NO. 58881-1-II

COURT OF APPEALS, DIVISION II
OF THE STATE OF WASHINGTON

SAVE THE DAVIS MEEKER GARRY OAK, Appellant, v. DEBBIE SULLIVAN, in her capacity of Mayor of Tumwater, Respondent.	DECLARATION OF JANET WITT IN SUPPORT OF MOTION FOR INJUNCTIVE RELIEF PURSUANT TO RAP 8.3

I, JANET WITT, declare under the penalty of perjury under the laws of the State of Washington that I have read the following declaration, have personal knowledge as to its contents, and it is true and correct to the best of my knowledge.

1. I am a community activist who has been trying for over 20 years to help ensure that the Port of Olympia follows the law and does not use illegal actions to expand the Olympia Airport.

2. The Port is currently updating the Olympia Airport's master plan. The unadopted draft indicates that the

preferred option (of several alternatives outlined in the plan) includes significant future development of airport land to accommodate future commercial (passenger and cargo) operations. I attended an open house in 2023 held by the Port of Olympia. At that event, the Port told attendees that the preferred option would reconfigure the airport to accommodate commercial passenger and freight air service by constructing a new passenger terminal with 500 parking spaces and room for more. The plan would include taxiway changes (which prior airport documents have indicated would increase airport capacity) and the northern portion of the main runway would be refurbished. In the past, "refurbishment" of other portions of that runway have included pavement strengthening to accommodate heavier aircraft, so I assume that the refurbishment outlined in this newest plan would also include pavement strengthening to accommodate heavier aircraft. The plan also adds a new turf runway parallel to and east of the main runway.

3. Attached hereto as **Exhibit A** is a true and correct copy of the minutes of the February 28, 2023 Tumwater City Council work session. According to the minutes, at that work session Warren Hendrickson, the then-senior manager of the Olympia Airport, explained to the Tumwater City Council that by 2040, the forecast potential is 20,000 passengers per month using the Olympia Airport. *See* Exhibit A at 3. In discussing the plans in a broader context, he discussed the need for the Puget Sound region to find more capacity overall. He suggested that if the forecasted deficit in the aviation industry for passenger and cargo is not solved, it would result in losing out on $31 billion in economic gains and jobs in the Puget Sound area. *See id*. at 6.

4. The Davis Meeker oak is located adjacent to the runway protection zone of the main north/south runway (Runway 17/35) at the Olympia airport. The tree is also adjacent to an historic airplane hangar. A 2003 Environmental Assessment for a Runway Relocation and Extension Project

stated that the oak tree hinders flexibility in the use of Runway 17/35 because the tree constitutes an "obstruction" that dictates "precision instrument approach minimums" to the runway. Attached hereto as **Exhibit B** is a true and correct copy of an excerpt from that June 2003 document titled "Environmental Assessment for Runway Improvements, Olympia Regional Airport, Tumwater, Washington," prepared for Port of Olympia by Barnard Dunkelberg & Company, except that it has added handwritten and electronic markups. I obtained this document in hardcopy form from the Port of Olympia in approximately 2003. The hangar referred to in this excerpt is the historic hangar and the tree referred to is the Davis Meeker oak tree.

5. Port documents like this 2003 Environmental Assessment have long reported the tree as an obstruction. I recently asked Warren Hendrickson, currently the Port Operations Manager, about this issue. He claimed that it is not an obstruction. Attached hereto as **Exhibit C** is a true and

correct copy of electronic correspondence between me and Mr. Hendrickson. I then asked him what, if anything, has changed since 2003 that would result in it no longer being a problem. As of yet, I've received no answer to that question.

6. The Port of Olympia issued its most recent Master Plan Update in 2013. That document identified planned infrastructure improvements to Old Highway 99 at and near the location of the oak tree, including widening the two-lane road to four or five lanes from Tumwater Boulevard to 88th Avenue SE. The Davis Meeker Oak tree lies adjacent to Hwy. 99 and squarely within that stretch of road. That widening work has not been done to date. Attached hereto as **Exhibit D** is a true and correct copy of the relevant excerpt of Olympia Regional Airport SEPA Environmental Checklist, updated January 2014, prepared by ReidMiddleton (Reinhart Jung, Project Engineer), with added electronic markups.

7. The mayor maintains that the decision to remove the tree is related to safety concerns rather than any possible

airport expansion or plans to widen Hwy. 99. If that were true, it seems to me that the mayor would have ordered protective pruning to be done by now, especially given the importance of this tree to tribes and the community in general. It has been over a year since the branch dropped on May 16, 2023.

I declare under the penalty of perjury of the laws of the State of Washington that the foregoing is true and correct to the best of my knowledge.

EXECUTED this 1st day of July, 2024, at Olympia, Washington.

Janet Witt

JANET WITT

Exhibit A

CONVENE: 6:00 p.m.

PRESENT: Mayor Debbie Sullivan and Councilmembers Peter Agabi, Michael Althauser, Joan Cathey, Leatta Dahlhoff, Angela Jefferson, Charlie Schneider, and Eileen Swarthout.

Staff: City Administrator John Doan and Economic Development Manager Austin Ramirez.

AIRPORT UPDATE: Mayor Sullivan introduced Warren Hendrickson to provide an update on the Airport Master Plan for the Olympia Regional Airport.

Mr. Hendrickson reported he is with the Port of Olympia serving as the Airport Senior Manager. Former Airport Manager Rudy Rudolph now serves as the Operations Director for the Port of Olympia. He also serves as the Acting Chair for the Commercial Aviation Coordinating Commission (CACC) for the state.

Mr. Hendrickson said his role on the CACC is separate from his position with the Port of Olympia. He is a member of the Washington State Aviation Alliance, an alliance of all aviation organizations in Washington State except for commercial and military aviation. The alliance advocates for legislation and serves as a non-voting member of the CACC.

The Airport Master Plan is a comprehensive study of the airport's short, medium, and long-term development plans to meet future aviation demand. As a Federal Aviation Administration (FAA) funded airport and part of the National Plan for an Integrated Airport System (NPIAS), the Port is required to complete a master plan update. The update is completed every eight to ten years dependent upon the nature of growth and changes within the aviation marketplace. The last master plan was completed in 2013.

The master plan provides guidelines for actions occurring at the airport for the next 10 years. The Port contracted with the Aviation Planning Group, a DBE (Disadvantaged Business Enterprise) company, to assist in developing the master plan. The subcontractor is DOWL. The update was initiated in the second quarter of 2021 with funding from the FAA of $655,293.00. Because the grant was issued in 2021, Congress authorized all grants in 2021 to be paid at 100% reimbursement versus the normal 90% reimbursement rate saving the Port $65,000.

The goals of the master plan include:

- Meet Aviation Demand
- Meet FAA Design Standards

EXHIBIT A

- Prepare for Future Development
- Prepare for Emerging Aviation Technologies
- Plan for and Demonstrate Airport Self-Sufficiency

The master plan document elements include:

- Inventory
- Forecast (approved by the FAA in 2021)
- Facility Requirements
- Alternatives
- Airport Layout Plan (approved by the FAA)
- Implementation – Capital Investment Plan

The preferred alternative protects and preserves existing infrastructure and meets FAA standards. Lacking an approved Airport Layout Plan, the Port of Olympia would not be eligible to receive state or federal funding. The contractor provided a final draft of the first chapters and is scheduled to complete the final chapters within the next 10 days. In addition to the six chapters of the master plan, three appendices are included covering:

- Commercial Service Feasibility Study (Part 139 dictates FAA airport certification for commercial airport)
- Public Involvement/Public Comments
- Emerging Technologies

The airport currently lacks certification to offer commercial service. Port Vision 2050 includes a recommendation to plan for future regional commercial service at the airport.

Mr. Hendrickson displayed an aerial illustration of the airport and identified the boundaries of the runway protection zones, which do not allow development other than for existing infrastructure. Other highlighted areas are designated as future aviation-related and aeronautical development. The plan calls for no changes in the airport fence but some taxiway locations will change to meet FAA standards. The main runway will be rehabilitated with repair and rehabilitation of two runways. The illustration identifies future aviation-related industrial property either on or adjacent to the airport. He outlined the location of the proposed soda bottling company. Other areas reflect potential hangar development. Most other development on the airport will be subject to the Habitat Conservation Plan.

Mr. Hendrickson outlined the highlights of the Commercial Service Feasibility Study. Currently, no market exists for commercial aviation

service until 2035. In 2035, opportunities may exist to consider offering commercial air service if the market can support service. By 2040, the forecast potential is 280,000 passengers or 20,000 passengers per month. Today, the Port's operational capability is 209 operations daily. At the end of the forecast period, 240 operations are forecasted daily. An operation is a takeoff or landing. The population rate of growth in Thurston County will exceed the rate of growth at the airport during the forecast period.

Mr. Hendrickson responded to questions concerning the forecast for commercial air service and explained that because the airport is also federally funded, the Port must abide by FAA grant assurances. As a public use airport, the airport is available for use by the general public without a requirement for prior approval of the airport owner or operator. Additionally, airport runways are not capable of supporting the weight of large aircraft. The master plan does not recommend any changes to existing runway configurations.

Mr. Hendrickson addressed questions about the type of fuel used by different types of aircraft and future planning for the airport. Aircraft powered by piston engines require a small amount of lead in fuel. The Legislature is considering a bill to address the issue of lead-based fuel. An approved unleaded fuel is available for piston engine aircraft that universally applies to all types of piston aircraft in existence. The issue surrounds the lack of any production or distribution capabilities to offer unleaded fuel to the market. The master plan also includes consideration of air pollution. The Port believes issuing a SEPA Planning Checklist is warranted for the master plan and plans to pursue the SEPA review process. The Port completed a SEPA review as part of the 2013 master plan planning process as well. The master plan does not forecast the purchase of property for future expansion of the airport. The airport will experience incremental growth as the population of Thurston County increases.

Mr. Hendrickson shared that as part of the public engagement process, the Port hosted a question and answer session on January 18, 2023. The event attracted approximately 65 individuals between zoom, online, and in-person during the meeting. Some concerns surrounding the update was the Port planning to offer up to 630 airline flights a day. The source of the concern was identified in the 2013 planning document, which defined the capacity of a single runway airport serving 630 flights a day. The FAA's approved forecast for the Olympia Regional Airport discounts that scenario.

Mr. Hendrickson reported he recently met with the consultation team and

reviewed the airport layout documents to finalize the documents for FAA approval. The draft document is scheduled for completion by mid-March with a goal of submitting the master plan to the FAA at the end of March. The formal FAA approval process entails a two-month process beginning in April and concluding at the end of May. In April, the Port will host another formal public comment period for comments on the master plan. All comments will be included in the secondary appendix scheduled for completion in early May. The final FAA approved Master Plan is scheduled to be presented to the Port of Olympia Commission on June 26, 2023 for acceptance.

Mr. Hendrickson summarized the master plan as reflective of no major changes to the footprint of the airport, realignment of taxiways to meet FAA standards, installation of efficient lighting (LED), and condensing the size of the secondary runway to increase pervious surface.

Mr. Hendrickson addressed questions about energy efficiency. The Port of Olympia has energy efficiency policies and programs to minimize or reduce energy use during operations. The Port has established sustainability teams and recently executed an interagency agreement with the Nisqually Indian Tribe to apply for a sustainability grant. The Port and Nisqually Indian Tribe plan to combine efforts during a yearlong study on the potential conversion of vehicle fleets to electric vehicles. The Port also has installed electric charging stations at the Olympia Farmer's Market.

Mr. Hendrickson updated the Council on the work of the CACC. The task assigned to the CACC was to identify a single preferred location for a new commercial aviation facility by June 2023. The Commission includes 15 voting members and 12 non-voting members with all members having an equal voice with the 15 voting members voting on the final recommendation. The Washington State Department of Transportation (WSDOT) Aviation Division provides administrative support. The timeline was extended by subsequent legislation because of the pandemic. The overall goal is to address commercial air passenger service as well as air cargo and general aviation service. The three-phased deadlines include January 2022, October 2022, and June 15, 2023. Members are volunteers and funding from the Legislature did not allow for any independent research and analysis. The CACC relied on existing plans or explored ways to locate other sources of data. Funds available to the CACC were limited to public outreach and administrative purposes. The Legislature prohibited the Commission from rendering any recommendations involving King County or Joint Base Lewis McChord (JBLM). In 1992, another study, The Flight Plan included three recommendations:

- Construction of a third runway at Sea-Tac Airport – completed

- Provide commercial air service at Paine Field – completed
- Construct a new airport in South Puget Sound – not completed.

Puget Sound Regional Council (PSRC) soon after completed a study and a forecast, the Regional Aviation Baseline Study. The study identified Sea-Tac as unable to accommodate 27 million commercial passengers in the Puget Sound region resulting in the economic loss of $31 billion and 209,000 jobs. WSDOT Aviation completed a study and verified PSRC's forecast. By 2032, existing facilities would be unable to serve capacity needs.

Based on recommendations in 1992, a South Sound airport, Sea-Tac, and Paine Field would provide three airports to serve the population. Following contact with 18 regional airports during the initial first round, owners of the airports and elected officials conveyed no interest in sponsoring another airport. The Commission concluded a new site selection was necessary. WSDOT Aviation generated data to enable the Commission to complete the analysis. During the first phase of review, the Commission considered six airports located throughout Puget Sound and determined no viable candidates. The second phase concluded in October 2022 with a recommendation to expand Paine Field to its maximum capacity to serve northern Puget Sound and identify a greenfield site with a two-runway configuration (3,100 acres). The CACC selected central east Pierce County and central Thurston County as the three greenfield sites because each site provided the greatest level of capacity to meet the 2050 target. Following analysis of the sites, local government entities at all levels and tribal nations universally opposed the three greenfield sites. Subsequently, the City of Yakima requested consideration of the McAllister Field as the new preferred airport location. The challenge with the site is the location as the population served by the airport resides in Puget Sound.

The CACC's four guiding principles for selection of an airport site are public benefit, economic feasibility, social justice, and environmental sustainability.

Mr. Hendrickson shared that over the prior three-year period, the website hosted by WSDOT Aviation included 700 individuals who had signed up to receive information. Following the announcement of the three greenfield sites, sign-ups increased to 4,200 in three weeks.

The CACC recognizes its direction to recommend a single site for a new airport while acknowledging the lack of any government or public support for any sites considered by the CACC. It is likely the Paine Field site

would need to expand to the extent possible. However, beyond Paine Field, the CACC cannot provide a recommendation on a site that would meet capacity needs at this time.

House Bill 1791 is currently under consideration by the Legislature to create a successor commercial aviation coordinating work group. The bill passed from the House Transportation Committee and is moving through the legislative process. Until the CACC receives direction through new legislation, the CACC is required to forward a recommendation while acknowledging the information gleaned over the last several months. The CACC continues to engage with communities and is hosting two open houses with 1-hour question and answer sessions via zoom through the WSDOT Aviation website within the next several weeks. The next meeting of the CACC is tentatively scheduled on March 30, 2023. The CACC may render a final decision at that meeting.

Mr. Hendrickson offered four questions for moving forward:

1. Do we agree there is a problem? Is the forecast aviation capacity deficit for both passenger and cargo?
2. Do we agree it is worth solving?
3. If there is agreement for solving the problem, then how and where?
4. If not solved, it may require accepting the consequences of taking no action recognizing $31 billion in economic gains and jobs would be lost.

Future conversations require a dialogue on defining the problem and ways of solving the problem rather than identifying a particular location.

The Council thanked Mr. Hendrickson for the update.

EXPERIENCE OLYMPIA & BEYOND UPDATE:

Manager Ramirez invited Annette Pitts, Executive Director, Experience Olympia & Beyond, to update the Council on research serving as the basis of the organization's new Business and Marketing Plan.

Last year, the organization was able to increase staffing capacity following COVID and added a market research analyst. In 2020, Thurston County lost over 700 jobs in the tourism and hospitality industry. The region has not recovered fully from the loss of those jobs. The research included considering a broader view and review of personal sentiments than in the past by asking similar questions about the visitor experience when visiting Thurston County. The findings were surprising and serve as the basis of the Business and Marketing Plan as the research identified differences in terms of how residents view the region versus how visitors view the region.

Four hundred people participated in the survey identified either as residents, businesses (profit and non-profit), governmental entities, or visitors.

Ms. Pitts shared the results of the survey. Over 86% of visitors surveyed indicated they had previously visited the region. The main purpose of their visits was to visit friends and family followed by weekend getaways and vacations. Many of the respondents were multiple day visitors versus a day visitor with the average stay in the county of 3.6 days. Over 60% of the respondents indicated they stayed at a hotel or motel. The organization tracks short-term rentals through a service. The region's short-term rental lodging inventory is 11% of total rental rooms that have expanded by 3% since January 2022.

Ms. Pitts highlighted some survey responses reflecting the differential between visitors and local stakeholders for some specific areas within the county. The survey reflected a wide range of questions on homelessness, panhandling, public parking, transportation services, arts and cultural venues, restaurants, hotels and motels, and handicap accessibility.

The completed Business and Marketing Plan integrates data obtained through the survey and data from location services and consumer industry statistics and forecasts. The organization is introducing several campaigns. One is *Made in Thurston County* to identify locally made products, services, and stores in the county. The organization has launched the program *You belong Here* emphasizing the friendliness of the area. A systematic approach has been developed for all lodging tax award recipients regardless of the municipality providing the funds. Recipients receive a suite of services at no charge to include a listing on the website, social media advertising, inclusion within seasonal PR pit sheets distributed to local and national media, and inclusion within the organization's email and visitor email newsletters. Several public meetings are scheduled in March and April. The meetings are community listening sessions to share information on survey key findings and receive feedback from the community on ways to improve the destination experience for both residents and visitors. The organization will develop a plan and pursue efforts in 2024. Survey results are posted on the organization's website located at www.experienceolympia.com under reports.

Ms. Pitts addressed questions about the organization's name, which was adopted prior to her joining the agency. The name was adopted as it reflected a name that had more brand recognition. She has received much

feedback about the name, as the name is not reflective of other local municipalities leading to the creation of co-brands of *Experience Tumwater, Experience Lacey,* and other communities within the Thurston County region at no additional cost. A style guide was produced as well as logos accessible to all municipal partners. She cited other efforts to ensure the organization is inclusive of all communities in the region. Additionally, most tourism organizations are a county or a collection of municipalities. It speaks to the importance of showcasing areas and events to attract visitors.

Ms. Pitts shared information on the partner portal enabling businesses and organizations to update their respective listing at any time at no charge. A blog listing is different and can be updated by contacting agency staff to shift the focus of the information for the organization or entity. She shared that the new website features an itinerary building/mapping tool to create self-guided tours around specific interests. The organization plans to identify different categories based on analytics from the website and visitor traffic to create different itineraries and tours, as well as integrating the organization's certified tourism ambassador program.

City Administrator Doan acknowledged the membership of Councilmember Jefferson on the Board of Directors for Experience Olympia and Beyond, as well as Parks and Recreation Director Denney. Director Denney has been very involved and recognized for his work on community events.

MAYOR/CITY ADMINISTRATOR'S REPORT: City Administrator Doan recommended deferring discussion on the Council's consent calendar to another meeting. The Council supported deferring the discussion.

ADJOURNMENT: **With there being no further business, Mayor Sullivan adjourned the meeting at 8:15 p.m.**

Prepared by Valerie L. Gow, Recording Secretary/President
Puget Sound Meeting Services, psmsoly@earthlink.net

Exhibit B

ENVIRONMENTAL ASSESSMENT

For

RUNWAY IMPROVEMENTS
OLYMPIA REGIONAL AIRPORT
Tumwater, Washington

Prepared for:

PORT OF OLYMPIA

Prepared by:

BARNARD DUNKELBERG & COMPANY
Cherry Street Building
1616 East 15th Street
Tulsa, OK 74120
918/585-8844

June 2003

EXHIBIT B

This environmental assessment becomes a Federal Document when evaluated and signed by the responsible FAA Official.

_____ _____

Responsible FAA Official Date

Contents

- Lighting: Medium Intensity Runway Lights (MIRL) and threshold lights are located at each runway end. Runway 17 is equipped with a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), while Runway 35 is provided with 4-box Visual Approach Slope Indicators (VASI) and Runway End Indicator Lights (REIL).
- Landing Aids: Runway 17 is equipped with a Category I Instrument Landing System (ILS) and the airport is provided with Terminal VHF Omnidirectional Range/Tactical Air Navigation with Distance Measuring Equipment (TVOR/DME) located approximately 650 feet northeast of the intersection of Runways 17/35 and 08/26.
- FAR Part 77 Obstruction Data: Obstruction data for the airport was obtained from Obstruction Chart (OC) 645/8th Edition, which was surveyed in June 1992. There are several obstructions noted for each runway end, with the majority being associated with vegetation. In addition, the precision instrument approach minimums to Runway 17 are currently dictated by obstructions associated with a hangar and a tree located adjacent to the north end of Runway 17/35.
- Traffic Pattern: Runway 17/left traffic, Runway 35/right traffic.

Historic Hangar and Davis Meeker oak

Runway 08/26

- Dimensions: 4,157 feet in length and 150 feet in width. That portion of the runway located west of Runway 17/35 has been reconstructed to a 75-foot width.
- Pavement: Constructed of asphalt with a gross weight bearing capacity of 30,000 pounds single wheel landing gear configuration. The current pavement condition is rated poor, with a PCI rating of 45.
- Lighting: None.
- Landing Aids: None.
- FAR Part 77 Obstruction Data: There are several obstructions noted for each runway end, with the majority being associated with vegetation.
- Traffic Pattern: Runway 08/right traffic, Runway 26/left traffic.

Airports are designed so as to meet certain dimensional requirements to ensure adequate operating surfaces and distance criteria for the safe and efficient operation of the National Air Transportation system. These criteria are collectively determined and identified based on the Airport Reference Code (ARC) for each particular airport. Knowledge of the types of aircraft currently using and those that are expected to use Olympia Regional Airport provides information concerning the ARC specific to Olympia Regional Airport. FAA Advisory Circular 150/5300-13, *Airport Design*, provides guidelines for this determination. The ARC is based on the "Design Aircraft" that is judged the most critical aircraft using, or projected to use, the airport. The ARC relates aircraft operational and physical characteristics to design criteria that are applied to various airport components.

Exhibit C

From: ljwitt312@aol.com <ljwitt312@aol.com>
Sent: Thursday, June 13, 2024 7:25 PM
To: Warren Hendrickson <warrenh@portolympia.com>
Cc: Jan Witt <ljwitt312@aol.com>
Subject: question re Davis-Meeker Oak tree, navigational aids

Dear Warren Hendrickson,

In numerous Olympia Airport public records, the Davis-Meeker Oak tree has been identified as obstructive **to navigational aids.**

For example, see the reference to runway 17/35 precision instrument approaches, down times and the historic tree in the link below. (This particular page is from a 2003 Environmental Assessment prepared in conjunction with the runway 17/35 shift and extension project)

https://drive.google.com/file/d/1QII9MjgTQtZguhYfbV_9Y9oRmCQZ2qir/view?usp=drive_link

Would you please explain what's changed since 2003 that has resulted in implications that the historic tree is no longer an obstruction to navigational aids?

Thank you for your attention.

Sincerely,

Jan Witt

From: warrenh@portolympia.com

To: ljwitt312@aol.com

Cc: Chris Paolini,Lorie Watson

Mon, Jun 17 at 10:47 AM

Good morning Jan,

This is a question I would have normally referred to the very capable hands of Airport Senior Manager Chris Paolini, but he has been exceptionally busy this past week with the annual Olympic Air Show that took place this past weekend. Allow me therefore to pass along the following…

I was unable to access the Google Drive link provided below, but with the assistance of Airport Office Administrator Lorie Watson I was able to locate the 2003 Environmental Assessment via other means.

Please confirm the reference you cite below is this one, located on Page A.5 of the EA:

EXHIBIT C

FAR Part 77 Obstruction Data: Obstruction data for the airport was obtained from Obstruction Chart (OC) 645 18th Edition, which was surveyed in June 1992. There are several obstructions noted for each runway end, with the majority being associated with vegetation. In addition, the precision instrument approach minimums to Runway 17 are currently dictated by obstructions associated with a hangar and a tree located adjacent to the north end of Runway 17 /35.

I proceed with the assumption that this is indeed the referenced paragraph.

My recent statements that the tree is not an impediment to the airport's precision instrument approaches and operations is based on the following:

- The instrument landing system (ILS) approach to Runway 17 is considered technically a "Category I" precision approach.
- The Area Navigation/Global Positioning System (RNAV/GPS) approach to Runway 17 is also a precision approach.
- The lowest possible minimum altitude for such approaches is dependent upon the weather reporting systems and runway/lighting capabilities of the airport. Based on the facilities at Olympia Regional Airport, that altitude is 200 feet above ground level (200' AGL).
- If obstructions pose an issue to safely achieving that minimum altitude, the FAA will adjust the minimum altitude for such approaches to a higher altitude to ensure that the safety criteria for obstruction avoidance is 100% met.
- The current minimum altitude for both precision approaches is 200' AGL. This anecdotally indicates that no obstructions require a higher altitude.
- Therefore, since the current airport precision approaches already allow the lowest possible minimum altitude based on the airport's facilities, the tree and hangar must not be a factor. If they were, the minimum altitude would be higher.

In terms of what has changed, I do not know what the precision approach minimum altitudes were in 2003. I was able to locate the June 1992 Obstruction Chart 645 18th Edition. However, that chart appears only to provide a list of obstructions and did not appear to specifically indicate which obstructions were most problematic and to what extent.

Chris and shall consult with the FAA experts for additional assistance related to the specifics of your question. We will share with you what we learn…

Thank you for your question,

Warren Hendrickson
Director of Operations
Port of Olympia
Office 360-528-8050
Mobile 206-999-3111

From: ljwitt312@aol.com
To: Warren Hendrickson
Cc: Chris Paolini,Lorie Watson,ljwitt@aol.com
Thu, Jun 20 at 9:29 AM

Hello Warren,

Thank you for your reply and for sharing information.

Yes - the page I was referring to is A.5. of the 2003 EA.

I'm wondering -- Were the historic tree and hangar included in the list of obstructions in that 1992 Obstruction Chart that you found?

I've seen other references in airport documents to the historic tree and hangar being obstructions, and have been searching for them. I did find a page in the 1995 Master Plan Update (pg. 4-28) that says that the approach minimum at that time was 248 feet above ground due to obstruction associated with the historic hangar.

Any further light you may be able to shed on this issue will be appreciated.

Thank you,

Jan

Exhibit D

Port of Olympia
Olympia Regional Airport

SEPA
Environmental Checklist

October 2013
Updated January 2014

prepared by

Reinhart Jung, P.E.
Project Engineer

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File No. 232010.010

EXHIBIT D

Transportation Plan, the following roadway improvements in the vicinity of the Airport have been identified:

These planned changes encompass the stretch of road next to the oak tree and have not occurred yet.

- Widen Old Highway 99 SE (4 or 5 lanes) from Tumwater Boulevard to 88th Avenue SE and improve intersections at Bonniewood Avenue and 79th Avenue SE.
- Widen 93rd Avenue SW/SR 121 to 3 lanes from Tilley Road to Kimmie Road.

This intersection of Bonniewood and Old Hwy 99 is very near to where the oak tree stands.

Existing Ground Parking Facilities

There are several vehicular parking areas associated with the Airport's landside development (i.e., the terminal building, FBO, maintenance, and aircraft storage facilities) located on the east and west sides of the Airport.

Navigational Aids

Several existing visual navigational aids are located on the Airport and available to pilots. These include a rotating beacon, located on a water tower northwest of the Airport (south of Tumwater Boulevard and west of New Market Street), a segmented circle located just east of the approach end of Runway 17, and a lighted wind cone located at the south end of Runway 17/35, just east of the run-up apron adjacent to Taxiway "W". Each end of Runway 17/35 is also equipped with PAPIs, which provide descent guidance for the visual segment of the approach, and are configured for a 3.0-degree glide path angle.

AIRPORT DEVELOPMENT PLAN PROJECTS

The following is a general description of potential improvements to the Airport over the 20 year planning time frame:

AIRSIDE DEVELOPMENT

Instrument Approach Improvements

Runway 17 Instrument Approach. Upgrade the existing Runway 17 Category I Instrument Landing System (ILS) Instrument Approach Procedure (IAP) to provide 1,800-foot Runway Visual Range (RVR) visibility minimums. This upgrade would require the installation of an RVR touchdown zone (TDZ) sensor and additional runway approach lighting. The size of the existing Runway Protection Zone (RPZ) for Runway 17 would be maintained.

Runway 35 Instrument Approach. Upgrade the existing Runway 35 Global Positioning System (GPS) IAP to provide ½-mile visibility minimums. This approach upgrade would require the trimming/removal of existing off-airport tree obstructions and the installation of a qualified approach lighting system. The size of the existing RPZ for Runway 35 would have to be enlarged to 1,000 feet x 1,750 feet x 2,500 feet in conjunction with the future implementation of the upgraded approach.

Runway 08 Instrument Approach. **The existing visual approach to this runway end will be maintained.**

Runway 26 Instrument Approach. **The runway's existing visual approach will be upgraded with a future GPS IAP to provide 1-mile visibility minimums.**

Threshold Siting

Runway 17/35 Threshold Siting Surface (TSS). **Trees will be trimmed or removed to meet Runway 17/35 TSS Criteria. These trees are located outside the current boundary of the Airport and the Port will have to negotiate with individual property owners for the trimming and/or removal of the trees and the establishment of a tree trimming/navigation easement for the individual parcels.**

Runway 08/26 TSS. **An IAP with visibility minimums of 1 mile will be established.**

Runway Lighting and Navigational Aids

Runway 17/35 Lighting & Navigational Aids. **Improvements to Runway 17 include added TDZ lights, centerline lights, and a single RVR TDZ sensor.**

A MALSR will be installed to Runway 35.

Runway 08/26 Lighting & Navigational Aids. **There are long term plans for Medium Intensity Runway Lights (MIRL) and a PAPI on Runway 08/26.**

Taxiway System

Runway 17/35 Taxiway System. **Runway 17/35 is equipped with an existing parallel taxiway (i.e., Taxiway "W") and several entrance and exit taxiways (i.e., Taxiways "B", "G", and "L"), which serve the west side of the runway. Taxiway "F" serves as a partial parallel taxiway on the east side of the runway, as do exit Taxiways "C", "D", "G" and "L". The existing ALP illustrates a future parallel taxiway located 400 feet west of Runway 17/35 to correct the slight deficiency associated with Taxiway "W" not being a true parallel taxiway for the entire length of the runway. Additionally, the existing ALP illustrates a future relocated full-length parallel Taxiway "F" positioned 400 feet east of the runway.**

Several components of the Runway 17/35 entrance/exit taxiway geography could cause potential runway incursions. Specifically, Taxiways "C", "D", "G", and "L" do not intersect the runway at right angles, as recommended by FAA Engineering Brief No. 75: Incorporation of Runway Incursion Prevention into Taxiway and Apron Design. Note that the Port of Olympia could request a safety/compliance determination from the FAA Airports Division stating that the existing taxiway geometry provides an acceptable level of safety as configured. If the Airports Division is unable to issue such a finding, then the following taxiway improvements, designed to increase the safety and efficiency of Runway 17/35, could be offered.