



**APPENDIX 8:**

# **Airport Survey Responses**





WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: ANDERSON FIELD  
AIRPORT MGR: LYNN LAWSON  
PHONE: 509-689-3464  
EMAIL: BREWSTERPWD@FRONTIER.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)
<b>Approach Type:</b>	Visual	Visual
<b>Approach Category:</b>	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
<b>Airplane Design Group:</b>	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
<b>Visibility Minimums:</b>	Visual	Visual
<b>Critical Design Aircraft:</b>		
<b>Runway Width:</b>	60'	60'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2006
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2006
<b>C. If you are currently preparing a Master Plan Update:</b>			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
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	Install Airfield Beacon and Lighted Windcone	This project will install lighted airfield beacon and lighted windcone at the airport.	\$145,500.00	57
SCIP	2014	Perimeter Fence, Ph 1 (design & construction) (only construct RTTF fence)	Design the the perimeter fence for the entire airfield, and construct a portion of fence to address the RTTF concerns at the airport.	\$78,000.00	62
SCIP	2015	Perimeter Fence, Ph 2 (Construction) - Construct airfield perimeter fence and gates	This project will construct the perimeter fence and access gates around the airfield.	\$500,000.00	62
SCIP	2016	Parallel Taxiway - Phase 1 (Design)	This project is part of a multi year effort to construct a parallel taxiway at the airfield. This phase, will design the east half of the parallel taxiway, connecting RW 25 to the apron tie down area.	\$75,000.00	73
SCIP	2017	Parallel Taxiway - Phase 2 (Construction)	This project is part of a multi year effort to construct a parallel taxiway at the airfield. This phase, will construct the east half of the parallel taxiway, connecting RW 25 to the apron tie down area.	\$440,000.00	73
MP	2011-2015	Pavement Maintenance			83.6
MP	2011-2015	Construct Auto Parking Lot			51.5
MP	2011-2015	Construct East Half of Parallel TWY			81.2
MP	2011-2015	Remove two existing box hangars			35.6
MP	2011-2015	Construct 2 50x50 box hangars			35.6



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MP	2011-2015	Construct Hangar Taxilanes			81.2
MP	2011-2015	Second Phase of Fencing Installation South and East Sides			#N/A
MP	2011-2015	Install Tipdown Beacon Pole			#N/A
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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**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	Construct Pilot's Lounge			40.6
MP	2016-2025	Construct West half of Parallel Taxiway			#N/A
MP	2016-2025	Installaion of Four Box PAPI's at both RY Ends			83.5
MP	2016-2025	ALP Update			84
MP	2016-2025	Pavement Overlay			101.6
APMS	2014	Major Rehab	A02BW - 01	\$90,412.00	82.6
APMS	2014	Major Rehab	T03BW - 01	\$87,420.00	96.6
APMS		Resurfacing	A02BW - 1	\$2,580.81	85.6
APMS		Preventative MTC	R07BW - 1	\$484,785.86	112.6
APMS		Preventative MTC	T01BW - 1	\$29,586.94	101.6
APMS		Preventative MTC	T03BW - 1	\$10,390.88	101.6
APMS		Preventative MTC	T04BW - 1	\$29,590.98	101.6
APMS		Preventative MTC	A01BW - 1	\$186,605.58	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



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AIRPORT #10				Derived
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**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<br><input type="checkbox"/> Business and Corporate Travel<br><input type="checkbox"/> Personal Transportation<br><input checked="" type="checkbox"/> Pilot Training and Certification<br><input type="checkbox"/> Air Cargo<br><input type="checkbox"/> Blood, Tissue, and Organ Transportation<br><input checked="" type="checkbox"/> Medical Air Transport<br><input type="checkbox"/> Search and Rescue<br><input checked="" type="checkbox"/> Firefighting | <input type="checkbox"/> National Security<br><input type="checkbox"/> Emergency Preparedness and Response<br><input type="checkbox"/> Scientific Research<br><input type="checkbox"/> Aerial Photography<br><input type="checkbox"/> Aircraft Manufacturing<br><input checked="" type="checkbox"/> Agriculture<br><input type="checkbox"/> Aerial Sightseeing<br><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:**



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~~Millions of dollars of fruit industry in the area benefit from our airport operation that help drive our local economy that and the availability of air medical transport are vital to our area~~

**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.  
 Agriculture has benefited immensely from helicopter operations and spray plane operations based at our airport The a large geographical area of population has also benefited from air medical sevices both fixed wing and helicopter

**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: APEX AIRPORT  
AIRPORT MGR: BILL ROARK  
PHONE: 206-390-4131  
EMAIL: ROARKAIRE@WAVECABLE.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)
<b>Approach Type:</b>	Visual	Visual
<b>Approach Category:</b>	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
<b>Airplane Design Group:</b>	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
<b>Visibility Minimums:</b>	Visual	Visual
<b>Critical Design Aircraft:</b>	Click here to enter text.	Click here to enter text.
<b>Runway Width:</b>	28'	28'

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

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



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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	Expand airport boundary	Acquire 8 +/- acres at the south end of the current airport property.	\$150,000.00	67.5
SCIP	2014	Runway/taxiway repaving	Replace 30+ year old paving with new asphalt. Restripe both runway and taxiway. Repaint airport indicator and pattern indicator. Repaint runup area markings.	\$150,000.00	126
APMS	2013	Preventive MTC	TASD - 01	\$22,491.00	99.6
APMS	2014	Preventive MTC	R17SD - 01	\$84,158.00	110.6
APMS	2014	Preventive MTC	TASD - 01	\$58,800.00	99.6
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

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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)
APMS		Resurfacing	TASD - 1	\$127,815.34	97.6
APMS		Resurfacing	R17SD - 1	\$182,935.88	108.6
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.

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

Apex has been used by the US Navy for troop transport by multiple Chinook helicopter operations. The US Army has also used our facility for training. We are the only public use airport located between Bremerton to the South and Port Townsend to the North.

**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.



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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)
APOIA Paving fund	Savings account	3000 +	High
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:*

**Rotating Beacon replacement, locating a suitable replacement**



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: ARLINGTON MUNI  
 AIRPORT MGR: DALE CARMAN  
 PHONE: 360.403.3470  
 EMAIL: DCARMAN@ARLINGTONWA.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)
<b>Approach Type:</b>	Approach Procedure with Vertical Guidance	Approach Procedure with Vertical Guidance
<b>Approach Category:</b>	B: Approach speed 91 knots or more but less than 121 knots	C: Approach speed 121 knots or more but less than 141 knots
<b>Airplane Design Group:</b>	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
<b>Visibility Minimums:</b>	Lower than 1 mile but not lower than ¾ mile (APV ≥ 3/4 but < 1 mile)	Lower than 3/4 mile but not lower than 1/2 mile (CAT-I PA)
<b>Critical Design Aircraft:</b>	Beechcraft King Air B-200	AI-1125 Westwind, Beechcraft Super King Air
<b>Runway Width:</b>	100'	100'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2012
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2012
<b>C. If you are currently preparing a Master Plan Update:</b>			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
Non-Standard Item	Description	Proposed Mitigation	

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<b>E. Short-term (0-5 years) CIP:</b>	<p><i>Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (<a href="#">SCIP</a>), 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 &amp; 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)
SCIP	2013/2014	AIP Project (Design, Construction)	Taxiway A lighting installation. We anticipate FAA funding to complete this project.	\$1,000,000.00	97
SCIP	2014	Property Purchase	Opal Property-under RPZ for RWY 16	\$270,000.00	
SCIP	2014	Building Improvements	Improving infrastructure of existing buildings: roofing, siding etc..	\$75,000.00	
SCIP	2014	Directory Signage	Installation of directory signage per the airport's sign master plan.	\$31,000.00	62
SCIP	2014	Mound Area Taxiway Reconstruction	Reconstruction of two of the mound area taxiways: the taxiway serving Wild Blue Aviation and the taxiway serving Glasair.	\$334,000.00	102
SCIP	2014	Wildlife Assessment	Required Wildlife Assessment. FAA Funding	\$50,000.00	
SCIP	2014	Rotating Beacon	Relocation of Rotating Beacon	\$135,000.00	
SCIP	2014	Eastside Redevelopment	Redevelopment of Tri-B area	\$300,000.00	
SCIP	2015	Electric Gate	Installation of an electronic gate north of the former Flying J Cafe site to restrict vehicle access onto the flightline.	\$50,000.00	51
SCIP	2015	Fly In Ramps	Construction of Fly-In warbird and performer ramps.	\$46,000.00	77
SCIP	2015	Compass Rose Re-Certification	Re-Certification of the airport compass rose.	\$7,000.00	53
SCIP	2015	Fly-In Ramps (Construction Phase)(W)	Construction of Fly-In warbird and performer ramps.	\$506,000.00	77
SCIP	2015	Fog Seal	Crack sealing and fog sealing of the compass rose area and the west ramp area.	\$74,000.00	101
SCIP	2015	Runway 11/29 Lighting	Installation of MIRLS on Runway 11/29	\$45,000.00	118
SCIP	2016	2018 AIP Project	Installation of lighting and lighted signs on taxiway charlie, relocation of the runway 34 threshold approximately 87 feet to the north, installation of RAILS on runway 34, installation of MALS on runway 16, and relocation of	\$125,000.00	98



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			the runway 16 Localizer.		
SCIP	2016	Airfield Pavement Crack Sealing	Crack sealing of areas of airfield pavement. At this time likely candidates for crack sealing in 2016 are taxiway bravo and the south hangar taxilanes.	\$50,000.00	108
SCIP	2016	Directory Signage	Installation of directory signage per the airport's sign master plan.	\$60,000.00	62
SCIP	2016	Reconstruction of Hangar Taxilanes West E, West C and West D	Re-construction of hangar taxilanes West E, West C and West D to include the re-construction of the ramps leading to the individual t-hangars. The t-hangars are airport owned. The project also involves the installation of storm water detention systems.	\$70,000.00	93
SCIP	2017	2018 AIP Project (Design Phase)(W)	Installation of lighting and lighted signs on taxiway Charlie, relocation of the runway 34 threshold, approximately 87 feet to the north, installation of RAILS on runway 34, installation of MALS on runway 16, and relocation of the runway 16 Localizer.	\$180,000.00	71
SCIP	2017	Airfield Pavement Crack Sealing	Crack sealing of areas of airfield pavement. At this time likely candidates for crack sealing in 2017 are taxiway echo and runway 11/29.	\$50,000.00	136
SCIP	2017	Directory Signage	Installation of directory signage per the airport's sign master plan.	\$60,000.00	62
SCIP	2017	Reconstruction of Hangar Taxilanes West E, West C, and West D (Construction Phase) (W)	Re-construction of hangar taxilanes West E, West C and West D to include the re-construction of the ramps leading to the individual t-hangars. The t-hangars are airport owned. The project also involves the installation of storm water detention systems.	\$319,000.00	102
SCIP	2018	2018 AIP Project (Construction Phase) (W)	Installation of lighting and lighted signs on taxiway Charlie, relocation of the runway 34 threshold approximately 87 feet to the north, installation of RAILS on runway 34, installation of MALS on runway 16, and relocation of the runway 16 Localizer.	\$1,950,000.00	66
SCIP	2018	Airfield Pavement Crack Sealing	Crack sealing of areas of airfield pavement. At this time likely candidates for crack sealing in 2018 are runway 16/34 and taxiway alpha.	\$50,000.00	136
SCIP	2018	Compass Rose Re-Certification	Re-Certification of the airport compass rose.	\$8,000.00	48
MP	2011-2020		Reconstruct RY 16/64	\$1,400,000.00	111.6
MP	2011-2020		Reconstruct TWY-A @ Conn	\$900,000.00	100.6
MP	2011-2020		Reconstruct RY 11/29	\$700,000.00	111.6
MP	2011-2020		Update Airport Master Plan	\$200,000.00	88



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MP	2011-2020		Reconstruct Center ULC TWY	\$521,730.00	100.6
MP	2011-2020		Airport Building MTC (Replace Doors for City Hangar K)	\$40,000.00	38.6
MP	2011-2020		Reconstruct West ULC TWY	\$530,937.00	100.6
MP	2011-2020		Repair/Crack Seal NW Corner TWY	\$40,000.00	105.6
MP	2011-2020		Airport Building MTC (Replace Roof for Rental House #2)	\$9,500.00	34.6
MP	2011-2020		Construct Two 14 Unit T-Hangars w/TWY Access along RY 11/29	\$1,600,000.00	36.6
MP	2011-2020		Construct 6 Executive Hangars w/TWY access & Auto Parking along RY 11/29 Flight Line	\$900,000.00	36.6
MP	2011-2020		Complete Environmental Assessment & Construct 724 foot Extension to RY 16/34 w/MIRLS	\$800,000.00	88
MP	2011-2020		Extend TWY-B to Serve the Existing RY 16 & Construct Run-Up Apron	\$250,000.00	79.7
MP	2011-2020		Implement Airfield Pavement Maintenance Projects	\$700,000.00	105.6
MP	2011-2020		Remove Balance of Closed NE/SW RY, Grade & Seed	\$50,000.00	31.6
APMS	2013	Preventive MTC	ABAYAR - 03	\$94.00	91.6
APMS	2013	Preventive MTC	AR1AR - 01	\$547.00	91.6
APMS	2013	Preventive MTC	AR1AR - 02	\$1,810.00	91.6
APMS	2013	Preventive MTC	THGRAR - 02	\$5,455.00	91.6
APMS	2013	Preventive MTC	THGRAR - 10	\$87.00	91.6
APMS	2013	Preventive MTC	TR2AR - 01	\$1,526.00	105.6
APMS	2014	Major Rehab	AMNDAR	\$879,297.00	96.6
APMS	2014	Major Rehab	R11AR	\$760,921.00	111.6
APMS	2014	Major Rehab	T02AR	\$3,083,195.00	100.6
APMS	2014	Major Rehab	THGRAR - 09	\$20,286.00	100.6
APMS	2014	Major Rehab	THGRAR - 11	\$47,162.00	100.6
APMS	2014	Major Rehab	THGRAR - 12	\$34,792.00	100.6
APMS	2014	Major Rehab	THGRAR - 05A	\$47,048.00	100.6
APMS	2014	Major Rehab	TPMMAR - 02	\$20,220.00	100.6
APMS	2014	Major Rehab	TPMMAR - 04	\$25,239.00	100.6
APMS	2017	Major Rehab	TR2AR - 01	\$36,606.00	100.6
APMS	2019	Major Rehab	THGRAR - 02	\$44,131.00	100.6
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: ARLINGTON MUNI  
 AIRPORT MGR: DALE CARMAN  
 PHONE: 360.403.3470  
 EMAIL: DCARMAN@ARLINGTONWA.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 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)
NextGen		Prep Obs Survey		\$100,000.00	115
NextGen		Tree Obs Removal		\$5,000.00	115
NextGen		Acq Land for RPZ		\$350,000.00	85.6
NextGen		Light parallel TW incl Guidance Signs		\$400,000.00	106.5
APMS		Preventative MTC	TC4AR - 2	\$7,964.04	105.6
APMS		Preventative MTC	TC3AR - 2	\$9,628.44	105.6
APMS		Preventative MTC	TC2AR - 2	\$9,628.44	105.6
APMS		Preventative MTC	TDAR - 1	\$325,627.32	105.6
APMS		Preventative MTC	TC1AR - 2	\$8,406.36	105.6
APMS		Preventative MTC	TC1AR - 1	\$9,546.36	105.6
APMS		Preventative MTC	TAAR - 1	\$804,926.64	105.6
APMS		Preventative MTC	TAAR - 2	\$155,356.92	105.6
APMS		Preventative MTC	TCAR - 1	\$354,480.72	105.6
APMS		Preventative MTC	TBAYAR - 1	\$48,479.64	105.6
APMS		Preventative MTC	TB2AR - 1	\$49,152.24	105.6
APMS		Preventative MTC	A05AR - 1	\$48,450.00	91.6
APMS		Preventative MTC	T03AR - 1	\$49,929.72	105.6
APMS		Preventative MTC	TA4AR - 1	\$190,174.80	105.6
APMS		Preventative MTC	R16AR - 1	\$1,215,924.00	116.6
APMS		Preventative MTC	A04AR - 1	\$32,296.20	91.6
APMS		Preventative MTC	TFAR - 1	\$544,965.60	105.6
APMS		Preventative MTC	TD2AR - 1	\$51,338.76	105.6
APMS		Preventative MTC	AR3AR - 1	\$82,248.72	91.6
APMS		Preventative MTC	AHP1AR - 1	\$54,533.04	91.6
APMS		Preventative MTC	T02AR - 1	\$454,187.40	105.6
APMS		Preventative MTC	TBAR - 2	\$57,177.84	105.6
APMS		Preventative MTC	TBAR - 1	\$274,370.64	105.6
APMS		Preventative MTC	TBAR - 3	\$184,073.52	105.6
APMS		Preventative MTC	A02AR - 1	\$34,272.96	91.6
APMS		Preventative MTC	TR2AR - 2	\$15,162.00	105.6
APMS		Preventative MTC	TR2AR - 1	\$29,651.40	105.6
APMS		Preventative MTC	R11AR - 1	\$663,758.16	116.6
APMS		Preventative MTC	A01AR - 1	\$57,645.24	91.6
APMS		Preventative MTC	TPMMAR - 5	\$14,765.28	105.6
APMS		Preventative MTC	TPMMAR - 1	\$64,672.20	105.6



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APMS		Preventative MTC	TPMMAR - 4	\$22,015.68	105.6
APMS		Preventative MTC	TPMMAR - 2	\$17,638.08	105.6
APMS		Preventative MTC	A03AR - 1	\$43,643.76	91.6
APMS		Preventative MTC	AAIRAR - 1	\$77,187.12	91.6
APMS		Preventative MTC	ABAYAR - 1	\$182,557.32	91.6
APMS		Preventative MTC	ABAYAR - 4	\$55,643.40	91.6
APMS		Resurfacing	ABAYAR - 3	\$64,724.05	91.6
APMS		Preventative MTC	AMNDAR - 1	\$333,589.08	91.6
APMS		Preventative MTC	AR1AR - 1	\$56,352.48	91.6
APMS		Resurfacing	AR1AR - 2	\$541,251.49	89.6
APMS		Preventative MTC	APMMAR - 1	\$39,243.36	91.6
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)
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	Navy Hangar, Parachute Loft and City Shop Compound	70

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



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

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

A large majority of the industry on and off the airport in and around the Arlington area relies on the airport for transportation needs as well as shipping and receiving goods. Business along the Flightline of the airport could not exist without adequate infrastructure to support their businesses. Without the capital needs of the airport being met the city, surrounding area and region would be greatly impacted in a negative way. (See section C for further impacts)

**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 is largest economic developer in Arlington. The largest industrial zone in Arlington is located on airport property. The airport has a total economic output of \$144,200,000 per year. The airport creates 566 direct jobs and 411 indirect jobs, equaling 977 positions, with a total income of \$46,600,000 per year. The estimated annual spending by visitors who travel to the airport is \$2,732,700 per year, which creates 41 direct and indirect jobs. Airlift Northwest, an air ambulance/medical transport is based at the airport and responds to life critical situations throughout the Puget Sound. The annual Fly-in event is the largest event in the city. Other critical based activities include: aircraft manufacturing, personal transportation and charter/forest fire response.



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AIRPORT SURVEY**

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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.)	Land Leases, building rentals, fuel fees, hangar and tie down fees	2.7 million	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



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: AUBURN MUNI  
AIRPORT MGR: JAMELLE GARCIA  
PHONE: 253-333-6821  
EMAIL: JAMELLE.GARCIA@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)
<b>Approach Type:</b>	Non-Precision Approach	Non-Precision Approach
<b>Approach Category:</b>	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
<b>Airplane Design Group:</b>	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
<b>Visibility Minimums:</b>	Greater than 1 mile (NPA)	Lower than 3/4 mile but not lower than 1/2 mile (CAT-I PA)
<b>Critical Design Aircraft:</b>	B-1	B-2
<b>Runway Width:</b>	75'	75'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2002
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2002
<b>C. If you are currently preparing a Master Plan Update:</b>			
1. <b>When is it anticipated to be completed?</b> April, 2014			
2. <b>Who is preparing it?</b> Century West			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
Non-Standard Item	Description	Proposed Mitigation	
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.	

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<p><b>E.</b> <b>term (0-5 years) CIP:</b></p>	<p><b>Short-</b></p>	<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 &amp; 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	Apron Rehabilitation	Crack Sealing and top coating apron, taxiways, and runway with striping.	\$300,000.00	110
SCIP	2013	Wildlife Hazard Assessment	Wildlife Hazard Assessment	\$70,000.00	90
SCIP	2014	Install PAPI for Runway 16/34 (W)	Install PAPI for Runway 16/34 to replace aging VASI system.	\$100,000.00	98
SCIP	2014	Install Weather Reporting Equipment	Install Weather Reporting Equipment for Instrument Approach.	\$200,000.00	59
SCIP	2014	Obstruction Removal-Westside Trees	Remove 9 sections of trees that penetrate the runway safety area.	\$50,000.00	69
SCIP	2014	Obstruction Survey for GPS Approach (Next Gen)	Obstruction Survey to lower minimums and remove night/circle restriction on existing approach.	\$150,000.00	89
SCIP	2014	Runway 16/34 Striping	Re-stripe runway 16/34 and add non-precision instrument markings to runway.	\$10,000.00	92
SCIP	2014	Standing/Storm Water Drainage	Resolve flooding and standing water situations adjacent to runway.	\$20,000.00	63
SCIP	2014	West Side Fencing	Install Fence on West Side of property.	\$42,000.00	63
SCIP	2015	Acquire Land-Armstrong	Acquire Land from Armstrong (1.47 ac).	\$735,206.00	46
SCIP	2014	Acquire Land-Park and Ride	Acquire Land at the current Park and Ride for future approaches.	\$100,000.00	50
SCIP	2015	Construct Fuel Farm for Jet A	Construct Fuel Farm for Jet A service at airport.	\$150,000.00	38
SCIP	2015	Construct Terminal Building (Construction Phase)(W)	Construct Terminal Building on south side of airport.	\$2,440,000.00	55
SCIP	2015	Construct Terminal Building (W)	Construct Terminal Building on south side of airport.	\$60,000.00	55
SCIP	2015	Standing/Storm Water Drainage (Construction Phase)(W)	Resolve flooding and standing water situations adjacent to runway.	\$30,000.00	50
SCIP	2016	Acquire Land-Columbia Bank	Acquire Land from Columbia Bank surplus property.	\$3,000,000.00	46



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

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SCIP	2016	West Side Taxiway (Construction Phase)(W)	Environmental Impact, Design, & Construct a west side taxiway to access West 23 acres.	\$2,200,000.00	89
SCIP	2016	West side Taxiway (W)	Environmental Impact, Design, & Construct a west side taxiway to access West 23 acres.	\$515,000.00	94
SCIP	2016	Westside Apron (Construction Phase)(W)	Construct Westside Apron.	\$100,000.00	81
SCIP	2016	Westside Apron (W)	Construct Westside Apron.	\$10,000.00	81
SCIP	2016	Westside taxiway- Wetland mitigation	Mitigate wetlands for West side development.	\$6,000,000.00	61
MP	2011-2020	ALP Update		\$25,000.00	88
MP	2011-2020	Relo ARPT Office		\$250,000.00	24.6
MP	2011-2020	Reconfig Transient APRN		\$209,000.00	67
MP	2011-2020	Property Acquisition and ARPT Security Fencing		\$23,400.00	110.5
MP	2011-2020	Additional RY Construction		\$842,000.00	99.4
MP	2011-2020	Hangar Recon		\$1,029,000.00	77.6
MP	2011-2020	Hangar Recon Phase 2		\$1,172,500.00	77.6
APMS	2013	Preventive MTC	A01AU - 01	\$33,722.00	91.6
APMS	2013	Preventive MTC	A03AU - 02	\$3,822.00	91.6
APMS	2013	Preventive MTC	A03AU - 03	\$34,664.00	91.6
APMS	2013	Preventive MTC	A04AU - 01	\$15,072.00	91.6
APMS	2013	Preventive MTC	R16AU - 01	\$387.00	116.6
APMS	2013	Preventive MTC	R16AU - 02	\$459.00	116.6
APMS	2013	Preventive MTC	T08AU - 01	\$1,557.00	105.6
APMS	2014	Major Rehab	A02AU - 01	\$1,966,325.00	86.6
APMS	2014	Major Rehab	TAAU - 01	\$19,130.00	100.6
APMS	2014	Major Rehab	TAAU - 02	\$16,851.00	100.6
APMS	2014	Major Rehab	TBAU - 01	\$41,070.00	100.6
APMS	2014	Major Rehab	TBAU - 02	\$431,645.00	100.6
APMS	2014	Major Rehab	TGAU - 01	\$28,756.00	100.6
APMS	2015	Major Rehab	A05AU - 01	\$11,503.00	86.6
APMS	2017	Major Rehab	A03AU - 03	\$124,400.00	86.6
APMS	2018	Major Rehab	R16AU - 02	\$339,763.00	111.6
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



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

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<p><b>F.</b> <b>term (6-20 years) CIP:</b></p>	<p><b>Long-</b></p>	<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 and may include landside improvements (do not include typical O&amp;M budgets).</i></p>
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Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
NextGen		Update MP		\$237,000.00	88
NextGen		Prep Obs Survey		\$100,000.00	115
NextGen		Obs Marking/Mitigation		\$100,000.00	115
NextGen		Prelim Eval of LPV/RNAV APPCH		\$20,000.00	68.2
APMS		Resurfacing	A01AU - 1	\$417,840.16	89.6
APMS		Resurfacing	R16AU - 1	\$95,250.00	114.6
APMS		Resurfacing	R16AU - 2	\$544,830.00	114.6
APMS		Preventative MTC	A03AU - 3	\$183,540.00	91.6
APMS		Resurfacing	A03AU - 2	\$287,715.96	89.6
APMS		Preventative MTC	TAAU - 1	\$30,394.68	105.6
APMS		Preventative MTC	TAAU - 3	\$240,587.88	105.6
APMS		Preventative MTC	TAAU - 2	\$26,774.04	105.6
APMS		Resurfacing	T08AU - 1	\$251,663.20	103.6
APMS		Preventative MTC	TBAU - 1	\$65,253.60	105.6
APMS		Preventative MTC	TBAU - 2	\$138,749.40	105.6
APMS		Preventative MTC	A05AU - 1	\$17,831.88	91.6
APMS		Preventative MTC	A02AU - 1	\$844,181.40	91.6
APMS		Preventative MTC	A07AU - 1	\$29,541.96	91.6
APMS		Preventative MTC	TGAU - 1	\$45,688.92	105.6
APMS		Preventative MTC	A06AU - 1	\$31,012.56	91.6
APMS		Resurfacing	A04AU - 1	\$21,353.78	89.6
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

WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

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AIRPORT #10	Enter	Enter	Enter	Enter	Derived
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**G. Do FAA/WSDOT project prioritization rankings align with your priorities?**  
*Please explain if not:*  
 Click here to enter text.

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



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

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**A. Impact to airport and community resulting from lack of capital funding:**

The Auburn Municipal Airport experienced a large drop in revenue in recent years. While this revenue decline has leveled, the City of Auburn recognizes market trends which are affecting General Aviation airports like ours all across the country.

These trends include declines in ownership and use of privately owned Type A-1 aircraft and increases in the business use of Type B-I and B-II aircraft. To capitalize on these aviation trends, the City of Auburn recognizes that capital funding is needed to upgrade certain services which will make our airport attractive to business users and will ultimately keep our airport viable into the future.

Failure to make needed capital funding improvements now, will create an unexceptable drain on this valuable City asset in years to come.

**B. Airport value to community:**

The Washington State Department of Transportation, Aviation Division, states that the Auburn Municipal Airport generates a total economic impact of greater than \$41 million dollars annually to Auburn and our regional economy. As the 4<sup>th</sup> busiest general aviation airport in the State, Auburn is a critical element of our regional, state, and national transportation systems. The airport also provides a base for emergency and life flight operations.

**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)
City of Auburn/Sponsor	Airport Enterprise Fund 2013	8,968	High
City of Auburn/Sponsor	Airport Enterprise Fund 2014	250,377	Low
City of Auburn/Sponsor	Airport Enterprise Fund 2015	1,150	High
City of Auburn/Sponsor	Airport Enterprise Fund 2016	0	
City of Auburn/Sponsor	Airport Enterprise Fund 2017	12,440	High
City of Auburn/Sponsor	Airport Enterprise Fund 2018	33,976	High
<a href="#">Click here to enter text.</a>	<a href="#">Click here to enter text.</a>	Enter	SELECT HERE
<a href="#">Click here to enter text.</a>	<a href="#">Click here to enter text.</a>	Enter	SELECT HERE



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: AUBURN MUNI  
AIRPORT MGR: JAMELLE GARCIA  
PHONE: 253-333-6821  
EMAIL: JAMELLE.GARCIA@GMAIL.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:*

Not at this time.



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: BANDERA 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)
<b>Approach Type:</b>	Visual	Visual
<b>Approach Category:</b>	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
<b>Airplane Design Group:</b>	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
<b>Visibility Minimums:</b>	Visual	Visual
<b>Critical Design Aircraft:</b>		
<b>Runway Width:</b>	100'	100'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	NO	<b>Last updated?</b>	
<b>B. Do you have an ALP?</b>	NO	<b>Last updated?</b>	
<b>C. If you are currently preparing a Master Plan Update: No</b>			
1. <b>When is it anticipated to be completed?</b> 2015-16			
2. <b>Who is preparing it?</b> Future Consultant			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Back Country Airport surrounded by highway and river.	Establish clear zones	
Airfield Geometry	Airport Access	Obtain legal access to airport	
Airfield Geometry	Airport Access	Establish emergency and operational airfield perimeter access road.	



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: BANDERA 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	2014	Conduct Airport Master Planning - ALP/CIP	Conduct Airport Precision Boundry 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	82
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.):*

**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

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

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. Natural disaster emergency management objectives should be included in scoring criteria.

**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 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"/> 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 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                           |



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

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

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:*

Bandera is used for emergency management staging and emergency medical evacuations. Facilities are inadequate including poor access and substandard storm water drainage facilities causing runway saturation and subsequent safety issues. Bandera is The airport is rated as having moderate vulnerability to climate impacts (Climate Impacts Vulnerability Assessment Nov 2011). Interstate 90 storm water runoff and close location to the Snoqualmie River results in high ground water levels which impact airport runway surface. 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.](#)

Staging area for emergency management improves public safety at this airport.

**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: BANDERA 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:*

Insufficient State Managed Airport preservation funds prevent addressing critical storm water drainage and emergency management access improvement needs.



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: BOEING FIELD/KING COUNTY  
 AIRPORT MGR: ROBERT BURKE  
 PHONE: 206.296.7380  
 EMAIL: ROBERT.BURKE@KINGCOUNTY.GOV

<b>Part 1. General Information:</b>	<i>Please verify or correct the following information from the Airport Information System (AIS).</i>
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	Existing	Future (Planned)
<b>Approach Type:</b>	Precision Approach	Precision Approach
<b>Approach Category:</b>	D: Approach speed 141 knots or more but less than 166 knots	D: Approach speed 141 knots or more but less than 166 knots
<b>Airplane Design Group:</b>	ADG IV - Tail Height: 45' to <60'; Wingspan: 118' to <171'	ADG IV - Tail Height: 45' to <60'; Wingspan: 118' to <171'
<b>Visibility Minimums:</b>	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)
<b>Critical Design Aircraft:</b>	747-200	767-300
<b>Runway Width:</b>	100'	200'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2004
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2008
<b>C. If you are currently preparing a Master Plan Update: Yes</b>			
1. <b>When is it anticipated to be completed? Proposed for 2016</b>			
2. <b>Who is preparing it? Consultant to be selected</b>			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Runway and taxiway separation	Simultaneous Large Aircraft Operating Agreement with FAA Tower	



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: BOEING FIELD/KING COUNTY  
AIRPORT MGR: ROBERT BURKE  
PHONE: 206.296.7380  
EMAIL: ROBERT.BURKE@KINGCOUNTY.GOV

<b>E. Short-term (0-5 years) CIP:</b>	<p><i>Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (<a href="#">SCIP</a>), 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 &amp; 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)
SCIP	2013	Taxiway Alpha Rehabilitation	Continuation of Taxiway Alpha Rehabilitation project that was initially grant funded in 2009. This change order to the project would provide additional money for the contractor to rehabilitate storm water drain pipe, including internal spot repairs and pipe segment replacements. This work was originally bid assuming allowance of a 44 hour closure to accomplish the work. However, 44 hours was too long a closure for our major tenants. Limited closure time and budget constraints forces a change away from the original cured-in-place method to two other methods (PVC spiral wound application and Ecocast lining).	\$1,600,000.00	105 IN-PROGRESS
SCIP	2014	Acquire New Snow Removal Equipment	This project is the replacement purchase of a heavy duty snow plow truck with an 18-20 foot wide front end plow. The current truck it would replace is a 1984 plow truck that is way beyond its useful life. The estimated total cost is \$405,000.	\$364,500.00	108 COMPLETED
SCIP	2014	Building - Construct Snow Equipment Facility (Construction Phase)(W)	The Airport recently purchased and received two new major pieces of snow equipment: a broom truck and a blower/plow truck. Currently, these two pieces of equipment are stored outside. We estimate that if we continue to leave this equipment outdoors that we will lose 3-5 years of useful life of the equipment which will translate into hundreds of thousands of dollars over the lifespan of the current trucks. This project's scope is to	\$1,275,000.00	45



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: BOEING FIELD/KING COUNTY  
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			construct a fully enclosed shed that meets the standards of AC 150/5220-18A and will be ventilated, powered, hooked into a storm drainage system and have a concrete floor. In addition to these two significant pieces of equipment, there are nine other pieces of snow equipment in our snow and ice plan that are currently not under cover.		
SCIP	2014	Building - Construct Snow Equipment Facility (Design Phase)(W)	The Airport recently purchased and received two new major pieces of snow equipment: a broom truck and a blower/plow truck. Currently, these two pieces of equipment are stored outside. We estimate that if we continue to leave this equipment outdoors that we will lose 3-5 years of useful life of the equipment which will translate into hundreds of thousands of dollars over the lifespan of the current trucks. This project's scope is to construct a fully enclosed shed that meets the standards of AC 150/5220-18A and will be ventilated, powered, hooked into a storm drainage system and have a concrete floor. In addition to these two significant pieces of equipment, there are nine other pieces of snow equipment in our snow and ice plan that are currently not under cover.	\$225,000.00	47
SCIP	2014	Building - Construct/Expand/Remodel ARFF Building (Design Phase)(W)	In 2008, the Airport evaluated the projected program needs of the ARFF station. The analysis determined that the existing building was undersized to accommodate the needed equipment upgrades including a new ARFF vehicle. Initially, the existing site was deemed as unsuitable for remodeling/expansion. However, the FAA more recently approved a 7460 application to expand/improve the building on the existing site. The project would remodel the existing building and build additional space behind (to the west) the existing station. A project cost estimate of \$6,820,000 is based on the actual costs of a relatively new ARFF station in the region plus a 10% adjustment factor due to the strengthening economy and the fact this is a combination remodel and build new construction effort.	\$1,000,000.00	79 COMPLETED
SCIP	2014	Environmental Mitigation -	This project is located across from the Aviation Book Store and	\$450,000.00	82



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

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		7340 Perimeter Road	adjacent to the main terminal. A Standard Oil gas station was located at this site from the 1940s through the early 1970s. Four underground storage tanks were reportedly installed at the site in 1951 and removed in 1969. Based on a recently completed site characterization/Phase II study, there are hydrocarbons in the soil and the groundwater. Elevated concentrations of hydrocarbons and the size/nature of the contaminant plume exceed the Washington State's Model Toxics Control Act standards. An environmental engineering study has recommended two alternatives: (1) excavate soil, use oxygen release compounds in the smear zone and monitor natural attenuation over time at a cost of \$275,000 to \$500,000 or (2) use a dual phase vacuum extraction process to clean the soil and groundwater as well as using an air sparge technique for cleaning the groundwater and monitor natural attenuation over time for a cost of \$750,000 to \$1,		IN-PROGRESS
SCIP	2015	Building - Construct/Expand/Remodel ARFF Building (Construction Phase)(W)	In 2008, the Airport evaluated the projected program needs of the ARFF station. The analysis determined that the existing building was undersized to accommodate the needed equipment upgrades including a new ARFF vehicle. Initially, the existing site was deemed as unsuitable for remodeling/expansion. However, the FAA more recently approved a 7460 application to expand/improve the building on the existing site. The project would remodel the existing building and build additional space behind (to the west) the existing station. A project cost estimate of \$6,820,000 is based on the actual costs of a relatively new ARFF station in the region plus a 10% adjustment factor due to the strengthening economy and the fact this is a combination remodel and build new construction effort.	\$5,200,000.00	66 IN-PROGRESS
SCIP	2017	Acquire land for development	The Wood Meadows LLC property is a privately owned 160,300 square foot lot size with warehouse buildings on the site on the west side of the airport. Access to the site is from East Marginal Way. This property could have airside access but the	\$5,773,500.00	47



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: BOEING FIELD/KING COUNTY  
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 EMAIL: ROBERT.BURKE@KINGCOUNTY.GOV

			present owners/tenants do not use the airfield.  The project would purchase the land. The development of the property would be subject to negotiations between the airport and prospective tenants. Based on County Assessor data, the 2013 taxable land value is \$3,045,000 and the taxable are \$2,333,000 for a total assessed value of \$5,278,000. Assuming a 5% annual increase in value to 2017, the estimated cost of the property would be \$6,415,000 in 2017.		
MP	2010-2015	Pavement Rehab Projects		\$5,000,000.00	103.6
MP	2010-2015	Passenger Terminal Building and Parking Improvements			49.9
MP	2010-2015	Air Cargo Facility Improvements			49.2
MP	2010-2015	General Aviation Hangar Construction			53.4
MP	2010-2015	Utility Improvements		\$2,000,000.00	27.6
MP	2010-2015	ARFF Facility Improvements		\$1,500,000.00	80.5 SEE ABOVE
MP	2010-2015	Landing Aid Improvements			58.2
MP	2010-2015	Cargo Facility Improvements			49.2
MP	2010-2015	Land Acquisition		\$1,000,000.00	57.4
AIRPORT #1	2014-2016	Historic Georgetown Steam Plant	New access driveway locate out of the RPZ	\$500,000	IN-PROGRESS
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)
NextGen		Update MP and ALP		\$600,000.00	86
NextGen		Prep Obs Survey		\$150,000.00	112.5
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: BOEING FIELD/KING COUNTY  
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 PHONE: 206.296.7380  
 EMAIL: ROBERT.BURKE@KINGCOUNTY.GOV

Infrastructure	Location / Description	Age (Years)
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	Former Administrative Building – scheduled for demolition	70
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	7300 Building – scheduled for demolition	70

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

KCIA is a land constrained airport with approximately 600 acres. The Airport will need to expand its resource base to meet aviation demand forecasts. Investment in the airport will need to come from the County or other sources. The airport cannot meet the capital requirements for expansion or redevelopment.

**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 the 2009 Economic Impact Study, the Airport supports 4,900 direct family wage jobs and 12,600 additional jobs with the region. The Impact Study is being updated and will be published in the 1<sup>st</sup> Quarter of 2014**

**The Airport contributes \$3.2 billion to the Washington State economy, including \$475 million in labor income and \$68 million in**



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: BOEING FIELD/KING COUNTY  
 AIRPORT MGR: ROBERT BURKE  
 PHONE: 206.296.7380  
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state and local taxes.

Within the Duwamish Industrial Corridor, The Boeing Company employs over 13,000 family wage aviation related jobs.

**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.)	Airport Rates and Charges, including leasehold rents, landing and fuel fees. The Airport receives 72 percent of its revenue from ground leaseholds.	Operating: \$14,717,419 CIP <u>10,375,358</u> Total \$25,092,777	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:* No



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: BOWERMAN  
 AIRPORT MGR: SHANNON ANDERSON  
 PHONE: 360.533.9544  
 EMAIL: SANDERSON@PORTGRAYS.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)
<b>Approach Type:</b>	Precision Approach	Precision Approach
<b>Approach Category:</b>	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
<b>Airplane Design Group:</b>	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
<b>Visibility Minimums:</b>	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)
<b>Critical Design Aircraft:</b>	Citation II	Citation II
<b>Runway Width:</b>	150'	150'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2000 or Older
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2000 or Older
<b>C. If you are currently preparing a Master Plan Update:</b>			
1. <b>When is it anticipated to be completed?</b> Summer 2014			
2. <b>Who is preparing it?</b> Mead & Hunt Inc.			
<b>D.</b>			
<b>Non-Standard Item</b>	<b>Description</b>	<b>Proposed Mitigation</b>	
NAVAIDS	Unlit wind cone in segmented circle	Add to CIP as future project	
Safety Areas	RWY 06 End Hold line sign is not within +/-10' of marking, currently it is 23'	Add to CIP as future project	



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: BOWERMAN  
 AIRPORT MGR: SHANNON ANDERSON  
 PHONE: 360.533.9544  
 EMAIL: SANDERSON@PORTGRAYS.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	Airport Master Plan Study	Update the Airport's Master Plan.	\$150,000.00	88
SCIP	2013	Airport Road Repaving	Repave a portion of the access road to the airport.	\$75,000.00	29
SCIP	2013	Inner-Airside Obstruction Review (Design Phase)(W)	Evaluate, identify, and remove any obstructions to the airport airside operations.	\$20,000.00	69
SCIP	2013	Runway and Taxiway Repair	Preventative maintenance of runway and taxiway pavement surfaces	\$22,222.00	159
SCIP	2013	Security Fencing and Gate (Design Phase)(W)	Install approximately 2,000 LF of security fencing and an automated gate.	\$45,000.00	105
SCIP	2013	Security Fencing and Gate (Environmental/Planning Phase)(W)	Install approximately 2,000 LF of security fencing and an automated gate.	\$5,000.00	105
SCIP	2013	Storm Drainage Evaluation (Environmental/Planning Phase)(W)	Review the airport site for existing and potential flooding concerns.	\$40,000.00	51
SCIP	2013	Wetland InventoRW Survey	A Wetland InventoRW Survey will review and assess potential wetlands onsite. An update to the National Wetlands InventoRW Maps may be required from the findings of the survey.	\$35,000.00	81
SCIP	2013	Wildlife Hazard Assessment	Conduct a Wildlife Hazard Assessment at the airport.	\$100,000.00	88
SCIP	2014	Fueling Station Upgrades (W)	Remove and replace the existing below-grade fuel tanks with above-grade facilities.	\$350,000.00	39
SCIP	2014	Inner-Airside Obstruction Review (Construction Phase)(W)	Evaluate, identify, and remove any obstructions to the airport airside operations.	\$30,000.00	69
SCIP	2014	Security Fencing and Gate (Construction Phase)(W)	Install approximately 2,000LT of security fencing and an automated gate.	\$160,000.00	105
SCIP	2014	Storm Drainage Evaluation (Design Phase)(W)	Review the airport site for existing and potential flooding concerns.	\$20,000.00	51
SCIP	2014	Taxilane Reconstruction (Design Phase)(W)	Reconstruction the taxilanes and improve storm drainage beneath	\$130,000.00	103



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: BOWERMAN  
 AIRPORT MGR: SHANNON ANDERSON  
 PHONE: 360.533.9544  
 EMAIL: SANDERSON@PORTGRAYS.ORG

			the pavement.		
SCIP	2014	Taxilane Reconstruction (Design Phase)(W)	Reconstruction the taxilanes and improve storm drainage beneath the pavement.	\$20,000.00	103
SCIP	2015	Access Road Improvements	Repave a portion of the access road along the northeastern portion of the airport.	\$15,000.00	51
SCIP	2015	Access Road Improvements (Design Phase)(W)	Repave a prtion of the access road along the northeastern portion of the airport.	\$75,000.00	51
SCIP	2015	Storm Drainage Evaluation (Construction Phase)(W)	Review the airport site for existing and potenial flooding concerns.	\$250,000.00	49
SCIP	2015	Taxilane Reconstruction (Construction Phase)(W)	Reconstruct the taxilanes and improve storm drainage beneath the pavement.	\$720,000.00	86
SCIP	2016	Access Road Improvements (Construction Phase)(W)	Repave a portion of the access road along the northeastern portion of the airport.	\$340,000.00	51
SCIP	2016	Apron Reconstruction	Reconstruct the existing apron.	\$25,000.00	85
SCIP	2016	Apron Reconstruction (Construction Phase)(W)	Reconstruct the existing apron.	\$680,000.00	85
SCIP	2016	Apron Reconstruction (Design Phase)(W)	Reconstruct the existing apron.	\$155,000.00	85
SCIP	2017	Runway & Taxiway SlurRW/Crack Sealing (W)	Rehabilitate the runway and associated taxiways by slurRW/crack sealing. Repaint pavement markings along the runway and taxiway.	\$450,000.00	152
APMS	2013	Preventive Maintenance	A01HO - 01	\$23.00	89.6
APMS	2013	Preventive Maintenance	A02HO - 02	\$1,861.00	89.6
APMS	2013	Preventive Maintenance	A03HO - 01	\$3,416.00	89.6
APMS	2013	Preventive Maintenance	A03HO - 03	\$7,205.00	89.6
APMS	2013	Preventive Maintenance	A03HO - 04	\$74.00	89.6
APMS	2013	Preventive Maintenance	R06HO - 01A	\$33.00	114.6
APMS	2013	Preventive Maintenance	R06HO - 02A	\$520.00	114.6
APMS	2013	Preventive Maintenance	R06HO - 02B	\$208.00	114.6
APMS	2013	Preventive Maintenance	R06HO - 03A	\$11.00	114.6
APMS	2013	Preventive Maintenance	R06HO - 03B	\$8.00	114.6
APMS	2013	Preventive Maintenance	T01HO - 01	\$476.00	103.6
APMS	2014	Major Rehab	A02HO - 01	\$101,934.00	94.6
APMS	2014	Major Rehab	T02HO- 01	\$11,831.00	98.6
APMS	2014	Major Rehab	T03HO- 01	\$12,327.00	98.6
APMS	2014	Major Rehab	T04HO- 01	\$90,158.00	98.6
APMS	2014	Major Rehab	T05HO- 01	\$60,326.00	98.6
APMS	2014	Major Rehab	T06HO- 01	\$51,398.00	98.6
APMS	2014	Major Rehab	T07HO- 01	\$60,343.00	98.6
APMS	2014	Major Rehab	T08HO- 01	\$49,410.00	98.6
APMS	2016	Major Rehab	R06HO - 03A	\$30,853.00	109.6
APMS	2018	Major Rehab	R06HO - 03B	\$16,207.00	109.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived
AIRPORT #4					Derived
AIRPORT #5					Derived
AIRPORT #6					Derived



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 PHONE: 360.533.9544  
 EMAIL: SANDERSON@PORTGRAYSON.ORG

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

<b>F. Long-term (6-20 years) CIP:</b>	<i>Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (<a href="#">SCIP</a>), 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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*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	2019	Major Rehab	R06HO - 01B	\$16,612.00	109.6
APMS	2019	Major Rehab	R06HO - 02A	\$1,041,187.00	109.6
APMS	2020	Major Rehab	R06HO - 01A	\$34,056.00	109.6
APMS		Preventative MTC	T10HO - 1	\$36,242.88	103.6
APMS		Resurfacing	A02HO - 2	\$20,130.00	87.6
APMS		Preventative MTC	A02HO - 1	\$139,152.96	89.6
APMS		Preventative MTC	T03HO - 1	\$13,839.60	103.6
APMS		Preventative MTC	T08HO - 1	\$6,801.24	103.6
APMS		Resurfacing	T01HO - 1	\$734,741.95	101.6
APMS		Preventative MTC	T01HO - 2	\$64,478.40	103.6
APMS		Resurfacing	A03HO - 1	\$251,457.25	87.6
APMS		Resurfacing	A03HO - 3	\$332,758.05	87.6
APMS		Preventative MTC	A03HO - 2	\$28,066.80	89.6
APMS		Resurfacing	A03HO - 4	\$180,489.85	87.6
APMS		Preventative MTC	T06HO - 1	\$7,074.84	103.6
APMS		Resurfacing	A01HO - 1	\$74,813.45	87.6
APMS		Preventative MTC	R06HO - 01B	\$17,100.00	112.6
APMS		Preventative MTC	R06HO - 03B	\$17,100.00	114.6
APMS		Resurfacing	R06HO - 02B	\$716,838.45	112.6
APMS		Resurfacing	R06HO - 03A	\$45,750.00	112.6
APMS		Preventative MTC	R06HO - 02A	\$1,071,732.24	114.6
APMS		Resurfacing	R06HO - 01A	\$45,750.00	112.6
APMS		Preventative MTC	T02HO - 1	\$13,778.04	103.6
APMS		Preventative MTC	T09HO - 1	\$36,242.88	103.6
APMS		Preventative MTC	T05HO - 1	\$8,303.76	103.6
APMS		Preventative MTC	T04HO - 1	\$12,410.04	103.6
APMS		Preventative MTC	T07HO - 1	\$8,306.04	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. 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.)	Terminal Building	65
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	Hangar Buildings A & B: Cedar tongue & groove siding, concrete floors, torch down roof	69
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	Maintenance Hangar: Concrete siding & floor, torch down roof	67

**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 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 checked="" type="checkbox"/> Search and Rescue	<input type="checkbox"/> Skydiving
<input type="checkbox"/> Firefighting	



WA AIRPORT INVESTMENT STUDY  
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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:*

We are the only jet capable airport on the Coast that serves the aviation community’s fuel needs. Because of our location and services we are able to serve general aviation as well as military and emergency personnel. Lack of funding to maintain our airport would force pilots to fly further for services or change their routes completely and ultimately mean loss of revenue for the airport. In addition, there is a diner located at the airport that relies heavily on the aviation traffic.

**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 only jet capable airport on Washington’s Coast, we provide general aviation services to the local community in addition to tourists and military and emergency personnel. When Grays Harbor was cut off from the I-5 Corridor during the 2007 storm emergency supplies and personnel were flown in to Bowerman and patients were still able to be flown out to larger hospitals for care via NW Airlift. NW Airlift has made patient transfers at the airport in the past and takes on fuel frequently. The U.S. Military uses Bowerman for training exercises, fuel purchases and feeding the crew members.

**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.)	Rent	\$51,518	High
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Fuel Sales	\$87,788	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:*

No.



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AIRPORT SURVEY**

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WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: BOWERS FIELD  
 AIRPORT MGR: KIRK HOLMES  
 PHONE: 509.962.7523  
 EMAIL: KIRK.HOLMES@CO.KITTITAS.WA.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)
<b>Approach Type:</b>	Non-Precision Approach	Non-Precision Approach
<b>Approach Category:</b>	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
<b>Airplane Design Group:</b>	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
<b>Visibility Minimums:</b>	Greater than 1 mile (NPA)	Greater than 1 mile (NPA)
<b>Critical Design Aircraft:</b>	King Air 350	Cessna Citation Bravo
<b>Runway Width:</b>	150'	75'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2012
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2012

**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:**

Non-Standard Item	Description	Proposed Mitigation
None	Hangar Taxi Lane OFA	FAA Alternative OFA Clearing Standard/Reconfigure



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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/Reconstruct West Hangar Taxilanes/Apron	Rehabilitate/Reconstruction of deteriorated sections of concrete taxilanes/apron serving the west hangar area. Options of repair include but are not limited to: 1) Isolated repairs 2) Replacement 3) Resurfacing of entire slab 4) Asphalt overlas on the concrete	\$135,800.00	110
SCIP	2015	Environmental Assessment - Runway Extension and Parallel Taxiway	Environmental, planning and design for Runway 11/29 extension and parallel taxiway construction	\$202,400.00	87
SCIP	2016	Design Runway 11/29 Extension & Parallel Taxiway	Design Runway 11/29 Extension & Parallel Taxiway	\$365,200.00	85
SCIP	2017	Construction of Runway 11/29 Extension; Parallel taxiway;Lighting	This phase of the project will include: 1) Extension of 11/29 (1200’X75’) 2) Parallel Taxiway 11/29 extention (2800’X35’) 3) Installation of MIRL Runway 11/29 (5100’) 4) NPI Markings on 29 end 5) PAPI on Runway 11	\$3,541,000.00	84
MP	2010-2014	Seal RY 7/25		\$165,300.00	114.6
MP	2010-2014	Seal TXYs A, B, C, D, F and RY 25 Entrance TWY		\$194,344.00	103.6
MP	2010-2014	Extend RY 11/29	Duplicate to SCIP	\$982,900.00	84.25
MP	2010-2014	Construct Entrance TWY to RY 29		\$231,045.00	87.15
MP	2010-2014	Construct N. Partial Parallel TWY to RY 11/29	Duplicate to SCIP	\$889,550.00	87.15
MP	2010-2014	Seal Apron A-3 N/S TXLNs		\$27,623.00	89.6
MP	2010-2014	Seal Apron A-3 E/W TXLNs		\$36,874.00	89.6
MP	2010-2014	Seal Apron A-1		\$24,560.00	89.6
MP	2010-2014	Seal Apron A-3		\$36,874.00	89.6
MP	2010-2014	Construct Common Clear Span Hangar		\$143,800.00	35.1



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MP	2010-2014	Construct Auto Parking Area	ALL Project Listing out of date	\$156,540.00	34.25
MP	2010-2014	Install Security/Wildlife Perimeter Fence		\$486,310.00	103
MP	2015-2020	Overlay RY 11/29		\$629,900.00	112.6
MP	2015-2020	Install MALSF to Ry 29		\$250,000.00	86.2
MP	2015-2020	Seal Ry 7/25		\$178,400.00	114.6
MP	2015-2020	Construct South Partial Parallel TWY to RY 11/29		\$598,550.00	87.15
MP	2015-2020	Seal TWYs A, B, C, D, F, and RY 25 Entrance TWY		\$194,344.00	103.6
MP	2015-2020	Seal North Partial Parallel TWY to Ry 11/29		\$48,900.00	103.6
MP	2015-2020	Seal Apron A-3 N/S TXLNs		\$27,623.00	89.6
MP	2015-2020	Seal Apron A-3 E/W TXLNs		\$36,874.00	89.6
MP	2015-2020	Overlay Apron A-1		\$70,460.00	87.6
MP	2015-2020	Overlay Apron A-2		\$545,990.00	87.6
MP	2015-2020	Overlay Apron A-3		\$374,530.00	87.6
MP	2015-2020	Overlay Midstate Aviation Apron/Ramp		\$96,110.00	87.6
MP	2015-2020	Construct T-Hangar 12,500 S.F.		\$347,300.00	44.1
MP	2015-2020	Construct Common Clear Span Hangar		\$143,800.00	44.1
MP	2015-2020	Construct Airport Passenger Terminal		\$458,800.00	49.9
MP	2015-2020	Construct Airport MTC Building		\$92,500.00	37.1
MP	2015-2020	Construct Airport Parking Area		\$110,860.00	#N/A
APMS	2013	Preventive MTC	A01EL - 01	\$216.00	89.6
APMS	2013	Preventive MTC	A01EL - 02	\$865,546.00	89.6
APMS	2013	Preventive MTC	A01EL - 03	\$77,439.00	89.6
APMS	2013	Preventive MTC	A01EL - 04	\$5,976.00	89.6
APMS	2013	Preventive MTC	R11EL - 01B	\$2,993.00	114.6
APMS	2013	Preventive MTC	T02EL - 01	\$6,746.00	103.6
APMS	2013	Preventive MTC	T06EL - 01	\$1,475.00	103.6
APMS	2013	Preventive MTC	TAEL - 02	\$134.00	103.6
APMS	2013	Preventive MTC	TAEL - 03	\$108.00	103.6
APMS	2013	Preventive MTC	TAEL - 04	\$7,339.00	103.6
APMS	2013	Preventive MTC	TAEL - 05	\$140.00	103.6
APMS	2013	Preventive MTC	TFEL - 01	\$228.00	103.6
APMS	2014	Major Rehab	R01EL - 03	\$176,181.00	109.6
APMS	2014	Major Rehab	R017EL - 01A	\$2,552,840.00	109.6
APMS	2014	Major Rehab	R07EL - 01B	\$1,276,573.00	109.6
APMS	2014	Major Rehab	R07EL - 02A	\$5,192,618.00	109.6
APMS	2014	Major Rehab	R07EL - 02B	\$4,701,583.00	109.6
APMS	2014	Major Rehab	R1EL - 02	\$235,098.00	109.6
APMS	2014	Major Rehab	R11EL - 01A	\$6,764,326.00	109.6
APMS	2014	Major Rehab	T01EL - 01	\$126,172.00	98.6
APMS	2014	Major Rehab	T01EL - 02	\$405,126.00	98.6
APMS	2018	Major Rehab	A01EL - 03	\$499,600.00	84.6
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

<b>F. Long-term (6-20 years) CIP:</b>	<i>Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (<a href="#">SCIP</a>), 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>
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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)
APMS	2020	Major Rehab	TAEL - 02	\$49,102.00	109.6
APMS		Preventative MTC	TAEL - 1	\$256,687.46	109.6
APMS		Resurfacing	TAEL - 5	\$147,820.61	109.6
APMS		Resurfacing	TAEL - 4	\$286,517.49	103.6
APMS		Preventative MTC	TAEL - 2	\$44,383.44	87.6
APMS		Resurfacing	TAEL - 3	\$174,989.50	89.6
APMS		Resurfacing	T06EL - 1	\$42,414.84	103.6
APMS		Preventative MTC	T01EL - 1	\$132,261.52	103.6
APMS		Preventative MTC	T01EL - 2	\$37,378.08	101.6
APMS		Preventative MTC	TCEL - 1	\$103,724.98	103.6
APMS		Preventative MTC	TFEL - 1	\$215,925.88	87.6
APMS		Preventative MTC	R07EL - 02A	\$867,569.80	87.6
APMS		Preventative MTC	R07EL - 01A	\$235,532.00	89.6
APMS		Preventative MTC	R07EL - 01B	\$117,780.14	87.6
APMS		Preventative MTC	R07EL - 02B	\$433,780.86	103.6
APMS		Preventative MTC	R07EL - 3	\$16,254.94	87.6
APMS		Resurfacing	A01EL - 2	\$338,090.85	112.6
APMS		Resurfacing	A01EL - 6	\$3,612.50	114.6
APMS		Preventative MTC	A01EL - 3	\$474,455.58	112.6
APMS		Resurfacing	A01EL - 1	\$86,604.63	112.6
APMS		Resurfacing	A01EL - 4	\$57,013.92	114.6
APMS		Preventative MTC	R11EL - 01A	\$624,095.16	112.6
APMS		Preventative MTC	R11EL - 2	\$21,690.76	103.6
APMS		Resurfacing	R11EL - 01B	\$306,013.08	103.6
APMS		Resurfacing	T02EL - 1	\$7,116.58	103.6 Yes. The A
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, the Airport's short term development program (Master Plan/Needs Assessment) has been integrated into the SCIP.

**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)
Utilities (i.e., Water, Sewer, Storm Drain, Electrical, etc.)	Runway 11/29 Edge Drains	70

**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"/> National Security                              |
| <input checked="" type="checkbox"/> Business and Corporate Travel    | <input checked="" 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 checked="" 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 checked="" type="checkbox"/> Search and Rescue                | <input type="checkbox"/> Skydiving                                      |
| <input checked="" type="checkbox"/> Firefighting                     |   |



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: BOWERS FIELD  
 AIRPORT MGR: KIRK HOLMES  
 PHONE: 509.962.7523  
 EMAIL: KIRK.HOLMES@CO.KITTITAS.WA.US

**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:*

Limited funding availability has impacted operations on our crosswind runway (See Part 4, Item A below) and has contributed to deferred rehabilitation/construction.

**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:*

1. Central Washington University Flight Training Program
2. Department of Natural Resources SE Region Helitack Wildfire Response Headquarters
3. Significant employment base – approximately 20 FTE associated with aeronautical area
4. Airport use by private carriers

**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.)	Lease payments	100,000	High
Jurisdiction (Annual CIP or General Fund)	Distressed County Sales Tax	Variable	Medium
Jurisdiction	Bonding	Variable	

**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:*

We have closed our crosswind runway (7/25) during the winter months, Dec 15-Feb28 due to safety concerns about its deteriorated surface and structural integrity for at least 17 years (As noted in 1996 AFD).



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: BREMERTON NATIONAL  
 AIRPORT MGR: FRED SALISBURY  
 PHONE: 360.674.2381  
 EMAIL: FREDS@PORTOFBREMERTON.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)
<b>Approach Type:</b>	Precision Approach	Precision Approach
<b>Approach Category:</b>	A: Approach speed less than 91 knots	C: Approach speed 121 knots or more but less than 141 knots
<b>Airplane Design Group:</b>	ADG I - Tail Height <20'; Wingspan <49'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
<b>Visibility Minimums:</b>	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)
<b>Critical Design Aircraft:</b>		
<b>Runway Width:</b>	150'	150'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2013
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2004
<b>C. If you are currently preparing a Master Plan Update:</b>			
1. <b>When is it anticipated to be completed?</b> 1 <sup>st</sup> Quarter 2014			
2. <b>Who is preparing it?</b> Century West			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
Non-Standard Item	Description	Proposed Mitigation	
None			



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: BREMERTON NATIONAL  
AIRPORT MGR: FRED SALISBURY  
PHONE: 360.674.2381  
EMAIL: FREDSD@PORTOFBREMERTON.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	Rehabilitate Taxiway	Project includes the rehabilitation of the parallel taxiway (Alpha) and all seven connecting taxiways (B-H). Work will include the resurfacing (asphalt pavement) of the taxiway surfaces, correcting of and vertical or horizontal clearance issues and the possible relocation of taxiway Foxtrot which is an angled taxiway and possible relocation of the runup area of runway 19 to outside of the runway safety area, funding permitted.	\$276,900.00	107
SCIP	2013	Runway Magnetic Variation Change	Magnetic variation will change effective 6/30/13 on runway 01/19 changing it to 02/20. Project includes removal of existing runway markings, placement of new runway designation markings, re-striping of runway, replacement of four hold-short light boxes with new sign faces, replacement of three runway hold short sign faces.	\$110,000.00	133
SCIP	2014	Rehabilitate Taxiway Alpha	Project includes the construction of the approved design elements completed in 2013 which will include at a minimum the repaving of taxiway alpha and the seven connecting taxiways (B-H).	\$2,624,925.00	107
SCIP	2014	Wildlife Hazard Assessment	FAA required GA airports to complete a wildlife hazard assessment.	\$111,120.00	76
APMS	2013	Preventive MTC	A02BR - 01	\$254.00	91.6
APMS	2013	Preventive MTC	A02BR - 02	\$218.00	91.6
APMS	2013	Preventive MTC	A02BR - 03	\$4,814.00	91.6
APMS	2013	Preventive MTC	A03BR - 01	\$233.00	91.6
APMS	2013	Preventive MTC	A03BR - 03	\$11,707.00	91.6
APMS	2013	Preventive MTC	A03BR - 04	\$8,001.00	91.6
APMS	2013	Preventive MTC	A03BR - 05	\$15,599.00	91.6



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

**AIRPORT: BREMERTON NATIONAL  
AIRPORT MGR: FRED SALISBURY  
PHONE: 360.674.2381  
EMAIL: FREDSD@PORTOFBREMERTON.ORG**

APMS	2013	Preventive MTC	A05BR - 01	\$236.00	91.6
APMS	2013	Preventive MTC	AFUELBR - 01	\$13,756.00	91.6
APMS	2013	Preventive MTC	AH2BR - 01	\$88.00	91.6
APMS	2013	Preventive MTC	T01BR - 01	\$1,460.00	105.6
APMS	2013	Preventive MTC	T01BR - 02	\$563.00	105.6
APMS	2013	Preventive MTC	T01BR - 04	\$492.00	105.6
APMS	2013	Preventive MTC	TABR - 01	\$100.00	105.6
APMS	2013	Preventive MTC	TABR - 02	\$834.00	105.6
APMS	2013	Preventive MTC	TABR - 03	\$17,294.00	105.6
APMS	2013	Preventive MTC	TABR - 05	\$126.00	105.6
APMS	2013	Preventive MTC	TBBR - 01	\$117.00	105.6
APMS	2013	Preventive MTC	TFBR - 01	\$81.00	105.6
APMS	2013	Preventive MTC	TFBR - 02	\$125.00	105.6
APMS	2014	Major Rehab	A02BR - 04	\$493,934.00	86.6
APMS	2014	Major Rehab	A02BR - 05	\$311,407.00	86.6
APMS	2014	Major Rehab	A03BR - 02	\$693,361.00	86.6
APMS	2014	Major Rehab	A04BR - 01	\$639,221.00	86.6
APMS	2014	Major Rehab	A04BR - 02	\$5,526.00	86.6
APMS	2014	Major Rehab	T01BR - 03	\$78,770.00	100.6
APMS	2014	Major Rehab	TABR - 04	\$27,999.00	100.6
APMS	2014	Major Rehab	TCBR - 01	\$23,229.00	100.6
APMS	2014	Major Rehab	TDBR - 01	\$33,945.00	100.6
APMS	2014	Major Rehab	TEBR - 01	\$58,934.00	100.6
APMS	2014	Major Rehab	TFBR -03	\$28,124.00	100.6
APMS	2014	Major Rehab	TGBR - 01	\$46,041.00	100.6
APMS	2017	Major Rehab	A03BR - 03	\$367,601.00	86.6
APMS	2017	Major Rehab	TABR - 03	\$251,862.00	100.6
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: BREMERTON NATIONAL  
 AIRPORT MGR: FRED SALISBURY  
 PHONE: 360.674.2381  
 EMAIL: FREDSD@PORTOFBREMERTON.ORG

**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	2019	Major Rehab	A03BR - 04	\$138,049.00	86.6
APMS	2019	Major Rehab	AFUELBR - 01	\$45,322.00	86.6
APMS	2019	Major Rehab	TABR - 02	\$244,231.00	100.6
APMS	2019	Major Rehab	TABR - 05	\$47,316.00	100.6
APMS	2019	Major Rehab	TFBR - 02	\$13,692.00	100.6
NextGen		Update MP and ALP		\$180,000.00	88
NextGen		Prep Obs Survey		\$10,000.00	115
NextGen		Obs Removal		\$20,000.00	115
APMS		Preventative MTC	A01BR - 1	\$202,842.34	91.6
APMS		Preventative MTC	A02BR - 5	\$40,642.40	91.6
APMS		Resurfacing	A02BR - 3	\$188,225.70	89.6
APMS		Resurfacing	A02BR - 2	\$126,844.99	89.6
APMS		Preventative MTC	A02BR - 4	\$203,476.62	91.6
APMS		Resurfacing	A02BR - 1	\$84,087.44	89.6
APMS		Preventative MTC	AH2BR - 1	\$44,440.00	91.6
APMS		Preventative MTC	AH3BR - 1	\$59,480.92	91.6
APMS		Preventative MTC	A04BR - 1	\$83,426.00	91.6
APMS		Preventative MTC	A04BR - 2	\$4,270.28	91.6
APMS		Preventative MTC	TEBR - 2	\$14,479.36	105.6
APMS		Preventative MTC	TEBR - 1	\$45,546.96	105.6
APMS		Resurfacing	TFBR - 1	\$33,677.17	103.6
APMS		Preventative MTC	TFBR - 4	\$7,284.12	105.6
APMS		Preventative MTC	TFBR - 2	\$9,352.60	105.6
APMS		Preventative MTC	TFBR - 3	\$21,735.20	105.6
APMS		Preventative MTC	AH1BR - 1	\$35,047.00	91.6
APMS		Preventative MTC	TGBR - 1	\$14,226.86	105.6
APMS		Preventative MTC	TGBR - 2	\$13,228.98	105.6
APMS		Preventative MTC	T02BR - 1	\$58,038.64	105.6
APMS		Preventative MTC	TDBR - 1	\$26,233.74	105.6
APMS		Preventative MTC	TDBR - 2	\$17,170.00	105.6
APMS		Preventative MTC	TGBR - 1	\$17,951.74	105.6
APMS		Preventative MTC	TGBR - 2	\$9,467.74	105.6
APMS		Resurfacing	A03BR - 1	\$28,703.48	89.6
APMS		Preventative MTC	A03BR - 3	\$263,809.98	91.6
APMS		Preventative MTC	A03BR - 2	\$90,491.96	91.6
APMS		Preventative MTC	A03BR - 4	\$94,297.64	91.6
APMS		Resurfacing	A03BR - 5	\$399,253.50	89.6
APMS		Preventative MTC	AFUELBR - 1	\$30,958.52	91.6
APMS		Preventative MTC	R01BR - 04B	\$68,377.00	116.6
APMS		Preventative MTC	R01BR - 05A	\$62,620.00	116.6
APMS		Preventative MTC	R01BR - 02A	\$528,230.00	116.6
APMS		Preventative MTC	R01BR - 02B	\$264,115.00	116.6
APMS		Preventative MTC	R01BR - 04A	\$136,754.00	116.6



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: BREMERTON NATIONAL  
 AIRPORT MGR: FRED SALISBURY  
 PHONE: 360.674.2381  
 EMAIL: FREDSD@PORTOFBREMERTON.ORG

APMS		Preventative MTC	R01BR - 03B	\$153,015.00	116.6
APMS		Preventative MTC	R01BR - 01A	\$181,800.00	116.6
APMS		Preventative MTC	R01BR - 05B	\$31,310.00	116.6
APMS		Preventative MTC	R01BR - 03A	\$306,030.00	116.6
APMS		Preventative MTC	R01BR - 01B	\$90,900.00	116.6
APMS		Preventative MTC	T01BR - 3	\$60,876.74	105.6
APMS		Preventative MTC	T01BR - 5	\$72,720.00	105.6
APMS		Resurfacing	T01BR - 2	\$100,598.01	103.6
APMS		Resurfacing	T01BR - 4	\$28,567.65	103.6
APMS		Resurfacing	T01BR - 1	\$191,843.98	103.6
APMS		Resurfacing	TJBR - 1	\$52,722.27	103.6
APMS		Preventative MTC	TABR - 2	\$166,827.76	105.6
APMS		Preventative MTC	TABR - 5	\$32,320.00	105.6
APMS		Resurfacing	TABR - 1	\$63,022.23	103.6
APMS		Preventative MTC	TABR - 4	\$21,638.24	105.6
APMS		Preventative MTC	TABR - 6	\$76,683.24	105.6
APMS		Preventative MTC	TABR - 3	\$180,749.60	105.6
APMS		Resurfacing	TBBR - 2	\$16,001.93	103.6
APMS		Resurfacing	TBBR - 1	\$31,174.43	103.6
APMS		Resurfacing	A05BR - 1	\$223,463.47	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:**

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:**

WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: BREMERTON NATIONAL  
AIRPORT MGR: FRED SALISBURY  
PHONE: 360.674.2381  
EMAIL: FREDSD@PORTOFBREMERTON.ORG

**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 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:*  
 Airport growth would stagnate and opportunities would be lost that might otherwise had come to pass if airport capital needs were met. Lack of funding to improve critical infrastructure could lead to businesses eyeing the airport as a place for possible expansion or relocation to go somewhere else – equals lost opportunity.

**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:*  
 There are several businesses in the local community which are served by corporate aircraft at Bremerton National. Without the airport, these executives would be required to land at Boeing Field and expend more time in transit. The addition of corporate hangars (5) at Bremerton National are indicative of the desire to relocate off other airports east of BNA.

**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)	General fund or airport reserves	Project driven	High



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: BREMERTON NATIONAL  
AIRPORT MGR: FRED SALISBURY  
PHONE: 360.674.2381  
EMAIL: FREDS@PORTOFBREMERTON.ORG

**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 have been deferred.



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: CASHMERE - DRYDEN  
 AIRPORT MGR: JON SKOGLUN  
 PHONE: 509.669.5066  
 EMAIL: JONSKOGLUN@YAHOO.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)
<b>Approach Type:</b>	Visual	Visual
<b>Approach Category:</b>	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
<b>Airplane Design Group:</b>	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
<b>Visibility Minimums:</b>	Visual	Visual
<b>Critical Design Aircraft:</b>		
<b>Runway Width:</b>	50'	50'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2009
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2009
<b>C. If you are currently preparing a Master Plan Update:</b>			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
Non-Standard Item	Description	Proposed Mitigation	





**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: CASHMERE - DRYDEN  
 AIRPORT MGR: JON SKOGLUN  
 PHONE: 509.669.5066  
 EMAIL: JONSKOGLUN@YAHOO.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	R07CD - 1	\$182,305.00	114.6
APMS		Preventative MTC	T02CD - 1	\$44,898.54	103.6
APMS		Preventative MTC	A01CD - 1	\$11,075.66	89.6
APMS		Preventative MTC	T01CD - 1	\$115,614.70	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)
----------------	------------------------	-------------

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



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: CASHMERE - DRYDEN  
 AIRPORT MGR: JON SKOGLUN  
 PHONE: 509.669.5066  
 EMAIL: JONSKOGLUN@YAHOO.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)
Local airport users	Local airport users	5000	

**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?*

YES



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: CEDARS NORTH AIRPARK  
 AIRPORT MGR: MEL CARSTETTER  
 PHONE: 360-687-1208  
 EMAIL: MCARSTETTER@MSN.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)
<b>Approach Type:</b>	Visual	Visual
<b>Approach Category:</b>	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
<b>Airplane Design Group:</b>	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
<b>Visibility Minimums:</b>	Visual	Visual
<b>Critical Design Aircraft:</b>		
<b>Runway Width:</b>	50'	50'

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

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

WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: CEDARS NORTH AIRPARK  
AIRPORT MGR: MEL CARSTETTER  
PHONE: 360-687-1208  
EMAIL: MCARSTETTER@MSN.COM

<b>E. Short-term (0-5 years) CIP:</b>	<p><i>Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (<a href="#">SCIP</a>), 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 &amp; 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)
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

<b>F. Long-term (6-20 years) CIP:</b>	<p><i>Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (<a href="#">SCIP</a>), 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</i></p>
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**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: CEDARS NORTH AIRPARK  
 AIRPORT MGR: MEL CARSTETTER  
 PHONE: 360-687-1208  
 EMAIL: MCARSTETTER@MSN.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)
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: CEDARS NORTH AIRPARK  
 AIRPORT MGR: MEL CARSTETTER  
 PHONE: 360-687-1208  
 EMAIL: MCARSTETTER@MSN.COM

<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:*

**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)



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: CEDARS NORTH AIRPARK  
AIRPORT MGR: MEL CARSTETTER  
PHONE: 360-687-1208  
EMAIL: MCARSTETTER@MSN.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:*

[Click here to enter text.](#)



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: CLE ELUM MUNICIPAL  
 AIRPORT MGR: MATT MORTON  
 PHONE: 509.674.2262  
 EMAIL: MMORTON@CITYOFCLEELUM.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)
<b>Approach Type:</b>	Visual	Visual
<b>Approach Category:</b>	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
<b>Airplane Design Group:</b>	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
<b>Visibility Minimums:</b>	Visual	Greater than 1 mile (NPA)
<b>Critical Design Aircraft:</b>	Beech Baron 58	Beech King Air B100
<b>Runway Width:</b>	60'	60'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2006
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2013
<b>C. If you are currently preparing a Master Plan Update:</b>			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
Safety Area	Runway 7 area safety area not owned	Acquire property	



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: CLE ELUM MUNICIPAL  
 AIRPORT MGR: MATT MORTON  
 PHONE: 509.674.2262  
 EMAIL: MMORTON@CITYOFCLEELUM.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	2015	Land Acquisition-Phase 1	Land Acquisition Phase 1 Environmental Assessment for RPZ Land Acquisition	\$20,000.00	86
SCIP	2016	Land Acquisition - Phase 2	Acquire 37.31 Acres of land (5 separate parcels) to secure West End RPZ.	\$1,933,000.00	49

**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	Runway/Taxiway Extension/Stormdrain	Design	\$135,000.00	
SCIP	2020	Runway/Taxiway Extension/Stormdrain	Construction	\$1,450,000.00	
SCIP	2021+	Pavement Maintenance	Pavement Maintenance	\$335,000.00	
SCIP	2021+	Easement Acquisition	Runway 7 RPZ Easement Acquisition	\$700,000.00	
SCIP	2021+	Easement Acquisition	Runway 25 RPZ Easement Acquisition	\$800,000.00	
SCIP	2021+	Perimeter Fence	Construction of Perimeter Fence	\$350,000.00	
SCIP	2021+	New Taxilane	Construction of New Taxilane	\$1,650,000.00	
SCIP	2021+	AWOS Installation	AWOS Installation	\$250,000.00	
SCIP	2021+	ALP Update	ALP Update	\$75,000.00	

**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 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 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 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:**

Land acquisition and runway extension projects have been delayed due to funding. 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.



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

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 EMAIL: MMORTON@CITYOFCLEELUM.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:*

Medical and firefighting flights contribute to the safety of the community.

---

**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 Funds	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:*

Safety area land acquisition and runway extension projects are deferred until funding is available.



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: COLUMBIA GORGE/THE DALLES  
 AIRPORT MGR: ROLF ANDERSON  
 PHONE: 509-767-0005  
 EMAIL: [AIRPORTTD@GORGE.NET](mailto:AIRPORTTD@GORGE.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)
<b>Approach Type:</b>	Approach Procedure with Vertical Guidance	Visual
<b>Approach Category:</b>	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
<b>Airplane Design Group:</b>	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
<b>Visibility Minimums:</b>	Greater than 1 mile (NPA)	Greater than 1 mile (NPA)
<b>Critical Design Aircraft:</b>	King Air 350	Jet
<b>Runway Width:</b>	100'	100'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2010
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2010
<b>C. If you are currently preparing a Master Plan Update:</b>			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
Non-Standard Item	Description	Proposed Mitigation	
None			



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AIRPORT SURVEY**

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 EMAIL: [AIRPORTTD@GORGE.NET](mailto:AIRPORTTD@GORGE.NET) &

<b>E. Short-term (0-5 years) CIP:</b>	<p><i>Please review the Short-term Capital Improvement Project (CIP) data compiled from various sources, including WSDOT's Statewide CIP (<a href="#">SCIP</a>), 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 &amp; 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	2014	Rehabilitate & widen TW A - South	Rehabilitate & widen (30' to 35') TW A from TW A4 to TW A3.	\$588,500.00	84
SCIP	2014	Rehabilitate TXLN into Business Park	Rehabilitate taxiway into Airport Business Park	\$150,000.00	93.8
SCIP	2014	Replacement Emergency Generator		\$150,000.00	37.6
	2014	Construct T-Hangars	Eleven new T-Hangars	300,000	64.9
MP	2013	Perimeter Fencing		\$420,000.00	103
MP	2014	RY 7/25 Right Angled THLD TWYs		\$2,886,000.00	76.6
MP	2014	RY 25 RSA Improvement		\$1,078,000.00	50
MP	2014	REIL RY 25		\$42,000.00	63
MP	2014	PVMT MTC		\$25,000.00	103.6
MP	2015	PAPI's RY 12/30		\$112,000.00	63
MP	2015	RPZ Property Easement Acquisition (15 acres)		\$25,000.00	41.1
MP	2015	PVMT MTC		\$25,000.00	103.6
MP	2016-2020	Relocate Dallesport Road		\$731,000.00	
MP	2016-2020	Add Fuel Farm		\$300,000.00	
MP	2016-2020	Construct Terminal Building		\$1,512,000.00	32.1
MP	2016-2020	PVMT MTC		\$125,000.00	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



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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	Reconstruct/Strengthen RY 7/25 (FIX LOS)		\$4,890,000.00	109.6



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MP	2021-2030	Parallel TWY BY 7/25		\$2,310,000.00	87.15
MP	2021-2030	Expand Apron		\$3,473,000.00	65.5
MP	2021-2030	Construct T-Hangar		\$799,000.00	35.1
MP	2021-2030	Extend TWY A ( Apron Area)		\$1,181,000.00	77.95
MP	2021-2030	Remove TWY A3		\$303,000.00	25.6
MP	2021-2030	PVMT MTC		\$250,000.00	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

**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.)	Terminal Building	64

**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

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AIRPORT MGR: ROLF ANDERSON  
PHONE: 509-767-0005  
EMAIL: [AIRPORTTD@GORGE.NET](mailto:AIRPORTTD@GORGE.NET) &

<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 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 checked="" 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:*

**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:*  
 Support of the Columbia Gorge activities. Base of Life Flight and base for seasonal aerial fire fighting. Now developing first phase of Business Park of 35 acres and 17 lots.

**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.)		\$130,000	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:*

Terminal Building.  
T-Hangars  
Termi



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

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AIRPORT MGR: ROLF ANDERSON  
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EMAIL: [AIRPORTTD@GORGE.NET](mailto:AIRPORTTD@GORGE.NET) &



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: COLVILLE MUNI  
 AIRPORT MGR: DAVID GARRINGER  
 PHONE: 509.685.9056  
 EMAIL: COLVILLEAIRPORT@YAHOO.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)
<b>Approach Type:</b>	Visual	Visual
<b>Approach Category:</b>	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
<b>Airplane Design Group:</b>	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
<b>Visibility Minimums:</b>	Visual	Visual
<b>Critical Design Aircraft:</b>	Beechcraft Duke	Beechcraft Duke
<b>Runway Width:</b>	40'	40'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2007
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2007
<b>C. If you are currently preparing a Master Plan Update: No</b>			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Runway width to narrow @ 40'	Widen runway pavement width to 60'	
Airfield Geometry	Runway/Taxiway A centerline to close	Move runway centerline to west	
Airfield Geometry	Taxiway A width to narrow @ 15'	Widen taxiway A pavement width to 25'	
Safety area	Southeast fencing to close to taxiway A	Move fencing East to conforming TOFA	



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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	2013	Improve runway safety areas (ROA) and runway object free areas (ROFA)	This will require grading and compacting of the surface within 60 feet of the centerline to the farthest distance possible south of the runway. ROFA improvements include ensuring that no items of equipment of airport features are within the ROFA that are not necessary to be in those locations due to their purpose and that those that are within the ROFA are on breakable (frangible) bases.	\$5,000.00	60
SCIP	2013	Pavement Maintenance	Crack seal, seal coat, and repaint all markings on taxiways A, C, D (except those needing reconstruction)	\$26,000.00	121
SCIP	2013	Pavement maintenance	Crack seal, seal coat, repaint all markings on east and west aprons	\$13,000.00	107
SCIP	2013	Pavement maintenance	Crack seal, seal coat and repaint all markings on runway.	\$26,000.00	132
SCIP	2014	Perimeter fence relocation, improve TOFA taxiway A	The Southeast fencing along the east side of taxiway A from a location south of mid-field to near the location where the taxiway connects with the South end of the runway. This fence should be moved where necessary to ensure at least 44.5 feet of clearance from the taxiway centerline to the fence in all areas.	\$4,400.00	64
SCIP	2015	Widen and overlay Taxiway A	Widen east taxiway A to 25 feet. Paint a centerline and runway hold lines. Install taxiway reflectors.	\$385,766.00	80
SCIP	2016	Runway planning-Relocate and widen Runway	Design and engineer a relocated and widened runway 1/19. Widen the runway to 60 feet and relocate the runway center line so as to bring the distance between taxiway A and runway center line	\$65,000.00	90



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AIRPORT SURVEY**

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			into compliance with FAA recommendations, and in doing so will not cause the separation distance between the runway and taxiway B to be out of compliance.		
SCIP	2017	Construct a relocated and widened runway 1/19	Relocate and reconstruct runway 1/19 according to specifications determined in design phase done in 2016. Repaint and add hold lines and signs. Relocate the runway 1 PAPI system and add a PAPI to runway 19	\$341,000.00	90
SCIP	2017	Construct a relocated and widened runway 1/19	Relocate and reconstruct runway 1/19 according to specifications determined in design phase done in 2016. Repaint and add hold lines and signs. Relocate the runway 1 PAPI system and add a PAPI to runway 19	\$70,000.00	90
MP	2012-2016	Relocate and Widen RY		\$377,078.00	76.5
MP	2012-2016	Reinstall RY Edge and THLD Lights		\$125,000.00	119.2
MP	2012-2016	Reconstruct TWY B		\$215,105.00	96.6
MP	2012-2016	East Side Rd and Vehicle Parking Improvemtns		\$100,000.00	17.8
MP	2012-2016	West Side Development Planning		\$20,000.00	81.8
APMS	2013	Preventive MTC	A01CO - 02	\$89.00	87.6
APMS	2013	Preventive MTC	A03CO - 01	\$107.00	87.6
APMS	2013	Preventive MTC	A03CO - 02	\$105.00	87.6
APMS	2013	Preventive MTC	A04CO - 01	\$8,896.00	87.6
APMS	2013	Preventive MTC	R01CO - 01	\$3,095.00	112.6
APMS	2013	Preventive MTC	T01CO - 01	\$32.00	108.6
APMS	2013	Preventive MTC	T05CO - 01	\$315.00	108.6
APMS	2014	Major Rehab	A01CO - 01	\$10,779.00	82.6
APMS	2014	Preventive MTC	A01CO - 02	\$9,095.00	87.6
APMS	2014	Major Rehab	A02CO - 01	\$56,857.00	82.6
APMS	2014	Preventive MTC	A03CO - 02	\$3,643.00	87.6
APMS	2014	Preventive MTC	A04CO - 01	\$54,925.00	87.6
APMS	2014	Major Rehab	A04CO - 02	\$5,599.00	82.6
APMS	2014	Preventive MTC	R01CO - 01	\$129,062.00	112.6
APMS	2014	Preventive MTC	T01CO - 01	\$6,870.00	108.6
APMS	2014	Major Rehab	T01CO - 02	\$97,579.00	96.6
APMS	2014	Major Rehab	T02CO - 01	\$13,072.00	96.6
APMS	2014	Major Rehab	T02CO - 02	\$136,380.00	96.6
APMS	2014	Major Rehab	T02CO - 03	\$84,517.00	96.6
APMS	2014	Preventive MTC	T03CO - 01	\$642.00	101.6
APMS	2014	Preventive MTC	T05CO - 01	\$8,663.00	101.6
APMS	2016	Major Rehab	A03CO - 01	\$6,294.00	82.6
APMS	2017	Major Rehab	A01CO - 02	\$13,285.00	82.6
AIRPORT #1					Derived



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: COLVILLE MUNI  
 AIRPORT MGR: DAVID GARRINGER  
 PHONE: 509.685.9056  
 EMAIL: COLVILLEAIRPORT@YAHOO.COM

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

<b>F. Long-term (6-20 years) CIP:</b>	<i>Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (<a href="#">SCIP</a>), 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>
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**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: COLVILLE MUNI  
 AIRPORT MGR: DAVID GARRINGER  
 PHONE: 509.685.9056  
 EMAIL: COLVILLEAIRPORT@YAHOO.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)
MP	2017-2021	PVMT MTC		\$42,000.00	101.6
MP	2017-2021	Ease Side TXLNs		\$100,000.00	101.6
MP	2017-2021	West Side Apron Improvements		\$125,000.00	77.95
MP	2022-2026	PVMT MTC		\$42,000.00	101.6
APMS	2020	Major Rehab	A04CO - 01	\$86,400.00	82.6
APMS	2020	Major Rehab	R01CO - 01	\$203,021.00	107.6
APMS		Resurfacing	A04CO - 2	\$1,101.78	85.6
APMS		Preventative MTC	A04CO - 1	\$107,171.10	87.6
APMS		Preventative MTC	T05CO - 1	\$100,430.36	101.6
APMS		Preventative MTC	T01CO - 2	\$20,523.20	101.6
APMS		Preventative MTC	T01CO - 1	\$13,404.72	101.6
APMS		Preventative MTC	A01CO - 2	\$17,745.70	87.6
APMS		Preventative MTC	A01CO - 1	\$15,505.52	87.6
APMS		Preventative MTC	T02CO - 2	\$28,684.00	101.6
APMS		Preventative MTC	T02CO - 1	\$18,804.18	101.6
APMS		Preventative MTC	T02CO - 3	\$17,776.00	101.6
APMS		Resurfacing	T03CO - 1	\$10,640.98	99.6
APMS		Preventative MTC	A02CO - 1	\$11,958.40	87.6
APMS		Preventative MTC	R01CO - 1	\$251,827.34	112.6
APMS		Preventative MTC	A03CO - 1	\$8,617.32	87.6
APMS		Preventative MTC	A03CO - 2	\$7,108.38	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:**

**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<br><input checked="" type="checkbox"/> Business and Corporate Travel<br><input checked="" type="checkbox"/> Personal Transportation<br><input checked="" type="checkbox"/> Pilot Training and Certification<br><input type="checkbox"/> Air Cargo<br><input type="checkbox"/> Blood, Tissue, and Organ Transportation<br><input checked="" type="checkbox"/> Medical Air Transport<br><input checked="" type="checkbox"/> Search and Rescue<br><input checked="" type="checkbox"/> Firefighting | <input checked="" type="checkbox"/> National Security<br><input type="checkbox"/> Emergency Preparedness and Response<br><input checked="" type="checkbox"/> Scientific Research<br><input type="checkbox"/> Aerial Photography<br><input type="checkbox"/> Aircraft Manufacturing<br><input type="checkbox"/> Agriculture<br><input type="checkbox"/> Aerial Sightseeing<br><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 the needed funding for maintenance and improvements safety will be a major concern for airport users because of the deterioration of the runway and taxiway pavements. As it is now the Colville airport runway width and length limits it's capability of handling larger business type aircraft which, if so, would help with revenue generation for the airport and the city. Although there some larger aircraft that do use the airport for various business activities, because of a lack of funding which would fund the major widening and separation improvements to the runway and taxiway, the Colville airport will not be able to provide a facility that would safely support a slightly larger business/Med transport/Fire support type of aircraft, all of which are necessary to help with the local economy and community services.

Major improvements aside, without needed funding it will be very hard for the city of Colville to provide the funding for the routine maintenance of the airport pavement. Wsdot aviation maintenance grants are VERY important to keeping the Colville Municipal airport a viable and safe airport within Washington State's aviation infrastructure.



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: COLVILLE MUNI  
 AIRPORT MGR: DAVID GARRINGER  
 PHONE: 509.685.9056  
 EMAIL: COLVILLEAIRPORT@YAHOO.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:*

The Colville airport has, and does, provided fixed wing and rotor wing access to Colville for medevac transport. It has been, and is, a base for firefighting support activities and Fish and wildlife surveys. It serves Law enforcement in search and rescue, border patrol and drug enforcement operations. Last but not least, it has played an important role in the areas business and personal GA use. Due to a past state Wsdot grant, a fuel system was installed which has made the airport a revenue generator for the city, bringing more aircraft into the area which has brought business and revenue into the area as well as to the city. [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)
Jurisdiction (Annual CIP or General Fund)	General fund	Unknown from year to year	Low
Local chapter WPA	Donation to airport/city for improvements	unknown	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 :*
- B. Removal of Baseball field light poles to the West of mid-field runway 01-19 encroaching into part 77 airspace.**
- C. Installation of PAPI lighting for runway 19.**

[Click here to enter text.](#)



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: COPALIS 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)
<b>Approach Type:</b>	Visual	Visual
<b>Approach Category:</b>	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
<b>Airplane Design Group:</b>	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
<b>Visibility Minimums:</b>	Visual	Visual
<b>Critical Design Aircraft:</b>		
<b>Runway Width:</b>	150'	150'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	NO	<b>Last updated?</b>	
<b>B. Do you have an ALP?</b>	NO	<b>Last updated?</b>	
<b>C. If you are currently preparing a Master Plan Update: No</b>			
1. <b>When is it anticipated to be completed?</b> Pending 2015 or 2016			
2. <b>Who is preparing it?</b> Pending consultant			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Remote Beach Airport Eroding Runway River Migration	Pending ALP will develop preferred alternatives.	
Airfield Geometry	Install beach information signs and airspace community outreach	Resolve NOAA Airspace conflicts.	



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: COPALIS 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)
AIRPORT #1	2015-16	ALP/CIP	Prepare ALP/CIP	\$30,000	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

**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*



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: COPALIS STATE  
 AIRPORT MGR: 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)
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, No infrastructure except airport signs and wind cone allowed on beach area.	

**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: COPALIS 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:*

Loss of beach runway due to erosion impacts public access and local economies. Airport is a national treasure listed as the U.S's only FAA designated beach airport. Important access to beach 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:*

Significant local economy contributions through recreational access opportunities.

**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: COPALIS 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:*



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: CREST AIRPARK  
 AIRPORT MGR: RIKKI BIRGE  
 PHONE: 253-631-7100  
 EMAIL: RIKKI@CRESTAIRPARK.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)
<b>Approach Type:</b>	Visual	Visual
<b>Approach Category:</b>	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
<b>Airplane Design Group:</b>	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
<b>Visibility Minimums:</b>	Visual	Visual
<b>Critical Design Aircraft:</b>		
<b>Runway Width:</b>	40'	40'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	NO	<b>Last updated?</b>	
<b>B. Do you have an ALP?</b>	NO	<b>Last updated?</b>	
<b>C. If you are currently preparing a Master Plan Update:</b>			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
Non-Standard Item	Description	Proposed Mitigation	
Lighting	Low light, not FAA Approved		
Airfield Geometry	Width of runway, trees all around the approach		
Safety Areas	Tie downs too close to taxiway		



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: CREST AIRPARK  
 AIRPORT MGR: RIKKI BIRGE  
 PHONE: 253-631-7100  
 EMAIL: RIKKI@CRESTAIRPARK.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)
APMS	2013	Preventive MTC	T01KE - 01	\$122.00	105.6
APMS	2014	Major Rehab	A01KE - 01	\$228,799.00	86.6
APMS	2014	Major Rehab	R15KE - 01	\$210,967.00	111.6
APMS	2014	Preventive MTC	T01KE - 01	\$114,243.00	105.6
APMS	2014	Major Rehab	T02KE - 01	\$325,252.00	100.6
APMS	2014	Major Rehab	T03KE - 01	\$13,733.00	100.6
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:** *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*

**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: CREST AIRPARK  
 AIRPORT MGR: RIKKI BIRGE  
 PHONE: 253-631-7100  
 EMAIL: RIKKI@CRESTAIRPARK.COM

*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)
NextGEN		Prep MP and ALP		\$250,000.00	88
NextGEN		Prep Obs Survey		\$100,000.00	115
NextGEN		Acq Land for Airfield reconfig		\$5,400,000.00	68.4
NextGEN		Tree Obs Removal		\$100,000.00	115
NextGEN		Hangar Removal/Relo		\$15,000.00	45.6
NextGEN		Widen RY		\$1,600,000.00	55.9
NextGEN		Construct new Parallel TWY		\$800,000.00	60.1
APMS		Preventative MTC	T01KE - 1	\$222,913.32	105.6
APMS		Preventative MTC	R15KE - 1	\$335,194.20	116.6
APMS		Preventative MTC	T03KE - 1	\$21,819.60	105.6
APMS		Preventative MTC	T02KE - 1	\$133,929.48	105.6
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)
Utilities (i.e., Water, Sewer,	Runway lights, office bulding and hangars	30



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: CREST AIRPARK  
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 EMAIL: RIKKI@CRESTAIRPARK.COM

Storm Drain, Electrical, etc.)		
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)		40
Support Equipment (i.e., Snow Plow, Fire Rescue, Deicing, etc.)	Tractor for mowing	25

**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<br><input type="checkbox"/> Business and Corporate Travel<br><input checked="" type="checkbox"/> Personal Transportation<br><input checked="" type="checkbox"/> Pilot Training and Certification<br><input type="checkbox"/> Air Cargo<br><input type="checkbox"/> Blood, Tissue, and Organ Transportation<br><input type="checkbox"/> Medical Air Transport<br><input type="checkbox"/> Search and Rescue<br><input type="checkbox"/> Firefighting | <input type="checkbox"/> National Security<br><input type="checkbox"/> Emergency Preparedness and Response<br><input type="checkbox"/> Scientific Research<br><input type="checkbox"/> Aerial Photography<br><input type="checkbox"/> Aircraft Manufacturing<br><input type="checkbox"/> Agriculture<br><input type="checkbox"/> Aerial Sightseeing<br><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:*  
 We are a designated emergency location incase Mt Rainer erupts or a flood. We also have Medical transport pick up when needed in the area.

**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 jobs (Flight Instruction, mechanics etc.) We provide training for foreign students and local students. We have a ground school class for the Kent school district. We are an area where emergency medical airlifts can land and leave from.



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: CREST AIRPARK  
 AIRPORT MGR: RIKKI BIRGE  
 PHONE: 253-631-7100  
 EMAIL: RIKKI@CRESTAIRPARK.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.)	Flight School, aircraft rentals, hangars and tie downs and fuel sales	600,000	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:*

All major repairs to runway and lighting have been deferred due to lack of funding



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: DARRINGTON MUNICIPAL  
 AIRPORT MGR: Lyla Boyd  
 PHONE: 360-436-1131  
 EMAIL: DARRCITYHALL@FRONTIER.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)
<b>Approach Type:</b>	Visual	Visual
<b>Approach Category:</b>	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
<b>Airplane Design Group:</b>	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
<b>Visibility Minimums:</b>	Visual	Visual
<b>Critical Design Aircraft:</b>		
<b>Runway Width:</b>	40'	40'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2008
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2010
<b>C. If you are currently preparing a Master Plan Update:</b>			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
Non-Standard Item	Description	Proposed Mitigation	



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: DARRINGTON MUNICIPAL  
 AIRPORT MGR: LYLA BOYD  
 PHONE: 360-436-1131  
 EMAIL: DARRCITYHALL@FRONTIER.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	Resurface Taxiway	The taxiway was paved in the early 1990's with a thin layer of asphalt due to budget constraints. After almost 20 years, the surface is being compromised and requires another layer to maintain the integrity of the taxiway.	\$150,000.00	98.6
SCIP	2013	Shop Acquisition	A privately-owned shop lies within the RPZ. The owner wants a quick sale and the Town would like to purchase the building, move it out of the RPZ and utilize the building as hangar rental space. To allow this building to be purchased by others would perpetuate the RPZ non-compliance problem that we have now. THIS PROJECT IS NEARING COMPLETION AND THE SALE IS CURRENTLY IN ESCROW WITH A CLOSING DATE OF MID DECEMBER 2013	\$154,500.00	72
APMS	2013	Preventive MTC	T01DR - 01	\$10,127.00	99.6
APMS	2014	Preventive MTC	R10DR - 01	\$116,383.00	110.6
APMS	2014	Preventive MTC	T01DR - 01	\$68,092.00	99.6
APMS	2015	Preventive MTC	A01DR - 01	\$8,113.00	85.6
SCIP	2015	DARRINGTON MUNICIPAL AIRPORT RUNWAY RESURFACING	Resurface 2500 ft runway.	\$157,500.00	111
SCIP	2015	MUNICIPAL AIRPORT INGRESS AND EGRESS	The main airport entrance road is in poor condition or non-existent. The plan calls for improvements to Engles Lane and creation of an access road following the length of the airport and accessing SR 530 on the west end.	\$157,500.00	27
SCIP	2015	Remove Trees in Western RPZ	Remove Trees in Western RPZ.	\$30,000.00	66
SCIP	2015	SECURITY FENCING	The addition of security fencing has been prioritized by sections. The south side of the airport (approximately 2,500 lf) is the #1 priority. A portion has been	\$52,500.00	60



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: DARRINGTON MUNICIPAL  
 AIRPORT MGR: Lyla Boyd  
 PHONE: 360-436-1131  
 EMAIL: DARRCITYHALL@FRONTIER.COM

			completed previously, but the remainder should be installed to eliminate vehicular access from SR 530.		
MP	2012-2016	Entrance Rd. and Auto Parking Improvements			20
MP	2012-2016	Terminal Area Security Fencing			128
MP	2012-2016	W. Side TXLN Development			56.8
MP	2012-2016	Commercial Hangar and Ramp TXLN			32.1
MP	2012-2016	Fuel System			38.6
MP	2012-2016	Common Use Commercial Hangar			30.1
MP	2012-2016	Pavement Marking			99.6
MP	2012-2016	Fog Seal RY 10/28			110.6
MP	2012-2016	Fog Seal TWY			99.6
MP	2012-2016	Fog Seal Tie-Down Area			85.6
MP	2012-2016	Update ALP Report			82
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: DARRINGTON MUNICIPAL  
 AIRPORT MGR: Lyla Boyd  
 PHONE: 360-436-1131  
 EMAIL: DARRCITYHALL@FRONTIER.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	2017-2026	Fog Seal RY 10.28			110.6
MP	2017-2026	Fog Seal TWY			99.6
MP	2017-2026	Fog Seal Tie-Down Area			85.6
MP	2017-2026	Install TWY Lighting System			99
MP	2017-2026	Water Line Extension			#N/A
MP	2017-2026	E. Side TXLN Development			64.8
MP	2017-2026	W. Side TXLN Development			64.8
MP	2017-2026	Install AWOS			52
MP	2017-2026	Update ALP Report			82
MP	2017-2026	Obstruction Removal			64.1
MP	2017-2026	Construct 60' x 60' Box Hangars			32.1
MP	2017-2026	Install Airport Perimeter Fencing			98
MP	2017-2026	TXLN Development			84.8
MP	2017-2026	FBO Building and Pilots Lounge			32.1
APMS		Resurfacing	R10DR - 1	\$303,780.00	108.6
APMS		Resurfacing	A01DR - 1	\$130,845.00	83.6
APMS		Resurfacing	T01DR - 1	\$177,732.65	97.6
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)

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

It is all about safety. If we cannot resurface our runway and taxiway, it presents a potential liability for pilots.



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: DARRINGTON MUNICIPAL  
 AIRPORT MGR: Lyla Boyd  
 PHONE: 360-436-1131  
 EMAIL: DARRCITYHALL@FRONTIER.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:*

There is, of course, an economic benefit that comes with visitors to our community. We also provide a facility for emergency situations that require flight availability, such as industrial accidents, forest fires, etc.

**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.)	Land lease	\$6,000	High
Jurisdiction (Annual CIP or General Fund)	Property Tax Disbursement	\$5,000	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:*

The runway and taxiway were completed in the late 1990’s utilizing the available funding. The amount of asphalt that was placed met the minimum standards. Over the last 15 years, the quality of the strips have deteriorated, and the resurfacing is rapidly becoming a safety issue.



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: DAVENPORT  
 AIRPORT MGR: STEVE GOEMMEL  
 PHONE: 509.725.4352  
 EMAIL: SJGOEMMEL@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)
<b>Approach Type:</b>	Visual	Visual
<b>Approach Category:</b>	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
<b>Airplane Design Group:</b>	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
<b>Visibility Minimums:</b>	Visual	Visual
<b>Critical Design Aircraft:</b>	Beech Bonanza	Beech Bonanza
<b>Runway Width:</b>	50'	50'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2009
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2009
<b>C. If you are currently preparing a Master Plan Update:</b>			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
Non-Standard Item	Description	Proposed Mitigation	
Safety Areas	R/W 5 end safety area obstructions	Acquire Property	
Safety Areas	R/W 23 end OFA/OFZ obstruction	Relocate apron and R/W reconfiguration	
Airfield Geometry	R/W width is non-standard	Widen R/W to meet ADGI standard	



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: DAVENPORT  
 AIRPORT MGR: STEVE GOEMMEL  
 PHONE: 509.725.4352  
 EMAIL: SJGOEMMEL@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	RW 5/23 shift/extension - PH 1 (enviornmental assessment)	Environmental Assessment for RW 5/23 shift/extension.	\$150,000.00	68
SCIP	2015	RW 5/23 shift/extension - Phase 2 - Land Acquisition (35 acres) & Design/Construct Perimeter Fencing	Project will acquire approximately 35 areas of land to facilitate future runway extension. The project also includes work to extend the perimeter fencing around the new property perimeter. The existng perimeter fencing at the airport is not complete, and this project will	\$472,000.00	74
SCIP	2016	RW 5/23 shift/extension - PH 3 - Construct Runway Extension	Design/Construct RW Extension on RW 5 end, relocate RW 23 threshold, and rehabilitate remaining airfield pavement.	\$150,000.00	79
SCIP	2017	RW 5/23 shift/extension - PH 3 - Construct Runway Extension (Construction Phase)(W)	Design/Construct RW Extension on RW 5 end, relocate RW 23 threshold, and rehabilitate remaining airfield pavement.	\$1,650,000.00	80
MP	2012-2016	RY 5 PAPI		\$54,000.00	86.5
MP	2012-2016	Infield Development Area Earthwork & Site/Drainage Improvements (P1b)		\$249,480.00	47
MP	2012-2016	North Airside Access Rd (P1-W. Section)		\$19,440.00	30.2
MP	2012-2016	North Hangar TXLN * N. Parallel Taxiway (P1b)		\$169,088.00	60.4
MP	2012-2016	NE Landside Development Area Earthwork & Site/Drainage Improvements		\$118,800.00	43
MP	2012-2016	New PCC AG Aircraft Apron & Access TWY		\$111,456.00	85.15
MP	2012-2016	Fog Seal N. Hangar TXLN & Parallel TWY (P1 Sections)		\$1,458.00	108.6
MP	2012-2016	North Tiedown Apron Exp & Fuel Apron		\$334,125.00	50.4
MP	2012-2016	4 Windsocks @ RY Ends		\$4,050.00	51.1
MP	2012-2016	North Tiedown Apron & South Apron Fog Seal; Repaint Markings		\$14,175.00	87.6
APMS	2013	Preventive MTC	A01DA - 01	\$1,307.00	87.6
APMS	2013	Preventive MTC	A02DA - 01	\$675.00	87.6



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

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 EMAIL: SJGOEMMEL@CENTURYTEL.NET

APMS	2013	Preventive MTC	T01DA - 01	\$329.00	101.6
APMS	2013	Preventive MTC	T02DA - 01	\$372.00	101.6
APMS	2014	Major Rehab	R05DA - 01	\$174,725.00	107.6
APMS	2019	Major Rehab	A01DA - 01	\$51,144.00	82.6

**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	Hangar Taxilanes - Phase 1	Construct additional hangar Taxilanes.	\$325,000.00	77
MP	2017-2027	RY 5/23 Slurry Seal; Repaint Markings		\$92,069.00	110.6
MP	2017-2027	Infield Development Area Earthwork & Site Improvements (P2a)		\$129,600.00	47
MP	2017-2027	N. Hangar TXLN and N. Parallel Taxiway (P2)		\$206,550.00	95.4
MP	2017-2027	Construct North Access Rd		\$49,248.00	28.6
MP	2017-2027	Environmental Assessment		\$67,500.00	84
MP	2017-2027	Construct New Gravel Crosswind RY 4/22; Earthwork		\$882,745.00	95.9
MP	2017-2027	TWY Connection @ RY 5 & 4 Ends; Earthwork		\$58,523.00	93.9
MP	2017-2027	RY 5/23 W. Phase 2 Extension w/Turnaround; Markings, MIRL, Earthwork		\$2,197,800.00	#N/A
MP	2017-2027	RY 5/23 Connecting TWY & Parallel TWY Extension (P2 reloc. THLD)		\$91,125.00	#N/A
MP	2017-2027	Widen RY 5/23 to 60'; Overlay Existing RY		\$1,081,080.00	97.6
MP	2017-2027	Demo East End of RY 5/23		\$44,550.00	#N/A
MP	2017-2027	NE Landside Development Area earthwork & Site/Drainage Improvements (Hangar Sites & access Rd between Gunning Rd and Tiedown Apron)		\$118,800.00	43
MP	2017-2027	North Tiedown Apron & South Apron Fog Seal		\$17,516.00	82.6
MP	2017-2027	Fog Seal North Hangar TXLN & Parallel TWY (P1 and P2)		\$3,189.00	96.6



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: DAVENPORT  
 AIRPORT MGR: STEVE GOEMMEL  
 PHONE: 509.725.4352  
 EMAIL: SJGOEMMEL@CENTURYTEL.NET

MP	2017-2027	Airport Fencing Interior Areas		\$26,730.00	100.5
MP	2017-2027	Construct N. Landside Area Main Access TWY and TXLN Stubs (P3a)		\$324,000.00	81.2
MP	2017-2027	Airport Fencing (South, West Frontage)		\$121,500.00	100.5
MP	2017-2027	Fog Seal N. Tiedown Apron & South Apron		\$17,516.00	87.6
MP	2017-2027	Constcut N. Landside Area Main Access TWY & TXLN Stubs (P3b)		\$147,825.00	81.2
MP	2017-2027	MIRL (Replace existing system)		\$216,000.00	119.2
MP	2017-2027	RY 5/23 Slurry Seal; Repaint Markings		\$136,512.00	112.6
MP	2017-2027	Fog Seal N. Hangar TXLNs & Parallel XY (P1, 2, 3)		\$6,581.00	101.6
MP	2017-2027	Overlay N. Tiedown Apron & TXLN		\$345,600.00	85.6
MP	2017-2027	N. Landside Area Main Access TWY (P3c)		\$126,563.00	86.2
APMS		Resurfacing	T02DA - 1	\$46,818.00	99.6
APMS		Preventative MTC	A01DA - 1	\$65,025.82	87.6
APMS		Preventative MTC	R05DA - 1	\$251,338.50	112.6
APMS		Preventative MTC	T01DA - 2	\$75,204.60	101.6
APMS		Resurfacing	T01DA - 1	\$64,868.94	99.6
APMS		Resurfacing	A02DA - 1	\$101,728.00	85.6

**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)
----------------	------------------------	-------------

**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 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 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:*

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: DAVENPORT  
 AIRPORT MGR: STEVE GOEMMEL  
 PHONE: 509.725.4352  
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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)
Jurisdiction (Annual CIP or General Fund)	City Airport Funds	Varies depending on projects	High
Jurisdiction (Annual CIP or General Fund)	Economic Development Council Grants	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:*

Safety area and runway geometry projects are deferred until funding is available.



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: DEER PARK  
 AIRPORT MGR: PENNI LOOMIS  
 PHONE: 509.276.8802  
 EMAIL: DEERPARKAIRPORT@QWESTOFFICE.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)
<b>Approach Type:</b>	Precision Approach	Precision Approach
<b>Approach Category:</b>	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
<b>Airplane Design Group:</b>	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
<b>Visibility Minimums:</b>	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)
<b>Critical Design Aircraft:</b>		
<b>Runway Width:</b>	75	75'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2010
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2012
<b>C. If you are currently preparing a Master Plan Update:</b>			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
Non-Standard Item	Description	Proposed Mitigation	



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: DEER PARK  
 AIRPORT MGR: PENNI LOOMIS  
 PHONE: 509.276.8802  
 EMAIL: DEERPARKAIRPORT@QWESTOFFICE.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	2015	Construct Snow Removal Equipment Building	Construct a snow removal equipment building.	\$333,333.00	46
SCIP	2014	Runway/taxiway pavement maintenance	Crack seal, seal coat, and stripe Runway 4/22, Taxiway A,B,C,D and all taxilanes	\$166,666.00	153
SCIP	2017	Pavement Maintenance	Crack seal, sealcoat, and re-stripe Runway 16/34 and aircraft parking ramp.	\$166,666.00	115
SCIP	2020	Runway 16/34 Widening (Extension)- Design Only	Design for widening Runway 16/34 to 100' from 75'.	\$200,000.00	80
APMS	2013	Preventive MTC	R04DP - 01	\$31,483.00	114.6
APMS	2013	Preventive MTC	R16DP - 01	\$43.00	114.6
APMS	2013	Preventive MTC	TA1DP - 01	\$352.00	103.6
APMS	2013	Preventive MTC	TA2DP - 01	\$3,531.00	103.6
APMS	2013	Preventive MTC	TA3DP - 01	\$1,333.00	103.6
APMS	2013	Preventive MTC	TA4DP - 01	\$757.00	103.6
APMS	2013	Preventive MTC	TBDP - 01	\$210.00	103.6
APMS	2014	Major Rehab	TA5DP - 01	\$91,464.00	98.6
APMS	2014	Major Rehab	TCDP - 01	\$2,355,268.00	98.6
APMS	2014	Major Rehab	TCDP - 2	\$327,943.00	98.6
AIRPORT #1	2014	Install Nav aids	Install PAPI RW 16	50000	Derived
AIRPORT #2	2016	Construct Hangars	Construct 10 T-Hangars	550000	Derived
AIRPORT #3	2018	Snow Removal Equipment	Purchase Snow Removal Equipment	225000	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: DEER PARK  
AIRPORT MGR: PENNI LOOMIS  
PHONE: 509.276.8802  
EMAIL: DEERPARKAIRPORT@QWESTOFFICE.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*



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

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	<i>typical Operations &amp; Maintenance costs (i.e., weed spraying, grass mowing, etc.):</i>
--	--

Source	Year	Project Name	Project Description	Cost Est.	Priority Score (Derived by FAA & WSDOT Formulas)
APMS		Resurfacing	R16DP - 1	\$1,322,175.00	112.6
APMS		Resurfacing	R04DP - 1	\$561,570.35	112.6
APMS		Preventative MTC	TADP - 1	\$573,813.32	103.6
APMS		Preventative MTC	A02DP - 1	\$45,286.38	89.6
APMS		Resurfacing	TBDP - 1	\$90,159.33	101.6
APMS		Preventative MTC	TA6DP - 1	\$50,186.90	103.6
APMS		Preventative MTC	TCDP - 3	\$13,176.46	103.6
APMS		Preventative MTC	TCDP - 2	\$38,979.94	103.6
APMS		Preventative MTC	TCDP - 1	\$279,951.80	103.6
APMS		Preventative MTC	A01DP - 3	\$104,474.40	89.6
APMS		Preventative MTC	A01DP - 2	\$131,037.40	89.6
APMS		Preventative MTC	A01DP - 4	\$33,087.60	89.6
APMS		Preventative MTC	A01DP - 1	\$362,408.20	89.6
APMS		Resurfacing	TA4DP - 1	\$149,473.69	108.6
APMS		Resurfacing	TA1DP - 1	\$91,035.00	101.6
APMS		Preventative MTC	TA3DP - 1	\$37,309.40	103.6
APMS		Resurfacing	TA2DP - 1	\$116,467.00	101.6
APMS		Preventative MTC	A03DP - 1	\$47,364.96	89.6
APMS		Preventative MTC	TA7DP - 1	\$10,100.00	103.6
APMS		Preventative MTC	TA5DP - 1	\$29,342.52	103.6
AIRPORT #1	2020	Design RW 16-34 Widening		200000	Derived
AIRPORT #2	2021	Widen RW 16-34		2894000	Derived
AIRPORT #3	2022	Design RW 4-22 Extension		108000	Derived
AIRPORT #4	2023	Construct RW 4-22 Extension		906000	Derived
AIRPORT #5	2024	Design RW 4-22 Parallel Taxiway		16200	Derived
AIRPORT #6	2025	Construct RW 4-22 Parallel Taxiway		1350000	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 general, yes the prioritization rankings align with ours. However, we would like to be able to construct revenue producing hangars in order to be able to maintain self sufficiency in light of increasing costs of operation and doubling of grant matching share requirements. Revenue producing projects do not rank highly in the WSDOT and FAA system.

**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.)	Rotary Plow, Box Plow	30-40
Buildings (i.e., Terminal, Hangars, Maintenance Buildings, etc.)	Maintenance building	40

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

**A. Airport Services:**

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

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

Thus far we have been able to meet the capital improvement needs and thus provide a first class facility for flight instruction and business development. Were we to be unable to meet the needs, we would lose the services of fire fighting aircraft based at Deer Park during fire season.

**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 employment opportunities for nine individuals, plus transportation options for numerous off-site business enterprises. The recreational contribution of pleasure flights and glider activity also add to the economic vibrancy of the community. The fire fighting aircraft based at Deer Park during fire season provide rapid response to wildland fires in eastern and central Washington

**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.)	Land lease	10000	Medium
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Timber Harvest approximately every 15 years	10000 average	Low
General Fund	Occasional subsidy from General fund	1000 average	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:*

Fortunately we have not had to defer safety projects, but the recent tripling of matching fund requirement was a significant burden on the City. The airport is usually self-sustained, but had to be subsidized in 2012 in order to complete a project already underway.



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: DESERT AIRE  
AIRPORT MGR: KARL GRUBER  
PHONE: 360-436-6277  
EMAIL: SKYWAGON185@MSN.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)
<b>Approach Type:</b>	Visual	Visual
<b>Approach Category:</b>	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
<b>Airplane Design Group:</b>	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
<b>Visibility Minimums:</b>	Visual	Visual
<b>Critical Design Aircraft:</b>	Cessna 182	Cessna 182
<b>Runway Width:</b>	36'	36'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2006
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2006
<b>C. If you are currently preparing a Master Plan Update:</b>			
1. When is it anticipated to be completed? n/a			
2. Who is preparing it? n/a			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Runway width 36'; FAA Standard is 60'	Project underway; final Phase 3 (Pave) in 2014	
Airfield Geometry	R/W separation from T/W 'B' only 134'; FAA Standard is 150'	Project underway; final Phase 3 (Pave) in 2014	
Safety Areas	Earth obstruction to 20:1 approach to r/w 28	Project underway; final Phase 3 (Pave) in 2014; Phase 1 (earthwork) to complete in 2013	
Safety Areas	2' Bldg obstruction into 20:1 approach to r/w 10	none	



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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	2013 (completed)	Construct New & Widen Runway 10-28; Construction Phase 1 of 3	The overall project will 1) replace the existing paved surface. 2) The 36' r/w will widen to FAA standard 60'. 3) The center-line will move 16' (north edge only 4') to FAA 150' minimum separation from taxiway. 4) Excavation will remove earthen intrusion into 28 end safety area. Phase 1 will complete all the grading, excavation, embankment, erosion control, and hydroseeding.	\$300.00	88
SCIP	2013 (completed)	Construct new & Widen Runway 10-28; Construction Phase 1 of 3 (Design Phase)	The overall project will 1) replace the existing paved surface. 2) The 36' r/w will widen to FAA standard 60'. 3) The center-line will move 16' (north edge only 4') to FAA 150' minimum separation from taxiway. 4) Excavation will remove earthen intrusion into 28 end safety area. Phase 1 will complete all the grading, excavation, embankment, erosion control, and hydroseeding.	\$44,387.00	88
SCIP	2013 (funded)	Construct New & Widen Runway 10-28; Construction Phase 1 of 3	The overall project will 1) replace the existing paved surface. 2) The 36' r/w will widen to FAA standard 60'. 3) The center-line will move 16' (north edge only 4') to FAA 150' minimum separation from taxiway. 4) Excavation will remove earthen intrusion into 28 end safety area.  Phase 1 will complete all the grading, excavation, embankment, erosion control, and hydroseeding.	\$234,773.00	88
SCIP	2013 (funded)	Construct New & Widen Runway 10-28; Construction Phase 2 of 3	The overall project will: 1) replace the existing paved surface. 2) The 36' r/w will widen to FAA standard 60'. 3) The center-line will move	\$65,778.00	64



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			16' (north edge only 4') to FAA 150' minimum separation from taxiway. 4) Excavation will remove earthen intrusion into 28 end safety area. Phase 2 will complete all electrical for relocated runway and threshold lights, and PAPI installation except final terminations.		
SCIP	2014	Construct New & Widen Runway 10-28; Construction Phase 3 of 3	The overall project will: 1) replace the existing paved surface. 2) The 36' r/w will widen to FAA standard 60'. 3) The center-line will move 16' (north edge only 4') to FAA 150' minimum separation from taxiway. 4) Excavation will remove earthen obstruction into 28 end safety area. Phase 3 will remove existing pavement and install 5" compacted rock base and new 60' wide, 2 1/2" bituminous asphalt paved surface.	\$574,475.00	88
SCIP	2015	Taxiway "A" Crack Seal and Seal Coat	Clean and fill cracks in the taxiway pavement, apply a seal coat, repaint center-line striping.	\$38,633.00	120
SCIP	2015	Taxiway "B" Crack Seal and Seal Coat	Clean and fill cracks in the taxiway pavement, apply a seal coat, repaint center-line striping.	\$33,333.00	120
SCIP	2016	Fuel Dispensing Station	Design and construct a concrete pad for an oil-distributor furnished modular fuel dispensing station and construct a bituminous asphalt paved taxi-lane access to the station including striping, lighting, and reflectors as required.	\$52,300.00	24
SCIP	2017	Construct Multi-purpose Pilots Welcome Center	Construct a wood frame structure to include pilots lounge, toilet facilities, and display areas for economic development projects, tourism information, and local products.	\$82,500.00	48
SCIP	2018	Construct T-Hangar	Construct a 4 unit T-hangar on the 6 acre commercial parcel to rent to local pilots and paved access taxi-lane from existing north taxiway.	\$84,300.00	36
SCIP	2019	Update the Desert Aire Airport Layout Plan	Our ALP published in 2006 needs to be revised to reflect current layout and changed projections for future major improvement projects.	\$40,000.00	83



**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)
APMS	2021	Crack Seal/Seal Coat R/W	Crack Seal/Seal Coat R/W	\$105,000	110.6
APMS	2022	Crack Seal/Seal Coat T/W 'A'	Crack Seal/Seal Coat T/W 'A'	\$45,000	99.6
APMS	2022	Crack Seal/Seal Coat T/W 'B'	Crack Seal/Seal Coat T/W 'B'	\$45,000	99.6
MP	2026	Refine 6 Acre Site	Refine 6 Acre Site	\$100,000.00	55.8
	2028	Install Additional Hangars	Install Additional Hangars	\$200,000.00	32.1

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

In General, yes. However, our current priority is to complete our current project to Reconstruct & Widen our deteriorating runway which we have scheduled for 2014. The Design Phase is complete. Construction Phases 1 (earthwork) and 2 (electrical) have been funded and are almost complete. It is imperative that we fund and complete the final Phase 3 (paving).

**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)
n/a	n/a	



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

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AIRPORT MGR: KARL GRUBER  
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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<br><input type="checkbox"/> Business and Corporate Travel<br><input checked="" type="checkbox"/> Personal Transportation<br><input type="checkbox"/> Pilot Training and Certification<br><input type="checkbox"/> Air Cargo<br><input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation<br><input checked="" type="checkbox"/> Medical Air Transport<br><input type="checkbox"/> Search and Rescue<br><input type="checkbox"/> Firefighting | <input type="checkbox"/> National Security<br><input type="checkbox"/> Emergency Preparedness and Response<br><input type="checkbox"/> Scientific Research<br><input type="checkbox"/> Aerial Photography<br><input type="checkbox"/> Aircraft Manufacturing<br><input type="checkbox"/> Agriculture<br><input type="checkbox"/> Aerial Sightseeing<br><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:*

Local funding is limited. Lack of funding from the State aviation gas tax fund would contribute to a deterioration of the facility and reduce the value to the community as stated in the next paragraph. Our planned projects will improve our margin of safety by the users mentioned in the next paragraph, by upgrading our facility to meet all FAA Standard requirements. Our

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present project to reconstruct & widen the runway will reduce maintenance costs of crack repairs by building the new runway with a proper compacted rock base.

**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 Desert Aire airport is an essential public facility. It is a flight destination for many neighboring pilots who are attracted to Desert Aire by the award winning golf course, the excellent new marina on the Priest Rapids Reservoir, and to procure the best local fruits and wines from the Wahluke Slope. The airport is used by local corporations which serve the international community including vineyards, wineries, orchards, potato and alfalfa processing plants. It serves the Public Utility District dam and fish hatchery facilities. The airport plays a major role in supporting the emergency medical services and law enforcement. Our fly-in is a very popular community event. The recently installed EMS helicopter parking pad installed last year has already provided life-saving service on four different occasions.

**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.)	Voluntary Assessment Program	\$5000	High
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	DAOA Stipend	\$2500	High
Airport Revenue	Fly-In fundraiser	\$2000	High
Airport Revenue	Lions Club	\$2000	Medium
Port of Mattawa	Source of matching funds for capital improvement projects	\$7500	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:*

The reconstruction of the runway which we are currently working and which the Final Phase 3 (paving) is planned for 2014 was originally planned for 2009 in our 2006 ALP. If we delay further seal coating on our taxiways built in 2007 and 2008 deterioration will accelerate.



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: EASTON 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)
<b>Approach Type:</b>	Visual	Visual
<b>Approach Category:</b>	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
<b>Airplane Design Group:</b>	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
<b>Visibility Minimums:</b>	Visual	Visual
<b>Critical Design Aircraft:</b>		
<b>Runway Width:</b>	100'	100'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	NO	<b>Last updated?</b>	
<b>B. Do you have an ALP?</b>	NO	<b>Last updated?</b>	
<b>C. If you are currently preparing a Master Plan Update: Currently in process of selecting consultant.</b>			
1. <b>When is it anticipated to be completed?</b> December 2014			
2. <b>Who is preparing it?</b> Pending consultant selection			
<b>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:</b>			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Remote backcountry airport	ALP will identify airfield geometry preferred alternatives.	
Lighting	Functionally obsolete and deficient airport runway lighting system	Replace all airport utilities and runway lighting system with FAA standard.	
NAVAIDS	Airport Web Camera functionally obsolete	Replace airport Web camera system	



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

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 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	\$20,000.00	85
SCIP	2013	Remove old wind cone Web camera from wind cone.	Remove old wind cone Web camera after new camera and utility shed are installed.	\$5,000.00	47
SCIP	2014	Acquire Security Equipment	Install airport Web Camera.	\$20,000.00	46
SCIP	2014	Install New Utility Shed	Replace Structurally Deficient and Functionally Obsolete Utility Shed. Reconnect existing runway lighting system.	\$30,000.00	52
SCIP	2015	Airport Access	Acquire Legal Airport Access Right-of-Way.	\$20,000.00	58
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)
5010		RWY 07 RWY ID NONSTANDARD DIMENSIONS.		85	5010
5010		RWY 25 RWY ID NONSTANDARD DIMENSIONS.		85	5010
5010		ACTVT NSTD MIRL RY 07/25 - CTAF.	Pilot Control Out of Service	60	5010
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)
Utilities (i.e., Water, Sewer, Storm Drain, Electrical, etc.)	South East Utility Shed	50+



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AIRPORT SURVEY**

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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"/> 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 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:*

Critical emergency management staging airport. Recent emergency access phase 1 improvements conducted. Phase 2 utilities and communication facilities improvements critical to success of emergency management staging opportunities. Supports community and natural resource protection goals and provides access to remote communities for improved local economies. 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:*

Successful coordination with adjacent property owners DNR and private land owners resulted in improved access opportunities.

**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)
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WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: EASTON 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:*

Limited State-Managed Airport preservation funds prevent timely planning and development.



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: ED CARLSON MEMORIAL FIELD  
 AIRPORT MGR: LARRY MASON  
 PHONE: 360.864.4966  
 EMAIL: AIRPORTMAN@TOLEDOTEL.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)
<b>Approach Type:</b>	Precision Approach	Precision Approach
<b>Approach Category:</b>	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
<b>Airplane Design Group:</b>	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
<b>Visibility Minimums:</b>	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)
<b>Critical Design Aircraft:</b>		
<b>Runway Width:</b>	150'	150'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2003
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2003
<b>C. If you are currently preparing a Master Plan Update:</b>			
1. <b>When is it anticipated to be completed?</b> 2014			
2. <b>Who is preparing it?</b> WHPacific, Bothell, WA			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
Non-Standard Item	Description	Proposed Mitigation	
Safety Areas	Non-standard tie down area – with FAA permission.	Moving tie down area when land available.	
Airfield Geometry	Non-standard parallel taxiway	Widen taxiway to FAA standard.	



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: ED CARLSON MEMORIAL FIELD  
AIRPORT MGR: LARRY MASON  
PHONE: 360.864.4966  
EMAIL: AIRPORTMAN@TOLEDOTEL.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 - Modify (Widen/Strengthen) Taxiway	Reconstruct parallel taxiway and connector taxiways north of Runway 6-24 to 35' wide (design).	\$205,000.00	82
SCIP	2015	Taxiway - Modify (Widen/Strengthen) Taxiway (Construction Phase)(W)	Reconstruct parallel taxiway and connector taxiways north of Runway 6-24 to 35' wide (design).	\$2,050,000.00	79
SCIP	2015	Taxiway - Rehabilitate Taxiway	Repair taxiway pavement adjacent to the apron.	\$50,000.00	102.6
SCIP	2016	Apron - Rehabilitation	Fog seal and crack seal apron.	\$100,000.00	90.6
SCIP	2016	Planning - Conduct Environmental Assessment/EIS or Update	Environmental assessment, mitigation design, and drainage evaluation for the 14 acre site development.	\$240,000.00	79.8
SCIP	2017	Land - Acquire (land/easement) for development	Acquire easement for offsite mitigation.	\$70,000.00	45.1
SCIP	2017	Other - Improve Airport (e.g. drainage/erosion control)	Complete offsite mitigation.	\$400,000.00	65.8
SCIP	2018	Equipment - Install Weather Reporting Equipment	Install Super AWOS.	\$70,000.00	56
SCIP	2018	Taxiway - Construct Taxiway	Construct south taxiway.	\$935,000.00	76.15
APMS	2013	Preventive MTC	T02TO - 02	\$41.00	103.6
APMS	2014	Major Rehab	T01TO - 01	\$1,119,761.00	98.6
APMS	2014	Major Rehab	T02TO - 01	\$1,149,785.00	98.6
APMS	2014	Major Rehab	T03TO - 01	\$74,423.00	98.6
APMS	2014	Major Rehab	T04TO - 01	\$126,428.00	98.6
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: ED CARLSON MEMORIAL FIELD  
 AIRPORT MGR: LARRY MASON  
 PHONE: 360.864.4966  
 EMAIL: AIRPORTMAN@TOLEDOTEL.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	T03TO - 1	\$11,354.40	103.6
APMS		Preventative MTC	T01TO - 1	\$170,835.84	103.6
APMS		Resurfacing	T02TO - 2	\$15,494.00	101.6
APMS		Preventative MTC	T02TO - 1	\$175,416.36	103.6
APMS		Preventative MTC	T04TO - 1	\$8,907.96	103.6
APMS		Preventative MTC	R05TO - 1	\$820,159.32	114.6
APMS		Preventative MTC	R05TO - 2	\$820,159.32	114.6
APMS		Preventative MTC	A01TO - 1	\$158,478.24	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:*



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: ED CARLSON MEMORIAL FIELD  
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EMAIL: AIRPORTMAN@TOLEDOTEL.COM

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

An airport with development potential with surrounding open land and well above the flood plain.

**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:*

Existing business, manufacturing and recreation opportunities.

**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
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WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

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			(Low, Med, High)
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Hangar rent, land leases, tie downs, fuel sales.	Exact amount unknown.	

**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. Obstruction removal, fencing, wetland mitigation.



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: EPHRATA MUNI  
AIRPORT MGR: MICHAEL WREN  
PHONE: 509.750.8623  
EMAIL: MWREN@PORTOFEPHRATA.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)
<b>Approach Type:</b>	Precision Approach	Precision Approach
<b>Approach Category:</b>	B: Approach speed 91 knots or more but less than 121 knots	B: Approach speed 91 knots or more but less than 121 knots
<b>Airplane Design Group:</b>	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
<b>Visibility Minimums:</b>	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)
<b>Critical Design Aircraft:</b>		
<b>Runway Width:</b>	75'	75'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2004
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2010
<b>C. If you are currently preparing a Master Plan Update:</b>			
1. When is it anticipated to be completed?			
2. Who is preparing it?			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
Non-Standard Item	Description	Proposed Mitigation	





WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: EPHRATA MUNI  
 AIRPORT MGR: MICHAEL WREN  
 PHONE: 509.750.8623  
 EMAIL: MWREN@PORTOFEPHRATA.COM


<b>F. Long-term (6-20 years) CIP:</b>	<i>Please review the Long-term Capital Improvement Project (CIP) data compiled by the Consultant from various sources, including WSDOT's Statewide CIP (<a href="#">SCIP</a>), 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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**G. Do FAA/WSDOT project prioritization rankings align with your priorities? Please explain if not:**

Though the “out year” projects are not “on the books” at this time, pavement preservation is the priority and that is the priority represented in this document.

**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"/> National Security                              |
| <input checked="" type="checkbox"/> Business and Corporate Travel    | <input checked="" 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 checked="" 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 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:**

Since all of the projects represented are associated with Airport Operational Pavement, if these projects are not completed, the Aviation activities cannot occur



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: EPHRATA MUNI  
 AIRPORT MGR: MICHAEL WREN  
 PHONE: 509.750.8623  
 EMAIL: MWREN@PORTOFEPHRATA.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:*

There are significant Agriculture based businesses in this region, the ability for ag sprayers to operate in closer proximity to the crops due to our airport results in lower costs to the farmer. Higher profits at market results in more development and increased dispensable income to spend in the local economy.

There are multiple medical evacuation flights in and out of our community annually. The airport saves lives.

KEPH is located such that it experiences much better visibility than the surrounding region. Especially through the months of November – Mar. Many General Aviation and Commercial Cargo operations are diverted to KEPH. This promotes safety and continued movement of the cargo (gets picked up by runners out of Wenatchee and Moses Lake)

The Civil Air Patrol has a major presence for both Search and Rescue and pilot training site for Cadets. This improves search and rescue capabilities in Eastern Wa as well as training the next generation of aviators.

Big Bend Community College heavily utilizes Ephrata for its flight training program (both fixed and rotor wing). This not only facilitates increased capacity for flight training, but it has significant impacts in the area both from generating FTEs for the college as well as the monetary impacts of the students being in the area for the 2 year program.

This airport is listed in the Grant County Emergency Response plan as a critical facility for Emergency response due to both the aviation access and the large facilities (hangars) that could be used for multiple types of shelters or staging areas.

KEPH normally ranks within the top 10 in the nation with respect to soaring. The economic impacts of the day to day operations as well as the major regional events are significant for the community.

KEPH also hosts multiple aerobatic events throughout the summer. Again, the economic impacts are significant.

**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)	Local Tax Levy for Port District, Amount for airport funding varies upon availability compared to other priorities		
Airport Revenue (i.e., Rent, PFCs, Concessions, etc.)	Revenue generated from “airport” facilities. Amount available for Capital projects varies after operational costs are accounted for.		



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: EPHRATA MUNI  
AIRPORT MGR: MICHAEL WREN  
PHONE: 509.750.8623  
EMAIL: MWREN@PORTOFEPHRATA.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

**B.**



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: FERRY COUNTY  
 AIRPORT MGR: JUSTIN SMITH  
 PHONE: 509-775-3911  
 EMAIL: JJSMITH@RCABLETV.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)
<b>Approach Type:</b>	Visual	Visual
<b>Approach Category:</b>	B: Approach speed 91 knots or more but less than 121 knots	A: Approach speed less than 91 knots
<b>Airplane Design Group:</b>	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
<b>Visibility Minimums:</b>	Visual	Visual
<b>Critical Design Aircraft:</b>	Single Engine Cessna	
<b>Runway Width:</b>	60'	60'

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2009
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2009
<b>C. If you are currently preparing a Master Plan Update: No</b>			
1. When is it anticipated to be completed? NA			
2. Who is preparing it? NA			
<b>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:</b>			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Runway length to meet requirement for accommodations	Lengthen runway 500 to 1000 feet	
Airfield Geometry	Taxiway – Not full length not paved and no safety area.	Extend taxiway to full length, construct safety area, and pave.	
None			



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: FERRY COUNTY  
 AIRPORT MGR: JUSTIN SMITH  
 PHONE: 509-775-3911  
 EMAIL: JJSMITH@RCABLETV.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	FAR Part 77 Surface Safety Improvements	Improve flight safety by addressing penetrations to FAR Part 77 approach and transitional surfaces. Survey to determine the exact amount of penetration of the FAR Part 77 approach surface that exist. Remove trees or lower trees at end of runway, potentially install obstruction lights on power poles.	\$7,000.00	83.1
SCIP	2013	Weather reporting system	The Purchase and installation of an automated weather observation system.	\$5,500.00	96
SCIP	2014	Airport Fencing and Gates	All work associated with planning, survey, design, construction and construction management of a perimeter fence to be installed around the entire airport perimeter. This project would include approximately 9,500 lineal feet of chain link fence plus vehicle and pedestrian gates.	\$236,000.00	60
SCIP	2014	Create Development Standards	All work associated with the creation of Development Standards the dictate building setbacks, structure quality, landscaping, lighting, and signage and that require outside areas of structure to be free of stored items.	\$45,000.00	84
SCIP	2014	Pavement Maintenance - Runway	The work for this project will include planning and addressing any environmental issues, Preliminary Engineering, survey, Design, Construction Engineering(includes quality assurance testing). The runway improvements to include vegetation control, crack sealing of transverse and longitudinal cracks in runway, fog seal of entire asphalt surfaces, and paint striping.	\$70,000.00	113
SCIP	2015	Runway Lights and PAPI	All work associated with planning,	\$45,000.00	72



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

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		System	survey, design and construction, for the replacement of runway lights, threshold lights. Replace Visual Approach Slope Indicator (VASI) system with Approach Path Indicators (PAPI), Runway end identifier lights to clearly identify the ends of the runway and all runway light cable.		
SCIP	2015	Security Cameras	All work associated with planning, survey, design, construction and construction management to install a security camera system.	\$7,000.00	43
SCIP	2016	East side Water	All work associated with planning, survey, design, construction and construction management to construct a water line delivery system from the existing well to the east side of the airport.	\$10,000.00	51
SCIP	2016	Emergency Medical Service Area	All work associated with planning, survey, design, construction and construction management to construct a designated Emergency Medical Service Area. The work will consist of a paved area for parking helicopters and fixed wing aircraft and medical aid units. The area the Emergency Medical Service Area will encompass is approximately 1,111 sq. yd.	\$15,000.00	54
SCIP	2017	Runway Extension	Environmental/Planning Phase, Design engineering to include surveying, sub-grade testing and all other work included in the extending the existing runway length of 3498 an additional 500 to 1000 feet with HMA and any additional runway lighting.	\$120,000.00	76
SCIP	2017	Taxiway and Apron East Side	The project will encompass 14,160 square yards. Work includes ; planning, environmental issues, surveying, design, construction, and construction management. Construction includes; Construct a full length taxiway east of runway 25 feet wide. It will have three locations where it connects of the runway. Paint standard runway hold lines and install standard runway hold-line signs on frangible supports. Install reflectors throughout the entire length of the taxiway. Earth work site grading and fill, culvers, crushed surfacing, HMA paving.	\$160,000.00	92
SCIP	2018	Aircraft Fueling System	All work associated with planning, survey, design and construction, for the installation of a card-lock controlled fuel system.	\$66,850.00	36
SCIP	2018	Landside Development/Object Free Areas	All work associated with planning, survey, design, construction and construction management to	\$200,000.00	61



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

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			address all airport site issues pertaining to cuts, fills, leveling, site preparations, safety concerns, obstructions, small miscellaneous projects,		
SCIP	2018	Runway Overlay	All work associated with planning, survey, design, construction and construction management, for a 2 inch HMA overlay over the entire area of the runway and its taxiway approaches.	\$188,000.00	96
SCIP	2018	T-Hangars	All work associated with planning, survey, design, construction and construction management to construct Hangars	\$750,000.00	34
SCIP	2018	Terminal	All work associated with planning, survey, design, construction and construction management to construct a Terminal (Welcome Center).	\$290,000.00	40
SCIP	2018	West Side Taxiway and Taxiway	All work associated with planning, survey, design, construction and construction management to construct a 25 feet wide taxiway on the south part of the West side of the runway.	\$110,000.00	79
MP	2010-2014	FAR PART 77 SFC Safety Improvements	Tree Removal & Survey need for Obstruction Lgts	\$7,000.00	107.5
MP	2010-2014	W. Side Acces Determination		UNKN	40
MP	2010-2014	Construct Full Length TWY- and APRN		\$485,276.00	83.65
MP	2010-2014	RY Lights and PAPI System	Replace RY Cable, RY Lights, Replace VASI w/PAPI	\$45,000.00	60
MP	2010-2014	Install Security Cameras		\$7,000.00	83
MP	2010-2014	PVMT MTC		\$70,000.00	97.2
MP	2015-2019	Create Development Stnds		UNKN	82
MP	2015-2019	Deliver Water to E. Side of Airport		\$10,000.00	23.6
MP	2015-2019	Plan and Construct Terminal Area		\$290,000.00	40.6
MP	2015-2019	A/C Fueling System		\$70,000.00	36
MP	2015-2019	GPS Instrument APPCH		\$10,000.00	43.7
MP	2015-2019	Emergency Medical Service Area		\$15,000.00	23.6
MP	2015-2019	Plan Landside Development		\$10,000.00	74.8
MP	2015-2019	PVMT MTC		\$90,000.00	97.2
APMS	2013	Preventive MTC	A01RE - 01	\$7,314.00	85.6
APMS	2013	Preventive MTC	A01RE - 02	\$3,275.00	85.6
APMS	2013	Preventive MTC	T01RE - 01	\$190.00	99.6
APMS	2014	Major Rehab	A01RE - 03	\$30,253.00	80.6
APMS	2014	Major Rehab	R17RE - 01	\$1,010,603.00	105.6
APMS	2016	Major Rehab	A01RE - 02	\$9,454.00	80.6
APMS	2020	Major Rehab	A01RE - 01	\$2,727.00	80.6
AIRPORT #1					Derived
AIRPORT #2					Derived
AIRPORT #3					Derived



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

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AIRPORT MGR: JUSTIN SMITH  
PHONE: 509-775-3911  
EMAIL: JJSMITH@RCABLETV.COM

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: FERRY COUNTY  
 AIRPORT MGR: JUSTIN SMITH  
 PHONE: 509-775-3911  
 EMAIL: JJSMITH@RCABLETV.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	2020-2024	Access Rd and TXLNs		\$160,000.00	55.6
MP	2020-2024	AWOS		\$140,000.00	52
MP	2020-2024	T-Hangars		\$750,000.00	32.1
MP	2020-2024	Perimeter Fence and Gates		\$236,000.00	98
MP	2020-2024	PVMT MTC		\$120,000.00	99.6
MP	2025-2029	Partial TWY- W. Side		\$110,000.00	83.65
MP	2025-2029	Overlay RY		\$188,000.00	108.6
APMS		Preventative MTC	R17RE - 1	\$421,776.00	110.6
APMS		Resurfacing	T01RE - 1	\$25,923.30	97.6
APMS		Preventative MTC	A01RE - 3	\$6,363.00	85.6
APMS		Preventative MTC	A01RE - 2	\$12,944.16	85.6
APMS		Resurfacing	A01RE - 1	\$4,624.00	83.6
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:*



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

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AIRPORT MGR: JUSTIN SMITH  
PHONE: 509-775-3911  
EMAIL: JJSMITH@RCABLETV.COM

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<br><input type="checkbox"/> Business and Corporate Travel<br><input checked="" type="checkbox"/> Personal Transportation<br><input checked="" type="checkbox"/> Pilot Training and Certification<br><input type="checkbox"/> Air Cargo<br><input checked="" type="checkbox"/> Blood, Tissue, and Organ Transportation<br><input checked="" type="checkbox"/> Medical Air Transport<br><input checked="" type="checkbox"/> Search and Rescue<br><input checked="" type="checkbox"/> Firefighting | <input type="checkbox"/> National Security<br><input type="checkbox"/> Emergency Preparedness and Response<br><input type="checkbox"/> Scientific Research<br><input type="checkbox"/> Aerial Photography<br><input type="checkbox"/> Aircraft Manufacturing<br><input type="checkbox"/> Agriculture<br><input type="checkbox"/> Aerial Sightseeing<br><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:*  
 By not meeting the capital needs the infrastructure will unfortunately continue to deteriorate resulting in greater cost in the future.

**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 is one of the means of transportation in and out of the community used by local pilots and visitors. Also the airport is a vital part of Med Star and Fire suppression.

**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:*



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Local Funding Source	Description	\$ Annually	Reliability (Low, Med, High)
Wings Over Republic	Donation	Varies	Low
Currant Expense	Current Expense General Fund	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:*

Yes, lack of funding on every level has caused projects to be continually pushed back to later years.



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: FLY FOR FUN  
AIRPORT MGR: GEORGE MANLEY  
PHONE: 360-253-4850  
EMAIL: ~~BE.GE@MSN.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)
<b>Approach Type:</b>	Visual	Visual
<b>Approach Category:</b>	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
<b>Airplane Design Group:</b>	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
<b>Visibility Minimums:</b>	Visual	Visual
<b>Critical Design Aircraft:</b>	Click here to enter text.	Click here to enter text.
<b>Runway Width:</b>	50'	50'

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

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



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: FLY FOR FUN  
AIRPORT MGR: GEORGE MANLEY  
PHONE: 360-253-4850  
EMAIL: BE-GE@MSN.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	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: FLY FOR FUN  
 AIRPORT MGR: GEORGE MANLEY  
 PHONE: 360-253-4850  
 EMAIL: BE-GE@MSN.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)
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.

?

**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

none



WA AIRPORT INVESTMENT STUDY
AIRPORT SURVEY

AIRPORT: FLY FOR FUN
AIRPORT MGR: GEORGE MANLEY
PHONE: 360-253-4850
EMAIL: BE-GE@MSN.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:

- 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

none

none

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.

?

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.

?



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

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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)
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.

*no*



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: FORKS MUNI  
 AIRPORT MGR: AUDREY GRAFSTROM  
 PHONE: 360-374-5412  
 EMAIL: AGRA.FORKS@FORKSWASHINGTON.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)
<b>Approach Type:</b>	Visual	Visual
<b>Approach Category:</b>	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
<b>Airplane Design Group:</b>	ADG I - Tail Height <20'; Wingspan <49'	ADG I - Tail Height <20'; Wingspan <49'
<b>Visibility Minimums:</b>	Visual	Visual
<b>Critical Design Aircraft:</b>		
<b>Runway Width:</b>	75'	75'

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

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



**WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY**

AIRPORT: FORKS MUNI  
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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	2013	Joint Seal	Seal approximately 7,200 linear feet of asphalt joints.	\$5,000.00	112.6
SCIP	2013	Runway stabilization	Identify, stabilize, and "path repair" areas associated with the apron and runway approaches.	\$19,000.00	123
SCIP	2014	Joint Seal (2014 Construction Phase)(W)	Seal approximately 7,200 linear feet of asphalt joints.	\$35,000.00	113
APMS	2013	Preventive MTC	A01FO - 01	\$283.00	85.6
APMS	2014	Major Rehab	R04FO - 01	\$1,017,038.00	105.6
APMS	2014	Major Rehab	T01FO - 01	\$513,245.00	94.6
APMS	2016	Major Rehab	A01FO - 01	\$57,808.00	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

**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)
APMS		Preventative MTC	T01FO - 1	\$242,003.76	99.6
APMS		Preventative MTC	A01FO - 1	\$87,422.04	85.6
APMS		Preventative MTC	R04FO - 1	\$410,400.00	110.6
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)





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AIRPORT: FORKS MUNI  
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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:*

[Click here to enter text.](#)



WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: FRIDAY HARBOR  
AIRPORT MGR: DAVID RYAN  
PHONE: 360.378.4724  
EMAIL: DAVER@PORTFRIDAYHARBOR.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)
<b>Approach Type:</b>	Precision Approach	Precision Approach
<b>Approach Category:</b>	A: Approach speed less than 91 knots	A: Approach speed less than 91 knots
<b>Airplane Design Group:</b>	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'	ADG II - Tail Height 20' to <30'; Wingspan: 49' to <79'
<b>Visibility Minimums:</b>	Lower than 1 mile but not lower than ¾ mile (APV ≥ 3/4 but < 1 mile)	Lower than 1 mile but not lower than ¾ mile (APV ≥ 3/4 but < 1 mile)
<b>Critical Design Aircraft:</b>	Cessna 208 Caravan	Same
<b>Runway Width:</b>	75'	75'

2011 mod. to standard allows design group II aircraft. Moved parallel taxiway to accommodate previous distance between RWY and TWY. >55' require PPR.

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

<b>A. Do you have a Master Plan/Narrative report?</b>	YES	<b>Last updated?</b>	2013
<b>B. Do you have an ALP?</b>	YES	<b>Last updated?</b>	2013
<b>C. If you are currently preparing a Master Plan Update:</b>			
1. <b>When is it anticipated to be completed?</b> We expect completion in 2014			
2. <b>Who is preparing it?</b> Mead and Hunt			
<b>D. Do you have known deficiencies in FAA Design Standards (<a href="#">AC 150/5300-13A – Airport Design</a>)? Please select and or list non-standard items and proposed mitigation below, if any:</b>			
Non-Standard Item	Description	Proposed Mitigation	
Airfield Geometry	Non-standard distance between RWY and TWY.	Received Mod. To Standards from FAA	

WA AIRPORT INVESTMENT STUDY  
AIRPORT SURVEY

AIRPORT: FRIDAY HARBOR  
AIRPORT MGR: DAVID RYAN  
PHONE: 360.378.4724  
EMAIL: DAVER@PORTFRIDAYHARBOR.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	2014	Acquire Land For Development	Acquire parcel #56 for future hangar development (2014).	\$30,000.00	46
SCIP	2014	Acquire Land For Development (#2)	Acquire parcel # 66 for hangar development.	\$250,000.00	50
SCIP	2014	Design RWy 34 OFA drainage improvements	This project designs the drainage improvements to the RWY 34 OFA. (Construct 2014)	\$50,000.00	50
SCIP	2014	Design RWY LED lighting, PAPI's and Airport Electrical Upgrades	Change Incandescent RWY LTG to LED. Replaces PAPI's, relocates rotating beacon, gates emergency power, and miscellaneous electrical upgrades.	\$110,000.00	109
SCIP	2014	Runway and Taxiway Striping, Tie-down Relocation	This project re-paints the runway markings, taxiway edge lines, re-locates the taxiway Bravo centerline approx. 9 feet to the west per the Mod to Standards agreement as well relocates approximately 35 tie-down spaces that are now in the taxiway Alpha OFA.	\$100,000.00	90
SCIP	2014	Construct RWY 34 OFA Drainage Improvements	This project constructs drainage improvements at the RWY 34 OFA.	\$300,000.00	50
SCIP	2014	Construct RWY LED, PAPI replacement and Electrical Upgrades	This Project will construct the improvements designed in 2013. It replaces the RWY 16/34 MIRL with energy-efficient LED lighting. Replaces the PAPI's, relocates the rotating beacon and implements misc. electrical improvements.	\$800,000.00	109
SCIP	2015	Design and Construct Taxilane and Apron (Old NDB site)	This project designs and constructs a small taxilane and apron at the old NDB site in preparation for hangar development.	\$250,000.00	90
SCIP	2015	Design Northwest Hangar Development Phase II	Designs taxilane, drainage, erosion control and grading for Northwest Hangar development.	\$112,000.00	56
SCIP	2015	Seaplane Float Replacement	This project designs and replaces the aging seaplane floats at	\$150,000.00	56



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			Friday Harbor Sea Plane Base.		
SCIP	2015	Conduct EA/EIS for Obstruction Removal	This project is the second step in the obstruction removal process (surveys completed). The FAA requires an EA and possible EIS for tree trimming/removal in the RWY 34 approach.	\$163,000.00	88
SCIP	2016	Construct Taxiway, Drainage/Erosion Control, Northwest Hangars Phase II	This project constructs a new taxiway to serve approx. 8 new executive hangars on the Northwest corner of the airport.	\$800,000.00	95
SCIP	2016	Purchase Snow Removal Equipment (SRE)	Purchase snow blower and sand spreader attachments.	\$60,000.00	64
SCIP	2015	Rehabilitate Taxiway E and Transient Apron	This project will mill and overlay the asphalt on Taxiway E and the transient parking apron.	\$600,000.00	91
SCIP	2016	Acquire Easements and Remove Off-Airport RWY 34 IAP Obstructions Phase I	This project removes obstructions to the Instrument Approach Procedures for RWY 34	\$275,000.00	68
SCIP	2016	Design Storm Water Treatment (All)	This project designs storm water treatment for both the North Basin build out and South Basin development projects and will likely be a bypass system to the bay.	\$150,000.00	50
SCIP	2016	RWY 16/34 Repairs and Seal Coat	This project repairs a "hump" in the runway, sealcoats and repaints runway markings.	\$300,000.00	129
SCIP	2017	Acquire Easements and Remove Off-Airport Obstacles Phase II	This project will continue removing obstacles in the RWY 34 IAP and in Part 77 airspace.	\$275,000.00	68
SCIP	2017	Construct Storm Water Treatment	This Project will construct a bypass or storage facility to enable hangar and building development at Friday Harbor Airport.	\$700,000.00	50
SCIP	2017	Design TWY, Apron Drainage and utilities for Southwest Hangar Development Phase I	This project designs the infrastructure for future hangar development on the southwest portion of the airport.	\$140,250.00	66
SCIP	2016	Rehabilitate South Apron	This project will repair, mill and overlay the south parking apron.	\$402,278.00	90
SCIP	2018	Resurface RWY 16/34	This project will repair, mill and overlay the asphalt on RWY 16/34.	\$800,000.00	93
SCIP	2018	Southwest Hangar Development Phase I	This project will construct a taxiway and aprons on the south end of the airport top accomodate 8 executive hangars.	\$2,000,000.00	81
MP	2012-2016	Ext Franklin Dr	Not in foreseeable future	\$1,500,000.00	46.85
MP	2012-2016	Rehab RY 16/32		\$1,430,500.00	109.6
MP	2012-2016	Install RY 16 REILs		\$96,000.00	78
MP	2012-2016	Acquire Property		\$905,000.00	57.4
MP	2012-2016	Rehab TWY A & W. GA Aprn	(remove this item)	\$2,409,000.00	98.6
MP	2012-2016	Rehab NE Transient APRN		\$648,500.00	84.6
MP	2012-2016	Design/Eng New Terminal	Not in foreseeable future	\$1,890,000.00	59.4
MP	2012-2016	Relo Existing Helipad w/Parking	Not in foreseeable future	\$100,000.00	44.1
MP	2012-2016	Construct New Terminal	Not in foreseeable future	\$2,178,000.00	49.9



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AIRPORT SURVEY**

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 EMAIL: DAVER@PORTFRIDAYHARBOR.ORG

MP	2012-2016	Construct New Terminal Facility W. of Existing	Not in foreseeable future	\$7,842,000.00	49.9
MP	2012-2016	"Raze" Existing Passenger Terminal	Not in foreseeable future	\$839,000.00	49.9
MP	2012-2016	Construct 3 Executive Hangars		\$300,000.00	44.1
MP	2013	Construct Pedestrian Access Sidewalk		\$306,000.00	20.6
MP	2012-2016	Modify Existing Storm Drainage System		\$78,500.00	61.4
MP	2012-2016	Construct NE Transient APRN Support Facilities		\$214,000.00	64.9
MP	2012-2016	Raze Existing Port T-Hangar Facilities		\$104,500.00	25.2
MP	2012-2016	Acquire Property		\$620,500.00	57.4
APMS	2013	Preventive MTC	AFUELFH - 01	\$22.00	89.6
APMS	2013	Preventive MTC	ARES1FH - 01	\$15.00	89.6
APMS	2013	Preventive MTC	ARES2FH - 01	\$8.00	89.6
APMS	2013	Preventive MTC	ATRANSFH - 01	\$244.00	89.6
APMS	2013	Preventive MTC	TAFH - 02	\$1,097.00	103.6
APMS	2013	Preventive MTC	TGFH - 01	\$1,537.00	103.6
APMS	2013	Preventive MTC	THANG1FH - 03	\$1,826.00	103.6
APMS	2013	Preventive MTC	THANG3FH - 01	\$361.00	103.6
APMS	2013	Preventive MTC	TIAFH - 01	\$1,636.00	103.6
APMS	2014	Major Rehab	AIAFH - 01	\$36,174.00	84.6
APMS	2014	Major Rehab	AIAFH - 02	\$39,004.00	84.6
APMS	2014	Major Rehab	THANG1FH - 02	\$36,893.00	98.6
APMS	2014	Major Rehab	THANG2FH - 02	\$75,573.00	98.6
AIRPORT #1	2014	Stormwater Design	Design for future build out	80,000	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

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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	2017-2026	Redevelop Existing FBO Development Area		\$1,461,500.00	61.8
MP	2017-2026	Purchase Airport MTC Equip		\$170,000.00	54.6
MP	2017-2026	Trim/Remove Trees within RY APPCH SFC		\$151,500.00	112.5
MP	2017-2026	Acquire Avigation Easement		\$400,000.00	58.4
MP	2017-2026	Design GA APRN, TXLNs & CONN		\$176,000.00	98.4
MP	2017-2026	Expand GA APRN, TXLNs and CONN w/Deicing pad		\$831,000.00	87.15
MP	2017-2026	Extend Utilities to Expanded T-Hangar		\$147,000.00	29.8
MP	2017-2026	Relo/Recon Existing FBO Office		\$363,500.00	25.2
MP	2014	Relo Rotating Beacon		\$40,000.00	48.5
MP	2014	Upgrade/Replace Existing MIRLS		\$276,000.00	109.6
MP	2014	Upgrade/Replace Existing REILs		\$172,500.00	109.6
MP	2014	Upgrade/Replace Existing PAPIs		\$156,500.00	109.6
MP	2016	Rehab RY 16/34		\$1,448,500.00	109.6
MP	2017-2026	Purchase Airport MTC Equip		\$170,000.00	54.6
MP	2017-2026	Relo/Recon W. Side Parallel TWY System		\$1,436,500.00	98.6
MP	2017-2026	Trim/Remove Trees within RY APPCH SFC		\$116,000.00	112.5
MP	2017-2026	Future ATCT Development Site			63.8
MP	2013	Conduct Wildlife Hazard Assessment			86
MP		Prep Wildlife Hazard Management Plan			86
APMS		Preventative MTC	ATERMFH - 1	\$562,986.72	89.6
APMS		Resurfacing	ARES2FH - 1	\$198,120.00	87.6
APMS		Preventative MTC	AIAFH - 1	\$11,628.00	89.6
APMS		Preventative MTC	AIAFH - 2	\$39,729.00	89.6
APMS		Resurfacing	THANG3FH - 1	\$278,373.84	101.6
APMS		Preventative MTC	TAFH - 1	\$388,792.44	103.6
APMS		Resurfacing	TAFH - 2	\$55,227.22	101.6



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APMS		Resurfacing	THANG1FH - 3	\$5,283.46	101.6
APMS		Preventative MTC	THANG1FH - 2	\$58,616.52	103.6
APMS		Preventative MTC	THANG1FH - 1	\$197,466.24	103.6
APMS		Resurfacing	AFUELFH - 1	\$8,862.06	87.6
APMS		Resurfacing	ATRANSFH - 1	\$254,147.32	87.6
APMS		Preventative MTC	R16FH - 1	\$581,400.00	107.6
APMS		Resurfacing	ARES1FH - 1	\$63,052.96	87.6
APMS		Resurfacing	THANG2FH - 2	\$2,864.62	101.6
APMS		Preventative MTC	THANG2FH - 1	\$13,267.32	103.6
APMS		Resurfacing	TIAFH - 1	\$32,811.72	101.6
APMS		Resurfacing	TGFH - 1	\$20,599.40	101.6
APMS		Preventative MTC	AWASHFH - 1	\$9,120.00	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:**

Infrastructure	Location / Description	Age (Years)
	none	

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



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**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 checked="" type="checkbox"/> National Security                   |
| <input checked="" type="checkbox"/> Business and Corporate Travel           | <input checked="" type="checkbox"/> Emergency Preparedness and Response |
| <input checked="" type="checkbox"/> Personal Transportation                 | <input checked="" type="checkbox"/> Scientific Research                 |
| <input checked="" type="checkbox"/> Pilot Training and Certification        | <input checked="" type="checkbox"/> Aerial Photography                  |
| <input checked="" 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 checked="" 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:*

Not meeting the needs of airport capital improvements hinders the ability of the airport to act as one of only two ways to travel to and from Friday Harbor. We have spent the last several years updating our infrastructure, but have a long way to go. The airport was built in 1985 and critical components are reaching the end of their life spans.

**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 town of Friday Harbor as well as San Juan Island benefit from the airport in numerous way. As we live on an Island there are only two ways to travel to and from the mainland. One of those is Friday Harbor airport. Starting from a small private airport operating from a cow pasture, the airport has grown to include up to date facilities including a terminal building, 90 hangars, 135 based aircraft, 50,000 annual operations and over 10,000 enplaned passengers annually. We provide fixed wing and helicopter medical transport, 3 scheduled and 2 based charter airlines as well as flight training and all of the jobs associated with the businesses and airport operations. [Click here to enter text.](#)



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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.)	Virtually all airport rent goes to the operating budget.	250,000	Medium
Port profits	Marina revenues make up the 5-10% match in federal dollars	100,000	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:*

No safety related items have been deferred.