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Welcome New Board Members!



President
Tim Mensonides



Vice President
Adam Phelps



Secretary
Lorene Robinson



Treasurer
Sara Young



Director 1
John Haakenson



Director 2
Jennifer Skoglund



Director 3
Rob Hodgman



Director 4
Rob Peterson



Past President
Arif Ghouse



Associate Rep.
David Field

Executive Director Report

As we wind up the year of 2018, I would like to welcome our new Board of Directors and thank them for so generously volunteering their time and energy to the Washington Airport Management Association operations. As you will note, most of our board has served previously. We are indebted to their commitment and service and greatly appreciate them accepting another term. We thank Laura Holthus for her service as she leaves the board and welcome Lorene Robinson who will be taking her place as secretary.

Reflecting back on this past year, below are a few of WAMA's accomplishments as the organization continues to grow and improve:

By Marjy Leggett

- Active participation in Airport Awareness Day in Olympia
- Holding a booth at the Northwest Aviation Conference and Trade Show in Puyallup
- An extraordinary joint conference with WAMA and the Oregon Airport Management Association at Skamania Lodge.
- Participation in the Washington State Community Airport Association
- An active role in the Washington Airport Alliance Association



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SAVE THE DATES 2019

Jan. 22—Airport Awareness Day—Olympia

Jan. 23 — WAMA Board and Committee Retreat

Jan. 24— Aviation Caucus at 7:00 a.m. in Cherberg Building, Olympia

Feb. 14— Aviation Caucus at 7:00 a.m. in Cherberg Building, Olympia

Feb. 23-24 — Northwest Aviation Conference & Trade Show— Puyallup

Mar. 14—Aviation Caucus at 7:00 a.m. in Cherberg Building, Olympia

June 2-5 — WAMA — Conference — Marcus Whitman Hotel — Walla Walla

HISTORY LINK:

WAVES hit Seattle at Sand Point on January 21, 1943

On January 21, 1943, 11 WAVES (Women Appointed for Voluntary Emergency Service), members of the women's branch of the U.S. Navy, arrived at the Sand Point Naval Air Station. Four officers and seven enlisted women are all graduates of the first training course for women at Cedar Falls, Iowa. They assumed duties in communications, the control tower, recreation, ship's services, and in the Officer of the Day's office.

By March 1945, 322 enlisted WAVES and 36 officers were stationed at Sand Point in every aeronautical billet including: control tower operator, metalsmith, aviation machinist, parachute rigger, storekeeper, photographer's mate, Link celestial navigation trainer operator, corpsman, pharmacist's mate, driver, low pressure chamber operator, radio operator, post office specialist, and switchboard operator.

An official report described the WAVES' quarters as follows:

The cubicles are painted dusty pink and the two lounges are beautifully decorated with comfortable furniture and draperies. The girls are enjoying the large recreation room in the basement which they cleverly decorated themselves, carrying out a nautical theme. The room has [a] juke box, ping-pong table, and adjoining snack bar. The girls can entertain men there certain nights of the week.

Link to the whole story <http://www.historylink.org/File/2245>



....Executive Director Continued

- Close monitoring and support of Washington legislation affecting aviation
- Four newsletters providing news and celebrating airports and airport businesses
- The biweekly bulletin, WAMA Waypoints
- Continued progress toward implementing the Fly Washington Passport Program set to launch in February of 2019
- Employed a part time lobbyist who is working on our part in Olympia for the benefit of airports
- Initiated airport tours for better collaboration and understanding of issues faced by airport managers

One of WAMA's greatest assets is the network which provides immediate answers to your questions. If ever you have a question, no matter how trivial, send it on to me and I will pose it to our members. Our members are great at giving quick responses sharing their own experiences and recommendations.

Looking forward toward 2019, we start off the year with participation in Airport Awareness Day

in Olympia on January 22nd and then move right into a retreat hosted by Kandace Harvey on January 23 for board and committee members. This is a much needed time to review the Operations Manual, Action Plans, look over some of our policies and have a face-to-face meeting with our fellow members.

The first Aviation Caucus will take place January 24 at the Cherberg Building in Olympia at 7:00 a.m. The caucus always welcomes visitors and it is a good way to hear the latest on aviation-related themes and issues. Mark your calendars for the following Aviation Caucus meetings: February 14, March 14, and April 4.

On February 23 and 24, we will once again be hosting a booth at the Northwest Aviation Conference and Trade Show in Puyallup. If you are interested in helping in the booth, please contact me at director@wama.us.

Best wishes for a happy, healthy, and safe year in 2019!

Marjy

Fly Washington — Looking for Artists



The “Fly Washington” Passport Program is alive and well and ready to launch at the Northwest Aviation Conference and Trade Show in Puyallup February 23-24, 2019. The incentive program encourages pilots and aviation enthusiasts to explore Washington’s public-use airports.

The ultimate objective for this program is to increase aviation economic activity and enhance general aviation visibility.

The state is divided into six regions: Olympic, Southwest, South Central, Northwest, North Central, and Eastern. Participants who fly into each of the participating airports within a region will earn a patch symbolic of that particular region.

The Fly Washington Committee is seeking talented volunteers to design the patches. Each patch should fit the design parameters:

- Size: 3 to 4 inches in diameter
- Can be circular or some other shape
- Should reflect the particular region or landmark associated with the region
- Consider that the design will be an embroidered patch
- Okay to use multiple colors
- Include the name of the region in the patch design
- Send it in jpg format
- Include a brief description of the patch’s significance to the region

Participants who fly into all of the participating airports in Washington will earn a flight jacket on which to display their patches.

For more detailed information, check out the [Design Criteria page](#).

The deadline for submitting designs is February 1, 2019.

Send designs to Marjy Leggett at Director@wama.us or to Chris Paolini at cpaolini@kelso.gov.

The top four submissions from each region will be displayed at the Northwest Aviation Conference and Trade Show for the public to vote on.

The Fly Washington Aviation Passport Program promotes safety and education by encouraging pilots to take to the skies and visit Washington’s 136 public use airports. This program also supports general aviation airports, area businesses, and tourism.

It is a collaborative program of the Washington Pilots Association, WSDOT, Washington Airport Management Association, Aviation Division, AOPA, and Auburn Airport. Any licensed pilot, and their passengers may participate.

What’s Happening at WAMA?

Your Members at Work

HUMAN RESOURCES COMMITTEE

The Human Resources Committee conducted and finalized elections for our 2019-2020 Board of Directors. We’re pleased to present election results for the WAMA Board of Directors. The following candidates are affirmed to serve a two-year term of office from January 1, 2019 to December 31, 2020:

- Robert Peterson
- John Haakenson
- Jennifer Skoglund
- Lorene Robinson

Incoming WAMA officers for 2019 are affirmed as follows:

- Tim Mensonides, President
- Adam Phelps, Vice-President
- Sara Young, Treasurer
- Lorene Robinson, Secretary

We appreciate all candidates who stepped forward to serve the organization in this capacity. Thanks to our existing hard working board members, and welcome to our new Directors and Officers!

—Laura Holthus
Human Resources

Sample Patches:



AIRPORT SPOTLIGHT

INTRODUCING RENTON MUNICIPAL AIRPORT

Renton Municipal Airport (RNT) is a General Aviation reliever airport with a small geographic footprint but a large impact to the Pacific Northwest region as a whole. Based at the southern end of Lake Washington and directly adjacent to the mouth of the Cedar River, KRNT is centrally located within a busy and bustling urban environment. The airport is located 4.7 miles southeast of King County International Airport (BFI), 5.1 miles Northeast of Seattle-Tacoma International Airport (SEA), and just a few blocks north of Renton's city center. Renton Airport's positioning within the National Airspace System, and region in general, makes for some unique airspace congestion challenges. Its location also presents tight land restrictions on all four sides including residential areas to the west, industrial operations to the east and south, and Lake Washington to the north.

The City of Renton borders Seattle to the northeast and is home to the Seattle Seahawks headquarters and training camp at the Virginia Mason Athletic Center (VMAC) on the shores of Lake Washington. Renton is also home to the famous Wizards of the Coast game publisher and PACCAR Commercial Vehicle Manufacturing, a Fortune 500 company. Renton Airport's largest and most well-known tenant is The Boeing Company and their Renton production facility that sits adjacent to the Renton Airport. It is here that they manufacture the 737 Next Generation, 737 MAX, and the P-8 Poseidon submarine hunter.

The Airport's foundings owe a great deal to the creation of the Ballard Locks in 1911. With the completion of the locks, Lake Washington was lowered a total of eight feet which dried out a large chunk of Renton's northern shore. This was coupled by the Army Corps of Engineers rerouting both the Black and Cedar rivers in 1912 to help mitigate future floods from occurring within Renton. Early planners took advantage of this newly created real estate and built an airstrip in the late teens to early 1920s, directly adjacent to an active sawmill. At the time, it was named Bryn-Mawr Airfield by the local coal miners and loggers, with "Bryn-Mawr" meaning "Brow on the Hill" in Welsh. The airstrip itself was no more than 1,700 feet in length and was comprised of dirt and grass. It was

try journey to Alaska and over to Siberia. However, their aircraft encountered problems and crashed on August 15th of that same year, killing both men. The seaplane base was named in their honor, post mortem, by the City of Renton officials in the late 1940s.

The airport's identity and structure changed with the outbreak of World War II. Two days after the bombing of Pearl Harbor, the War Assets Administration (WAA) authorized the purchasing and transfer of the Bryn-Mawr Airfield and nearby land to the Army Air Corps. The Army then allowed the Boeing Company to develop the land and build a manufacturing plant for a Naval Patrol Bomber project called the XPBB Sea Ranger. Upon completion of a single prototype XPBB called the "Lone Ranger", the Army then scrapped the project in favor

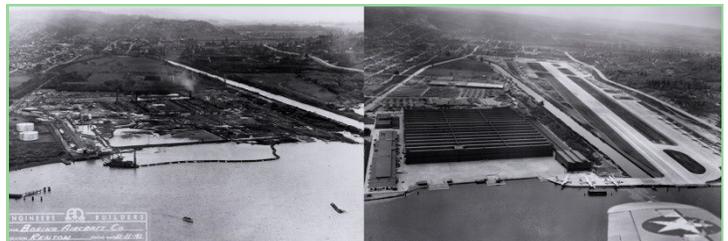


Humorist Will Rogers and Aviator Wiley Post disembarking their Lockheed aircraft during their visit to our Seaplane Base in 1935. We renamed our seaplane base after them after their aircraft crashed, killing them both up in Alaska.

SCHOLARSHIP COMMITTEE

Watch for Scholarship opportunities in the 1st Quarter of 2019!

—Rob Hodgman
Scholarship Committee



Before/after- Shown on the Left is the airfield and Boeing's land prior to development, on the right is the airport fully developed in 1945.

accompanied by a small seaplane base to its northern end on Lake Washington. In early August of 1935, Humorist Will Rogers and well-known Aviator Wiley Post made a stop at this small seaplane base to change out their pontoons for wheels on their Lockheed Hybrid aircraft. Renton was their last stop within the lower 48 states as part of a cross coun-

try journey to Alaska and over to Siberia. However, their aircraft encountered problems and crashed on August 15th of that same year, killing both men. The seaplane base was named in their honor, post mortem, by the City of Renton officials in the late 1940s. The airport's identity and structure changed with the outbreak of World War II. Two days after the bombing of Pearl Harbor, the War Assets Administration (WAA) authorized the purchasing and transfer of the Bryn-Mawr Airfield and nearby land to the Army Air Corps. The Army then allowed the Boeing Company to develop the land and build a manufacturing plant for a Naval Patrol Bomber project called the XPBB Sea Ranger. Upon completion of a single prototype XPBB called the "Lone Ranger", the Army then scrapped the project in favor

...Renton Airport Continued

have an active purpose within aviation, except for the excess storage of war assets such as the PBY Catalina maritime patrol plane. Like many airports around this time, the Surplus Act of 1944 gave the City of Renton the opportunity to take ownership of the airport, which they did in 1947 for just one dollar, paid to the WAA. It was then renamed, "Renton Municipal Airport" and has stayed under City municipal control ever since.

In 2005, the City of Renton renamed Renton Municipal Airport to Clayton-Scott Field in honor of well-known Pacific Northwest aviator, Clayton Scott. Scott began his flying



PC12- We are most known for our Boeing operations but are quite busy with turboprop, business jets, 172s for flight training and other General Aviation aircraft.

career near Boeing Field, where he met William Boeing and received a job offer to be his personal pilot. He accepted the job and worked as Boeing's chief production pilot until his retirement in the 1970s. He both stored his own plane and ran a small float plane maintenance servicing center at Renton Municipal Airport until his death in 2006. His replica B&W bi-plane is on display at the Seattle Flight Museum. A statue of Clayton Scott was also designed and built for Renton's front entrance, honoring the longtime aviator for years to come.

Through the years, Boeing has used Renton Airport as their launching pad for multiple aircraft platforms including the Boeing 707, 727, 737, 757, and P-8 which equates to about 30 percent of the worldwide fleet flying today. The 737 Next Generation, 737 MAX, and P-8 Poseidon submarine hunter are all cur-



Alaska Airlines, 737 Next Generation during its first flight takeoff roll down Runway 34.

rently made out of the Renton Factory. Upon completion, all Boeing produced aircraft utilize one of two transportation bridges that cross over the Cedar River from Boeing owned property to Airport property. We have three aprons on the airfield dedicated to Boeing aircraft parking where engineers and technicians perform various tests and troubleshooting tasks before deeming the aircraft 'airworthy' for their first flight. Once given the go-ahead, the 737 or P-8 will take roughly eight minutes to perform three passes on our mile long runway. The first pass is a slow taxiing test, one full throttle brake check, and a final takeoff roll usually to the north over Lake Washington. Once the aircraft leaves Renton, they perform various instrument verification tests around Washington State and return to BFI for delivery to the customer. On rare occasions (less than a handful of times in the last five years), the aircraft may

return to Renton Airport for repairs and or troubleshooting issues. Boeing has maintained an aircraft production level varying from between 40 and 50 aircraft deliveries per month, but is actively trying to surpass 60 deliveries in the near future.

Fun happenings: Last September, local Renton aviation legend Bob Dempster made a huge breakthrough with his Seattle World Cruiser bi-plane replica. Since 2001, Dempster has been working on recreating the aircraft, which was the first to circumnavigate the globe by air, on the exact route that the original aircraft took in 1924. Dempster's replica has had a number of accomplishments in the past but recently was able to take off and land on the water using our Will Rogers and Wiley Post



This is the statue of Clayton Scott that greets visitors at our main entrance. It was built in 2006, one year after his death.

Seaplane Base (W36) in September of 2018. Renton Airport staff were on hand to photograph the occasion.

The RNT team has been working to complete some key projects. Airport staff are finalizing preferred alternatives for

MEMBERSHIP COMMITTEE

The WAMA Membership Committee is preparing to send membership 2019 renewals out on January 1st. The Committee has also emailed out notices for signing up for banner advertisements on the WAMA website for the 2019 calendar year. By purchasing a banner for the WAMA website, your organization will get the opportunity to advertise its logo on WAMA's homepage and a chance to be featured in our quarterly newsletter! Our team has also been updating the WAMA Operations Manual, which will be posted to the website by January.

—Lorene Robinson
Membership Committee

Legislative Committee Update

Friday, December 21, 2018

By Rob Peterson
Legislative Committee Chair

CONFERENCE COMMITTEE

Your conference committee is hard at work on the 2019 Conference on June 2-5, at the Marcus Whitman Hotel in Walla Walla. After completing our site visit we are sure this will be a comfortable place for all of us to hear about the latest concerns in the Aviation Industry. Please book your room early, and begin thinking about and letting us know what topics you would like covered.

To make reservations, call:

1-866-826-9422 and refer to the WA Airport Managers Conference. Deadline is May 2nd.

—John Haakenson
—Kelly Thompson
Conference Committee

Legislative Committee:

I had the opportunity to attend WSAA's monthly meeting where the agenda highlighted their legislative priorities and the status of each bill. During the meeting, much discussion revolved around the recent elections and the establishment of the new committee members. It had yet to be determined the full makeup of the Transportation Committee but that should be announced in the near future. Further discussion revolved around the pre-filing status of each bill, of which had not happened with the exception of Representative Honeyford's [SB 5011](#) – Aviation Revitalization Loan Program. Representative Honeyford's language still requires the airport to have less than 50,000 enplanements to qualify for the loan. This differs from Representative Dent's recommendation to increase this amount from 50,000 to 100,000 enplanements. This would allow for four additional commercial service airports to apply for the loan. WSDOT provided the recommendation no more than 50% of the available funds would be for commercial service airports with over 50,000 enplanements. There still remains the controversy of the public funds to be utilized on privately owned airports.

Representative Dent is still refining his draft bills:

Aviation Fuel Sales Tax Reallocation:

Reallocate approximately 1% of the aviation fuel sales tax to the state aeronautics account.

Percentage of aviation fuel tax revenues would be routed to the aeronautics account to fund airport preservation, capital improvement projects, and aviation education workforce development in lieu of being deposited into the general fund.

WSDOT aviation is working on receiving a report from the Department of Revenue to support the bill. Bill is not prefiled.

Aviation Professional Development Program:

Launch a scholarship program in the form of grants or loans to Washington State residents attending higher education in Washington State wishing to pursue a career in the aviation industry. Under the proposal it recommends to establish a scholarship board to provide oversight guidance for the scholarship and loan program. Modifications from original bill dropped in late 2018 session include the ability for students obtaining their A&P certificates. Bill is not prefiled.

Amendment to Specific Powers of Municipalities Operating Airports:

Proposal of a bill to amend specific powers of municipalities operating airports (RCW 14.08.120) and 2010 c 155 s 1. Amendment would allow municipalities to vest municipal airport commissions with additional authority. The amendment would allow the airport commissions or boards to play a larger role in the decision making and management of the airport. The proposed legislation also includes

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...Renton Airport Continued

the current Airport Master Plan, which includes accommodations for a brand new D-3 Runway Design Category and everything that entails. Some secondary projects include general aviation parking revitalization efforts in both our southeast and northwest corners of the airfield. In addition to those projects, the airport administration building and Air

Traffic Control Tower will undergo major renovations and a seismic retrofit that will include a new floor layout plan that increases both security and efficiency for our airport management staff. Lastly, our Assistant Airport Manager, Jason Anderson, has been proactively planning for a Full-Scale Disaster preparedness exercise that will occur in early spring of 2018.

This exercise is the first of its kind for the airport and will both test and improve the city's response efforts to a potential accident and or disaster that occurs on the airfield.



RYAN HUBBARD – AIRPORT
MANAGEMENT INTERN
RENTON MUNICIPAL AIRPORT-
CLAYTON SCOTT FIELD
RHUBBARD@RENTONWA.GOV

...Legislative Update Continued

language that require the majority of the airport commissions or board members to have experience in the aviation industry in order to provide the municipality with informed guidance on airport issues. Other minor house-keeping items would be addressed within this bill.

Hybrid Electric Working Group:

Representative Slatter suggested proviso language to hire a consultant to further answer questions developed by the working group and develop specific study components, such as beta-test airports and airport infrastructure improvement needs, for implementation of hybrid and electric propulsion aircraft regional service in Washington state. – recommended amount is \$350K.

Aircraft Registration:

Representative Honeyford is working with WSDOT Aviation on adjusting the aircraft registration requirements to include registration of UAS/Drones. Senate staff has reviewed

proposed language, revisions have been accomplished, and Senate staff has forwarded the proposed changes to the code reviser's office.

Other Coordination Efforts:

WSDOT Aviation is working closely with Representative Takko (SB 5012) on providing a clarify role as it relates to governmental continuity during state emergency events.

Rob Peterson and Susie Tracey are working to discover a Representative to sponsor a bill to modify WDFW animal trapping requirements. This was discussed during our committee meetings to enable airports with WHMP's the ability to report annually their animals taken under the WDFW trapping permits. Currently, the trapping permits require a renewal every 30 days and can be a burden with multiple renewals. Coordinating the option for Representative Pederson to sponsor bill and will keep everyone updated.

AIRPORT COMMITTEE

The airport committee completed an Airports Rates and Charges Survey and will be compiling the data for the annual conference. The committee continues to work on the Funding Source Summary that was decided to be put up on the website to keep information current. Issues the airport committee is working on include UAS and construction cost impacts and strategies. Both issues are possibly annual conference topics.

—Adam Phelps
Airport Committee Chair

THE QUESTION OF DEICING RUNWAYS

Recently a question was posed by a Michigan reporter doing a story focusing on the use of road salt in Michigan, specifically in the Lansing area. In her investigation, she found an article mentioning the use of urea in Washington State to deice runways. This piqued her interest, so she inquired about current deicing practices here in Washington State. This is where the WAMA network shines. The question was sent out to the WAMA members and within a day, there were over 20 responses.

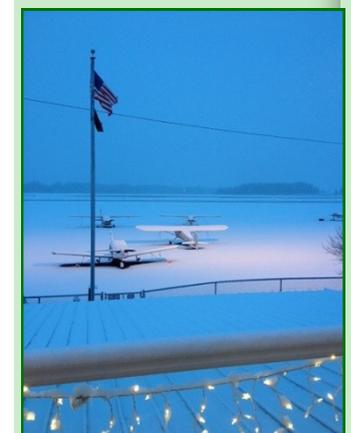
A large number of respondents indicated they knew little about deicing chemicals. A number of airports—especially in the areas that seldom see snow—use plows or brushes to remove snow. Some airports close one of the runways, keeping only one runway clear. Due to the high cost of chemicals and environmental concerns from runoff and possible corrosion, smaller airports use mechanical means to remove snow.

Solid compounds, such as urea, sodium for-

mate, and sodium acetate are approved by the FAA, although urea is practical only at temperatures above 15 degrees F according to the FAA bulletin, because of the decreasing melting rates below this temperature value. Solar radiation does enhance the melting action with urea. Respondents to our query indicated urea has not been used in Washington since the early 1990s.

There was a big push several decades ago to move away from the use of urea due to the impacts on the environment. Urea works quite well as an ice control method, however, the runoff from surfaces into storm water is where the problem occurs. As the urea degrades, it attaches to dissolved oxygen and creates nitrogen which helps accelerate algae growth further cutting off available oxygen to aquatic life. In Puget Sound and elsewhere in Washington where clean water is of the utmost importance, urea could be detrimental to the environment.

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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

....Runway Deicing Continued

Additionally, urea only has a 7 point spread, meaning that it typically does not work in colder temperatures, and while here in the northwest we typically do not see extreme temperatures for prolonged durations, one really needs a better all-round method of control.

The most effective landside chemicals used for deicing/anti-icing in terms of both cost and freezing point are from the chloride family, e.g., sodium chloride (rock salt), calcium chloride, and lithium chloride, but these chemicals are corrosive to aircraft and prohibited from runway use. Precautions must be taken that vehicles don't track these chemicals from the landside operations to aircraft operational areas.

Used by some airports is a liquid called E36 and a solid pelletized deicer called NAAC, both are produced by Cryotech and both possess anti-corrosion properties that do not affect aircraft components and aircraft braking systems. E36 is a potassium acetate-based liquid runway deicer that has a very low biological oxygen demand or BOD, and biodegrades quickly in the environment. NAAC is pretty much the same general makeup. Another good quality of these products is that if applied properly, they do not have to be applied as frequently, thereby reducing the amount required to get the job done. In addition, when applied properly, the dilution rate is quite good as the snow/ice melts.

There is also a financial component to applying these materials properly so as to control cost and not over apply. Obviously, the applications have to be conducted to create a safe aircraft operating surface, but at \$4.20 per gallon it can be quite expensive. As an example, Paine Field's main runway is 150 feet wide and 9000 feet long and typically it takes about 1000 gallons to deice the runway and taxiway, or \$4200.00 at current prices per application so managing this product is important.

For more information on deicing, check out the following sites:

https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5200-30D.pdf

<http://www.cryotech.com/snow-and-ice-control-chemicals-for-airports-operations>

<https://www.codot.gov/travel/winter-driving/products.html>

