

CLALLAM COUNTY PILOTS ASSN/ WPA NEWSLETTER

CCPA meets on the third Thursday of the month, 7PM, Rite Bros, KCLM

This month we meet on November 21st, 7pm, Rite Bros

NOVEMBER 2013 EDITION

At our next meeting –Craig Gottschalk– Permissible Pilot Maintenance

Officers

President	Jerry Nichols	452-5403
Vice President	Gary Johnson	452-2340
Secretary	Mike Kitz	457-3035
Treasurer	David Miller	452-7136
Board Member	Robert Hicks	452-9399
Board Member	David O'Donnell	477-3319
Newsletter Ed.	Gene Rimov	452-2806

WASHINGTON PILOTS ASSOCIATION



**At OUR OCTOBER MEETING
JERRY LUDKE, AIRPORT MANAGER
ALLOWED US TO PEEK INTO THE FUTURE**



At Our October Meeting Jerry Ludke was our guest.

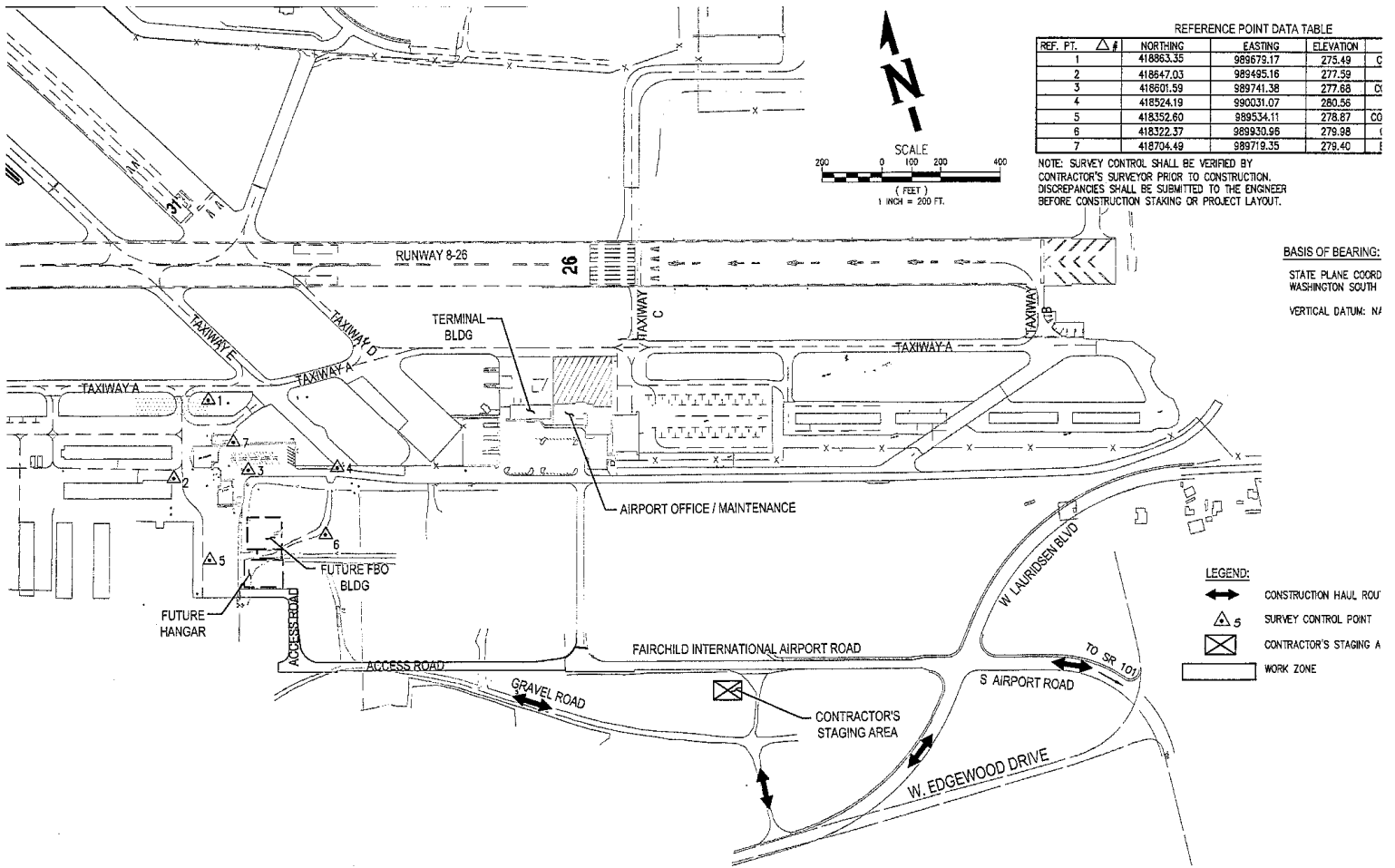
... and did we cover a lot of subjects.

Airport Gates: Jerry suggested replacing all the card swipe gates. Jerry mentioned that three were inoperable. These three are Gates 1, 24, and 36. All three of these are vertical pivot gates. However, some CCPA pilots suggested placing lock and key on those we don't use regularly and then using good gates in areas with high traffic. Jerry agreed to look into this solution.

Airport Status: KCLM failed to get 10,000 commercial enplanements in 2012 resulting in the loss of about \$1,000,000 in AIP funds. AIP funds received before this year need to be used by 2014. So Jerry discussed what projects are still budgeted for 2014. The largest of these projects is the GA access road with \$160,000 budgeted by the Port and \$940,000 budgeted under FAA Grant AIP 33. When this project is completed, those who wish to drive to Rite Bros will no longer have to make a sharp right turn on Fairchild International Airport Road, but instead continue on the new access road to the vicinity of the west hangar area and the present and future FBO building. Thus incoming terminal traffic and GA traffic will be separated sooner than it is now. A list of other projects using remaining AIP grant funds is listed on the following page.

Lincoln Park Trees: Although it appears that the Port is not going to give the City an additional 7 million in addition to applying for a grant to remove trees growing into the flight path, there appears to be what Jerry calls a "scary" solution to tree removal. If

Did you receive Les Smith's WPA mailer? Did you take the survey? See Pages 4 & 5.



after applying for the grant for tree removal, the FAA decides (based on present and past aircraft traffic to KCLM), that where the present displaced threshold ends should become the permanent eastern end of Rwny 8 - 26, then fewer trees would have to be removed. This means of course that a perfectly usable 6000 foot runway now becomes about 5000 feet long. Obviously, someone in the FAA is looking for ways to cut costs.

Critical Aircraft Identification: The FAA is now in the process of trying to identify what kind of aircraft is the most demanding of the facilities at William Fairchild International. Just because we have had a 737 land and take off at KCLM a few times does not make it the most demanding aircraft. However, if such an aircraft had been taking off and landing on a regular basis, then the 737 would become the most "Critical Aircraft". Right now the best we can do to label "Critical Aircraft" are certain business jets. Also some projection of what we can expect in the future is part of the "Critical Aircraft" label. So if the FAA by studying past use and projected use determines that our "Critical Aircraft" only needs a 5000 foot runway, then KCLM might be up a creek without a paddle for future expansion. And in the future, access to aircraft that require a 6000 foot runway could be denied, even though we have a paved 6000 foot runway.

Jerry Ludke is perhaps not a full time airport and marinas manager: Before accepting the position of airport and marinas manager, Jerry worked in the Port's finance office. He, evidently, is very good working with computer programs on finance. So when the Port's finance office needs help he is called back to the finance office. This makes it difficult to get up to speed in his new position as airport and marinas manager.

So How Do We Get More Enplanements and Aircraft Traffic at KCLM? Are we still in a downward spiral? Jerry hopes that 2013 will be bottom of the present decline. So Jerry looked for suggestions that might help us increase use of Fairchild International. One of the problems talked about was the problem of visiting a bathroom at night when the terminal, FBO, and bathrooms are locked up. There should be a bathroom available 24/7. Another suggestion was to use one of the hangars west of the restaurant to make that the restaurant with a view of the airport and runways. Some members felt that there was a need to recapture businesses that were

Did you take the Republican survey on transportation? Isn't aviation part of transportation?

formerly operational at KCLM. At one time a golf course had been suggested for open areas. One of the major complaints is that when a Seattle flight is cancelled, connecting flights from SEATAC are also missed, and so when someone has such an experience, he is much more likely to use ground transportation in the future. Is there a way to have ground transportation at the airport ready and available when a flight has to be cancelled? The general consensus of the meeting was that we need to make the airport more attractive and in sync with an expanding local population.

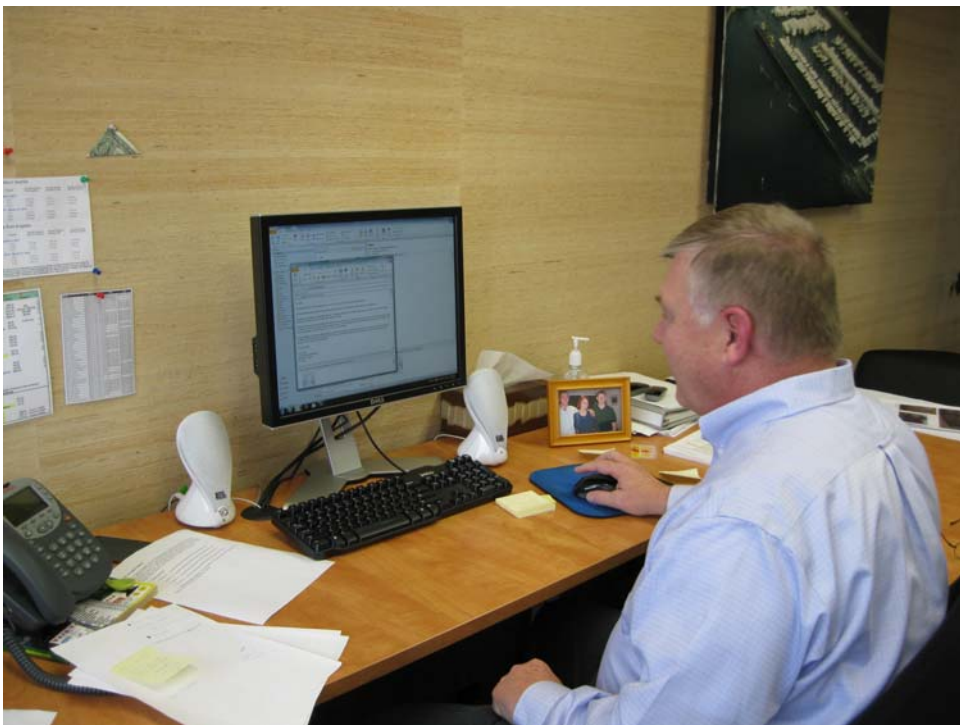
**2014 BUDGET
CAPITAL IMPROVEMENT PROJECTS**

Facility	Project Description	Budget	Grant Funds	Details
31-FIA	GA Access Road	\$ 160,000	\$ 940,000	Under FAA Grant AIP 33
31-FIA	Asphalt Surfacing	\$ 40,000		Asphalt has alligator cracking and is unraveling. Condition is beyond repair
31-FIA	Terminal Bldg. Improvements	\$ 75,000		Upgrade windows and heat pump. Frame in waiting area
31-FIA	Replace Entrance Sign	\$ 25,000		Existing sign was intended to be a temporary sign

**If you haven't taken time to respond to
Les Smith's WPA mailer, please do so now. See pages 4 & 5.**

2014 Budget Major Maintenance Projects

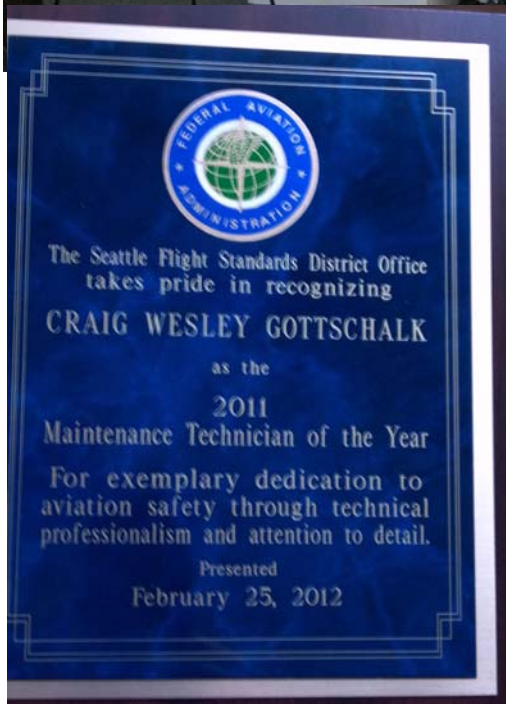
Facility	Project Description	Budget	Details
31-FIA	Roofing Consultant	\$ 20,000	3rd party professional to assist in developing programmatic roofing maintenance/replacement



One of the major problems we now face is that our Mari- nas– Airport Manager is still not really a full-time manager.

Before being placed in his current position, Jerry worked in finance and was very familiar with many computer programs that deal with finance in general and ones that deal with Port Finance in particular. It seems that until those who work in finance can get up to speed with the programs with which Jerry is so familiar, Jerry will continue to be asked to help out in finance.

**At Our Next Meeting, Thursday November 21,
CRAIG GOTTSCHALK
Will be our guest speaker, "Pilot Maintenance"**



What better evidence do you need than the "2011 Maintenance Technician of the Year" to know that Craig Gottschalk knows what he's talking about.

Even if you have built your own aircraft and are thus the recognized "Technician" for your aircraft, you will still learn valuable information for maintaining your aircraft.

Tell your friends about this program. We especially don't want to miss YOU!

We'll see you, Thursday, November 21.

And Now For That Letter From Our WPA President. . .

A LETTER FROM OUR WPA PRESIDENT
WpaMailer@wpaflys.org

During the last Legislative session, transportation funding was one of the toughest issues to resolve. Because no transportation funding and spending package was approved in the last Legislative session, Governor Inslee is proposing a short, focused special session to deal with these important transportation issues.

Now Washington Senate Republicans are asking for your opinions and priorities via a survey. Please take a few mo-

ments to complete their brief 8-question survey. It isn't clear how long the survey will remain online, so please take it as soon as you are able.

Why is this important?

You will find that the survey focuses on roads, bridges, ferries and transit. But it does not mention aviation.

This survey offers us an opportunity to bring aviation to their attention.

The WPA takes no position on questions 1-6. For these, please respond as you see appropriate.

But for question 7 (a Comment box), please consider taking the opportunity to whisper in the ear of our Washington House Republicans. **Here are some potential talking points. Please don't wholesale copy and paste. The message will be much better heard if you use these or your own thoughts and express them in your own words:**

- > Airports are an economic engine responsible for 248,500 jobs in Washington State, \$15.3 billion in wages and \$50.9 billion in total annual economic activity.
- > More than \$791 million in tax revenue is generated from aviation activities each year; over \$548 million supports the States general fund for schools and essential state services.
- > Our states 136 public-use airports are in need of too-often deferred maintenance.
- > In 2009, the Governors Aviation Planning Council determined that Washington's aviation system suffers from a significant funding shortfall and determined that \$600 million is needed to bring all public use airports into compliance with state performance objectives.
- > In 2005, a WSDOT-sponsored airport pavement study estimated a backlog of nearly \$163 million in essential pavement maintenance in our state.
- > In 2012, WSDOT conducted an updated pavement study- released July 2013. Study findings: Pavement conditions have declined statewide and with current funding the backlog will increase to \$257 million (by 2020).
- > In 2012, WSDOTs Airport Aid Grant program, which typically only has \$1 million available per year, fell far short of funding the \$4 million requested.
- > In 2013, the WSDOT Statewide Capital Improvement Program (SCIP) received airport project requests totaling nearly \$500 million.
- > Current state regulations lack sufficient consequence for localities that fail to protect airports from land encroachment, damaging their value as public assets.
- > Each of the 136 public use airports in the state serve as an on-ramp to a state and national air system.
- > For many rural airports, Ambulances meet EMT helicopters that whisk patients to care at urban medical centers. These rural airports are virtual emergency room entrances to the advanced services in urban centers.
- > In 2012, the FAA Modernization and Reform Act increased the required state and local match from 5% to 10%. This placed a greater financial burden for airport investments on state and local governments.
- > In 2013, WSDOT initiated an Airport Investment Study to determine the extent of the funding gap and economic impacts of doing nothing to address current airport funding levels.

There you are. Choose a few of these talking points or express your own, then enter them in the comment box in Question 7 of the survey.

We don't imagine that adding comments like these to the survey will make much of an impact on the these legislators as they consider this transportation package. But it may give them an "Ah-ha" moment - that there is a significant share of the populace that finds aviation every bit as important as the other transportation issues. Creating this blip in the minds of legislators will likely be helpful in the months ahead when we approach Olympia on matters important to General Aviation.

As stated earlier, it is not clear how long the survey will be online, so please take it as soon as you are able.

Thanks for taking this opportunity to point out that "Transportation" includes General Aviation!

many thanks,

Les

Les Smith
State President
Washington Pilots Association

Now take your survey . . .

<http://www.surveymonkey.com/s/JYWS2H2>

PROGRAMS:

Nov 21 Craig Gottshalk

Dec 7 Christmas time

celebration

Jan 16 Orlan Trandahl

Officer of the deck

SAFETY BREAK-FASTS:

7:30 AM
November 8 and 29
December 13 and 27
January 10 & 31

Safety Breakfasts are held at Fairmont Restaurant, 1127 Hwy 101 W, Port Angeles on the second and last Friday of the month.

Executive Board Meetings: are held on the first Wednesday of the month at 7pm at Coldwell Banker, 1115 E First St, Port Angeles. All CCPA members are welcome to attend.

- November 6
- December 4
- January 8

November 2013

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6 Executive Board	7	8 Safety Breakfast	9
10	11	12	13	14	15	16
17	18	19	20	21 Craig Gottshalk, Pilot Maintenance	22	23
24	25	26	27	28 Thanks-giving	Safety Breakfast	30

**Have you taken the Republican transportation survey?
If not, go back one page.**

December 2013

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4 Executive Board	5	6	7EAA Christmas-time Celebration
8	9	10	11	12	13 Safety Breakfast	14
15	16	17	18	19	20	21
22	23	24	25 Christmas	26	27 Safety Breakfast	28
29	30	31				