



Washington Skies

Washington State Department Of Transportation Aviation Division

July 2025



FROM THE FLIGHT DECK

UPCOMING EVENTS

- Sept. 17 Commercial Aviation Work Group hybrid meeting
- Oct. 19 CARB Loan application deadline
- Oct. 29-30 WSCAA Conference at Icicle Village in Leavenworth

Want to be featured in the next newsletter (and possibly WSDOT social media)!

Please send us your flying photos and stories to christina.crea@wsdot.wa.gov!

[Yakima Air Terminal Undergoes Major Renovations After 25 Years | News | applevalleyn-ewsnow.com](#)

[Tri-Cities Airport passengers can now keep shoes on through security | News | nbcrightnow.com](#)

[Self-driving shuttle being tested at Seattle airport for trek between terminal and light rail station – GeekWire](#)

[Why some folks south of the border prefer to fly from Vancouver airport | Urbanized](#)

Willard Field's airport runway will be closed to all aircraft starting July 20 for over three weeks.

"We are completely re-constructing the entire runway and installing new runway lights," said Willard Field Airport Manager Mike Hale. "We hope to reopen about August 16 or 17. My thanks to all pilots for their patience."

To make the best use of Aviation Division funds, we have decided to cancel the 1-800-552-0666 phone number effective July 1, 2026.

We encourage you to begin using our primary contact number, 360-709-8015, for all Washington State Aviation inquiries moving forward. You may also reach us by email at wsdotaviation@wsdot.wa.gov or access services online at <https://wsdot.wa.gov/travel/aviation>.

Thank you for your understanding and continued support.



Entiat Fire Continues to Challenge Crews as Heli-Base Established at Lake Wenatchee State Airport

The Entiat Fire, burning in central Washington, has proven to be one of the more persistent and challenging wildfires of the season. Ongoing for several weeks, the fire continues to test the resilience and coordination of firefighting teams across multiple agencies. With difficult terrain, fluctuating weather, and dry fuels contributing to its longevity and spread, the fire has become a top priority for containment efforts.



In response, federal firefighting partners have established an incident heli-base at [Lake Wenatchee State Airport \(27W\)](#). This location is now hosting a range of helicopter operations, including both Type 1 and Type 2 helicopters, support equipment, and a significant number of personnel. The strategic use of this airbase allows for rapid deployment of aerial resources into remote and rugged parts of the fire zone, helping slow the fire's progress and protect surrounding communities and natural resources.

The heli-base at Lake Wenatchee provides logistical support including refueling, maintenance, and crew staging, playing a critical role in air attack and supply transport missions. Its proximity to the fire-line has allowed air crews to increase efficiency and reduce turnaround times, giving ground crews better support as they battle the fire from multiple fronts.

The Entiat Fire is a reminder of the growing intensity and duration of wildfires in the region. Local, state, and federal agencies continue to work together to contain the fire and minimize damage. The use of Lake Wenatchee State Airport demonstrates how state-owned infrastructure is playing a vital support role in national wildfire response efforts.

Wildland Fire Fighting aircraft at Deer Park airport.

Photos by WSDOT Aviation Planner John MacArthur.





Accepting Loan Applications \for Award in October

Does your airport have revenue producing capital projects that need funding? The Community Aviation Revitalization Board (CARB) is accepting loan applications. Over \$4.5 million is available to award.

The CARB loan program provides low interest loans for capital projects at public use airports that generate revenue or reduce costs to make airports more self-sustainable. CARB offers loans up to \$1.2 million at a fixed 2% interest rate. Loans can be up to 20 years with an optional 3-year loan repayment deferral period. CARB has funded 25 projects including hangars, fueling facilities, airport utility infrastructure, a multipurpose building that included a restaurant, an aviation workforce training facility, acquisition of an existing terminal building, and airport equipment.

The Community Aviation Revitalization Board (CARB) is meeting on October 16th to award funds. The initial deadline for applications is Friday, **September 19, 2025**. For an application or more information, contact Dave Chenaar, Aviation Loan Program Manager at chenaud@wsdot.wa.gov or 360-628-1767 (cell). The loan application and other loan program information is also posted on WSDOT Aviation's website, <https://wsdot.wa.gov/travel/aviation/community-aviation-revitalization-board-carb-loan-program>



Sequim Valley Airport's new 40' x 50' hangar partially funded with a \$180,000 CARB loan.

Spotlight on Angel Flight West Volunteer Pilots



Command Pilot Ronen Engler of AFW's Washington Wing recently flew passenger Anne home from treatment at Harborview Medical Center in Seattle. Ronen joined Angel Flight West in 2023 and has already completed six angel flights.

Thanks to Ronen and his Cirrus SR22, Anne was able to reach the critical care she needed—without the burden of a long and difficult journey. Living in Winthrop, Washington, Anne avoided more than four hours and 240 miles of driving each way by flying to her appointments.

Since becoming a passenger in

2024, Anne has received 15 angel flights. We're incredibly grateful for compassionate volunteers like Ronen who help make these life-changing journeys possible.

Want to get involved? Learn more and join our network of volunteer pilots today:
angelflightwest.org/pilot-page





Check out this “AIR MAIL” box WSDOT Aviation’s Aviation Planner John MacArthur saw during his airport inspections near the town of Wilbur.

WSDOT Aviation conducts inspections of airports throughout the state to ensure they meet safety standards and comply with regulations. These inspections, also known as 5010 inspections, verify the physical and operational features of civil public-use airports to ensure they meet minimum safety standards and comply with regulations and FAA recommendations. WSDOT rotates these inspections annually so each airport is inspected every three years.

Methow Valley-Soaring Mecca

Written By: Karl Hadley



Photo by Jonathan Cross

Methow Valley State Airport began attracting soaring pilots after Ron Clark was deployed there with the Air National Guard in 2010. He looked around and thought, “Wow, this place would be a great area for soaring.”



Photo by Jonathan Cross

The first year, a local Methow pilot, Mike Port, who owned a Super Cub offered to put a tow hook on his plane, to help make this happen. Ron has returned almost every summer, and for the last 4 years, 30 glider pilots also gather here for a week, confirming Ron’s insight into this location.

The terrain here is often called the “American Alps” with powerful thermals rising from the



Photo by Jonathan Cross

mountains taking pilots to 13-14,000' allowing very long flights. When wave lift is present, altitudes of 17-18,000' are possible. Some pilots are in the air for 8 hours and have traveled as far as the Montana border and back. To the west, they'll go as far as Mt Baker.

We have 3 tow planes to launch the 20-25 pure gliders, and a handful of motor gliders depart under their own power. Sometimes gliders don't make it back, so

the tow planes can retrieve them from other airports.

The event attracts pilots from all over Washington, and even from Idaho, Oregon, and California.

We appreciate the willingness of the North Cascades Smokejumper Base to work with us for safe operations. Also, Brad Pattison, organizer of the glider group, complimented John Wilson with Washington DOT for his help and encouragement putting together another successful event. Also, local pilots are generous to share their hangars with the group, for shade during the hot days when pilots are assigned ground duties.



Photo by Tory Tolton

Pearson Field Airport's New Kiosk

WSDOT Aviation donated their airport kiosk to Pearson Field airport recently, and they have added their information to it to support the [Fly Washington Passport Program](#) and provide a spot for information about the airport and local community.





The Aviation Specialty License Plate features a **Boeing Stearman Model 75** with Mount Rainier in the background, both symbols of Washington state.

The cost for the Aviation Specialty License Plate is \$40 for the original plate in addition to specialty license plate fees and annual tab fees.

Plate renewals are \$30 for the subsequent years in addition to annual tab fees.

You can find out the total cost by contacting your local [vehicle licensing office](#).

To purchase your own, please visit: www.dol.wa.gov/vehicleregistration/specialdesign.html.

AVIATION WORKFORCE DEVELOPMENT OPPORTUNITIES



Scholarships

- [NASAO Center for Aviation Research & Education for the Henry O. Scholarship](#) Awards \$2,500 to three college students continuing their education in the aviation or aerospace industry. Applicant must be an incoming junior or senior college student (or going into their second year of study for a two-year degree) and maintain a minimum major GPA of 3.0.
- [Washington Airport Management Association](#) (WAMA) has four scholarships available yearly and applications are typically due in March every year.
 - ⇒ Thomas Eller Memorial Scholarship. One scholarship awarded annually to students in aviation management or related undergraduate programs).
 - ⇒ Airport Manager Internship (For those wishing a career in Airport Management)
 - ⇒ Professional Development Internship (For airport personnel wishing to expand their academic knowledge in Airport Management)
 - ⇒ Community Aviation Internship (For teachers, individuals, or groups wishing to bring aviation education to their community)
- [Cascade Warbirds Memorial Youth Scholarship Program](#) Cascade Warbirds has teamed with several flight schools to provide the scholarship recipient with tuition, books and supplies, and two introductory instructional flights. This scholarship is available for students between the ages of 16 and 21 at the time of award. It is valued at approximately \$1,350 and several awards are made each year.
- [Washington Pilots Association Youth Aviation Scholarship Fund](#) – Deadline varies by Chapter. Chapter Scholarships for Bremerton, Green River, Paine Field, Southwest (Vancouver). The Youth Aviation Scholarship Fund (YASF) as established by the Washington Pilots Association is a 501(C) (3) foundation dedicated to the future of aviation. Individuals may contribute up to \$5,000 to Washington Pilots Association Youth Aviation Scholarship Fund per calendar year.

Internships

- [Washington Airport Management Association](#) (WAMA)
- [American Association of Airport Executives](#) (AAAE)

Please send any other aviation scholarship, internship or other workforce development opportunities in Washington state to christina.crea@wsdot.wa.gov.

Recruiting applicants for Commercial Aviation Work Group



COMMERCIAL AVIATION WORK GROUP

Applications are still open and the Governor's Office is still looking for more people to apply for Governor-appointed seats on the [Commercial Aviation Work Group](#) created in [HB 1791 \(PDF 10KB\)](#).

The position requirements can be found on the [Governors Board and Commission profiles website](#) under "[Commercial Aviation Work Group](#)" and those interested [can apply now](#).

Application reviews began Oct. 9, 2024, and will continue until all seats are filled.

Positions open include:

- **Position 3:** Rep. from a commercial service airport and ports from Eastern WA
- **Position 8:** Citizen rep. from Eastern WA
- **Position 14:** Citizen rep. for the public interest in the communities that are included in the work group's site research and understand the impacts of a large commercial aviation facility on a community
- **Position 15:** Rep. from a freight forwarding industry
- **Position 16:** Rep. from the trucking industry
- **Position 19:** Rep. from the statewide environment organization

Report Wildlife Strikes

Need to report a wildlife strike? Pilots can at the [FAA Wildlife Strike Database](#). The database contains records of reported wildlife strikes since 1990. Strike reporting is voluntary. Therefore, this database only represents the information received from airlines, airports, pilots, Mandatory Occurrence Reports (MOR), incident/accident information, and other sources. **Please keep in mind the prescribed fires planned on WDFW-managed lands in Eastern Washington as mentioned in the previous article*

Washington Airport Profile

Every month we will feature an airport profile from the 2018 Aviation Economic Impact Study. We hope this helps the aviation community see the positive impacts aviation has on the state's economy.

Airport Profile

63S

COLVILLE MUNICIPAL

173-A N. AIRPORT DR
COLVILLE, WA 99114



WASHINGTON
Aviation Economic Impact Study

Washington's Airports Support Our State

The Washington State Department of Transportation (WSDOT) Aviation Division conducted an Aviation Economic Impact Study (AEIS) of Washington's 134 public-use airports to measure the annual economic impact that airports provide to local communities, geographic regions, and statewide. The study offers a detailed look into how airports contribute to our state and serves as a useful tool in communicating the economic value they bring to our world.

Study Approach

Economic impact is quantified by first calculating the effects of on-airport activity and visitor spending, then analyzing how these effects continue to generate money as they flow through the economy. Economic impacts are calculated by individual airport, then modeled to quantify the total statewide impact of Washington's airport system.

Resulting economic impacts for each airport are expressed in terms of jobs, labor income, value added benefits, and business revenues.



AIRPORT PROFILE

Colville Municipal Airport (63S) is a publicly-owned airport located in Stevens County one mile east of Colville, Washington. 63S supports 3 jobs and has a total economic impact/business revenues of \$288,000 annually. The airport's only runway (01/19) is 2,695 feet long by 40 feet wide. Medical transport and aerial/wildland firefighting aircraft operate from the airport. Additionally, Colville Municipal offers flight instruction and hosts fly-in events with the Washington Pilot's Association.

AIRPORT CHARACTERISTICS

Location	Service Classification	Organization
Legislative District: 7	Federal: LOCAL	Ownership Type: PUBLIC
Associated City: COLVILLE	State: COMMUNITY	Owner/Sponsor: CITY OF COLVILLE
County: STEVENS		

AVIATION ACTIVITIES

Key Activities			
<input type="checkbox"/> Air cargo	<input type="checkbox"/> Aerial inspections	<input type="checkbox"/> Aerospace manufacturing	<input checked="" type="checkbox"/> Pilot training and certification
<input type="checkbox"/> Agriculture	<input checked="" type="checkbox"/> Aerial photography	<input checked="" type="checkbox"/> Personal transportation	<input type="checkbox"/> Commercial passenger service
<input checked="" type="checkbox"/> Skydiving/recreational flying	<input type="checkbox"/> Search and rescue	<input checked="" type="checkbox"/> Medical air transport	<input checked="" type="checkbox"/> Business and corporate travel
<input type="checkbox"/> Shipping of perishable goods	<input type="checkbox"/> Environmental patrol	<input checked="" type="checkbox"/> Emergency preparedness and disaster response	
<input checked="" type="checkbox"/> National security/military	<input checked="" type="checkbox"/> Firefighting		

Ground Transportation Options

<input type="checkbox"/> Bus	<input checked="" type="checkbox"/> Taxi
<input checked="" type="checkbox"/> Courtesy car	<input type="checkbox"/> Rideshare
<input type="checkbox"/> Limousine service	<input type="checkbox"/> Rail
<input checked="" type="checkbox"/> Other: Local auto dealer's rental car	

Airport Activities (2018)

Scheduled commercial service	
Operations	N/A
Enplanements	N/A
General aviation	
Operations	7,550
Percent GA transient	22%



Sources: FAA Air Carrier Activity Information System (ACAIS), 2018 Airport Manager's Survey, FAA Terminal Area Forecast, FAA 5010 Airport Master Record (as applicable)

Washington Airport Profile

Every month we will feature an airport profile from the 2018 Aviation Economic Impact Study. We hope this helps the aviation community see the positive impacts aviation has on the state's economy.

Airport Profile

COLVILLE MUNICIPAL (63S)

WASHINGTON
Aviation Economic Impact Study

ECONOMIC IMPACTS

Direct economic impacts comprise on-airport activities including employment and construction as well as money spent off-airport by out of state visitors who depart via scheduled commercial service or general aviation.

Direct impacts have additional effects as money generated at and by airports flows through the economy. These effects are caused when a portion of direct business revenues are used to purchase goods and services in Washington (i.e., supplier sales) and worker income is re-spent within the state.

Economic impacts are expressed in terms of the following metrics:

- **Jobs:** Number of employed people
- **Labor Income:** Salaries, wages, and other benefits to workers
- **Value Added:** Value contributed to a product or service provided by a firm or group of firms (in this case, airport businesses)
- **Business Revenues:** Represents an airport's total economic impact

Airport Economic Impacts

Impact Types	Jobs	Labor Income	Value Added	Business Revenues
On-Airport Activity	1	\$25,000	\$29,000	\$53,000
Visitor Spending	1	\$39,000	\$62,000	\$107,000
Total Direct Effects	2	\$63,000	\$91,000	\$160,000
Supplier Sales	0	\$23,000	\$37,000	\$61,000
Re-Spending of Worker Income	0	\$23,000	\$41,000	\$67,000
Total Economic Impact	3	\$109,000	\$170,000	\$288,000

Impacts derived based on: 2018 Airport Manager's Survey, 2018 Airport Tenant's Survey, FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc. Impacts modeled using IMPLAN by EBP. Analyses based on 2018 study year. **Notes:** Totals may not add due to rounding. Metrics (jobs, labor income, value added, and business revenues) represent various components of an airport's economic impact and are not additive.

TAX IMPACTS

Airports' direct economic impacts result in local and state tax revenues. On-airport businesses pay business and operating (B&O) taxes. Visitor spending generates taxes and fees associated with sales; hotel stays; and use of transportation services including rental cars, Transportation Network Companies (TNCs), and taxis.

Airport's Estimated Taxes to Each Jurisdiction

Impact Types	Local (County & Municipal)	State	Total
On-Airport Activity	\$480	\$3,460	\$3,940
Visitor Spending	\$1,780	\$9,700	\$11,480
Total	\$2,260	\$13,160	\$15,420

Note: Totals may not add due to rounding.

Statewide Tax Collections

The Washington State Department of Revenue reports that the state collected **\$3.18 million** in aircraft fuel and aircraft excise taxes. Together with taxes generated by on and off-airport aviation-related activities, the state's airport system, including SeaTac, generated over **\$913.3 million** in total statewide tax impacts (2018).

STATEWIDE ECONOMIC IMPACTS

