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**Do you know?**

-What is the largest 100% Native-owned A/E firm in the U.S.? (See page 3)

-Who is the new manager of Southwest Wash. Regional Airport? (See page 4)

-Who was Molt Taylor? (See page 7)

-How many Aerocars exist today? (See page 8)

## ***Sign up Now for the WAMA Conference!***

***2017 WAMA Annual Conference  
May 2-4***



***Semiahmoo Resort & Spa  
Blaine, WA***

[www.semiahmoo.com](http://www.semiahmoo.com)

Click [here](#) to register and for more information.

***A special THANK YOU to our generous sponsors!***



**REGISTRATION IS OPEN!!** Your WAMA conference committee is preparing for our spring conference. Please mark your calendars for May 2-4, 2017 (and note this year we will begin on Tuesday and end on Thursday). We are pleased to announce the venue for this event will be the Semiahmoo Resort, located in beautiful Blaine, Washington. We have confirmed some very timely topics and speakers we believe to be beneficial to all attendees. This meeting will begin on Tuesday with a conference planning meeting, golf scramble, and reception.

In addition to offering current and valuable information, the conference will also provide an excellent opportunity to network with airport counterparts and aviation colleagues throughout the state. Our schedule includes opportunities for informal discussions to learn firsthand what is new and exciting at Washington's airports, as well as get advice or feedback on current aviation issues.

We look forward to seeing you at the Semiahmoo Resort in May!

John Haakenson  
Laura Holthus  
Conference Committee

### ***Go for the TROPHY CHALLENGE!***



This year's **golf scramble** will be taking place on-site at the Loomis Trail Golf Club, one of the two courses at the Semiahmoo Resort. Check out this course online. It's only \$70 to join the fun and includes green fees, a cart and range balls. Lunch and prizes are once again sponsored by J-U-B Engineers, Inc. This year we're going to mix it up a little for some good old fashion competition for a **Traveling Trophy**. Each team will designate an Airport they are representing. The winner's Airport will get a **Traveling Trophy** for bragging until next year. —Chuck Larson

## NOTE THESE DATES 2017

**April 7—Deadline for  
Award Nomina-  
tions. Send to  
Laura Holthus**

**April 17—Deadline for  
WASP Comments**

**May 2-4 — WAMA  
Conference —  
Semiahmoo Re-  
sort — Blaine, WA**



### 2017 WAMA ANNUAL CONFERENCE

This year's event will be held at the Semiahmoo Resort and Spa in Blaine from May 2-May 4. I stayed at this location for two days just last week and was very impressed with the room, amenities and beautiful surroundings. If you haven't already done so please register for the conference and book your room soon.

### LEGISLATIVE UPDATES

The first quarter in 2017 saw a fair amount of aviation-related activity in Olympia — please read the update in this newsletter from WAMA's Legislative Committee. Although WAMA's mission is primarily centered on WA State, there are obviously issues at the national level that can directly impact WA airports. For that reason I'd like to provide you with an outline of key legislative items from the recent joint AAAE/ACI-NA Legislative Conference I attended in Washington D.C.

### FAA RE-AUTHORIZATION BILL

The current extension expires at the end of September 2017. There's a lot of work

## President's Message

By Arif Ghouse

that needs to be done in Congress between now and then to successfully implement a traditional five-year reauthorization bill. Congress should allocate at least \$4 billion annually for the Airport Improvement Program (AIP).

### PASSENGER FACILITY CHARGES (PFCs)

You will recall that airports were asking for the cap to be increased to \$8.50 from the current \$4.50. But with the introduction of a bipartisan House Bill to completely eliminate the cap altogether, airports are now throwing their weight behind this initiative.

### AIRPORT BONDS

Congress should retain the tax exemption for municipal bonds and private activity bonds.

### ATC PRIVATIZATION

This is a proposal that has invoked strong opinions by lawmakers on both sides of the argument. This issue alone has the potential to delay Congress passing a new long-term FAA Reauthorization Bill in a timely manner. As of now, the official position of both AAAE and ACI-NA is to remain neutral on whether or not privatization is a good idea. But, should the proposal move forward, both associations have made it very clear that airports

must have a seat at the table - the current proposed committee to oversee a privatized system gives airports no voice.

### SMALL COMMUNITY AIR SERVICE

Congress should maintain or increase funding for the Essential Air Service and Small Community Air Service Development programs.

### UPCOMING PILOT SHORTAGE

Congress must work with aviation stakeholders to tackle the impending shortage of commercial airline pilots.

### CONTRACT TOWER PROGRAM

Congress should require FAA to use a fair and balanced cost-benefit analysis before any decisions are made that impact airports that participate in this program.

### TSA REGULATIONS

TSA Policy Division is open to relaxing its current policy mandating airports to maintain security measures in the Airport Security Plan (ASP) that go above and beyond minimum federal requirements if meeting that higher standard is no longer feasible. An example given was an airport that adopted an enhanced security measure based on a security grant, but subsequently lost that source of funding when a new grant was not available.

*Continued on page 5*

## HISTORY:

WHPacific is the largest 100% Native-owned A/E firm in the U.S. and is a certified minority business enterprise. We were established to serve the engineering and architectural needs of rural Alaska.

Our team serves public and private clients in six business lines: Transportation, Architecture, Building Engineering, Surveying, Land Development, and Water Resources. Over the years, we have proven our ability to work successfully on a wide variety of project types, including roads and bridges, subdivisions, housing projects, healthcare facilities, schools, drainage control structures, tribal buildings and offices, and various other facilities.

WHPacific's primary mission is to enhance communities through creative, exceptional service and to deliver value to our 13,500 Iñupiat shareholders through exceptional project delivery. Our parent company is NANA Regional Corporation, Inc., and their sole purpose is to provide for the economic and cultural well-being of our owners – the Iñupiat Eskimo people who originated in northwest Alaska.

## OUR PROJECTS:

### OCEAN SHORES MUNICIPAL AIRPORT

WHPacific performed design and construction management



services for the City of Ocean Shores for a complete asphalt overlay of Runway 15-33 and the connector taxiways. Our expert Construction Inspectors oversaw the overlay, grading, crack sealing, fog sealing, and installation of a new rotating beacon, and a new wind sock.

### TACOMA NARROWS AIRPORT

WHPacific led development of a master plan update to address the Airport's changing and growing business aviation and small GA needs, including



a new development area needing utility infrastructure, auto access, apron, taxiways, and hangars. The team also determined the financial feasibility of T-hangar replacement/renovation and other engineering projects.

### ARLINGTON MUNICIPAL AIRPORT

WHPacific is designing a new Medium Intensity LED Taxiway Edge Lighting system along Taxiway C, new LED lighted signs along the taxiway includ-



ing taxiway designation and guidance signs, as well as a new regulator for the taxiway lighting and signing system. Set for construction this summer,

we assisted the City of Arlington with the FAA regulatory process including FAA AIP grant and WSDOT Aviation grant applications. With this kind of experience, we are well versed in the FAA guidelines and are prepared to guide your projects through the process.

### PACKWOOD AIRPORT

The Packwood Airport runway pavement suffered from alligator cracking, longitudinal and transverse cracking, raveling and feathering, as well as patch failure. WHPacific served as the design and construction management team for the needed total pavement reconstruction. We shifted the runway southwest by



approximately 140 feet to adjust the runway RSA to be within the airport property and realigned the perimeter fence and access road. The project required design of a new subsurface edge drainage system and a new storm-water conveyance system to support the increased runoff from the widened runway pavement. This experience will help us with any drainage issues you face.

### BREMERTON AIRPORT CONSTRUCTION PROJECT



## What's Happening at WAMA?

### Your Members at Work

### CONFERENCE COMMITTEE

The conference committee is hard at work finalizing the agenda to make the 2017 WAMA Conference the best to date.

We look forward to seeing everyone there and have many topics of interest from FAA/ WSDOT Updates to seminars on Runway construction and snow removal/deicing.

Remember to book your room early and register (both can be done on-line). To book on line go to [www.semiahmoo.com](http://www.semiahmoo.com)

For Group Code use the link WAAIRPORT or call 855 917-3767.

—John Haakenson

—Kelly Thompson



## AIRPORT SPOTLIGHT

### INTRODUCING THE SOUTHWEST WASHINGTON REGIONAL AIRPORT (KLS)

#### HUMAN RESOURCES COMMITTEE

The Human Resources Committee is actively collecting award nominations to be presented at the Annual Spring Conference. Awards include "Management Member of the Year", "Airport Project of the Year", and a "Special Achievement Award" to be selected by the WAMA President.

Please send your nominations by the April 7<sup>th</sup> deadline!

In the Fall we will be conducting elections to the Board for positions opening in 2018.

—Laura Holthus

Whether you're flying the GPS approach to Runway 12 or following the Columbia River northbound from the south for Runway 30, Southwest Washington Regional Airport (SWRA) has some of the most beautiful scenery to enjoy. Regardless of your departure or arrival route, flying SWRA will give you beautiful views of the Columbia, Cowlitz, and Coweeman rivers as all three converge in Kelso, WA.

With just a little bit of altitude on a clear day, you will enjoy spectacular views of Mount St. Helens, Mount Hood, and Mount Rainier, not to mention our local mountains give pilots a brilliant display of fall colors as they fly in and out of SWRA's 4400 foot runway. Many local pilots take short trips following the winding Columbia River out to Astoria to soak up the beautiful ocean views before heading back to our own beautiful piece of heaven in the Pacific Northwest.



Whether you start your adventure in a single engine airplane, helicopter, or prefer the sweet smell of turbine power, you can rest assured we can feed your hungry engines with 100LL 24-hours a day from our self-serve fuel station and feed those powerful turbines seven days a week from 8am to 5pm.



As you begin to calm down from sensory overload from the surrounding beauty you can start to appreciate some of the airport facts that make our seemingly small airport a heavy hitter in aviation history. When researching SWRA it is easy to come to a quick, though inaccurate, conclusion that there isn't much history to this airport. Similar to someone looking right at an uncut stone not realizing the brilliant diamond underneath, it is easy to miss the history and aviation milestones that were born here if you don't know where to look.

For starters, unlike many civilian airports that draw their roots from retired military airfields, SWRA started out as a general aviation airport in May 1941 on 109 acres of dairy land to support the demand from aspiring pilots in the area. Southwest Washington Regional Airport was formerly known as Kelso-Longview Airport; however, the airfield also

went by the name of Molt Taylor Field.

Currently, SWRA is undergoing significant change as the airport seeks to find the best path moving forward. More than a name change, the airport is seeking to establish a new foothold in the aviation community as well as provide improved service to the surrounding community. As part of that change, a new airport manager, Christopher Paoletti, was hired in October of last year. Chris took over as Airport Manager moving from Southern California where he worked as an Airport Operations Supervisor for the Long Beach, Daugherty Field, Airport. Chris, and his wife, are very excited to be living in the beautiful Pacific Northwest and Chris is eager to invest his time and experience supporting the growth and service potential of SWRA for many years to come. Chris also feels that SWRA has amazing potential due to the great vol-

*Continued on page 5*

## ...President's Message Continued

### WAMA LEADERSHIP

As President I have been incredibly impressed by the dedication and efforts from the WAMA Staff, Board, and Committees. The organization's members can rest

assured they are in good hands! Please take the time to thank them for their service when you can.

I hope to see you at the conference at Semiahmoo Resort!



## ...Southwest Washington Regional Airport Continued

unteer community right on the airfield as well as in the surrounding cities. With their support, the airport can re-establish itself as a crucial piece of infrastructure to the region. SWRA is a gateway for several businesses in the area and even offers several development opportunities right on the airfield. Additionally, SWRA believes it is extremely important to fulfill its role as a valuable asset through outreach and community events designed to benefit the non-flying community. These goals will be fulfilled through the vision established by the Southwest Washington Regional Airport's leadership team, which is a true regional partnership made up of board members from the Port of Longview, Cowlitz County, the cities of Kelso and Longview. This strong regional support, combined with the many local volunteer groups, is breathing new life into an airport already filled with exciting history and regional significance.

To better understand its current position and the best path moving forward, SWRA will undergo an AGIS Project,

Wildlife Hazard Management Plan Update, and Master Plan Update in 2017. 2016 was a great year as well, as many improvements were made to the airfield's safety. Old hangars were removed from the runway safety area, 2,000 feet of fencing was installed to improve security and keep unwelcome wildlife away, and a new beacon tower was installed allowing for reduced operating expenses and improved service reliability.



Additionally, in 2016 Life Flight made the move to SWRA from St. Johns Medical Center to improve safety and response times. Pilots and crew are now only a few steps away from their helicopter at any given time.

In the meantime, we aren't waiting idly by for those FAA projects to get underway. The airport leadership and dedicated

volunteers are putting plans together to bring Fly-In events back to the airport as well as some other exciting community outreach events planned for 2018.

We are thrilled with the support from our local pilots, EAA group, and community members. The airport manager already has people signing up to help with landscaping, painting, and whatever else needs to be done to beautify the airport and give it a renewed identity in the region. We are excited to have such a valuable asset supported by so many wonderful people. We look forward to the many exciting changes that are to come. Along the way, we will continue



to enjoy all the fun and adventures the Southwest Washington Regional Airport provides access to.

### MEMBERSHIP COMMITTEE

The membership committee organized the WAMA booth at the Northwest Aviation Tradeshow on February 25 & 26. The event was extremely popular with attendance growing every year. WAMA members who worked the booth reported a resounding success.

The committee recently updated the WAMA brochure and is also working on membership renewals and outreach to potential new members.

—Tim Mensonides  
Membership Committee

# WSDOT seeks input on Washington Aviation System Plan



*By Nisha Marvel WSDOT*

## FINANCE COMMITTEE

The Finance committee has been working with the association's accountant to complete the 2016 tax return and conduct a review of the association's financials. We are also working hand-in-hand with the conference committee to maximize sponsorship support for the 2017 annual conference, and the membership committee to expand membership. 2017 is off to a great start and looks very promising financially.

—Rob Hodgman

The Washington State Department of Transportation invites the public to review the Washington Aviation System Plan (WASP) draft report and provide input during the next 30 days.

Washington's system of 137 public-use airports is a crucial contributor to the state's transportation system, economy vitality and quality of life. The WASP is a comprehensive study that examines existing conditions, functions and future needs of the airport system to better understand and develop strategies to enhance performance.

Highlights of the WASP draft report include:

- An overview of aviation system goals, objectives and performance measures.
- An in-depth analysis of emerging aviation issues—such as Next Generation Air Transportation
- System, funding challenges, alternative fuels, aerospace manufacturing and

unmanned aircraft systems—and their effects on future activities, policies and infrastructure needs.

- New airport classifications that identify the roles and contributions of airports at both community and statewide levels.
- New airport metrics that propose airport standards and performance objectives to meet system-wide goals and objectives.
- Policy recommendations and alternative strategies to assist decision makers in advancing Washington's aviation system.

After receiving and considering comments on the draft report, WSDOT anticipates releasing the final WASP report this summer. WSDOT updates the WASP approximately every five years.

Please send comments on the WASP draft report to [WASPFeedback@wsdot.wa.gov](mailto:WASPFeedback@wsdot.wa.gov) or call 206-440-4790 for more information. Comments are due by Monday, April 17.

## 2017 LEGISLATIVE AGENDA

The WAMA 2017 legislative agenda includes the following work items.

**Increase Allowable Maximum for Airport Aid Grant Program:** WAMA supports increasing the allowable per project cap on the Airport Aid Grant Program from \$250,000 to \$750,000. The grant cap has not been increased in 35 years and has not kept up with inflation. Increasing the cap will allow projects to go forward, particularly at smaller airports, that would otherwise not be possible or would require phasing over multiple construction seasons to complete.

**Aviation License Plate:** WAMA supports establishing an aviation license plate in Washington State that will help fund airport infrastructure improvements. This fund would support efforts that are otherwise not funded

including education and outreach to communities regarding airport infrastructure.

**Establish a Revolving Aviation Infrastructure Loan Fund:** WAMA supports establishing a state-sponsored revolving loan fund for revenue generating projects, or infrastructure to support such projects, that will help make airports self-sustaining.

**Reallocate a Portion of the State Aviation Fuel Sales/Use Tax:** WAMA supports reallocating some of the State's portion of the State Aviation Fuel Sales/Use Tax from the General Fund to the Aeronautics Account. These funds could be used to match federal and local funds and would allow state airports to better leverage AIP discretionary funds available in our region.

The Legislative Committee met on March 1 to discuss work items. We have seen progress on several bills this session.

*Continued on page 8*



## Executive Director:

### Marjy Leggett



Thanks to all of you who have renewed your membership with the Washington Airport Management Association (WAMA). The organization is strong and it is you who make it the great organization that it is.

It has been over a year now since I became Executive Director and I am continually impressed with the energy and enthusiasm maintained by the Board of Directors. Even with changes in leadership, the energy continues with progress on projects flowing seamlessly from one committee chairman or board member to the next. I participate in most of the committee conference calls and offer ongoing support of WAMA's Officers, Board, and Committee tasking. In addition, I have been involved with the following:

- Revision of the WAMA Brochure
- Action Item Tracking
- Updating Scholarship Documents
- 2017 WAMA Budget
- Airport Awareness Day
- Northwest Aviation Conference and Trade Show
- Annual Conference Preparation
- Producing Quarterly Newsletters
- Fly Washington Passport Program
- WAMA Membership

There is an excitement in the air as preparations are being made for the Annual WAMA Conference May 2-4. I highly recommend you plan to attend. Not only will there be top speakers on topics of interest to airport managers and personnel, but this is a chance to meet and network with other airport personnel and our sponsors. I often find that sharing ideas and issues with fellow attendees is the highlight of the conference.

## A Bit of History—The Aerocar

By Chris Paolini

Southwest Washington Regional Airport was formerly known as Kelso-Longview Airport; however, the airfield also went by the name of Molt Taylor Field. The late Moulton B. "Molt" Taylor, an aeronautical engineer and Navy veteran, successfully designed and flew what would be the first certified (CAA certification) flying car in aviation history right here at SWRA, in 1949, known as the

*Continued on page 8*

Periodically, I receive questions from those outside of Washington asking about job opportunities or from students looking for internships. Don't forget that WAMA offers job postings on our website <http://www.wama.us/jobs>. If you would like to mentor a student in an internship program, apply for a WAMA scholarship to support that intern <http://www.wama.us/scholarships>. The deadline for scholarship applications is March 31. Although it may be too late to apply for a scholarship this year, think about it for next year.

Our brochure has been updated and is now easily changeable and editable by the WAMA staff. The brochure is available on the website.

You will be hearing more from the Fly Washington Passport Program as we get closer to instituting this program. WSDOT/Aviation has taken the lead, assisted by members from WAMA, AOPA, WPA, and others. The program encourages pilots to fly into Washington Airports with incentives for various levels of achievement. Airports benefit from additional traffic operations, purchases of fuel, pilot supplies, food, and even possible hotel stays or visits to local attractions. Pilots have an incentive to fly and explore new airports. We hope to have all Washington airports participate, so please join in when contacted by WSDOT. The goal is to have the program in place by the start of 2018. This is a win-win for all involved.

Please feel free to contact me at [director@wama.us](mailto:director@wama.us) for any questions, suggestions, or comments you may have. I am here to serve and support the WAMA membership. I look forward to meeting all of you—perhaps at the WAMA Conference at Semiahmoo.

All the best,  
*Marjy*



Aerocar

## AIRPORT COMMITTEE

the Airport Committee has been working on the following:

- A letter to the Drone Advisory Committee voicing concerns with the newly implemented Part 107 Regulation with small Unmanned Aircraft Systems.
- Exploring options to develop a survey to compare Rates and Charges at airports throughout the State of Washington.

There are a few other items that we will be evaluating at the next Airport Committee meeting and will keep you posted.

—Rob Peterson

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## WASHINGTON AIRPORT MANAGEMENT ASSOCIATION

**MISSION:** To improve Airports and Airport Management in Washington State.

**PURPOSE:**

- a. Link airport managers in Washington State to achieve their common interests.
- b. Identify and address problems and opportunities among airports in the state.
- c. Provide mutual support among members to benefit aviation.
- d. Provide educational opportunities for development of airport managers and staff.
- e. Review and refine industry procedures and regulations.
- f. Educate the public and airport users regarding the value and benefits of airports.
- g. Assist airports in meeting their obligations to the larger community.

Newsletter questions?  
Contact Marjy Leggett  
[Director@wama.us](mailto:Director@wama.us)

### ....Legislative Agenda Continued

HB 1018 modifying the maximum amount for state airport aid grants provided to airports and air navigation facilities passed through the House in February and is now moving through the Senate. This bill raises the maximum allowable funding authorized in a single program grant from \$250,000 to \$750,000.

HB 1400 creates a Washington State aviation special license plate to provide funds to the Department of Transportation to support infrastruc-

ture improvements at public use airports in the state. The bill passed through the House in February and is currently moving through the Senate.

Finally, the Legislative Committee is tracking two separate bills, EHB 1656 and SB 5328, that establish a Community Aviation Revitalization Loan Program for implementing revenue-generating initiatives, primarily on smaller airports in need of revenue opportunities. Both bills are designed to implement the program as a revolv-

ing loan program that will sustain itself overtime. The bills differ in their proposed framework to administer the loan program; however, the bill sponsors are working to bring these bills together with a common approach. WAMA continues to support these efforts.

The next legislative committee meeting is scheduled for April 5 at 11:00 a.m. by conference call.

Respectfully submitted,  
Sara Young, Committee Chair

### ....Aerocar Continued

Aerocar. He also designed other pusher prop aircraft, the MINI-IMP being one of the more notable designs.

Six of these flying cars were built, however, due to lack of demand Molt was never able to get the car into production. Of the six Aerocars built, one is



Mini-IMP

kept in flying condition on display at the EAA Airventure Museum, one is on display in Minneapolis at the Golden Wings Flying Museum, one is in Florida at the Kissimmee Air Museum, one once served as the aerial platform for a radio station in Portland, OR, one is located in Colorado Springs, and one is on display at the Seattle Museum of Flight.