	Enter	Enter	Enter	Derived
AIRPORT #9	Enter	Enter	Enter	Enter	Derived
AIRPORT #10	Enter	Enter	Enter	Enter	Derived



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: HOSKINS FIELD
 AIRPORT MGR: JOHN MCCLAIN
 PHONE: 360-491-6723
 EMAIL: BENTJOHN@COMCAST.NET

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1	Enter	Enter	Enter	Enter	Derived
AIRPORT #2	Enter	Enter	Enter	Enter	Derived
AIRPORT #3	Enter	Enter	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
AIRPORT #5	Enter	Enter	Enter	Enter	Derived
AIRPORT #6	Enter	Enter	Enter	Enter	Derived
AIRPORT #7	Enter	Enter	Enter	Enter	Derived
AIRPORT #8	Enter	Enter	Enter	Enter	Derived
AIRPORT #9	Enter	Enter	Enter	Enter	Derived
AIRPORT #10	Enter	Enter	Enter	Enter	Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:
 Click here to enter text. *Probably not. Just leave us alone*

H. Aging facilities and infrastructure: *Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:*

Infrastructure	Location / Description	Age (Years)
SELECT HERE	Click here to enter text.	Enter
SELECT HERE	Click here to enter text.	Enter
SELECT HERE	Click here to enter text.	Enter
Click here to enter text.	Click here to enter text.	Enter
Click here to enter text.	Click here to enter text.	Enter



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: HOSKINS FIELD
AIRPORT MGR: JOHN MCCLAIN
PHONE: 360-491-6723
EMAIL: BENTJOHN@COMCAST.NET

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- Commercial Passenger Service
- Business and Corporate Travel
- Personal Transportation
- Pilot Training and Certification
- Air Cargo
- Blood, Tissue, and Organ Transportation
- Medical Air Transport
- Search and Rescue
- Firefighting

- National Security
- Emergency Preparedness and Response
- Scientific Research
- Aerial Photography
- Aircraft Manufacturing
- Agriculture
- Aerial Sightseeing
- Skydiving

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Click here to enter text. *Not applicable*

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Click here to enter text. *N/A*



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: HOSKINS FIELD
 AIRPORT MGR: JOHN MCCLAIN
 PHONE: 360-491-6723
 EMAIL: BENTJOHN@COMCAST.NET

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:* *N/A*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
SELECT HERE	Click here to enter text.	Enter	SELECT HERE
SELECT HERE	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE
Click here to enter text.	Click here to enter text.	Enter	SELECT HERE

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Click here to enter text. *Trees on both ends. Don't belong to U.S.*



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: JEFFERSON COUNTY INTL
AIRPORT MGR: LARRY CROCKETT
PHONE: 360.385.0656
EMAIL: LARRY@PORTOFPT.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Non-Precision Approach	Non-Precision Approach
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
Visibility Minimums:	Greater than 1 mile (NPA)	Greater than 1 mile (NPA)
Critical Design Aircraft:		
Runway Width:	75'	75'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2013
B. Do you have an ALP?	YES	Last updated?	2013
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed? Dec 2013			
2. Who is preparing it? Reid middelton			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: JEFFERSON COUNTY INTL
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E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2014	Runway and Taxiway Pavement Rehabilitation	Design and Construction of Pavement Rehabilitation to include crack seal and sealcoat.	\$339,900.00	118
SCIP	2015	Tree removal Environmental	Environmental review of tree removal from approach surfaces.	\$220,000.00	68
SCIP	2016	Tree Removal	Removal of trees in the approach surfaces.	\$220,500.00	89
SCIP	2017	Existing hangar Rehabilitation design	Design work for Hangar re-construction. The Port owns 20 nested T hangars in need of rehabilitation. The Port would be seeking some limited funds to help in the design and reconstruction of these buildings for the public's use.	\$200,000.00	39
SCIP	2018	Rehabilitation of Port Owned Hangars	2018 The Port will re-construct 20 nested T hangars to include new metal siding, new doors and new concrete floors.	\$800,000.00	38
MP	2013-2022	Crack Seal/Slurry Seal/Mark RY 9/27		\$204,000.00	#N/A
MP	2013-2022	Crack Seal/Slurry Seal/Mark TWYs A, B, and C		\$112,410.00	#N/A
MP	2013-2022	Remove/Relo Lighted Wind Cone and Segmeted Circle		\$26,600.00	58.5
MP	2013-2022	Overlay/Mark Eastern Tie-Down Apron		\$160,000.00	87.6
MP	2013-2022	Reconstruct Western Terminal Area TXLNs		\$1,091,600.00	98.6
MP	2013-2022	Crack Seal/Slurry Seal/Mark Main Apron		\$54,600.00	89.6
MP	2013-2022	Crack Seal/Slurry Seal/Mark East Terminal Area TXLNs		\$20,600.00	103.6
MP	2013-2022	Seal Coat Apron in Vicinity of Fueling Facilities		\$28,800.00	89.6
MP	2013-2022	Construct (3) 10-Unit Nested T-Hangars		\$1,013,100.00	21.6
MP	2013-2022	Construct (2) Clear Span/Common Hangars		\$386,000.00	21.6
MP	2013-2022	Expand Passenger Terminal Building by 2,010 sqft		\$297,000.00	48.5



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AIRPORT SURVEY**

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MP	2013-2022	Expand/Pave/Automobile Parking Area to accommodate 17 additional Spaces for 50 Total		\$128,300.00	43.25
APMS	2013	Preventive MTC	A02PT - 01	\$2,494.00	89.6
APMS	2013	Preventive MTC	A03PT - 01	\$12.00	89.6
APMS	2013	Preventive MTC	R08PT - 01	\$636.00	114.6
APMS	2013	Preventive MTC	T04PT - 01	\$2,274.00	103.6
APMS	2013	Preventive MTC	T08PT - 01	\$1,826.00	103.6
APMS	2018	Major Rehab	R08PT - 01	\$356,395.00	109.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived



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 EMAIL: LARRY@PORTOFPT.COM

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS		Preventative MTC	T06PT - 1	\$120,338.40	103.6
APMS		Resurfacing	T08PT - 1	\$35,099.40	101.6
APMS		Resurfacing	A02PT - 1	\$43,932.20	87.6
APMS		Preventative MTC	T02PT - 1	\$7,838.64	103.6
APMS		Preventative MTC	T03PT - 1	\$10,773.00	103.6
APMS		Preventative MTC	T05PT - 1	\$92,625.00	103.6
APMS		Preventative MTC	T09PT - 1	\$43,858.08	103.6
APMS		Preventative MTC	T01PT - 1	\$41,653.32	103.6
APMS		Preventative MTC	A04PT - 1	\$15,244.08	89.6
APMS		Resurfacing	T04PT - 1	\$83,082.00	101.6
APMS		Resurfacing	A03PT - 1	\$38,225.65	87.6
APMS		Preventative MTC	T07PT - 1	\$61,890.60	103.6
APMS		Preventative MTC	R08PT - 1	\$513,000.00	114.6
APMS		Preventative MTC	T10PT - 1	\$209,780.52	103.6
APMS		Preventative MTC	A01PT - 2	\$102,144.00	89.6
APMS		Preventative MTC	A01PT - 1	\$270,476.40	89.6
APMS		Preventative MTC	T11PT - 1	\$193,583.40	103.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

yes

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- | | |
|---|--|
| <input type="checkbox"/> Commercial Passenger Service
<input type="checkbox"/> Business and Corporate Travel
<input type="checkbox"/> Personal Transportation
<input checked="" type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input type="checkbox"/> Blood, Tissue, and Organ Transportation
<input type="checkbox"/> Medical Air Transport
<input checked="" type="checkbox"/> Search and Rescue
<input type="checkbox"/> Firefighting | <input type="checkbox"/> National Security
<input type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input type="checkbox"/> Aerial Photography
<input type="checkbox"/> Aircraft Manufacturing
<input type="checkbox"/> Agriculture
<input checked="" type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Skydiving |
|---|--|

B. Impact to airport and community resulting from lack of capital funding: From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: JEFFERSON COUNTY INTL
 AIRPORT MGR: LARRY CROCKETT
 PHONE: 360.385.0656
 EMAIL: LARRY@PORTOFPT.COM

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*
 Click here to enter text.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Click here to enter text.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: KENMORE AIR HARBOR SPB
 AIRPORT MGR: JOHN GOWEY
 PHONE: 425-486-1257
 EMAIL: JOHNG@KENMOREAIR.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	DeHavilland DHC-3T Otter	DeHavilland DHC-3T Otter
Runway Width:	500'	500'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	NO	Last updated?	
B. Do you have an ALP?	NO	Last updated?	
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: KENMORE AIR HARBOR SPB
 AIRPORT MGR: JOHN GOWEY
 PHONE: 425-486-1257
 EMAIL: JOHNG@KENMOREAIR.COM

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP ([SCIP](#)), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT’s Statewide CIP ([SCIP](#)), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: KENMORE AIR HARBOR SPB
 AIRPORT MGR: JOHN GOWEY
 PHONE: 425-486-1257
 EMAIL: JOHNG@KENMOREAIR.COM

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:
 Not applicable

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services: Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: KENMORE AIR HARBOR SPB
 AIRPORT MGR: JOHN GOWEY
 PHONE: 425-486-1257
 EMAIL: JOHNG@KENMOREAIR.COM

<input checked="" type="checkbox"/> Commercial Passenger Service <input type="checkbox"/> Business and Corporate Travel <input checked="" type="checkbox"/> Personal Transportation <input checked="" type="checkbox"/> Pilot Training and Certification <input checked="" type="checkbox"/> Air Cargo <input type="checkbox"/> Blood, Tissue, and Organ Transportation <input type="checkbox"/> Medical Air Transport <input type="checkbox"/> Search and Rescue <input type="checkbox"/> Firefighting	<input type="checkbox"/> National Security <input type="checkbox"/> Emergency Preparedness and Response <input type="checkbox"/> Scientific Research <input type="checkbox"/> Aerial Photography <input checked="" type="checkbox"/> Aircraft Manufacturing <input type="checkbox"/> Agriculture <input type="checkbox"/> Aerial Sightseeing <input type="checkbox"/> Skydiving
---	--

B. Impact to airport and community resulting from lack of capital funding: *From the airport’s point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

As a water-based seaplane company with no paved runways or other similar infrastructure, we are not eligible for WSDOT capital improvement funding, therefore there is no impact.

C. Airport value to community: *From the airport’s point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Based on a 2012 WSDOT Economic Impact Study, Kenmore Air Harbor (S60) and Lake Union (W55) combine for \$70 million in annual economic impact from labor income, other spending by our business in the regional economy, and spending by visitors to Washington State that use our two airports.

Click here to enter text.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: KENMORE AIR HARBOR SPB
 AIRPORT MGR: JOHN GOWEY
 PHONE: 425-486-1257
 EMAIL: JOHNG@KENMOREAIR.COM

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Click here to enter text.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: KENMORE AIR HARBOR, INC. SPB
 AIRPORT MGR: JOHN GOWEY
 PHONE: 425-486-1257
 EMAIL: JOHNG@KENMOREAIR.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	DeHavilland DHC-3T Otter	DeHavilland DHC-3T Otter
Runway Width:	1,000'	1,000'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	NO	Last updated?	
B. Do you have an ALP?	NO	Last updated?	
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: KENMORE AIR HARBOR, INC. SPB
 AIRPORT MGR: JOHN GOWEY
 PHONE: 425-486-1257
 EMAIL: JOHNG@KENMOREAIR.COM

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP ([SCIP](#)), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT’s Statewide CIP ([SCIP](#)), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

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Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:
 Not applicable

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services: Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: KENMORE AIR HARBOR, INC. SPB
 AIRPORT MGR: JOHN GOWEY
 PHONE: 425-486-1257
 EMAIL: JOHNG@KENMOREAIR.COM

<input checked="" type="checkbox"/> Commercial Passenger Service <input type="checkbox"/> Business and Corporate Travel <input checked="" type="checkbox"/> Personal Transportation <input checked="" type="checkbox"/> Pilot Training and Certification <input checked="" type="checkbox"/> Air Cargo <input type="checkbox"/> Blood, Tissue, and Organ Transportation <input type="checkbox"/> Medical Air Transport <input type="checkbox"/> Search and Rescue <input type="checkbox"/> Firefighting	<input type="checkbox"/> National Security <input type="checkbox"/> Emergency Preparedness and Response <input type="checkbox"/> Scientific Research <input type="checkbox"/> Aerial Photography <input checked="" type="checkbox"/> Aircraft Manufacturing <input type="checkbox"/> Agriculture <input type="checkbox"/> Aerial Sightseeing <input type="checkbox"/> Skydiving
---	--

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

As a water-based seaplane company with no paved runways or other similar infrastructure, we are not eligible for WSDOT capital improvement funding, therefore there is no impact.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Based on a 2012 WSDOT Economic Impact Study, Kenmore Air Harbor (S60) and Lake Union (W55) combine for \$70 million in annual economic impact from labor income, other spending by our business in the regional economy, and spending by visitors to Washington State that use our two airports.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: KENMORE AIR HARBOR, INC. SPB
AIRPORT MGR: JOHN GOWEY
PHONE: 425-486-1257
EMAIL: JOHNG@KENMOREAIR.COM

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

No.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LAKE CHELAN
 AIRPORT MGR: PAUL SCHMIDT
 PHONE: 509-682-5976
 EMAIL: PSCHMIDT@CITYOFCHELAN.US

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	Cessna Citation	DHC-6 Twin Otter
Runway Width:	60'	60'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2009
B. Do you have an ALP?	YES	Last updated?	2013
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Safety Areas	R/W 2 End RSA, OFA, OFZ, RPZ Obstructions	Relocate R/W End, Close/Relocate Roads	
Safety Areas	R/W 20 End RSA, OFA, OFZ, RPZ Obstructions	Relocate R/W End, Relocate Road	
Safety Areas	T/W OFA Obstructions	Reconfigure Apron, Relocate Road	
Safety Areas	Taxilane OFA Obstructions	Relocate Parking Area	
Safety Areas	Runway OFZ Obstructions	Reconfigure with Std. Parallel Taxiway	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LAKE CHELAN
 AIRPORT MGR: PAUL SCHMIDT
 PHONE: 509-682-5976
 EMAIL: PSCHMIDT@CITYOFCHELAN.US

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2014	RW Safety Improvements Phase 1 - Land Acquisition (38.2 Acres)	Acquire additional land (38.2 Acres), NE of the airport, for future runway extension.	\$670,000.00	51
SCIP	2015	RW Safety Improvements, Phase 2 design Road Relocation	Design for Reconfiguration of Apples Acres Intersection, HWY Approaches, Relocate Howard Flats road	\$195,000.00	50
SCIP	2016	RW Safety Improvements, Phase 2 Construct Road Relocation	Project will construct reconfiguration of Apples Acres Intersection, HWY Approaches, and Howard Flats road relocation	\$1,000,000.00	55
SCIP	2017	RW Safety Improvements, Phase 3 Demo (Existing road, buildings and trees)	Project will demo existing road, building and trees located on the north/east end of the airport.	\$75,000.00	55
SCIP	2018	RW Safety Improvements, Phase 4 Design (470' RW Shift/Extension)	Design phase for 470' RW Extension for RW 20 and associated parallel taxiway and RW 2 relocation to the east, Rehabilitate Remaining Runway Pavement	\$275,000.00	78
SCIP	2019	RW Safety Improvements, Phase 4 - Construct RW Shift/Extension	Construct (470' RW Shift/Extend parallel taxiway, Rehabilitate Remai	\$2,000,000.00	73
APMS	2013	Preventive MTC	A02CN - 01	\$228.00	87.6
APMS	2013	Preventive MTC	A03CN - 01	\$2,066.00	87.6
APMS	2014	Major Rehab	A01CN - 01	\$9,356.00	82.6
APMS	2014	Major Rehab	A02CN - 03	\$37,457.00	82.6
APMS	2014	Major Rehab	A04CN - 01	\$9,469.00	82.6
APMS	2014	Major Rehab	R02CN - 01	\$295,736.00	107.6
APMS	2014	Major Rehab	T01CN - 01	\$51,892.00	96.6
APMS	2014	Major Rehab	T02CN - 01	\$36,692.00	96.6
APMS	2014	Major Rehab	T02CN - 02	\$574,055.00	96.6
APMS	2014	Major Rehab	T03CN - 01	\$42,602.00	96.6



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LAKE CHELAN
 AIRPORT MGR: PAUL SCHMIDT
 PHONE: 509-682-5976
 EMAIL: PSCHMIDT@CITYOFCHELAN.US

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS	2020	Major Rehab	A02CN - 01	\$44,699.00	82.6
SCIP	2020	Airfield Perimeter Fencing	Install Airfield Perimeter Fencing	\$100,000.00	N/A
SCIP	2021	Hangar Taxilanes	Construct Hangar Taxilanes	\$100,000.00	N/A
SCIP	2022	Hangar Taxilanes	Construct Hangar Taxilanes	\$200,000.00	N/A

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

Yes

H. Aging facilities and infrastructure: *Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:*

Infrastructure	Location / Description	Age (Years)
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	Hangars	?

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services:

Please verify the 17 User Derived Benefits below are provided by the Airport as defined by WSDOT's Aviation Economic Impact Study.

- | | |
|--|---|
| <input type="checkbox"/> Commercial Passenger Service
<input type="checkbox"/> Business and Corporate Travel
<input checked="" type="checkbox"/> Personal Transportation
<input checked="" type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input type="checkbox"/> Blood, Tissue, and Organ Transportation
<input checked="" type="checkbox"/> Medical Air Transport
<input type="checkbox"/> Search and Rescue
<input type="checkbox"/> Firefighting | <input type="checkbox"/> National Security
<input type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input type="checkbox"/> Aerial Photography
<input type="checkbox"/> Aircraft Manufacturing
<input checked="" type="checkbox"/> Agriculture
<input type="checkbox"/> Aerial Sightseeing
<input checked="" type="checkbox"/> Skydiving |
|--|---|

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Maintenance and safety projects have been delayed impacting safety and long term sustainability. The increase of sponsor grant match requirements from 2.5% (95% FAA & 2.5% DOT) to 5%-7.5% (90% FAA & 2.5%-5.0% DOT) places an increased funding burden on the sponsor. This severely limits the amount of projects that can be completed.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Medical transport and agriculture flights provide value to all members of the community and helps the local economy.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: LAKE CHELAN
 AIRPORT MGR: PAUL SCHMIDT
 PHONE: 509-682-5976
 EMAIL: PSCHMIDT@CITYOFCHELAN.US

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Jurisdiction (Annual CIP or General Fund)	City Airport Fund	Varies depending on projects	High

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Click here to enter text.

Land acquisition and construction projects to remediate the airport's safety area issues are deferred until funding is available.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: LAKE WENATCHEE STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-253-4850
 EMAIL: WOLFP@WSDOT.WA.GOV

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:		
Runway Width:	100'	100'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	NO	Last updated?	
B. Do you have an ALP?	NO	Last updated?	
C. If you are currently preparing a Master Plan Update: No			
1. When is it anticipated to be completed? 2015-16			
2. Who is preparing it? Pending Consultant			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Remote back country airport	ALP selected preferred alternatives	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LAKE WENATCHEE STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-253-4850
 EMAIL: WOLFP@WSDOT.WA.GOV

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Conduct Airport Master Planning - ALP/CIP	Conduct Airport Precision Boundary Survey. Prepare Right-of-Way Plan. Update WSDOT Integrated Real Estate Information System (IRIS). Update Capital Asset and Improvement Depreciation Schedule. Conduct Obstruction and Compatible Land Use Analysis. Establish Airport Property Management Zones.	\$30,000.00	87
SCIP	2015	Improve Airport install grass/turf runway irrigation system	Install grass/turf runway irrigation system.	\$80,000.00	54
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LAKE WENATCHEE STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-253-4850
 EMAIL: WOLFP@WSDOT.WA.GOV

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services: Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LAKE WENATCHEE STATE
AIRPORT MGR: PAUL WOLF
PHONE: 360-253-4850
EMAIL: WOLFP@WSDOT.WA.GOV

<input type="checkbox"/> Commercial Passenger Service	<input type="checkbox"/> National Security
<input type="checkbox"/> Business and Corporate Travel	<input type="checkbox"/> Emergency Preparedness and Response
<input checked="" type="checkbox"/> Personal Transportation	<input type="checkbox"/> Scientific Research
<input type="checkbox"/> Pilot Training and Certification	<input type="checkbox"/> Aerial Photography
<input type="checkbox"/> Air Cargo	<input type="checkbox"/> Aircraft Manufacturing
<input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation	<input type="checkbox"/> Agriculture
<input checked="" type="checkbox"/> Medical Air Transport	<input type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Search and Rescue	<input type="checkbox"/> Skydiving
<input checked="" type="checkbox"/> Firefighting	

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Lake Wenatchee State Airport is a vital east/west route emergency management airport that is critical for routine yearly access for natural resource emergency management staging activities. Critical planning for utility, communications, and staging area improvement is needed. Irrigation facilities, obstruction removal are also essential for meeting published facility and activity performance objectives. WSDOT Climate Impacts Vulnerability Assessment (Nov 2011) rates this airport as having moderate vulnerability risk due to climate impacts. ALP will determine preferred alternatives to reduce vulnerability.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

[Click here to enter text.](#)

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: LAKE WENATCHEE STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-253-4850
 EMAIL: WOLFP@WSDOT.WA.GOV

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Limited airport preservation funds limit timely delivery of published airport facility and activity performance objectives.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LESTER STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:		
Runway Width:	100'	100'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	NO	Last updated?	
B. Do you have an ALP?	NO	Last updated?	
C. If you are currently preparing a Master Plan Update: No			
1. When is it anticipated to be completed? 2015-16 Maybe not			
2. Who is preparing it? Pending consultant			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Catastrophic Erosion Damage	Sell Airport.	
Airfield Geometry	Property Evaluation	Property trade.	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LESTER STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Airport Relocation Assistance	Conduct precision airport survey and property appraisal to determine real value of remaining property.	\$20,000.00	86
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LESTER STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
None		

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services: Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: LESTER STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

<input type="checkbox"/> Commercial Passenger Service <input type="checkbox"/> Business and Corporate Travel <input checked="" type="checkbox"/> Personal Transportation <input type="checkbox"/> Pilot Training and Certification <input type="checkbox"/> Air Cargo <input type="checkbox"/> Blood, Tissue, and Organ Transportation <input type="checkbox"/> Medical Air Transport <input type="checkbox"/> Search and Rescue <input type="checkbox"/> Firefighting	<input type="checkbox"/> National Security <input type="checkbox"/> Emergency Preparedness and Response <input type="checkbox"/> Scientific Research <input type="checkbox"/> Aerial Photography <input type="checkbox"/> Aircraft Manufacturing <input type="checkbox"/> Agriculture <input type="checkbox"/> Aerial Sighting <input type="checkbox"/> Skydiving
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B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

River erosion resulted in loss of the airport. This airport was a vital link for emergency management access and an east/west route critical airport. The airport still has potential for helicopter access improvements vital for resource management efforts. Costs for mitigation likely insurmountable due to the sensitive nature of the Seattle/Tacoma watershed location and environmental concerns. Property valuation necessary to make a determination if it can be used to negotiate other suitable locations or trade for other airport resource needs. WSDOT Climate Impacts Vulnerability Assessment (Nov 2011) rates Lester as low vulnerability. (It can't be damaged much more as it is mostly eroded away currently)

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Lester community has been largely extinct, however the location as an emergency management facility should be evaluated for watershed protection and management needs.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: LESTER STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Limited airport preservation funds prevented immediate mitigation actions to protect from erosion.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LIND MUNICIPAL
 AIRPORT MGR: JAMIE SCHMUNK
 PHONE: 509-677-3241
 EMAIL: LADYBUGLADY4U@HOTMAIL.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	Cessna Agwagon	Cessna Agwagon
Runway Width:	50'	60'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2012
B. Do you have an ALP?	YES	Last updated?	2012
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed? N/A			
2. Who is preparing it? N/A			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Runway 50' wide	Widen Runway to 60'	
Lighting	Airfield Lighting System Inoperable	Install New Lighting System	
Safety Areas	Fence located in Runway 05 Extended RSA	Displace Runway 05 Threshold	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LIND MUNICIPAL
 AIRPORT MGR: JAMIE SCHMUNK
 PHONE: 509-677-3241
 EMAIL: LADYBUGLADY4U@HOTMAIL.COM

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2014	RSA/ROFA improvements	Displace Runway 5 threshold, lower fence west of the runway, repaint numeral 5 and threshold graphic, fill, grade and compact all RSA areas and ensure clearance of all ROFA areas.	\$20,000.00	129
SCIP	2014	Reconstruct and Improve Light System (Construction Phase)(W)	Install new, lighted wind indicator and precision approach path indicator system at both ends of runway. Install runway hold-line signs in three locations. Remove tower that supports existing rotating beacon. Install new beacon on city-owned structure.	\$175,000.00	84
SCIP	2015	Reconstruct taxiway near Runway 5 end	Reconstruct approximately 4,000 SY of taxiway pavement at the west end of the airport.	\$20,000.00	76
SCIP	2015	Reconstruct taxiway near Runway 5 end (Construction Phase)(W)	Reconstruct approximately 4,000 SY of taxiway pavement at the west end of the airport.	\$140,000.00	75
SCIP	2015	Develop security plan/Install security cameras	Write and publish an airport security plan. Install a security camera system and connect it to the WSDOT/AD internet site.	\$12,000.00	64
SCIP	2016	Widen runway	Add equal amounts of paving to each side of the runway to widen it to 60 feet. Overlay with 2" lift of hot-mix, Repaint.	\$20,000.00	95
SCIP	2017	Widen Runway (Construction Phase)(W)	Add equal amounts of paving to each side of the runway to widen it to 60 feet. Overlay with 2" lift of hot-mix, repaint.	\$210,000.00	77
AIRPORT #1	2015	Pavement Maintenance	This project will consist of crack seal, seal coat and restripe of all airport marking including Runway, taxiways and aircraft parking apron.	\$150,000	Derived



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LIND MUNICIPAL
 AIRPORT MGR: JAMIE SCHMUNK
 PHONE: 509-677-3241
 EMAIL: LADYBUGLADY4U@HOTMAIL.COM

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS	2020	Preventive MTC	This project will consist of crack seal, seal coat and restripe of all airport marking including Runway, taxiways and aircraft parking apron.	\$175,000	85.6
AIRPORT #1	2018	Aircraft Tiedowns	Provided additional visitor aircraft tie downs	\$10,000	Derived
AIRPORT #2	2019	Entry Road Improvements	Conduct Improvements along roadway accessing airport	\$75,000	Derived
AIRPORT #3	2021	Water, Power Gas Infrastructure	Install and extend water and gas service to airport	\$50,000	Derived
AIRPORT #4	2022	Welcome Center	Design & Construct Welcome Center building and facilities at airport	\$283,500	Derived
AIRPORT #5	2025	Preventative MTC	This project will consist of crack seal, seal coat and restripe of all airport marking including Runway, taxiways and aircraft parking apron.	\$200,000	Derived
AIRPORT #6	2030	Preventative MTC	This project will consist of crack seal, seal coat and restripe of all airport marking including Runway, taxiways and aircraft parking apron.	\$200,000	Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

Overall the prioritization of projects tends to align the owner's priorities for the airport.

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	Several buildings close to falling down	Unknown
Utilities (i.e., Water, Sewer, Storm Drain, Electrical, etc.)	Outdated utilities, no water	Unknown
Support Equipment (i.e., Snow Plow, Fire Rescue, Deicing, etc.)	None	

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

<input type="checkbox"/> Commercial Passenger Service	<input type="checkbox"/> National Security
<input type="checkbox"/> Business and Corporate Travel	<input type="checkbox"/> Emergency Preparedness and Response
<input checked="" type="checkbox"/> Personal Transportation	<input type="checkbox"/> Scientific Research
<input checked="" type="checkbox"/> Pilot Training and Certification	<input type="checkbox"/> Aerial Photography
<input type="checkbox"/> Air Cargo	<input type="checkbox"/> Aircraft Manufacturing
<input type="checkbox"/> Blood, Tissue, and Organ Transportation	<input checked="" type="checkbox"/> Agriculture
<input checked="" type="checkbox"/> Medical Air Transport	<input type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Search and Rescue	<input type="checkbox"/> Skydiving
<input type="checkbox"/> Firefighting	

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Lack of funding will delay improvements to complete safety upgrades such as grading RSA and relocating the runway threshold to meet FAA standards. A funding shortage can also lead to lack of routine pavement maintenance completed at the airport thereby shortening the life of the asphalt and increase future costs for reconstruction of these areas.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

The airport predominantly serves single-engine aircraft. Principal activities occurring at the airport include recreational and agricultural related activities. Current agricultural related activity is the predominant use of the airport and is primarily conducted by a local agricultural pilot. Big Bend Community college conducts flight training.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Property Lease	\$1,000	High
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Airport Usage	\$500	High

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

No. Safety related projects have just come to our attention as a result of our master plan.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LITTLE GOOSE LOCK & DAM STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:		
Runway Width:	50'	50'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	NO	Last updated?	
B. Do you have an ALP?	NO	Last updated?	
C. If you are currently preparing a Master Plan Update: No			
1. When is it anticipated to be completed? 2015-16			
2. Who is preparing it? Pending Consultant			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Remote back country airport	Conduct ALP for preferred alternatives	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LITTLE GOOSE LOCK & DAM STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Acquire Airport Lease	Acquire Airport Lease. Conduct Precision Land Survey. Conduct Non-conforming land use review. Define Safety Areas. Conduct Environmental Assessment (BE) Negotiate Pesticide Use standards. Conduct Hazardous Materials Investigation Conduct Cultural Resources Review (Section 106).	\$20,000.00	59
SCIP	2013	Airport Planning	Conduct Airport Precision Boundary Survey. Prepare Right-of-Way Plan. Update WSDOT Integrated Real Estate Information System (IRIS). Update Capital Asset and Improvement Depreciation Schedule. Conduct Obstruction and Compatible Land Use Analysis. Establish Airport Property Management Zones Conduct Airport Master Planning - ALP/CIP.	\$30,000.00	84
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: LITTLE GOOSE LOCK & DAM STATE
AIRPORT MGR: PAUL WOLF
PHONE: 360-651-6313
EMAIL: WOLFP@WSDOT.WA.GOV

F. Long-term (6-20 years) CIP:

Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP ([SCIP](#)), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LITTLE GOOSE LOCK & DAM STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services: *Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:*



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LITTLE GOOSE LOCK & DAM STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

<input type="checkbox"/> Commercial Passenger Service <input type="checkbox"/> Business and Corporate Travel <input checked="" type="checkbox"/> Personal Transportation <input type="checkbox"/> Pilot Training and Certification <input type="checkbox"/> Air Cargo <input type="checkbox"/> Blood, Tissue, and Organ Transportation <input type="checkbox"/> Medical Air Transport <input type="checkbox"/> Search and Rescue <input type="checkbox"/> Firefighting	<input type="checkbox"/> National Security <input type="checkbox"/> Emergency Preparedness and Response <input type="checkbox"/> Scientific Research <input type="checkbox"/> Aerial Photography <input type="checkbox"/> Aircraft Manufacturing <input type="checkbox"/> Agriculture <input type="checkbox"/> Aerial Sightseeing <input type="checkbox"/> Skydiving
--	---

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Insufficient funds for necessary runway repairs and limited funds to conduct negotiations and necessary environmental reviews through requirements of the property owners (USACE) have resulted in increased risks to public users. Remote community access, emergency management access, and support for local economies have been limited as a result.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Community benefits from improved airport facilities for recreation and emergency access as well as the Granite Dam operations. Improvements also support local agricultural management access and local economies.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: LITTLE GOOSE LOCK & DAM STATE
AIRPORT MGR: PAUL WOLF
PHONE: 360-651-6313
EMAIL: WOLFP@WSDOT.WA.GOV

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Runway repairs are necessary due to gravel surface and delays from owner agency and lack of funding available.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: LOPEZ ISLAND
AIRPORT MGR: HELEN COSGROVE
PHONE: 360.468.4116
EMAIL: HELENC@PORTOFLOPEZ.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:		
Runway Width:	60'	60'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2000 or Older
B. Do you have an ALP?	YES	Last updated?	2012
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed? The master plan update is scheduled for 2014			
2. Who is preparing it? Reid Middleton			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Safety Areas	Trees growing into 20:1 and PAPI's	Avigation easement and tree removal	

WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: LOPEZ ISLAND
AIRPORT MGR: HELEN COSGROVE
PHONE: 360.468.4116
EMAIL: HELENC@PORTOFLOPEZ.COM

E. Short-term (0-5 years) CIP:	<p>Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</p> <p>Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):</p>
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Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
	2014	Airport Master Plan Update	Update the Master Plan.	\$200,000.00	87
SCIP	2014	Avigation easement	Acquire Avigation easement	\$125,000.00	50
SCIP	2014	Tree removal and landscaping	Remove trees in area of avigation easement	\$50,000.00	11
SCIP	2014	Engineering for removal of trees	Engineering for removal of trees on property with avigation easement.	\$50,000.00	87
SCIP	2015	Emergency landing zone safety improvements	Remove stumps, level out area at north end.	\$50,000.00	68
SCIP	2015	Carry over of non primary entitlement	The Port currently has no plans for use of FAA funds in year 2015.	\$100,000.00	16
SCIP	2016	Carry over of non primary entitlement funds	The Port currently has no plans for use of non primary funds in 2016.	\$150,000.00	16
SCIP	2017	Carry over of non primary entitlement funds	The Port currently has no plans to use non primary entitlement funds in 2017	\$150,000.00	16
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP:	<p>Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</p> <p>Please list Long-term CIP needs not identified below. The capital project list should</p>
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**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LOPEZ ISLAND
 AIRPORT MGR: HELEN COSGROVE
 PHONE: 360.468.4116
 EMAIL: HELENC@PORTOFLOPEZ.COM

not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS		Preventative MTC	R16LO - 1	\$400,824.00	114.6
APMS		Preventative MTC	TALO - 1	\$221,214.72	103.6
APMS		Preventative MTC	TH01LO - 1	\$56,785.68	103.6
APMS		Preventative MTC	AH16LO - 1	\$27,120.60	89.6
APMS		Preventative MTC	A01LO - 1	\$201,711.60	89.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life: None

Infrastructure	Location / Description	Age (Years)

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services: Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: LOPEZ ISLAND
AIRPORT MGR: HELEN COSGROVE
PHONE: 360.468.4116
EMAIL: HELENC@PORTOFLOPEZ.COM

toggle boxes to check or uncheck the activities:

- | | |
|--|--|
| <input type="checkbox"/> Commercial Passenger Service
<input type="checkbox"/> Business and Corporate Travel
<input type="checkbox"/> Personal Transportation
<input type="checkbox"/> Medical Air Transport
<input type="checkbox"/> Search and Rescue
<input type="checkbox"/> Firefighting | <input type="checkbox"/> National Security
<input type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Agriculture |
|--|--|

B. Impact to airport and community resulting from lack of capital funding: *From the airport’s point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*
 The Port of Lopez is a remote and necessary airport to provide a variety of needed services to the community.

C. Airport value to community: *From the airport’s point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*
 Tourism, receiving critical medicines with short shelf lives, transportation for medical treatment, delivery of numerous products.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Rental income from hangars and storage units	58,000	High
Property taxes	Property taxes collected on local properties	87,000	High



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: LOPEZ ISLAND
AIRPORT MGR: HELEN COSGROVE
PHONE: 360.468.4116
EMAIL: HELENC@PORTOFLOPEZ.COM

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

None

[Click here to enter text.](#)



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LOWER GRANITE STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:		
Runway Width:	50'	50'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	NO	Last updated?	
B. Do you have an ALP?	NO	Last updated?	
C. If you are currently preparing a Master Plan Update: Currently initiating ALP through consultant selection.			
1. When is it anticipated to be completed? December 2014			
2. Who is preparing it? Consultant selection pending.			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Remote back country airport does not meet FAA design standards.	Conduct ALP to determine preferred design alternatives	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LOWER GRANITE STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Conduct Airport Master Planning - ALP/CIP	Conduct Airport Precision Boundary Survey. Prepare Right-of-Way Plan. Update WSDOT Integrated Real Estate Information System (IRIS). Update Capital Asset and Improvement Depreciation Schedule. Conduct Obstruction and Compatible Land Use Analysis. Establish Airport Property Management Zones.	\$30,000.00	84
SCIP	2013	Install New Windcone	Replace Functionally Obsolete and Structurally Deficient Windcone with FAA Standard.	\$10,000.00	48
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LOWER GRANITE STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:
 Not sure. Need to consider emergency management staging performance objective priorities.

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services: Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: LOWER GRANITE STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

<input type="checkbox"/> Commercial Passenger Service <input type="checkbox"/> Business and Corporate Travel <input checked="" type="checkbox"/> Personal Transportation <input type="checkbox"/> Pilot Training and Certification <input type="checkbox"/> Air Cargo <input type="checkbox"/> Blood, Tissue, and Organ Transportation <input type="checkbox"/> Medical Air Transport <input type="checkbox"/> Search and Rescue <input type="checkbox"/> Firefighting	<input type="checkbox"/> National Security <input type="checkbox"/> Emergency Preparedness and Response <input type="checkbox"/> Scientific Research <input type="checkbox"/> Aerial Photography <input type="checkbox"/> Aircraft Manufacturing <input type="checkbox"/> Agriculture <input type="checkbox"/> Aerial Sightseeing <input type="checkbox"/> Skydiving
--	---

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Insufficient funds for necessary runway repairs and limited funds to conduct negotiations and necessary environmental reviews through requirements of the property owners (USACE) have resulted in increased risks to public users. Remote community access, emergency management access, and support for local economies have been limited as a result. The airport is also a critical airport selected for WA National Guard emergency management staging objectives and currently provides routine emergency medical evacuation staging. Lack of capital funding prevents implementation of efforts to protect this community asset

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

[Click here to enter text.](#)

Community benefits from improved airport facilities for recreation and emergency access as well as the Granite Dam operations. Improvements also support local agricultural management access and local economies.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: LOWER GRANITE STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Runway repairs are necessary due to gravel surface and delays from owner agency and lack of funding available.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LOWER MONUMENTAL STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:		
Runway Width:	50'	50'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	NO	Last updated?	
B. Do you have an ALP?	NO	Last updated?	
C. If you are currently preparing a Master Plan Update: No			
1. When is it anticipated to be completed? 2015-16			
2. Who is preparing it? Pending Consultant			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Remote back country airport	Conduct ALP for preferred alternatives	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LOWER MONUMENTAL STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Acquire Land Lease	Acquire Land Lease for the USACE. Conduct Precision land survey. Conduct airport mapping. Conduct Hazardous Materials Review. Negotiate Pesticide Use Standards. Conduct Environmental Review (BE). Conduct Cultural Resources Review (Section 106).	\$10,000.00	82
SCIP	2013	Conduct Airport Master Planning - ALP/CIP	Conduct Airport Precision Boundary Survey. Prepare Right-of-Way Plan. Update WSDOT Integrated Real Estate Information System (IRIS). Update Capital Asset and Improvement Depreciation Schedule. Conduct Obstruction and Compatible Land Use Analysis. Establish Airport Property Management Zones.	\$30,000.00	86
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us*

the best indication of your plan, including cost and priority.

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services: *Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT’s [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:*



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LOWER MONUMENTAL STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

<input type="checkbox"/> Commercial Passenger Service <input type="checkbox"/> Business and Corporate Travel <input checked="" type="checkbox"/> Personal Transportation <input type="checkbox"/> Pilot Training and Certification <input type="checkbox"/> Air Cargo <input type="checkbox"/> Blood, Tissue, and Organ Transportation <input type="checkbox"/> Medical Air Transport <input type="checkbox"/> Search and Rescue <input type="checkbox"/> Firefighting	<input type="checkbox"/> National Security <input type="checkbox"/> Emergency Preparedness and Response <input type="checkbox"/> Scientific Research <input type="checkbox"/> Aerial Photography <input type="checkbox"/> Aircraft Manufacturing <input checked="" type="checkbox"/> Agriculture <input type="checkbox"/> Aerial Sightseeing <input type="checkbox"/> Skydiving
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B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Insufficient funds for necessary runway repairs and limited funds to conduct negotiations and necessary environmental reviews through requirements of the property owners (USACE) have resulted in increased risks to public users. Remote community access, emergency management access, and support for local economies have been limited as a result.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

[Click here to enter text.](#)

Community benefits from improved airport facilities for recreation and emergency access as well as the Granite Dam operations. Improvements also support local agricultural management access and local economies.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: LOWER MONUMENTAL STATE
 AIRPORT MGR: PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Runway repairs are necessary due to gravel surface and delays from owner agency and lack of funding available.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LYNDEN MUNICIPAL
 AIRPORT MGR: STEVE BANHAM
 PHONE: 360-354-3446
 EMAIL: BANHAMS@LYNDENWA.ORG

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:		
Runway Width:	40'	40'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2008
B. Do you have an ALP?	YES	Last updated?	2008
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LYNDEN MUNICIPAL
 AIRPORT MGR: STEVE BANHAM
 PHONE: 360-354-3446
 EMAIL: BANHAMS@LYNDENWA.ORG

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Repair Depression in Runway	To provide for proper drainage of runway surface, an area 50-feet in length and 40-feet wide near threshold of Runway 25. Need to grind asphalt to allow for overlay of asphalt on affected area of runway. Re-Seal and re-stripe repaired area.	\$7,000.00	87
SCIP	2014	Benson Road - Approaching Aircraft Warning System	Develop an automated caution lighting system to alert vehicle traffic of aircraft arriving at Runway 7 or departing Runway 25.	\$12,000.00	63
SCIP	2015	Drainage Improvements - North Side of Airport	To remove standing water accumulations during rainy season along the north side of runway 7/25 by connecting the bio-swale located along the runway edge to the City of Lynden Storm Water System.	\$18,000.00	53
SCIP	2015	Security Camera System	To install a security camera system to monitor airport access, fueling areas and other sensitive areas of the airport; to be properly linked to the WSDOT web camera system.	\$7,313.00	45
SCIP	2016	Asphalt Paving of Vehicle Parking Area Near Gate	To provide for adequate vehicle parking, in a safe area away from aircraft movements, by paving an existing area near the security gate at the airport entrance.	\$2,500.00	22
SCIP	2017	Runway Lighting Upgrade	Due to the age and operating inefficiencies of the current runway lighting system, an upgrade of the runway lighting system, including wiring with new energy efficient and code compliant components, is required.	\$60,000.00	105
SCIP	2018	Re-Striping of Runway	Remove existing paint striping and markings on runway, then repaint.	\$4,000.00	138
MP	2013-2017	Overlay Existing A/C Operating Paved SFCS	RY and TWY	\$251,500.00	108.6



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: LYNDEN MUNICIPAL
 AIRPORT MGR: STEVE BANHAM
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MP	2013-2017	AWOS Installation		\$140,000.00	52
MP	2013-2017	RY Light Cable Re-Installation		\$30,000.00	60
APMS	2013	Preventive MTC	A01LY - 01	\$139.00	85.6
APMS	2013	Preventive MTC	T02LY - 01	\$3,236.00	99.6
APMS	2013	Preventive MTC	T03LY - 01	\$1,296.00	99.6
APMS	2014	Preventive MTC	A01LY - 01	\$56,303.00	85.6
APMS	2014	Preventive MTC	A02LY - 01	\$21,961.00	85.6
APMS	2014	Preventive MTC	A02LY - 02	\$7,295.00	85.6
APMS	2014	Preventive MTC	R07LY - 01	\$129,150.00	110.6
APMS	2014	Preventive MTC	T01LY - 01	\$34,324.00	99.6
APMS	2014	Preventive MTC	T03LY - 01	\$5,398.00	99.6
APMS	2014	Preventive MTC	T04LY - 01	\$4,744.00	99.6
APMS	2017	Major Rehab	T02LY - 01	\$8,534.00	94.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP:	<i>Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us</i>
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**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

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the best indication of your plan, including cost and priority.

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
MP	2018-2022	PVMT MTC		\$50,000.00	99.6
MP	2023-2027	PVMT MTC		\$50,000.00	99.6
APMS		Preventative MTC	T02LY - 1	\$12,590.16	99.6
APMS		Resurfacing	T03LY - 1	\$14,091.00	97.6
APMS		Resurfacing	T04LY - 1	\$12,383.00	97.6
APMS		Resurfacing	A01LY - 1	\$146,961.20	83.6
APMS		Resurfacing	T01LY - 1	\$89,590.70	97.6
APMS		Resurfacing	A02LY - 1	\$57,321.70	83.6
APMS		Resurfacing	A02LY - 2	\$19,041.15	83.6
APMS		Resurfacing	R07LY - 1	\$337,104.30	108.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
Support Equipment (i.e., Snow Plow, Fire Rescue, Deicing, etc.)	Super Unicom (Acquired from Blaine Municipal Airport which Closed) This is aging computerized equipment to provide weather information to pilots. It is no longer supported and is overdue for replacement	17

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- | | |
|---|--|
| <input type="checkbox"/> Commercial Passenger Service | <input type="checkbox"/> National Security |
| <input checked="" type="checkbox"/> Business and Corporate Travel | <input type="checkbox"/> Emergency Preparedness and Response |
| <input checked="" type="checkbox"/> Personal Transportation | <input type="checkbox"/> Scientific Research |
| <input type="checkbox"/> Pilot Training and Certification | <input checked="" type="checkbox"/> Aerial Photography |
| <input type="checkbox"/> Air Cargo | <input type="checkbox"/> Aircraft Manufacturing |
| <input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation | <input checked="" type="checkbox"/> Agriculture |
| <input checked="" type="checkbox"/> Medical Air Transport | <input checked="" type="checkbox"/> Aerial Sightseeing |
| <input checked="" type="checkbox"/> Search and Rescue | <input type="checkbox"/> Skydiving |
| <input type="checkbox"/> Firefighting | |

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Without capital funding, the City would be unable to continue to offer these services to the community. Severe budget constraints to smaller cities limit the amount of general funds available to commit to a Municipal Airport. Ongoing operations and maintenance consume almost all of the resources. Without capital investment the airport infrastructure will deteriorate and no longer serve the community. The Lynden Airport continues to be viable only through regular outside grants from WSDOT.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

The Airport provides opportunities for aviators to visit the community and take part in activities at the Northwest Washington Fairground. The airport provides an alternative landing site during for VFR landings in Whatcom County. The Lynden Airport supports agricultural and related farm equipment activity across the state. It also provides opportunities to introduce youth in the community to aviation throughout the year and during an annual Open House.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

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Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Jurisdiction (Annual CIP or General Fund)	Airport Fund 420	2000	High
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Fuel Sales	3000	Medium

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Click here to enter text.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: MANSFIELD
 AIRPORT MGR: DOUG PROVO
 PHONE: 509-884-4700
 EMAIL: DOUG@PORTOFDOUGLAS.ORG

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	Ag Cat agricultural aircraft	Ag Cat agricultural aircraft
Runway Width:	46'	46'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2007
B. Do you have an ALP?	YES	Last updated?	2007
C. If you are currently preparing a Master Plan Update:			
<p>1. When is it anticipated to be completed? Proposed ALP update scheduled for 2015</p> <p>2. Who is preparing it? Airport sponsor, Port of Douglas County, will contract with JUB Engineers, Inc., pending WSDOT funding approval</p>			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Runway Width – 46 ft. (14 ft. less than FAA standard 60 ft.)	No projects contemplated, currently, to mitigate.	

WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

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E. Short-term (0-5 years) CIP:	<p><i>Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</i></p> <p><i>Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):</i></p>
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Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS	2013	Preventive MTC	A01MA-01	\$11,545.00	85.6
APMS	2013	Preventive MTC	A04MA-01	\$1,891.00	85.6
APMS	2013	Preventive MTC	R03MA-01	\$2,306.00	110.6
APMS	2013	Preventive MTC	T01MA-01	\$1,222.00	99.6
APMS	2013	Preventive MTC	T02MA-01	\$1,567.00	99.6
SCIP	2014	Pavement Maintenance Project	Crack seal all cracks on primary runway, parking apron and taxiways. Then apply a fog seal to all pavement surfaces. Then re-paint all runway, taxiway and apron markings.	\$43,132.00	158
APMS	2014	Major Rehab	A01MA-01	\$49,202.00	80.6
APMS	2014	Major Rehab	A03MA-01	\$31,715.00	80.6
SCIP	2015	Airport Layout Plan Update	To update the existing Airport Layout Plan.	\$40,000.00	82
SCIP	2016	Electrical Improvement Project-Runway Lighting System (Including PAPI)	To replace the old runway edge lighting with new runway edge lighting. To replace the old direct bury undersized wire with new wire in conduit. To replace the direct bury wire from the power source/circuitbreaker out to the runway edge lighting. To install a PAPI on Runway 3.	\$15,500.00	74
APMS	2016	Major Rehab	A04MA-01	\$7,008.00	80.6
APMS	2016	Major Rehab	T01MA-01	\$6,642.00	94.6
MP	2012-2016	Improve Vehicle Entry		\$20,000.00	39.7
MP	2012-2016	Widen Runway 3/21		\$287,913.00	76.4
SCIP	2017	Electrical Improvement Project-Runway Lighting System (Including PAPI) (Construction Phase)(W)	To replace the old runway edge lighting with new runway edge lighting. To replace the old direct bury undersized wire with new wire in conduit. To replace the direct bury wire from the power source/circuitbreaker out to the runway edge lighting. To install a PAPI on Runway 3.	\$127,105.00	95.6
APMS	2017	Major Rehab	A01MA-01	\$45,367.00	80.6



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AIRPORT SURVEY**

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APMS	2017	Major Rehab	T01MA-01	\$8,134.00	94.6
MP	2017-2021	Conduct Paved SFC MTC		\$5,000	99.6
SCIP	2018	Apron A02MA Rehabilitation	Rehabilitate the failed pavement on Apron A02MA. The apron area is 66,490 square feet. The project will remove the old failed pavement material as it is too deteriorated to be ground and utilized for a base material. A sand seal mixture will be applied to create a new surface.	\$21,947.00	84
SCIP	2018	Pavement Maintenance Project	Crack seal all cracks on primary runway, parking apron and taxiways. Then apply a fog seal to all pavement surfaces. Then re-paint all runway, taxiway and tiedown markings.	\$43,132.00	157
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
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AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP:	<i>Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us</i>
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WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

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the best indication of your plan, including cost and priority.

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
MP	2022-2026	Conduct Paved SFC MTC		\$5,000.00	99.6
APMS		Preventative MTC	T01MA - 1	\$10,865.58	99.6
APMS		Preventative MTC	A01MA - 1	\$60,600.00	85.6
APMS		Preventative MTC	A01MA - 2	\$10,348.46	85.6
APMS		Preventative MTC	T02MA - 1	\$9,094.04	99.6
APMS		Preventative MTC	A03MA - 1	\$9,595.00	85.6
APMS		Resurfacing	R03MA - 1	\$281,363.60	108.6
APMS		Preventative MTC	A04MA - 1	\$9,595.00	85.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? YES

H. Aging facilities and infrastructure: *Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:*

Infrastructure	Location / Description	Age (Years)
	Note: Mansfield has no building facilities, other than an agriculture spray shed located on a land-lease, owned by tenant. There is no infrastructure older than 50 years.	

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

<input type="checkbox"/> Commercial Passenger Service <input type="checkbox"/> Business and Corporate Travel <input checked="" type="checkbox"/> Personal Transportation <input type="checkbox"/> Pilot Training and Certification <input type="checkbox"/> Air Cargo <input type="checkbox"/> Blood, Tissue, and Organ Transportation <input checked="" type="checkbox"/> Medical Air Transport <input type="checkbox"/> Search and Rescue <input type="checkbox"/> Firefighting	<input type="checkbox"/> National Security <input type="checkbox"/> Emergency Preparedness and Response <input type="checkbox"/> Scientific Research <input type="checkbox"/> Aerial Photography <input type="checkbox"/> Aircraft Manufacturing <input checked="" type="checkbox"/> Agriculture <input type="checkbox"/> Aerial Sightseeing <input type="checkbox"/> Skydiving
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B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Personal Transportation - Mansfield Airport is located just one block from downtown Mansfield. Recreational flying (powered, glider and ultralights) often use the airport during VFR weather as a stopping off spot from other originations. It's easy to walk into town and have breakfast or lunch, or to purchase something from the grocery or hardware store. Fair weather flying is important to this small community, set in a remote area of Douglas County. If the airport were not able to function satisfactorily, due to failure to meet capital improvement needs, there would be a negative impact on the economy of the community. **Medical Air Transport** - 3 years ago, the rotating beacon (which is located atop a grain elevator at the airport and is a well-known long-distance visual reference landmark by pilots flying across the state) was removed so it could be rebuilt, due to long-needed maintenance issues. While it was in the shop being renovated, I received a call from a Town Council member encouraging the completion of the renovation project soon so the beacon could be functioning at the airport again. The main reason he gave – the beacon is critical for medical air transport aircraft when traveling to Mansfield during night time. Mansfield does see these types of aircraft throughout the year which do perform life-saving missions. Without a viable airport, this essential service would not be able to function. **Agriculture** – Crop dusting companies have based their operations at an airport land-lease site at Mansfield for years. Most of the aerial agricultural spraying operations in Douglas County originate from Waterville or Mansfield. If funding shortfalls precluded the capital projects necessary to maintain good pavement infrastructure, among other things, this essential service could be diminished for the entire agriculture-based county.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

While I cannot provide concrete 'examples of success', the discussion in Section B, above, provides a description of the value which the airport provides for the community and the county. As with Waterville, Mansfield is a very small rural community. It is no longer served by rail, and is accessible by a two-lane state road. A viable, well-maintained airport provides opportunities for tourism dollars, helps maintain the provision of aerial agriculture spray operations for the county and enables the successful implementation of critical medical air transport services.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Jurisdiction (Annual CIP or General Fund)	The Port's General Fund (CIP funding varies annually depending on proposed projects. With regard to the 2014 Budget, the Port has designated \$4,313 as the local match.)	\$4,313	High
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Land Leases	\$900	High

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:* **Yes. A condition exists along a portion of Runway 21, where the runway pavement abuts against an old apron area. This 600 ft. section has never had runway edge lighting. 4 flush-mounted runway lights are needed. The Port looked at installing lights in 2014, to be locally funded. Due to budget constraints, it was decided to defer the project, including it in a larger lighting improvement project proposed for 2016/2017, for which WSDOT funding will be sought.**



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: MARTIN FIELD
 AIRPORT MGR: DAVID CHENEY
 PHONE: 509-522-1842
 EMAIL: CHENEY@MARTINAIRFIELD.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Approach Procedure with Vertical Guidance
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
Visibility Minimums:	Greater than 1 mile (NPA)	Greater than 1 mile (NPA)
Critical Design Aircraft:	none	
Runway Width:	60'	60'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	NO	Last updated?	
B. Do you have an ALP?	NO	Last updated?	
C. If you are currently preparing a Master Plan Update: Would like to have one but don't have the financing.			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Lighting	Non standard lights		
Safety Areas	Highway across end of runway	Add more runway to the southwest end of 23 and displace threshold of 23.	
NAVAIDS	We need a GPS approach		



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

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 EMAIL: CHENEY@MARTINAIRFIELD.COM

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2014	Airport Master Plan	In order to meet minimum grant assurances, airport requires a Master Plan.	\$30,000.00	86
SCIP	2015	Repair and Resurface Runway	Repair and Resurface Runway.	\$200,000.00	111
SCIP	2016	Extend Runway 5/23	Extend Runway 5/23 1200 ft southwest. Also, displace runway 23 threshold 500 ft to the southwest.	\$200,000.00	91
SCIP	2018	Install GPS Approach to RW 5/23	Install GPS Approach to RW 5/23.	\$20,000.00	58
APMS	2013	Preventive MTC	A01CP - 01	\$2,212.00	87.6
APMS	2013	Preventive MTC	R05CP - 01	\$1,489.00	112.6
APMS	2014	Major Rehab	A01CP - 01	\$43,025.00	82.6
APMS	2014	Major Rehab	A01CP - 03	\$28,306.00	82.6
APMS	2014	Preventive MTC	R05CP - 01	\$85,061.00	112.6
APMS	2014	Major Rehab	R05CP - 02	\$1,440,695.00	107.6
APMS	2014	Major Rehab	T01CP - 01	\$2,194,590.00	96.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

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AIRPORT MGR: DAVID CHENEY
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EMAIL: CHENEY@MARTINAIRFIELD.COM

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
5010		RWY 05/23 RY 05/23 NSTD LIRL; SW 1240 FT MED INTST.			61.5
APMS		Resurfacing	A01CP - 2	\$2,049.57	85.6
APMS		Resurfacing	A01CP - 1	\$1,599.72	85.6
APMS		Resurfacing	A01CP - 3	\$1,052.44	85.6
APMS		Resurfacing	R05CP - 1	\$195,552.70	110.6
APMS		Preventative MTC	R05CP - 2	\$303,012.12	112.6
APMS		Preventative MTC	T01CP - 2	\$8,534.50	101.6
APMS		Preventative MTC	T01CP - 3	\$15,012.64	101.6
APMS		Preventative MTC	T01CP - 1	\$461,574.04	101.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: *Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:*



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Infrastructure	Location / Description	Age (Years)
Utilities (i.e., Water, Sewer, Storm Drain, Electrical, etc.)	Storm drain doesn't drain, power poles old.	50+
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	Maint. Hangar and several others are over 50 yrs old	50+
Support Equipment (i.e., Snow Plow, Fire Rescue, Deicing, etc.)	Don't have snowplow, Fire rescue, deicing	

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services: *Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:*

- | | |
|--|--|
| <input type="checkbox"/> Commercial Passenger Service
<input type="checkbox"/> Business and Corporate Travel
<input checked="" type="checkbox"/> Personal Transportation
<input checked="" type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input type="checkbox"/> Blood, Tissue, and Organ Transportation
<input type="checkbox"/> Medical Air Transport
<input checked="" type="checkbox"/> Search and Rescue
<input type="checkbox"/> Firefighting | <input type="checkbox"/> National Security
<input type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input type="checkbox"/> Aerial Photography
<input type="checkbox"/> Aircraft Manufacturing
<input type="checkbox"/> Agriculture
<input checked="" type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Skydiving |
|--|--|

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities. If we don't get some runway work done soon, runway condition will discourage use of the airport.*

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

We provide inexpensive flight training, we fly kids for free (young eagles) , we hold Fly Ins and community airport appreciation days, safety seminars, spot landing contests, people can come here to visit or just look at airplanes without the frustration of dealing with airport security. We welcome people. The airport is available to anyone in the case of emergency or catastrophic event, and we also pay a lot of taxes. We also host all EAA chapter 604 meetings.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: MARTIN FIELD
 AIRPORT MGR: DAVID CHENEY
 PHONE: 509-522-1842
 EMAIL: CHENEY@MARTINAIRFIELD.COM

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Our only income is from rent of hangar space and a small amount from fuel sales plus what the airport owner provides from personal funds.	\$75,132	High

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Click here to enter text. Yes, Runway repair, VASI repair, lighting repair.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: MEARS FIELD
 AIRPORT MGR: JACK MEARS
 PHONE: 360-853-7114
 EMAIL: JRMEARS8@GMAIL.COM
 SEATACK440@HOTMAIL.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	Click here to enter text.	Click here to enter text.
Runway Width:	60'	60'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	SELECT HERE YES	Last updated?	SELECT HERE FEB 2008
B. Do you have an ALP?	SELECT HERE YES	Last updated?	SELECT HERE FEB 2005
C. If you are currently preparing a Master Plan Update: No			
1. When is it anticipated to be completed? Click here to enter text.			
2. Who is preparing it? Click here to enter text.			

D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:

Non-Standard Item	Description	Proposed Mitigation
SELECT HERE NONE	Click here to enter text.	Click here to enter text.
SELECT HERE	Click here to enter text.	Click here to enter text.
SELECT HERE	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: MEARS FIELD
 AIRPORT MGR: JACK MEARS
 PHONE: 360-853-7114
 EMAIL: JRMEARS8@GMAIL.COM
 SEATAK 440@HOTMAIL.COM

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2018	Resurface Runway	Runway will be in need of resurfacing in 2018. This project will repair, mill and overlay the asphalt on RWY.	\$210,000.00	113.6
APMS	2013	Preventive MTC	A02CC - 01	\$420.00	87.6
APMS	2014	Preventive MTC	A02CC - 01	\$14,022.00	87.6
APMS	2014	Preventive MTC	A04CC - 01	\$5,367.00	87.6
APMS	2014	Preventive MTC	R07CC - 01	\$7,946.00	112.6
APMS	2014	Preventive MTC	R07CC - 02	\$480,884.00	112.6
APMS	2014	Preventive MTC	T01CC - 01	\$10,294.00	101.6
APMS	2018	Major Rehab	A04CC - 01	\$7,275.00	82.6
AIRPORT #1	2014	Enter RESTRIPE Runway + Runup + Ramps	Enter	UNKNOWN	Derived
AIRPORT #2	2016	INSTALL TAXIWAY FROM APPROX TO EAST END	Enter	UNKNOWN	Derived
AIRPORT #3	Enter	Enter NORTH OF Runway	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
AIRPORT #5	Enter	Enter	Enter	Enter	Derived
AIRPORT #6	Enter	Enter	Enter	Enter	Derived
AIRPORT #7	Enter	Enter	Enter	Enter	Derived
AIRPORT #8	Enter	Enter	Enter	Enter	Derived
AIRPORT #9	Enter	Enter	Enter	Enter	Derived
AIRPORT #10	Enter	Enter	Enter	Enter	Derived



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: MEARS FIELD
 AIRPORT MGR: JACK MEARS
 PHONE: 360-853-7114
 EMAIL: JRMEARS8@GMAIL.COM
 SEAJACK440@HOTMAIL.COM

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS		Resurfacing	A03CC - 1	\$4,064.00	85.6
APMS		Preventative MTC	A04CC - 1	\$10,472.04	87.6
APMS		Resurfacing	R07CC - 2	\$393,192.00	110.6
APMS		Preventative MTC	R07CC - 1	\$15,504.00	112.6
APMS		Resurfacing	A02CC - 1	\$30,480.00	85.6
APMS		Resurfacing	T01CC - 1	\$22,377.40	99.6
APMS		Preventative MTC	A01CC - 1	\$10,472.04	87.6
AIRPORT #1	Enter	Enter	Enter	Enter	Derived
AIRPORT #2	Enter	Enter	Enter	Enter	Derived
AIRPORT #3	Enter	Enter	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
AIRPORT #5	Enter	Enter	Enter	Enter	Derived
AIRPORT #6	Enter	Enter	Enter	Enter	Derived
AIRPORT #7	Enter	Enter	Enter	Enter	Derived
AIRPORT #8	Enter	Enter	Enter	Enter	Derived
AIRPORT #9	Enter	Enter	Enter	Enter	Derived
AIRPORT #10	Enter	Enter	Enter	Enter	Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

[Click here to enter text.](#)

WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: MEARS FIELD
 AIRPORT MGR: JACK MEARS
 PHONE: 360-853-7114
 EMAIL: ~~JRMEARS8@GMAIL.COM~~
 SEATAC1440@HOTMAIL.COM

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
SELECT HERE <i>NONE</i>	Click here to enter text.	Enter
SELECT HERE	Click here to enter text.	Enter
SELECT HERE	Click here to enter text.	Enter
Click here to enter text.	Click here to enter text.	Enter
Click here to enter text.	Click here to enter text.	Enter

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services: Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- | | |
|--|--|
| <input type="checkbox"/> Commercial Passenger Service
<input type="checkbox"/> Business and Corporate Travel
<input checked="" type="checkbox"/> Personal Transportation
<input type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation
<input checked="" type="checkbox"/> Medical Air Transport
<input checked="" type="checkbox"/> Search and Rescue
<input checked="" type="checkbox"/> Firefighting | <input type="checkbox"/> National Security
<input type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input checked="" type="checkbox"/> Aerial Photography
<input type="checkbox"/> Aircraft Manufacturing
<input type="checkbox"/> Agriculture
<input type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Skydiving |
|--|--|

B. Impact to airport and community resulting from lack of capital funding: From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:
 Click here to enter text.

NONE - THE AIRPORT WILL REMAIN REGARDLESS OF FUNDING

C. Airport value to community: From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:
 Click here to enter text.

MORE BUSINESS FOR THE LOCAL COMMUNITY



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: MEARS FIELD
 AIRPORT MGR: JACK MEARS
 PHONE: 360-853-7114
 EMAIL: JRMEARS8@GMAIL.COM
 SEATAK440@HOTMAIL.COM

Part 4. Local Funding Resources: Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
SELECT HERE Local	Click here to enter text. TREE REMOVAL	\$ 500 ⁺	Enter
SELECT HERE	Click here to enter text.		Enter
Click here to enter text.	Click here to enter text.		Enter
Click here to enter text.	Click here to enter text.		Enter
Click here to enter text.	Click here to enter text.		Enter
Click here to enter text.	Click here to enter text.		Enter
Click here to enter text.	Click here to enter text.		Enter
Click here to enter text.	Click here to enter text.		Enter

A. Deferred projects. Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDS, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:

Click here to enter text.

TREE REMOVAL IS AN ONGOING PROJECT BY THE TOWN IN FLIGHTPATH



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: METHOW VALLEY STATE
 AIRPORT MGR: G. PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	A: Approach speed less than 91 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	Beechcraft Baron	Super King Air
Runway Width:	75'	75'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2010
B. Do you have an ALP?	YES	Last updated?	2010
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: METHOW VALLEY STATE
 AIRPORT MGR: G. PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP ([SCIP](#)), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2014	Convert Rotating Beacon to Pilot Activated	Convert the existing dusk to dawn (photocell) rotating beacon to pilot activated.	\$45,000.00	91
SCIP	2015	AWOS Acquisition and Relocation	Acquire privately owned automated weather observation system (AWOS) and relocate the system to an approved location on the airport.	\$75,000.00	56
SCIP	2015	Runway 13/31 Rehabilitation Phase I (Design)	Runway 13/31 Rehabilitation Phase 1 - 2015 Design and environmental for runway rehabilitation, subdrains, and expansion of holding bays or construction of turnarounds (includes storm water management study)	\$200,000.00	115
SCIP	2016	Runway 13/31 Rehabilitation (Construction Phase 2016)(W)	Runway 13/31 Rehabilitation Phase 1 - 2015 Design and environmental for runway rehabilitation, subdrains, and expansion of holding bays or construction of turnarounds (includes storm water management study). Phase 2 - 2016 Construction	\$2,500,000.00	113
SCIP	2018	Construct Three (3) Helipads	Construct three (3) 50' x 50' PCC helipads on the west side of the airport, south of the apron. Phase 1 2018 - Design and environmental Phase 2 2019 - Construction	\$40,000.00	79
SCIP	2018	West Apron Rehabilitation and Expansion	Rehabilitate and expand West aircraft parking apron. Project includes demolishing hangars located within the OFA/OFZ on the east side of the airport.	\$70,000.00	75



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: METHOW VALLEY STATE
 AIRPORT MGR: G. PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

			Phase 1 2018 - Design and environmental Phase 2 2019 - Construction		
SCIP	2019	Construct Three(3) Helipads (Construction Phase)(W)	Construct three (3) 50' x 50' PCC helipads on the west side of the airport, south of the apron. Phase 1 2018 - Design and environmental Phase 2 2019 - Construction	\$125,000.00	79
SCIP	2019	West Apron Rehabilitation and Expansion (Construction Project Phase 2, 2018)(W)	Rehabilitate and expand West aircraft parking apron. Project includes demolishing hangars located within the OFA/OFZ on the east side of the airport. Phase 1 2017 - Design and environmental Phase 2 2018 - Construction	\$250,000.00	75
MP	2013	Slurry Seal West Apron & TWY; Repaint Markings and Tie-Downs		\$70,146.00	101.6
MP	2015-2019	W. Landside Area & AWOS Access Rd & Parking		\$60,750.00	53.5
MP	2015-2019	Wind Sock		\$8,100.00	53.5
MP	2015-2019	Slurry Seal RY 13/31; Repaint		\$304,695.00	#N/A
MP	2015-2019	ALP/Master Plan Update/Long Term Action Plan		\$135,000.00	84
APMS	2013	Preventive MTC	A04MV - 01	\$1,062.00	87.6
APMS	2013	Preventive MTC	A04MV - 02	\$5,559.00	87.6
APMS	2013	Preventive MTC	T01MV - 01	\$828.00	101.6
APMS	2013	Preventive MTC	T04MV - 01	\$297.00	101.6
APMS	2013	Preventive MTC	T05MV - 02	\$1,300.00	101.6
APMS	2013	Preventive MTC	T05MV - 03	\$3,530.00	101.6
APMS	2014	Major Rehab	A04MV - 03	\$12,613.00	82.6
APMS	2014	Major Rehab	A05MV - 01	\$39,431.00	82.6
APMS	2014	Major Rehab	T02MV - 01	\$40,332.00	96.6
APMS	2014	Major Rehab	T03MV - 01	\$50,347.00	96.6
APMS	2014	Major Rehab	T05MV - 01	\$267,442.00	96.6
APMS	2015	Major Rehab	A03MV - 01	\$167,890.00	82.6
APMS	2015	Major Rehab	R13MV - 01	\$802,435.00	107.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived

Commented [EJ1]: Not sure if this refers to a second windsock or the one that was just installed with the lighting project.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: METHOW VALLEY STATE
 AIRPORT MGR: G. PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP:	<i>Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us</i>
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**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: METHOW VALLEY STATE
 AIRPORT MGR: G. PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

the best indication of your plan, including cost and priority.

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
MP	2020-2029	Environmental Assessment (NE Parallel TWY)		\$101,250.00	84
MP	2020-2029	NE Parallel TWY w/Edge Reflectors		\$834,300.00	75.4
MP	2020-2029	Slurry Seal RY 13/31; Repaint		\$304,695.00	112.6
MP	2020-2029	Slurry Seal W. Apron & TWY; Repaint Markings and Tie-downs		\$132,651.00	101.6
MP	2020-2029	W. Apron Stub TWY		\$136,688.00	75.4
MP	2020-2029	REIL (RY 13/31)		\$54,000.00	61.5
MP	2020-2029	Environmental Assessment (Evans Rd/RSA Improvements R/W End)		\$168,750.00	84
MP	2020-2029	Evans Rd/RSA Improvements		\$475,875.00	93.5
MP	2020-2029	Airport Fencing & Gates w/2 Automated Gates		\$332,100.00	100.5
MP	2020-2029	Slurry Seal W. Hangar TXLN		\$9,113.00	101.6
APMS		Preventative MTC	A05MV - 1	\$41,333.24	87.6
APMS		Preventative MTC	T02MV - 1	\$42,278.60	101.6
APMS		Preventative MTC	A03MV - 1	\$171,700.00	87.6
APMS		Preventative MTC	R13MV - 1	\$820,643.18	112.6
APMS		Resurfacing	T01MV - 1	\$60,218.93	99.6
APMS		Preventative MTC	T03MV - 1	\$14,243.02	101.6
APMS		Preventative MTC	T04MV - 1	\$17,230.60	101.6
APMS		Preventative MTC	A04MV - 3	\$13,220.90	87.6
APMS		Resurfacing	A04MV - 1	\$183,061.27	85.6
APMS		Preventative MTC	A04MV - 2	\$71,841.30	87.6
APMS		Resurfacing	T05MV - 2	\$40,272.15	99.6
APMS		Preventative MTC	T05MV - 1	\$31,788.74	101.6
APMS		Resurfacing	T05MV - 3	\$32,974.90	99.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: METHOW VALLEY STATE
 AIRPORT MGR: G. PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	USDA Forest Service Historical Buildings located next to but off airport property within established safety zones. Not part of WSDOT CIP planning efforts. Negotiations pending to resolve non-standard access issues.	50 plus
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	Private hangars on Airport property. Internal real estate negotiations pending to resolve non-standard access issues.	

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services: Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

<input type="checkbox"/> Commercial Passenger Service <input checked="" type="checkbox"/> Business and Corporate Travel <input checked="" type="checkbox"/> Personal Transportation <input checked="" type="checkbox"/> Pilot Training and Certification <input type="checkbox"/> Air Cargo <input type="checkbox"/> Blood, Tissue, and Organ Transportation <input checked="" type="checkbox"/> Medical Air Transport <input checked="" type="checkbox"/> Search and Rescue <input checked="" type="checkbox"/> Firefighting	<input checked="" type="checkbox"/> National Security <input type="checkbox"/> Emergency Preparedness and Response <input type="checkbox"/> Scientific Research <input type="checkbox"/> Aerial Photography <input checked="" type="checkbox"/> Aircraft Manufacturing <input checked="" type="checkbox"/> Agriculture <input type="checkbox"/> Aerial Sightseeing <input type="checkbox"/> Skydiving
---	--

B. Impact to airport and community resulting from lack of capital funding: From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:

Methow (S52) was constructed by the Forest Service as the home of the North Cascades Smokejump Base. This historic facility provides critical staging area for natural resource emergency management, law enforcement, and recreational



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: METHOW VALLEY STATE
 AIRPORT MGR: G. PAUL WOLF
 PHONE: 360-651-6313
 EMAIL: WOLFP@WSDOT.WA.GOV

purposes for both helicopter and fixed wing aircraft. The airport is also a critical link in the east/west air route safety corridor which includes provided web camera, AWOS weather reporting, and Unicom frequency. It is vital that the success of this airport and the recent critical airport improvements such as the new airport lighting system and fencing system be supported by additional funds to rehabilitate the runway surface and complete other vital CIP scheduled improvements for this essential public facility.

C. Airport value to community: *From the airport’s point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*
 The Forest Service’s successful operations protect the community’s natural resource interests which the airport improvements have played a vital role in supporting. The airport property also supports the Methow Valley Irrigation Districts (MVID) pumping station which supports local farming community. This airport is a Multi-modal success story of historic and national significance and is on the National Plan of Integrated Airport System (NPIAS).

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*
 Limited State-Airport funds have delayed vital airport maintenance and minor improvements such as additional fencing to address security issues, establishing vehicle parking area, addressing property encroachments, leasing issues, and installing AWOS, Unicom, and Video Camera improvements.



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: MOSES LAKE MUNI
AIRPORT MGR: RICHARD PEARCE
PHONE: 509-764 3703
EMAIL: RANDCPEARCE@NCTV.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Non-Precision Approach	Non-Precision Approach
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Greater than 1 mile (NPA)	Greater than 1 mile (NPA)
Critical Design Aircraft:	Cessna 182.	Click here to enter text.
Runway Width:	50'	50'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2010
B. Do you have an ALP?	YES	Last updated?	2010
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed? Click here to enter text.			
2. Who is preparing it? Click here to enter text.			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
runway	50' wide should be 60'.	adequate for type aircraft using	
SELECT HERE	Click here to enter text.	Click here to enter text.	
SELECT HERE	Click here to enter text.	Click here to enter text.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: MOSES LAKE MUNI
 AIRPORT MGR: RICHARD PEARCE
 PHONE: 509-764 3703
 EMAIL: RANDCPEARCE@NCTV.COM

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT’s Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT’s Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2014	Fence	Install fence north to south along the east and west sides of the airport. Install personnel and vehicle gates.	\$7,000.00	62
SCIP	2014	Pave maneuvering area northwest corner	Apply 1,500 SF of new pavement.	\$10,000.00	66
SCIP	2014	Pavement maintenance	Crack seal 20,000 lineal feet of runway and taxiways. Apply sealcoat. Requires removal of runway/taxiway graphics and re-painting.	\$85,000.00	151
SCIP	2014	Security cameras	Install security cameras along Municipal Hangar Road. Two cameras required. One will face south; the other north. These will be connected to the existing camera system which is part of the WSDOT/AD camera system.	\$11,000.00	47
SCIP	2015	Airport layout plan and narrative report update	Provide updated drawings and report to plan that was completed in 2008.	\$50,000.00	85
SCIP	2015	Enhanced runway hold-line signs	Install lighted hold-line signs at four of nine aircraft-access locations.	\$10,000.00	96
SCIP	2015	Fence (2015 Construction Phase)(W)	Install fence north to south along the east and west sides of the airport. Install personnel and vehicle gates.	\$72,000.00	61
SCIP	2015	Increase aircraft parking areas	Install additional tie-downs on the east side near the operations building.	\$5,000.00	73
SCIP	2015	Install 100 LL fuel system	Plan a location for, design and install a 100 LL fuel system.	\$8,000.00	39
SCIP	2015	Signs	Plan and install safety and security signs on and off airport. All signs, including those directing the public to our airport are included in this project entry. State funding assistance is requested only for signs within the airport boundary.	\$2,000.00	58
SCIP	2016	Enhanced runway hold-line signs (2016 Construction	Install lighted hold-line signs at four of nine aircraft-access	\$40,000.00	96



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		Phase)(W)	locations.		
SCIP	2016	Increase aircraft parking areas (2016 Construction Phase)(W)	Install additional tie-downs on the east side near the operations building.	\$10,000.00	53
SCIP	2016	Install 100 LL fuel system (2016 Construction Phase)(W)	Plan a location for, design and install a 100 LL fuel system.	\$80,000.00	39
SCIP	2016	Replace runway wiring	Replace all runway underground wiring. Inspect and replace underground base cans for edge lights and threshold lights as required. Inspect and replace all post-mounted fixtures as required. Replace all light lenses. Include lighted runway hold-line signs in the electrical portion of this project. Replace wiring to lighted wind indicator.	\$20,000.00	84
SCIP	2016	Signs	Plan and install safety and security signs on and off airport. All signs, including those directing the public to our airport are included in this project entry. State funding assistance is requested only for signs within the airport boundary.	\$8,000.00	58
SCIP	2016	Tie-downs	Install twenty additional tie-downs on the west side of the airport.	\$15,000.00	53
SCIP	2017	Replace runway wiring (2017 Construction Phase)(W)	Replace all runway underground wiring. Inspect and replace underground base cans for edge lights and threshold lights as required. Inspect and replace all post-mounted fixtures as required. Replace all light lenses. Include lighted runway hold-line signs in the electrical portion of this project. Replace wiring to lighted wind indicator.	\$140,000.00	83.6
MP	2010-2014	On and Off Airport Signs		\$10,000.00	45.1
MP	2010-2014	Inclusion of Airport in City Marketing and Branding Plan		\$2,000.00	24.6
MP	2010-2014	Adjustment of Development Standards		\$0.00	74.4
MP	2010-2014	Perimeter Fence		\$200,000.00	100.5
MP	2015-2019	Straighten Municipal Airport Rd		\$120,000.00	22
MP	2015-2019	Plan and Construct Terminal Area		\$290,000.00	48.15
MP	2015-2019	Install AVGAS System		\$80,000.00	36
MP	2015-2019	Tie-Down Additions		\$10,000.00	72.15
MP	2015-2019	Landscaping and Lighting Program		\$50,000.00	76.6
MP	2015-2019	GPS Instrument Procedure		\$10,000.00	49.7
MP	2015-2019	Development of SW side of Airport		\$2,257,800.00	57.8
MP	2015-2019	Install AWOS		\$100,000.00	53.5
MP	2015-2019	RY Hold Line Safety Improvements		\$50,000.00	91.5
MP	2015-2019	Lights for TWYs A and B		\$180,000.00	58.5
MP	2015-2019	Restroom/Aircraft Wash Facility		\$160,000.00	16.6



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MP	2015-2019	PVMT MTC and Re-Stripe		\$60,000.00	101.6
APMS	2013	Preventive MTC	A01ML - 02	\$425.00	87.6
APMS	2013	Preventive MTC	AHLD34ML - 01	\$248.00	87.6
APMS	2013	Preventive MTC	R16ML - 03	\$442.00	112.6
APMS	2013	Preventive MTC	T01ML - 02	\$111.00	101.6
APMS	2013	Preventive MTC	T01ML - 03	\$269.00	101.6
APMS	2013	Preventive MTC	T02ML - 01	\$142.00	101.6
APMS	2013	Preventive MTC	T02ML - 02	\$933.00	101.6
APMS	2013	Preventive MTC	T02ML - 03	\$205.00	101.6
APMS	2014	Major Rehab	A01ML - 01	\$9,830.00	82.6
APMS	2014	Major Rehab	AHLD16ML - 01	\$78,458.00	82.6
APMS	2014	Major Rehab	R16ML - 02	\$11,550.00	107.6
APMS	2014	Major Rehab	R16ML - 02	\$123,486.00	107.6
APMS	2014	Major Rehab	T01ML - 01	\$60,852.00	96.6
APMS	2017	Major Rehab	T02ML - 01	\$8,428.00	96.6
APMS	2019	Major Rehab	AHLD34ML - 01	\$12,712.00	82.6
APMS	2019	Major Rehab	T02ML - 02	\$72,635.00	96.6
APMS	2019	Major Rehab	T02ML - 03	\$17,102.00	96.6
AIRPORT #1	Enter	Enter	Enter	Enter	Derived
AIRPORT #2	Enter	Enter	Enter	Enter	Derived
AIRPORT #3	Enter	Enter	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
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AIRPORT #7	Enter	Enter	Enter	Enter	Derived
AIRPORT #8	Enter	Enter	Enter	Enter	Derived
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AIRPORT #10	Enter	Enter	Enter	Enter	Derived



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F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
MP	2020-2024	Continued Landscaping		\$10,000.00	22.6
MP	2020-2024	PVMT MTC and Re-Stripe		\$60,000.00	101.6
MP	2025-2029	PVMT MTC and Re-Stripe		\$60,000.00	101.6
APMS		Preventative MTC	A01ML - 1	\$14,140.00	87.6
APMS		Resurfacing	A01ML - 2	\$53,754.00	85.6
APMS		Resurfacing	R16ML - 3	\$63,025.12	110.6
APMS		Preventative MTC	R16ML - 2	\$177,632.74	112.6
APMS		Preventative MTC	R16ML - 1	\$16,614.50	112.6
APMS		Resurfacing	AHLD34ML - 1	\$23,122.89	85.6
APMS		Preventative MTC	T01ML - 1	\$87,534.68	101.6
APMS		Resurfacing	T01ML - 2	\$19,565.30	99.6
APMS		Resurfacing	T01ML - 3	\$34,154.02	99.6
APMS		Resurfacing	T02ML - 1	\$16,105.97	99.6
APMS		Resurfacing	T02ML - 2	\$132,122.13	99.6
APMS		Resurfacing	T02ML - 3	\$31,107.96	99.6
APMS		Preventative MTC	AHLD16ML - 1	\$16,501.38	87.6
AIRPORT #1	Enter	Enter	Enter	Enter	Derived
AIRPORT #2	Enter	Enter	Enter	Enter	Derived
AIRPORT #3	Enter	Enter	Enter	Enter	Derived
AIRPORT #4	Enter	Enter	Enter	Enter	Derived
AIRPORT #5	Enter	Enter	Enter	Enter	Derived
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AIRPORT #7	Enter	Enter	Enter	Enter	Derived
AIRPORT #8	Enter	Enter	Enter	Enter	Derived
AIRPORT #9	Enter	Enter	Enter	Enter	Derived
AIRPORT #10	Enter	Enter	Enter	Enter	Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

yes

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
SELECT HERE	Click here to enter text.	Enter
SELECT HERE	Click here to enter text.	Enter
SELECT HERE	Click here to enter text.	Enter
Click here to enter text.	Click here to enter text.	Enter
Click here to enter text.	Click here to enter text.	Enter

Part 3. Airport Services and Capital Impacts: Please verify, correct and provide the following information:

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

<input type="checkbox"/> Commercial Passenger Service	<input type="checkbox"/> National Security
<input type="checkbox"/> Business and Corporate Travel	<input type="checkbox"/> Emergency Preparedness and Response
<input checked="" type="checkbox"/> Personal Transportation	<input type="checkbox"/> Scientific Research
<input checked="" type="checkbox"/> Pilot Training and Certification	<input type="checkbox"/> Aerial Photography
<input type="checkbox"/> Air Cargo	<input checked="" type="checkbox"/> Aircraft Manufacturing
<input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation	<input checked="" type="checkbox"/> Agriculture
<input checked="" type="checkbox"/> Medical Air Transport	<input type="checkbox"/> Aerial Sightseeing
<input checked="" type="checkbox"/> Search and Rescue	<input type="checkbox"/> Skydiving
<input type="checkbox"/> Firefighting	

B. Impact to airport and community resulting from lack of capital funding: From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:

Closing of airport due to lack of capital to make necessary repairs to runway, taxiways, etc
 Relocation of 66 airplanes
 Removal of 27 privately owned structure=



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Loss of two FBO'S
 Loss of flight training school
 Loss of aerial two applicators.
 Loss of rental income

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Alternate to grant county international airport provides private ownership hangars for individuals
 Alternate source of transportation in event of emergency
 Local base for crop disease and insect control by aerial applicators
 Alternate training facility from grant county international away from wake turbulence
 Provides close-in place for local business

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Rental of space	Private hangars on leased city property	\$25,000	high
SELECT HERE	Click here to enter text.	Enter	SELECT HERE
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WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: MOSES LAKE MUNI
AIRPORT MGR: RICHARD PEARCE
PHONE: 509-764 3703
EMAIL: RANDCPEARCE@NCTV.COM

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Runway crack seal



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: OCEAN SHORES MUNICIPAL
 AIRPORT MGR: KARLA ROBERTS
 PHONE: 360-581-2708
 EMAIL: KROBERTS@OSGOV.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Non-Precision Approach	Non-Precision Approach
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Greater than 1 mile (NPA)	Greater than 1 mile (NPA)
Critical Design Aircraft:	King Air	King Air
Runway Width:	50'	55'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2006
B. Do you have an ALP?	NO	Last updated?	
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed? N/A			
2. Who is preparing it? N/A			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
NAVAIDS	none	Requested funding	
Lighting	Current lighting is unreliable	Requested funding	
None			



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: OCEAN SHORES MUNICIPAL
 AIRPORT MGR: KARLA ROBERTS
 PHONE: 360-581-2708
 EMAIL: KROBERTS@OSGOV.COM

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Runway Rehabilitation Project (Construction Phase)(W)	Crack Seal and Fog Seal Runway 15/33. Repair failed pavement areas with new asphalt and base material on Runway 15/33. Restripe Runway 15/33.	\$124,823.01	131
SCIP	2013	Runway Rehabilitation Project (Design Phase)	Crack Seal and Fog Seal Runway 15/33. Repair failed pavement areas with new asphalt and base material on Runway 15/33. Restripe Runway 15/33	\$33,592.00	131
SCIP	2014	Install NAVAIDS, Security, and Pilot Safety Equipment	Install Super AWOS, WSDOT Security Cameras, Install Pilot Radio Control Equipment, Install Windssock.	\$120,000.00	66
SCIP	2015	Tiedown Reconfiguration and Hangar Taxi Lanes	Install hangar taxi lanes and reconfigure tiedown area for safety purposes.	\$150,000.00	78
SCIP	2016	Obstruction Removal and RPZ Easement Aquisition	Remove Trees and Brush on West side of Runway.	\$150,000.00	66
SCIP	2017	Bicycle Racks, Electrical Building Roof, and Exterior Protection	Construct secure area for bicycle racks for pilots and families to get into downtown, construct roof to protect electrical equipment. Install exterior protection on pilots lounge.	\$44,000.00	47
SCIP	2017	Rehabilitate Taxiway and Apron	Fog Seal and Crack Seal Taxiway and Apron.	\$150,000.00	112
SCIP	2018	Bicycle Racks, Electrical Building Roof, and Exterior Protection (2018 Construction Phase)(W)	Construct secure area for bicycle racks for pilots and families to get into downtown, construct roof to protect electrical equipment. Install exterior protection on pilots lounge.	\$106,000.00	48
MP	2011-2015	RY Project			92.6
MP	2011-2015	TWY Project			81.6
MP	2011-2015	Install Fencing			100.5
MP	2011-2015	SuperUnicom Installation			80.5
MP	2011-2015	Obstructions Removal			65.6



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MP	2011-2015	Hangar Site Development			20.6
MP	2011-2015	Hangar Construction			20.6
MP	2011-2015	Tie-Down Removal/Reconfig			24.6
MP	2011-2015	Install Fuel Facility			43.2
MP	2011-2015	Construct Apron Tie-Down Reserve Area			72.15
MP	2011-2015	Construct Corporate User Area			55.15
MP	2011-2015	PVMT MTC			101.6
APMS	2013	Preventive Mtc	A01OS - 01	\$4.00	95.6
APMS	2013	Preventive Mtc	R15OS - 01	\$19,204.00	112.6
APMS	2014	Major Rehab	T01OS - 01	\$40,135.00	96.6
APMS	2014	Major Rehab	T01OS - 03	\$23,470.00	96.6
APMS	2017	Major Rehab	R15OS - 01	\$207,317.00	107.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP:	<p><i>Please review the Long-Term Capital Improvement Project (CIP) data derived from WSDOT’s Statewide CIP, Master Plans, ALPs, WSDOT’s Airport Pavement Management Study, and other Data. Revise or edit as needed to provide us best indication of your plan including cost and priority.</i></p> <p><i>Please list Long-term CIP needs not identified with an “unconstrained” budget view</i></p>
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WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

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and may include landside improvements (do not include typical O&M budgets).

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2019	Reconstruction Runway 15/33	Widen Runway 15/33.	\$172,500.00	76.5
MP	2016-2025	Pilot Lounge Expansion			50.25
MP	2016-2025	Relo Wind Cone/Segmented Circle/SuperUnicom			35.2
MP	2016-2025	Hangar Site Development			42.8
MP	2016-2025	Hangar Construction			26.6
MP	2016-2025	PVMT MTC			101.6
MP	2016-2025	ALP Update			84
APMS		Preventative MTC	R15OS - 1	\$305,875.68	112.6
APMS		Preventative MTC	R15OS - 2	\$58,165.08	112.6
APMS		Resurfacing	A02OS - 1	\$245,485.92	85.6
APMS		Preventative MTC	T01OS - 1	\$18,857.88	101.6
APMS		Preventative MTC	T01OS - 3	\$7,544.52	101.6
APMS		Preventative MTC	T01OS - 2	\$210,384.72	101.6
APMS		Preventative MTC	A01OS - 1	\$37,490.04	87.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:
Yes

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:

Infrastructure	Location / Description	Age (Years)
	None older than 50 years.	



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

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AIRPORT MGR: KARLA ROBERTS
PHONE: 360-581-2708
EMAIL: KROBERTS@OSGOV.COM

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services: *Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:*

- | | |
|--|---|
| <input type="checkbox"/> Commercial Passenger Service
<input checked="" type="checkbox"/> Business and Corporate Travel
<input checked="" type="checkbox"/> Personal Transportation
<input checked="" type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input type="checkbox"/> Blood, Tissue, and Organ Transportation
<input checked="" type="checkbox"/> Medical Air Transport
<input checked="" type="checkbox"/> Search and Rescue
<input type="checkbox"/> Firefighting | <input checked="" type="checkbox"/> National Security
<input checked="" type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input checked="" type="checkbox"/> Aerial Photography
<input type="checkbox"/> Aircraft Manufacturing
<input type="checkbox"/> Agriculture
<input checked="" type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Skydiving |
|--|---|

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*
 Without funding the City would not be able to provide needed maintenance and upkeep for the airport. If the airport falls into disrepair, the activities would cease.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

- Successful partnership with NB Paws to fly pets to other facilities promotes goodwill and community wellbeing
- Successful partnership with certain military operations encourages more military traffic
- Aerial photography for our City helps with grant requests and funding.
- Pilots and tourists help the community economy

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year.*



WA AIRPORT INVESTMENT STUDY
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 PHONE: 360-581-2708
 EMAIL: KROBERTS@OSGOV.COM

No sources of local funding.

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

None.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: ODESSA MUNICIPAL
 AIRPORT MGR: STAN DAMMEL
 PHONE: 509-660-3024
 EMAIL: SDAMMEL@CENTURYTEL.NET

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	Cessna 414	Cessna 414
Runway Width:	60'	60'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2007
B. Do you have an ALP?	YES	Last updated?	2007
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Safety Areas	R/W 2 End RSA/OFA Obstructions	Relocate Threshold	
Airfield Geometry	Non-standard R/W & T/W structural sections	Reconstruct paved areas with standard section	
Airfield Geometry	Insufficient R/W length	Runway extension	



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: ODESSA MUNICIPAL
 AIRPORT MGR: STAN DAMMEL
 PHONE: 509-660-3024
 EMAIL: SDAMMEL@CENTURYTEL.NET

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2014	Runway Safety Area Improvements Ph2, (Design - RW Extension, Lights/Signs, TW shoulders, Pavement)	This project will include the design of the 725' RW Extension, planned for RW 20, and the associated airfield lighting/signage, repair/improvements to the existing taxiway shoulders, airfield pavement maintenance, and airfield markings.	\$64,000.00	124
SCIP	2015	Runway Safety Area Improvements Ph3, (Construct- RW Extension, Lights/Signs, TW shoulders, Pavement)	This project will include the construction of the 725' RW Extension, planned for RW 20, and the associated airfield lighting/signage, repair/improvements to the existing taxiway shoulders, airfield pavement maintenance, and airfield markings.	\$901,000.00	125
SCIP	2016	Runway Safety Area Improvements Ph4, (Design - Extend Parallel Taxiway)	This project will include the design of the 725' TW Extension and the associated airfield lighting/signage and airfield markings.	\$45,000.00	121
SCIP	2017	Runway Safety Area Improvements Ph5, (Construction - Extend Parallel Taxiway)	This project will include the construction of the 725' TW Extension and the associated airfield lighting/signage and airfield markings.	\$500,300.00	121
SCIP	2018	Airfield Pavement Maintenance - Design	This project will provide the design of Airfield Pavement Maintenance, including crackseal, sealcoat, and pavement markings.	\$65,000.00	133
MP	2011-2015	Pave Existing Gravel Tie-Down Area			82.6
MP	2011-2015	Install Fuel Facility			36
MP	2011-2015	Construct Auto Parking Lot			19.8
MP	2011-2015	Construct Pilot Lounge			26.6
MP	2011-2015	Hangar Site Development for T-Hangar and Box Hangars			41.4
MP	2011-2015	Construct 4-unit T-Hangar			26.6



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: ODESSA MUNICIPAL
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 PHONE: 509-660-3024
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MP	2011-2015	Construct 4 30x40 Box Hangars			26.6
MP	2011-2015	PVMT MTC			101.6
APMS	2013	Preventive MTC	R02OD - 01	\$3,499.00	112.6
APMS	2013	Preventive MTC	R02OD - 02	\$3,532.00	112.6
APMS	2013	Preventive MTC	T01OD - 01	\$125.00	101.6
APMS	2013	Preventive MTC	T02OD - 01	\$134.00	101.6
APMS	2013	Preventive MTC	T03OD - 01	\$30.00	101.6
APMS	2014	Major Rehab	T04OD - 01	\$729,631.00	96.6
APMS	2016	Major Rehab	R02OD - 01	\$134,994.00	107.6
APMS	2017	Major Rehab	T01OD - 01	\$7,938.00	96.6
APMS	2018	Major Rehab	R02OD - 02	\$148,803.00	107.6



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: ODESSA MUNICIPAL
 AIRPORT MGR: STAN DAMMEL
 PHONE: 509-660-3024
 EMAIL: SDAMMEL@CENTURYTEL.NET

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2019	Airfield Pavement Maintenance - Construction	This project will include the construction of Airfield Pavement Maintenance, including crackseal, sealcoat, and pavement markings.	\$182,000.00	114
MP	2016-2025	Hangar Site Development			41.4
MP	2016-2025	Construct 4-unit T-Hangar			26.6
MP	2016-2025	Construct 4 40x40 Box Hangars			26.6
MP	2016-2025	PVMT MTC			101.6
MP	2016-2025	ALP Update			84
APMS		Resurfacing	R02OD - 2	\$228,480.00	110.6
APMS		Preventative MTC	R02OD - 1	\$184,830.00	112.6
APMS		Preventative MTC	T01OD - 1	\$10,602.98	101.6
APMS		Resurfacing	T03OD - 1	\$15,160.60	99.6
APMS		Preventative MTC	T04OD - 1	\$193,423.08	101.6
APMS		Resurfacing	T02OD - 1	\$13,232.80	99.6

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

Yes

H. Aging facilities and infrastructure: *Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:*

Infrastructure	Location / Description	Age (Years)
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	Shed	?
Runway Lights	MIRL lighting upgrades needed	

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- | | |
|--|--|
| <input type="checkbox"/> Commercial Passenger Service | <input checked="" type="checkbox"/> National Security |
| <input type="checkbox"/> Business and Corporate Travel | <input type="checkbox"/> Emergency Preparedness and Response |
| <input type="checkbox"/> Personal Transportation | <input type="checkbox"/> Scientific Research |
| <input type="checkbox"/> Pilot Training and Certification | <input type="checkbox"/> Aerial Photography |
| <input type="checkbox"/> Air Cargo | <input type="checkbox"/> Aircraft Manufacturing |
| <input type="checkbox"/> Blood, Tissue, and Organ Transportation | <input checked="" type="checkbox"/> Agriculture |
| <input checked="" type="checkbox"/> Medical Air Transport | <input type="checkbox"/> Aerial Sightseeing |
| <input type="checkbox"/> Search and Rescue | <input type="checkbox"/> Skydiving |
| <input type="checkbox"/> Firefighting | |

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Maintenance and safety projects have been delayed impacting safety and long term sustainability. The increase of sponsor grant match requirements from 2.5% (95% FAA & 2.5% DOT) to 5%-7.5% (90% FAA & 2.5%-5.0% DOT) places an increased funding burden on the sponsor. This severely limits the amount of projects that can be completed.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

The spray plane operation located at the airport is an important agricultural resource to area farms.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: ODESSA MUNICIPAL
 AIRPORT MGR: STAN DAMMEL
 PHONE: 509-660-3024
 EMAIL: SDAMMEL@CENTURYTEL.NET

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Jurisdiction (Annual CIP or General Fund)	Town Airport Fund	10,000 depending on projects.	High
Jurisdiction (Annual CIP or General Fund)	Economic Development Council	Varies	Low

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

The airport has deferred a safety area and runway extension project until funding is available.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: OKANOGAN LEGION
 AIRPORT MGR: CRAIG ATTWOOD
 PHONE: 509-429-2597
 EMAIL: OKANOGAN@NORTHCASCADES.NET

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Visual	Visual
Approach Category:	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
Visibility Minimums:	Visual	Visual
Critical Design Aircraft:	Cessna 172	Cessna 172
Runway Width:	36'	36'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2005
B. Do you have an ALP?	YES	Last updated?	2005
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	
Safety Areas	Runway safety area, length and width	See 2016 SCIP Plan	

WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: OKANOGAN LEGION
AIRPORT MGR: CRAIG ATTWOOD
PHONE: 509-429-2597
EMAIL: OKANOGAN@NORTHCASCADES.NET

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2013	Improve Fuel Farm	Install upgraded equipment for the existing fuel facility including a new fuel dispenser and a new pump.	\$12,000.00	38
SCIP	2013	Install Runway 4-22 Signs	Install a Mandatory Sign at the runway hold line.	\$3,500.00	58
SCIP	2013	Rehabilitate Runway 4-22	Crack seal, Seal Coat and Stripe the Runway, Connector Taxiway and Apron	\$42,000.00	142
SCIP	2014	Acquire Security Equipment	Security Camera.	\$6,000.00	46
SCIP	2015	Install Miscellaneous NAVAIDS	Light the existing wind cone and construct a segmented circle. This project will require power to be extended to the location of the wind cone as shown on the ALP.	\$6,000.00	45
SCIP	2016	Construct Access Road	Relocate an existing access road, Landfill road.	\$50,000.00	26
SCIP	2016	Expand Apron	Add an additional set of aircraft tiedowns to the existing ramp area. A total of 9 tiedown anchors will be installed as a part of this project.	\$3,000.00	58
SCIP	2016	Improve Runway 4-22 Safety Area	Grade and Compact the safety area off of both ends of the runway.	\$23,000.00	53
SCIP	2016	Install Off-Airport Signs	Install off-airport signage directing people to the airport.	\$3,000.00	56
SCIP	2016	Install Perimeter Fencing	Install Perimeter Fencing.	\$22,000.00	61
SCIP	2016	Install Runway 4-22 Visual Guidance System	Install PAPI's at both ends of the runway.	\$40,000.00	58
SCIP	2018	Rehabilitate Access Road	Improve access road and parking area.	\$25,000.00	27
SCIP	2018	Rehabilitate Runway 4-22	Crack Seal, Seal Coat and Stripe the Runway, Connector Taxiway and Apron.	\$42,000.00	141
MP	2011-2015	Identify and Prep areas for Commercial Structures		\$1,000.00	54.8
MP	2011-2015	Add Additional Hangars		\$0.00	29.1
MP	2011-2015	Construct Additional Based and Transient Tie-Downs		\$50,000.00	50.4
MP	2011-2015	Extend RY			71.4



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: OKANOGAN LEGION
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 EMAIL: OKANOGAN@NORTHCASCADES.NET

MP	2011-2015	Install Infrastructure			23.6
MP	2011-2015	Conduct Paved SFC MTC		\$10,000.00	99.6
MP	2011-2015	Implement Instrument APPCH Procedure		\$5,000.00	48.2
MP	2011-2015	Install Wx Reporting Equip		\$40,000.00	52
MP	2011-2015	Add Additional Fuel Tank and Dispensing System		\$75,000.00	35
MP	2016-2020	Develop Hangars		\$0.00	32.1
MP	2016-2020	Construct Vertical Lift Terminal		\$300,000.00	29.1
MP	2016-2020	Implement Vertical Flight GPS Based APPCH		\$5,000.00	48.2
MP	2016-2020	Conduct Paved SFC MTC		\$10,000.00	99.6
APMS	2013	Preventive MTC	A01OK - 01	\$6,694.00	85.6
APMS	2014	Preventive MTC	A01OK - 01	\$59,292.00	85.6
APMS	2014	Major Rehab	R04OK - 01	\$906,214.00	105.6
APMS	2020	Major Rehab	A01OK - 01	\$93,269.00	80.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: OKANOGAN LEGION
 AIRPORT MGR: CRAIG ATTWOOD
 PHONE: 509-429-2597
 EMAIL: OKANOGAN@NORTHCASCADES.NET

F. Long-term (6-20 years) CIP: *Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2020	Expand Apron	EMS Operations Area Expansion.	\$35,000.00	60
SCIP	2020	Install Weather Reporting Equipment (AWOS)	Install an AWOS	\$40,000.00	53
SCIP	2022	Reconstruct/Relocate Runway 4-22 - Environmental	Runway and Taxiway SEPA.	\$30,000.00	92
MP	2021-2025	Reconstruct Paved SFCs w/New Technology Paving Material			99.6
MP	2021-2025	Incorporate new Tech Lighting & Nav Aids			#N/A
MP	2021-2025	Develop NE Portion of Airport			57.8
MP	2021-2025	Construct new Terminal		\$200,000.00	55.4
APMS		Preventative MTC	R04OK - 1	\$211,750.54	110.6
APMS		Preventative MTC	A01OK - 1	\$115,691.46	85.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

H. Aging facilities and infrastructure: *Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:*



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: OKANOGAN LEGION
 AIRPORT MGR: CRAIG ATTWOOD
 PHONE: 509-429-2597
 EMAIL: OKANOGAN@NORTHCASCADES.NET

Infrastructure	Location / Description	Age (Years)
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Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services: *Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:*

- | | |
|---|--|
| <input type="checkbox"/> Commercial Passenger Service
<input type="checkbox"/> Business and Corporate Travel
<input checked="" type="checkbox"/> Personal Transportation
<input checked="" type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation
<input checked="" type="checkbox"/> Medical Air Transport
<input checked="" type="checkbox"/> Search and Rescue
<input checked="" type="checkbox"/> Firefighting | <input type="checkbox"/> National Security
<input type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input type="checkbox"/> Aerial Photography
<input type="checkbox"/> Aircraft Manufacturing
<input checked="" type="checkbox"/> Agriculture
<input type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Skydiving |
|---|--|

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

The airport is a gateway for many tourist activities: Grand Coulee Dam, North Cascades Highway, cross country ski trails, snowmobile parks, mountain biking, fishing camping, hunting and hiking. The airport serves as an important hub to support aviation uses and attract new business.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Our airport provides full general aviation services. Most recently the City was able to install a cardlock system to enable 24 hour fueling. These services afford our community as a destination point and gateway to surrounding communities and directly affect our tourism..

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability
----------------------	-------------	-------------	-------------



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: OKANOGAN LEGION
AIRPORT MGR: CRAIG ATTWOOD
PHONE: 509-429-2597
EMAIL: OKANOGAN@NORTHCASCADES.NET

			(Low, Med, High)

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Yes, higher priority projects have required us to delay mitigating taxiway safety areas, taxiway object free area widths, and dimensions for taxiway shoulder width. [Click here to enter text.](#)



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: OLYMPIA
 AIRPORT MGR: RUDY RUDOLPH
 PHONE: 360-528-8074
 EMAIL: RUDYR@PORTOLYMPIA.COM

Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System (AIS) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Precision Approach	Precision Approach
Approach Category:	C: Approach speed 121 knots or more but less than 141 knots	C: Approach speed 121 knots or more but less than 141 knots
Airplane Design Group:	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG III - Tail Height: 30' to <45'; Wingspan: 79' to <118'
Visibility Minimums:	Lower than 3/4 mile but not lower than 1/2 mile (CAT-I PA)	Lower than 3/4 mile but not lower than 1/2 mile (CAT-I PA)
Critical Design Aircraft:	Beechjet 400A / Cessna 550	Beechjet 400 / Cessna 550
Runway Width:	150'	150'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2013
B. Do you have an ALP?	YES	Last updated?	2013
C. If you are currently preparing a Master Plan Update: No			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any: No			
Non-Standard Item	Description	Proposed Mitigation	



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: OLYMPIA
AIRPORT MGR: RUDY RUDOLPH
PHONE: 360-528-8074
EMAIL: RUDYR@PORTOLYMPIA.COM

E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2014	Taxiway F North Reconstruction Design	Taxiway F North Reconstruction to 94,000 lbs. dual wheel strength, install taxiway lighting, drainage improvements	\$150,000.00	102
SCIP	2015	Taxiway F North Construct	Airport Access Road Design	\$675,000.00	30
SCIP	2015	Wildlife Hazard Assessment Contingency	Wildlife Hazard Assessment in accordance with grant assurances	\$150,000.00	90
SCIP	2016	Airport Access Road Reconstruction	Airport Access Road Reconstruction	\$2,700,000.00	29
SCIP	2017	Taxiway F Environmental Assessment	Taxiway F Design, taxiway lighting, drainage improvements.	\$166,666.00	109
SCIP	2018	Taxiway F Reconstruct Design	Taxiway F Reconstruct, taxiway lighting, drainage improvements	\$166,666.00	81.5
MP	2013	Airport Master Plan Update (2011 Carryover)		\$100,000.00	88
MP	2013	Rehabilitate Taxiway "C", North "W", and Terminal Connector, Including Pavement Removal, Reflectors, Signage, Lighting, and Segment Circle Relocation		\$2,789,474.00	133.6
MP	2013	Rubber Removal and Paint Runway 17/35		\$166,666.00	116.6
MP	2013	Hangar D Gutter Replacement		\$10,000.00	33.6
MP	2013	Overlay Hangar F Taxilane		\$300,000.00	103.6
MP	2013	Hangars A, B, C Roofs, Gutters, Siding		\$600,000.00	38.6
MP	2013	Reconstruct Glacier FBO Generator Shack		\$6,000.00	65.4
MP	2013	Glacier FBO Sewer Connect		\$20,000.00	28.6
MP	2013	Purchase Snow Plow for Maintenance Work Truck		\$10,000.00	63.3
MP	2014	Rehabilitate/Seal Coat Hangars A, B, and C Taxilanes		\$400,000.00	105.6
MP	2014	WSP Hangar Electrical Rehabilitation		\$100,000.00	28.6



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: OLYMPIA
 AIRPORT MGR: RUDY RUDOLPH
 PHONE: 360-528-8074
 EMAIL: RUDYR@PORTOLYMPIA.COM

MP	2014	Plane Port Roof Rehabilitation		\$130,000.00	38.6
MP	2014	Hangar F Gutter Replacement		\$10,000.00	38.6
MP	2014	Purchase New Zero Turn Power Riding Mower		\$12,000.00	56.1
MP	2015	Overlay/Seal Coat Hangar G Taxilane		\$225,000.00	105.6
MP	2015	7600 Terminal Street Hangar Siding		\$30,000.00	38.6
MP	2015	Hangar F Roof and Gutter		\$100,000.00	38.6
MP	2015	Hangar D Roof		\$10,000.00	38.6
MP	2016	Construct Service Road Rehabilitation		\$2,475,000.00	26.8
MP	2016	Conduct Wildlife Hazard Assessment (Contingency)		\$166,666.00	88
MP	2016	Overlay Runway 08/26 and Reduce Width to 75 Feet		\$1,625,000.00	114.6
MP	2016	Install Runway 26 Precision Approach Path Indicator (PAPI) Lights		\$120,000.00	79.5
MP	2016	Rehabilitate/Seal Coat Hangar E Taxilane		\$400,000.00	105.6
MP	2016	Hangar G Roof and Gutter		\$100,000.00	33.6
MP	2016	Purchase New Maintenance Pickup Truck With Snow Plow		\$70,000.00	63.3
MP	2017	Conduct EA for Taxiway "F" Realignment and Rehabilitation		\$75,000.00	92.4
MP	2017	Rehabilitate Taxiway "A" From Intersection With Taxiways "W" and "B", to Old Runway 17 Threshold		\$873,000.00	105.6
MP	2017	Acquire Tree Easement and Remove Obstructions Within the Runway 26 Approach Area		\$180,000.00	68.6
MP	2017	Construct Helipad and Implement Final Approach and Takeoff Area (FATO)		\$160,000.00	76.6
MP	2017	Design Southeast GA Vehicle Access Road		\$166,666.00	28
APMS	2013	Preventive Mtc	ACOV1OL - 01	\$79.00	91.6
APMS	2013	Preventive Mtc	AHFGHOL - 01	\$51.00	91.6
APMS	2013	Preventive Mtc	ASPOL - 01	\$235.00	91.6
APMS	2013	Preventive Mtc	ATERMOL - 01	\$2,159.00	91.6
APMS	2013	Preventive Mtc	R08OL - 01B	\$9.00	116.6
APMS	2013	Preventive Mtc	R17OL - 02B	\$457.00	116.6
APMS	2013	Preventive Mtc	TAOL - 01	\$374.00	105.6
APMS	2013	Preventive Mtc	TFOL - 01	\$3,141.00	105.6
APMS	2013	Preventive Mtc	THFOL - 01	\$677.00	105.6
APMS	2013	Preventive Mtc	THGOL - 02	\$8.00	105.6
APMS	2013	Preventive Mtc	THHOL - 01	\$42.00	105.6
APMS	2013	Preventive Mtc	TTERMOL - 02	\$426.00	105.6
APMS	2014	Major Rehab	A01OL - 01	\$298,328.00	86.6
APMS	2014	Major Rehab	AFISHOL - 01	\$32,301.00	86.6
APMS	2014	Major Rehab	AHDEOL - 02	\$117,187.00	86.6
APMS	2014	Major Rehab	APEAOL - 01	\$347,795.00	86.6



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

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APMS	2014	Major Rehab	ATRANSOL - 02	\$34,228.00	86.6
APMS	2014	Major Rehab	R08OL - 01A	\$917,923.00	111.6
APMS	2014	Major Rehab	R08OL - 02A	\$6,800,007.00	111.6
APMS	2014	Major Rehab	TCOL - 01	\$1,428,805.00	100.6
APMS	2014	Major Rehab	TCOVOL - 01	\$124,749.00	100.6
APMS	2014	Major Rehab	TDOL - 01	\$37,076.00	100.6
APMS	2014	Major Rehab	TFOL - 02	\$16,015.00	100.6
APMS	2014	Major Rehab	TFOL - 03	\$95,260.00	100.6
APMS	2014	Major Rehab	TGOL - 02	\$2,462,485.00	100.6
APMS	2014	Major Rehab	THAOL - 01	\$51,955.00	100.6
APMS	2014	Major Rehab	THBOL - 01	\$19,745.00	100.6
APMS	2014	Major Rehab	THCOL - 01	\$84,166.00	100.6
APMS	2014	Major Rehab	TWOL - 01	\$27,899.00	100.6
APMS	2014	Major Rehab	TWOL - 03	\$554,481.00	100.6
APMS	2016	Major Rehab	THFOL - 01	\$78,491.00	100.6
APMS	2016	Major Rehab	TTERMOL - 02	\$88,083.00	100.6
AIRPORT #1					Derived
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F. Long-term (6-20 years) CIP:

Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP ([SCIP](#)), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us



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the best indication of your plan, including cost and priority.

Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
MP	2018-2021	Install Taxiway Lighting on Taxiway "E"		\$360,000.00	124.5
MP	2018-2021	Construct Southeast GA Vehicle Access Road		\$800,000.00	23
MP	2018-2021	Update Airport Airspace Analysis Survey for Runway 26 GPS (LPV) Instrument Approach Procedure (IAP)		\$150,000.00	94
MP	2018-2021	Conduct Environmental Assessment (EA) for Runway 26 GPS (LPV) IAP		\$150,000.00	94
MP	2018-2021	Remark Runway 26 With Non-Precision Markings and Install Medium Intensity Runway Lights (MIRL) on Runway 08/26		\$800,000.00	116.6
MP	2018-2021	Purchase 9030 Airport Mower Deck		\$40,000.00	56.1
MP	2018-2021	Construct T-hangar, Including Taxilanes and Automobile Access/Parking		\$1,700,000.00	45
MP	2018-2021	Construct Corporate Hangars, Including Automobile Access/Parking		\$2,850,000.00	36.6
MP	2018-2021	Construct Corporate Hangar, Including Automobile Access/Parking		\$960,000.00	36.6
MP	2018-2021	Taxiway Pavement Rehabilitation		\$1,500,000.00	105.6
MP	2018-2021	Roadway Pavement Rehabilitation		\$900,000.00	70.6
MP	2018-2021	Purchase New Operation Pickup Truck With Snow Plow		\$50,000.00	63.3
MP	2018-2021	Terminal Expansion and Rehabilitation (Contingent on Tenant)		\$500,000.00	50.25
MP	2018-2021	Overlay Terminal Ramp		\$1,100,000.00	89.6
MP	2018-2021	Overlay Fuel Farm Access Road		\$150,000.00	65.6
MP	2018-2021	Conduct EA for Runway 35 GPS (LPV) IAP		\$150,000.00	94
MP	2018-2021	Purchase Two Parcels (Approximately 6.8 Acres) of Property Within and Adjacent to the Runway 35 Runway Protection Zone (PRZ)		\$235,000.00	26.6
MP	2018-2021	Remark Runway 35 With Precision Markings		\$220,000.00	94.5



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MP	2022-2031	Construct Runway 08/26 North Side Partial Parallel Taxiway From Taxiway "F" to Runway 17/35, Including MITL and Signage		\$700,000.00	95.9
MP	2022-2031	Construct Taxiway "F" From Taxiway "G" to Runway 08/26 North Side Partial Parallel Taxiway, Including Pavement Removal, Reflectors, and Signage		\$950,000.00	88.9
MP	2022-2031	Construct T-hangar, Including Taxilanes and Automobile Access/Parking		\$3,000,000.00	36.6
MP	2022-2031	Construct Corporate Hangars, Including Automobile Access/Parking		\$5,840,000.00	36.6
MP	2022-2031	Construct Runway 08/26 North Side partial Parallel Taxiway From Taxiway "F" to Runway 26 Threshold, Including Reflectors and Signage		\$1,580,000.00	93.9
MP	2022-2031	Construct Taxiway "F" From Taxiway "C" to Runway 08/26 North Side Partial Parallel Taxiway, Including Reflectors and Signage		\$970,000.00	88.9
MP	2022-2031	Update Airport Airspace Analysis Survey fro Runway 17 Runway Visual Range (RVR) and/or Require Navigation Performance (RNP) IAP		\$170,000.00	94
MP	2022-2031	Runway 08/26 Pavement Rehabilitation		\$220,000.00	75.6
MP	2022-2031	Runway 17/35 Pavement Rehabilitation		\$2,700,000.00	616.6
MP	2022-2031	Taxiway Pavement Rehabilitation		\$2,600,000.00	105.6
MP	2022-2031	Roadway Pavement Rehabilitation		\$940,000.00	65.6
MP	2022-2031	Install Runway 17 Touchdown Zone (TDZ) RVR Sensor, TDZ Lights, and Runway Centerline Lights (RCL)		\$2,680,000.00	89.5
MP	2022-2031	New Hangar Roof D		\$150,000.00	38.6
MP	2022-2031	Purchase Index A Airport Rescue Fire Truck (Contingent on Commercial Air Service)		\$700,000.00	107.5
MP	2022-2031	Replacement Fencing – Old Highway 99 South		\$77,000.00	62.9
MP	2022-2031	Acquire Tree Easement and Remove/Trim Obstructions Within the Runway 35 Approach Area		\$450,000.00	68.6
MP	2022-2031	Rehabilitate Taxiway "W" From Taxiway "L" to Taxiway "B"		\$3,400,000.00	105.6
MP	2022-2031	Install MALSR and Publish GPS (LPV) IAP to Runway 35		\$1,300,000.00	77.7
MP	2022-2031	Construct T-hangar, Including		\$2,200,000.00	36.6



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		Taxilanes and Automobile Access/Parking			
MP	2022-2031	Construct Corporate District Access Road		\$600,000.00	26
MP	2022-2031	Construct T-hangar, Including Taxilanes and Automobile Access/Parking		\$1,500,000.00	36.6
MP	2022-2031	Construct Fire Rescue Gate to Old Highway 99 (Contingent on Road Reconstruction)		\$270,000.00	52.9
MP	2022-2031	Construct City/Port Joint Use Fire Station		\$4,000,000.00	83
APMS	2020	Major Rehab	ACOV1OL - 01	\$125,987.00	86.6
APMS	2020	Major Rehab	ATERMOL - 01	\$469,368.00	86.6
APMS	2020	Major Rehab	THGOL - 02	\$12,746.00	100.6
APMS		Preventative MTC	THCOL - 1	\$14,272.80	105.6
APMS		Preventative MTC	THFOL - 1	\$65,169.24	105.6
APMS		Preventative MTC	THGOL - 1	\$69,421.44	105.6
APMS		Preventative MTC	THGOL - 2	\$9,587.40	105.6
APMS		Preventative MTC	AS8OL - 1	\$11,500.32	91.6
APMS		Preventative MTC	THAOL - 1	\$14,272.80	105.6
APMS		Preventative MTC	AHABCOL - 1	\$114,756.96	91.6
APMS		Preventative MTC	THABCOL - 1	\$21,315.72	105.6
APMS		Preventative MTC	TDOL - 1	\$32,341.80	105.6
APMS		Resurfacing	TFOL - 1	\$356,477.90	103.6
APMS		Preventative MTC	TFOL - 5	\$17,027.04	105.6
APMS		Preventative MTC	TFOL - 2	\$13,969.56	105.6
APMS		Preventative MTC	TFOL - 3	\$83,096.88	105.6
APMS		Preventative MTC	TFOL - 4	\$169,896.48	105.6
APMS		Preventative MTC	THHOL - 1	\$33,750.84	105.6
APMS		Preventative MTC	TH1OL - 1	\$106,590.00	105.6
APMS		Preventative MTC	TCOVOL - 1	\$18,376.80	105.6
APMS		Preventative MTC	AFISHOL - 1	\$28,176.24	91.6
APMS		Preventative MTC	TSOLOYOL - 1	\$118,058.40	105.6
APMS		Preventative MTC	ATRANSOL - 1	\$536,237.76	91.6
APMS		Preventative MTC	ATRANSOL - 2	\$12,902.52	91.6
APMS		Resurfacing	ASPOL - 1	\$298,387.60	89.6
APMS		Preventative MTC	TBOL - 2	\$23,347.20	105.6
APMS		Preventative MTC	TBOL - 3	\$21,609.84	105.6
APMS		Preventative MTC	TBOL - 1	\$334,204.68	105.6
APMS		Preventative MTC	TBOL - 4	\$140,673.72	105.6
APMS		Preventative MTC	R17OL - 02A	\$171,841.32	116.6
APMS		Preventative MTC	R17OL - 01A	\$375,468.12	116.6
APMS		Resurfacing	R17OL - 02B	\$114,420.75	114.6
APMS		Preventative MTC	R17OL - 03B	\$75,545.52	116.6
APMS		Preventative MTC	R17OL - 04B	\$352,389.96	116.6
APMS		Preventative MTC	R17OL - 03A	\$151,100.16	116.6
APMS		Preventative MTC	R17OL - 04A	\$816,732.48	116.6
APMS		Preventative MTC	R17OL - 01B	\$187,735.20	116.6
APMS		Preventative MTC	R08OL - 01A	\$148,418.88	116.6
APMS		Preventative MTC	R08OL - 02A	\$1,001,713.44	116.6
APMS		Resurfacing	R08OL - 01B	\$102,983.25	114.6
APMS		Resurfacing	TAOL - 1	\$155,437.15	103.6



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APMS		Preventative MTC	TAOL - 2	\$18,290.16	105.6
APMS		Preventative MTC	TCOL - 1	\$210,478.20	105.6
APMS		Preventative MTC	APEAOL - 1	\$51,233.88	91.6
APMS		Resurfacing	ATERMOL - 1	\$472,286.40	89.6
APMS		Preventative MTC	THIOL - 1	\$92,223.72	105.6
APMS		Preventative MTC	A01OL - 1	\$43,947.00	91.6
APMS		Preventative MTC	ACOV1OL - 2	\$59,986.80	91.6
APMS		Resurfacing	ACOV1OL - 1	\$126,770.20	89.6
APMS		Preventative MTC	AGOWOL - 1	\$23,504.52	91.6
APMS		Preventative MTC	AGOWOL - 4	\$25,825.56	91.6
APMS		Preventative MTC	AGOWOL - 7	\$17,654.04	91.6
APMS		Preventative MTC	AGOWOL - 3	\$20,109.60	91.6
APMS		Preventative MTC	AGOWOL - 5	\$70,075.80	91.6
APMS		Resurfacing	AHFGHOL - 1	\$148,861.35	89.6
APMS		Preventative MTC	TEOL - 1	\$335,714.04	105.6
APMS		Preventative MTC	TEOL - 2	\$244,616.64	105.6
APMS		Preventative MTC	THBOL - 1	\$14,272.80	105.6
APMS		Preventative MTC	TTERMOL - 2	\$73,133.28	105.6
APMS		Preventative MTC	TGOL - 2	\$362,750.28	105.6
APMS		Preventative MTC	TGOL - 1	\$69,569.64	105.6
APMS		Preventative MTC	TGOL - 3	\$55,077.96	105.6
APMS		Preventative MTC	TWOL - 4	\$273,563.52	105.6
APMS		Preventative MTC	TWOL - 3	\$81,681.00	105.6
APMS		Preventative MTC	TWOL - 2	\$504,744.12	105.6
APMS		Preventative MTC	TWOL - 1	\$24,336.72	105.6
APMS		Preventative MTC	AH35OL - 1	\$45,613.68	91.6
APMS		Preventative MTC	T03OL - 1	\$86,578.44	105.6
APMS		Preventative MTC	AHDEOL - 1	\$55,611.48	91.6
APMS		Preventative MTC	AHDEOL - 2	\$102,223.80	91.6
AIRPORT #1					Derived
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G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

Not always. Road rehabilitation is low priority for FAA/WSDOT, but still required.

H. Aging facilities and infrastructure: Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:



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Infrastructure	Location / Description	Age (Years)
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	Original Aircraft Hangar	77

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services: *Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT’s [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:*

- | | |
|---|--|
| <input type="checkbox"/> Commercial Passenger Service
<input checked="" type="checkbox"/> Business and Corporate Travel
<input checked="" type="checkbox"/> Personal Transportation
<input checked="" type="checkbox"/> Pilot Training and Certification
<input type="checkbox"/> Air Cargo
<input type="checkbox"/> Blood, Tissue, and Organ Transportation
<input checked="" type="checkbox"/> Medical Air Transport
<input checked="" type="checkbox"/> Search and Rescue
<input checked="" type="checkbox"/> Firefighting | <input checked="" type="checkbox"/> National Security
<input checked="" type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input checked="" type="checkbox"/> Aerial Photography
<input checked="" type="checkbox"/> Aircraft Manufacturing
<input type="checkbox"/> Agriculture
<input checked="" type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Skydiving |
|---|--|

B. Impact to airport and community resulting from lack of capital funding: *From the airport’s point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*
 Deteriorating roads, Crosswind Runway and taxiways and aircraft hangars.



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C. Airport value to community: *From the airport’s point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Economic impact study shows that the airport makes a significant contribution to direct, indirect and induced jobs, taxes and the regional economy.

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Jurisdiction (Annual CIP or General Fund)	Port of Olympia general fund or bonds.	varies	High

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below: No*

Click here to enter text.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

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Part 1. General Information: *Please verify or correct the following information from WSDOT's Airport Information System ([AIS](#)) for the most critical aircraft and runway operation at your airport:*

	Existing	Future (Planned)
Approach Type:	Non-Precision Approach	Non-Precision Approach
Approach Category:	A: Approach speed less than 91 knots	B: Approach speed 91 knots or more but less than 121 knots
Airplane Design Group:	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
Visibility Minimums:	Greater than 1 mile (NPA)	Greater than 1 mile (NPA)
Critical Design Aircraft:	Cessna Caravan	Cessna Caravan
Runway Width:	150'	150'

Part 2. Short and Long-Term Planning Information: *Please verify, correct and provide the following information:*

A. Do you have a Master Plan/Narrative report?	YES	Last updated?	2007
B. Do you have an ALP?	YES	Last updated?	2007
C. If you are currently preparing a Master Plan Update:			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
D. Do you have known deficiencies in FAA Design Standards (AC 150/5300-13A – Airport Design)? Please select and or list non-standard items and proposed mitigation below, if any:			
Non-Standard Item	Description	Proposed Mitigation	



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E. Short-term (0-5 years) CIP: *Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.*

Please list Short-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
SCIP	2014	Fence/Gate Project to address TTF - Phase 1	Design/Land Acquisition/Construction of Fencing to address TTF at the airfield.	\$429,600.00	59
SCIP	2017	Airfield Pavement Maintenance, Crackseal, Sealcoat, Remark (Design/Construction)	Project will perform pavement maintenance on all airfield pavements, including crackfill, sealcoat, and remark.	\$443,900.00	142
SCIP	2015	Reduce RW Width, Relocate/Replace MIRLS, Remark - PH 1 (Design)	Project will reduce runway width from 150' to 75', and MIRLS will be relocated/replaced per design standards in the correct location once the new runway edges are established. Also, airfield markings will be revised/replaced after the runway is reconfigured.	\$125,000.00	103
SCIP	2016	Replace MIRLS, Reduce RW Width, Seal Ex. RW Pavement, Remark - PH 2 (Construction) PAPI's And REIL's	Project will reduce runway width from 150' to 75', and MIRLS will be relocated/replaced per design standards in the correct location once the new runway edges are established. Also, airfield markings will be revised/replaced after the runway is reconfigured.	\$830,000.00	111
MP	2011-2015	Install TWY Edge Lights			76.5
MP	2011-2015	Install Perimeter Fencing on W. Side			
MP	2011-2015	Install PAPI on both RY ends			
MP	2011-2015	Construct Conventional Hangars			33.6
MP	2011-2015	PVMT MTC			
APMS	2013	Preventive MTC	A01OM - 01	\$945.00	87.6
APMS	2013	Preventive MTC	A02OM - 01	\$2,639.00	87.6
APMS	2013	Preventive MTC	R17OM - 01B	\$1,065.00	112.6
APMS	2013	Preventive MTC	T01OM - 01	\$10,554.00	108.6
APMS	2013	Preventive MTC	T06OM - 01	\$66.00	101.6



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APMS	2014	Major Rehab	R17OM - 01A	\$6,291,262.00	107.6
APMS	2014	Major Rehab	T01OM - 02	\$134,427.00	96.6
APMS	2014	Major Rehab	T01OM - 03	\$909,788.00	96.6
APMS	2016	Major Rehab	T01OM - 01	\$105,205.00	96.6
APMS	2017	Major Rehab	A02OM - 01	\$480,107.00	82.6
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AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

F. Long-term (6-20 years) CIP:	<p><i>Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (SCIP), Airport Master Plans, Airport Layout Plans, WSDOT's Airport Pavement Management System (APMS), and other data. Revise or edit as needed to provide us the best indication of your plan, including cost and priority.</i></p> <p><i>Please list Long-term CIP needs not identified below. The capital project list should not be constrained by available funding or grant eligibility. Please do not include</i></p>
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	<i>typical Operations & Maintenance costs (i.e., weed spraying, grass mowing, etc.):</i>
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Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
MP	2016-2025	Hangar Site Development & Construction of Conventional and T-hagnars			33.6
MP	2016-2025	RY, TWY, and Apron Overlay			138.6
MP	2016-2025	Construct Airport Perimeter Rd			24.8
MP	2016-2025	ALP Update			84
APMS		Preventative MTC	A02OM - 1	\$351,441.62	87.6
APMS		Resurfacing	A01OM - 1	\$191,026.11	85.6
APMS		Preventative MTC	T01OM - 1	\$78,935.54	101.6
APMS		Preventative MTC	T01OM - 2	\$105,967.18	101.6
APMS		Preventative MTC	T01OM - 3	\$138,473.02	101.6
APMS		Preventative MTC	T07OM - 1	\$59,428.40	101.6
APMS		Resurfacing	T06OM - 1	\$30,061.78	99.6
APMS		Preventative MTC	T05OM - 1	\$21,662.48	101.6
APMS		Preventative MTC	T02OM - 1	\$69,661.72	101.6
APMS		Preventative MTC	A03OM - 1	\$47,320.52	87.6
APMS		Preventative MTC	R17OM - 03A	\$18,242.62	112.6
APMS		Preventative MTC	R17OM - 02A	\$18,369.88	112.6
APMS		Resurfacing	R17OM - 01B	\$1,011,572.25	110.6
APMS		Preventative MTC	R17OM - 01A	\$670,183.48	112.6
AIRPORT #1		Fire protection/potable Water System	construct 250k reservoir, booster pumps, 4000' of 8" main, 10 Hydrants	\$750,000	Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived
AIRPORT #7					Derived
AIRPORT #8					Derived
AIRPORT #9					Derived
AIRPORT #10					Derived

G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:

Agencies have not been supportive of mandated TTF mitigation. This process has set us back one year of projects. REIL'S and PAPI's are needed now,, recommended reduced width of runway has these improvements on hold. We need a water system to provide fire protection if we are to see measurable growth and increased revenue streams.

H. Aging facilities and infrastructure: *Please list airport facilities and infrastructure (other than pavement) older than 50 years as well as critical support equipment that may be reaching its useful life:*

Infrastructure	Location / Description	Age (Years)

Part 3. Airport Services and Capital Impacts: *Please verify, correct and provide the following information:*

A. Airport Services:

Please verify that the 17 aviation-related activities below are provided by your airport as defined by WSDOT's [Aviation Economic Impact Study](#). Please use the toggle boxes to check or uncheck the activities:

- | | |
|--|---|
| <input type="checkbox"/> Commercial Passenger Service
<input type="checkbox"/> Business and Corporate Travel
<input checked="" type="checkbox"/> Personal Transportation
<input type="checkbox"/> Pilot Training and Certification
<input checked="" type="checkbox"/> Air Cargo
<input type="checkbox"/> Blood, Tissue, and Organ Transportation
<input checked="" type="checkbox"/> Medical Air Transport
<input checked="" type="checkbox"/> Search and Rescue
<input checked="" type="checkbox"/> Firefighting | <input checked="" type="checkbox"/> National Security
<input checked="" type="checkbox"/> Emergency Preparedness and Response
<input type="checkbox"/> Scientific Research
<input checked="" type="checkbox"/> Aerial Photography
<input type="checkbox"/> Aircraft Manufacturing
<input checked="" type="checkbox"/> Agriculture
<input type="checkbox"/> Aerial Sightseeing
<input type="checkbox"/> Skydiving |
|--|---|

B. Impact to airport and community resulting from lack of capital funding: *From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:*

Inadequate utilities and fire protection have prohibited any measurable growth. We have turned away many prospective tenants and revenues that they would generate.

C. Airport value to community: *From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:*

Our Airport is in valuable to our medical and wild land fire agencies. The long runway, abundant flying days, and central location, provide year round access to Okanogan county. This access has enticed business to locate with in the City of Omak's retail service areas.



**WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY**

AIRPORT: OMAK MUNICIPAL
 AIRPORT MGR: TODD MCDANIEL
 PHONE: 509-826-1170
 EMAIL: TMCDANIEL@OMAKCITY.COM

Part 4. Local Funding Resources: *Please list sources of local funding for airport CIP projects that are applied solely or as matching funds for FAA / WSDOT grants. Please list approximate amount of local funds available annually and how reliable the funds are year-to-year:*

Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Fuel, landing fees	\$13,721	High
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Rents. lease	\$4,220	High

A. Deferred projects. *Has your airport deferred any safety related projects (i.e., obstruction removal, lighting, NAVAIDs, safety area encroachments, non-standard airfield geometry, etc.) due to a lack of local, state and/or federal funding? If so, please describe below:*

Yes , higher priority projects have delayed the installation of functioning REIL's and PAPI's