

Washington Skies

Washington State Department of Transportation Aviation Division

September 30, 2026



FROM THE FLIGHT DECK

UPCOMING EVENTS/REMINDERS

- Sprague Fire Department ribbon-cutting celebrating their new medical emergency helipad: Oct. 2, 11 a.m. at Lincoln County Fire District #1 124 Old Airport Rd, Sprague, WA 99032
- **Airport Rates and Fees Survey Due Oct. 4:** WSDOT Aviation asks all public-use airports to complete the statewide survey to help establish benchmarks for airport rates, fees and leasing practices. Submit by Oct. 4 for priority consideration for WSDOT Aviation grants and CARB funding. [See page 2 for details.](#)
- [Washington State Community Airports Association \(WSCAA\) annual conference:](#) Oct. 12, 6 – 8 p.m. at the Enzian Inn Resort in Leavenworth.
- [Community Aviation Revitalization Board \(CARB\) applications due Nov. 20](#) before their Dec. 3 meeting that will award the remaining \$1.2 million in new loan(s).

[Another high for student rocketry team: First place in international competition – GeekWire](#)

[WA law makes it 'next to impossible' to prosecute laser strikes on aircraft, King County prosecutors say - My-Northwest.com](#)

[Startup Spotlight: Skyfarer connects pilots with flight training, aviation services and airplanes in one place – GeekWire](#)

[Future pilots, air traffic controllers might come from Olympia area. Here's why](#)

[Tacoma Narrows' Airport Day Inspires Next Generation of Aviators](#)

['A lot of pride.' Tacoma Mexican restaurant, Olympia Coffee now open at Sea-Tac](#)

[New hangar at Grant County International Airport will expand aircraft storage options | News | applevalleyn-ewsnow.com](#)

[Are delivery drones on the way to Tacoma? Major retailer appears to have a plan - Yahoo News Canada](#)

[Sheriff's Office launches Drone as First Responder pilot program - Lynnwood Times](#)

[Nimbus Aerospace tests quarter-scale prototype in Oregon as hybrid-electric race ramps up – GeekWire](#)

[Opportunity Listing - FY 2027 Notice of Funding Opportunity: Infrastructure Investment and Jobs Act \(IIJA\) FAA Contract Tower \(FCT\) Competitive Grant Program](#)

2026 Airport Restaurant List

Send us your flying photos & stories! Email: Christina.Crea@wsdot.wa.gov

Statewide General Aviation Airport Leasing Rents and Fees Study

WSDOT Aviation is asking all public-use airports to participate in the **Statewide Airport Rates and Fees Study**. The information collected through this survey will provide valuable statewide data on current airport rates, fees, and leasing practices. The results will also provide individual airports with a current benchmark to help establish and evaluate appropriate lease rates at their airports.

Effective Oct. 4, 2026, completion of the Statewide Airport Rates and Fees Survey will be required for airports seeking consideration for WSDOT Aviation [grant funding](#) and the [Community Aviation Revitalization Board \(CARB\) Program](#). Airports that complete and submit the survey by Oct. 4 will receive **priority consideration** during the grant and CARB application process.

Please make completion of the survey a priority and submit your response no later than Oct. 4, 2026. Timely completion will ensure your airport meets this requirement and is eligible for priority consideration when applying for future WSDOT Aviation grant and CARB funding opportunities.

This study is intended to provide a meaningful resource for Washington's airports. In addition to supporting statewide aviation planning, participating airports will receive the study results, providing useful information to compare current rates and fees and establish defensible, market-informed lease rates.

Thank you for your partnership and for helping WSDOT Aviation strengthen and support Washington's public-use airport system.

Link to survey:

www.amcgprojects.com/WSDOT-Survey



WSDOT Aviation and Jump Aero Explore Faster Emergency Response

[Jump Aero](#) signed an MOU with the **Washington State Department of Transportation** Aviation Division to assess the potential impact of the Pulse aircraft on Washington State residents in real-world deployment situations. Basing Pulse aircraft at seven existing non-towered public airports could enable more rapid response for over 1.3 million Washington State residents.



Phase II of this effort will incorporate EMS data and should help quantify the potential impact in even more direct ways.

David Ison, PhD, led this effort. By quantifying the potential impact, this work lays the foundation for rapid and effective deployments.

Aircraft and Commercial UAS owners

Has your contact information changed recently? If so, this is your friendly reminder to update your contact information with WSDOT by logging into your [SAW account](#).

Did you sell your aircraft or purchase a new aircraft? Remember to submit an [Aircraft Report of Sale](#).

If you purchased a new aircraft, please remember that you have 30 days to contact WSDOT Aviation regarding the registration or exemption of the new aircraft.

At the beginning of the year, did you file an exemption from registration because your aircraft was not airworthy or was out of state? If your aircraft is now airworthy or has returned to Washington State, please remember to notify WSDOT Aviation so we can update the aircraft's registration status and you can pay the applicable registration fees.

If you have any questions, please contact our office by email at wsdotaviation@wsdot.wa.gov or call Tracy at 360-709-8015.

Did you know?

WSDOT's Washington Zero-Emission Incentive Program, or WAZIP, can help eligible Washington businesses reduce the cost of purchasing zero-emission medium- and heavy-duty vehicles and zero-emission off-road equipment.

Airports may be eligible for incentives on qualifying equipment purchases. The program is administered by CALSTART. Learn more at www.wazip.org.



CARB Loan Applications Due November 20th

The Community Aviation Revitalization Board (CARB) is meeting Dec. 3 to award the remaining \$1.2 million in new loan(s). Please submit your completed applications by Friday, Nov. 20 to ensure evaluators can score your application prior to the Board's meeting. Contact the Loan Program Manager at chenaud@wsdot.wa.gov or 360-628-1767 to arrange for an application.

- loan awards up to \$1,200,000 w/no matching requirement.
- 2% fixed interest rate.
- Up to 20-year loan term.
- Up to a 3-year optional repayment grace period.

The primary purpose of the revolving loan program is to fund revenue-producing or cost-cutting capital projects that assist public-use, general aviation airports to become more self-sustainable. Eligible projects can include hangars, fueling facilities, business parks on airport property, paid parking facilities, passenger amenities, green energy enhancements, and other revenue-generating or cost-cutting developments.

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>.

Sprague Fire Department Helipad Ribbon Cutting

Sprague Fire Department is having a ribbon-cutting celebrating their new medical emergency helipad **on Oct. 2 at 11:00 am.** In attendance will be Representative Tom Dent, County Commissioners, Fire Dept officials, Airlift NW, and state and local representatives. Airlift NW will be conducting a "fly in" to the helipad during the event.

After the ribbon cutting, cake and coffee will be served.

The physical location of the event is:

Lincoln County Fire District #1
124 Old Airport Rd, Sprague, WA 99032

This is a vital project that improves access to critical medical services for people living in rural Lincoln County that often lack access to local medical facilities.



Jon Griffin, Ed and Steve Bryce, Andy Anderson, Tom Wellner and Alex Gronberger are the latest Fly Washington Passport winners!

Jon Griffin, Ed and Steve Bryce, Andy Anderson, Tom Wellner and Alex Gronberger are the latest [Fly Washington Passport](#) winners!

The Fly Washington Passport Program encourages pilots and aviation enthusiasts to explore Washington's public-use airports.

Beyond motivating pilots to fly, this program supports general aviation airports, area businesses, tourism, and provides flight planning, safety, and educational opportunities. The program relies on the voluntary participation of Washington's public-use airports, pilots, aviation enthusiasts, and sponsors.

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

Participants, using an official Fly Washington Passport Program booklet, collect "passport stamps" at enrolled public-use airports. Any licensed pilot from any state, and their passengers, may participate.

Participants will earn levels of recognition and prizes as they explore the airports of Washington State.

Interview with Jon Griffin

1. What type of aircraft did you complete the program in?

Cessna 172



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2. Home Base airport?

KRNT until Jan. 2024 and KSFF since then.

3. Approximately how much total time do you have?

1285.

4. Highlight of the program?

The adventure and challenge of exploring new airports with a purpose.

5. Favorite Airport you flew into as part of the program?

Sullivan Lake State 09S.

6. Most Challenging Flight?

A flight from Seaside, OR (56S) to Felts Field (KSFF) in July 2025, which included 3 stops to get stamps at Toledo (KTDO), Morton (39S) and Packwood (55S). We had a bit of a scare with the tall trees at the northwest end of RW25 at Morton. Then climbing out of Packwood involved a lot of circling to gain altitude and avoid terrain before heading east over the mountains.

7. Most memorable flight?

Felts (KSFF) – Lost River (W12) – Stehekin (6S9) – Lake Wenatchee State (27W) – Skykomish (S88) did not land – Chelan (S10) – Felts (KSFF) What made it memorable? I was with a young friend of mine who wanted to learn to fly and he flew most of the way from Chelan back to Felts. The following year, I taught him to fly in our school's Cirrus SR20 and he's now a private pilot. Also, crossing the mountains from W12 to 6S9 involved a lot of climbing to get over the mountains and then a lot of descending to get down to Stehekin. Then the dog leg approach to RW31, the significant trees at the south end and the roller-coaster runway made for a challenging landing. Lastly, I was disappointed to not land at S88, but it was a good decision to try another day that would be cooler, with less aircraft weight.

8. Encountered anything unexpected?

Not that I remember. I did as much flight planning as possible so I remember being ready for each airport. Perhaps I could say that the ominous looking trees at either end of Skykomish were unexpected. At the time, the AF/D said they were 20-30' tall, but that was inaccurate. Skyvector now states "100 ft Trees 0 ft from runway, 125 ft left of center. 85 ft Trees 0 ft from runway, 125 ft right of center." That's definitely more accurate!

9. How has the program inspired you?

I am confident I could land at pretty much any airport now that I've landed at all of these different airports in Washington. The adventure was also great and gave me a fun reason to get out, fly and explore our beautiful state, which has such an amazing variety of geography!

Comments to the sponsors who make the Passport Program possible:

Great program. Thank you so much for sponsoring!

Interview with
Father and son Ed
and Steve Bryce:

1. What type of aircraft did you complete the program in?
Cessna 172, 182, 177 and Piper Archer.
2. Home Base airport?
S50
3. Approximately how much total time do you have?
2,530/12,200
4. Highlight of the program?
Steve: Doing it with my dad,
Ed: Landing at a bunch of airports we had no reason to go to.
5. Favorite Airport you flew into as part of the program?
Methow Valley, Brewster
6. Most Challenging Flight?
Little Goose, Strom
7. Most memorable flight?
Lind, flat tire, middle of nowhere, Dad rescued, midnight departure
8. Encountered anything unexpected?
One of the attempts to get in Lost River, cloud bank in eastern WA, flew approach encountered ice.
9. How has the program inspired you?
Left previous job, decided to pursue career in aviation, used the program to build hours, got to see the entire state, perfect way to transition to next chapter in life.
10. Comments to the sponsors who make the Passport Program possible:
This program gets people flying, it's paying back to the aviation industry and inspiring the next generation, great planning for students, gives training diversity.



Interview with Andy Anderson and Tom Wellner:

1. What type of aircraft did you complete the program in?
Bonanza and 172.

2. Home Base airport?
KPWT.

3. Approximately how much total time do you have?
Tom: 550, Andy: 2500.

4. Highlight of the program?
Challenge of going places you wouldn't ordinarily go and how satisfying it was to do so, makes you a better pilot.

5. Favorite Airport you flew into as part of the program?
Electric City.

6. Most Challenging Flight?
Ranger Creek and Vashon in a day.

7. Most memorable flight?
North Central region – did 12 airports in one day.

8. Encountered anything unexpected?
Density altitude for a couple of flights, how much is too much and what do you do?

9. How has the program inspired you?
To Fly more!

Comments to the sponsors who make the Passport Program possible:
Thank you, couldn't be more grateful for the opportunity, very appreciative.



Interview with Alex Gronberger:

1. What type of aircraft did you complete the program in?
Sportsman

2. Home Base airport?
KAWO

3. Approximately how much total time do you have?
2000

4. Highlight of the program?
Having a mission to explore places you have never heard of. New to



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Washington was perfect

intro. Did some camping under the wing, opened up to new things.

5. Favorite Airport you flew into as part of the program?

Tieton and Stehekin

6. Most Challenging Flight?

Stehekin

7. Most memorable flight?

East side of the state, did the east side of the state based out of Cavanaugh Bay, wrecked Bonanza on the beach.

8. Encountered anything unexpected?

Lake Wenatchee airport, fire around the airport, smoke obscured the airport, TFR in the vicinity.

9. How has the program inspired you?

New to the state and area, fell in love with area, pushed to explore everywhere, pushed to fly to new places, including Idaho.

10. Comments to the sponsors who make the Passport Program possible:

Keep it up! Thank you!



WSDOT Commercial Drone Registration Renewal

Friendly reminder to commercial drone operators: the annual registration renewal window is open.

All members of the public operating drones for profit must complete their annual renewal to maintain authorization.

Operators must also comply with all applicable Federal Aviation Administration (FAA) requirements.

For more information or to renew, visit WSDOT's [UAS website](#).

Notice of Public Open House

King County International Airport, Boeing Field

Runway 14R-32L Rehabilitation and Taxiway B Relocation

Environmental Assessment Seattle, Washington

King County International Airport – Boeing Field (Airport), through the King County Department of Executive Services (Airport Sponsor), and in coordination with the Federal Aviation Administration (FAA), have prepared a Draft Environmental Assessment (Draft EA) to evaluate potential environmental impacts of Runway 14R-32L Rehabilitation and Taxiway B Relocation (Proposed Action) at the Airport. The FAA is the lead federal agency to ensure compliance with the National Environmental Policy Act (NEPA) for airport development actions, and the Draft EA has been prepared under the supervision of the FAA. The Draft EA provides an overview of reasonably foreseeable environmental impacts related to the Proposed Action on resource categories defined in FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures* and U.S. Department of Transportation (US DOT) Order 5610.1D, *DOT's Procedures for Considering Environmental Impacts*.

The purpose of the Proposed Action is to meet current FAA safety and design standards at the Airport by rehabilitating Runway 14R-32L and relocating Taxiway B 50 to 75 feet to the west. Other project components include, but are not limited to, demolition/removal of pavement; demolition and relocation of the Airport Traffic Control Tower (ATCT) and Aircraft Rescue and Fire Fighting (ARFF) buildings; land acquisition; and other support project components, such as stormwater facilities and fence construction. The Draft EA will include a detailed description of the components of the Proposed Action.

Draft EA Availability. The Airport Sponsor will notify the public when the Draft EA is available to view.

The Draft EA will be available in electronic format on the Airport Sponsor's website: <https://kingcounty.gov/en/dept/executive-services/transit-transportation-roads/airport/projects/taxiway-b-relocation/nepa>

Public Open House. The Airport Sponsor will hold two separate events: a virtual Public Open House and an in-person Public Open House. Each event will provide an opportunity for agencies and interested members of the public to receive information on the Proposed Action and the environmental analyses contained in the Draft EA.

The virtual Public Open House will be held:

Wednesday, October 14, 2026, 11:30 AM – 12:30 PM Pacific Daylight Time (PDT)

https://kingcounty.zoom.us/webinar/register/WN_PTbHxeVUSWm3e7f668SWQw

The in-person Public Open House will be held:

Wednesday, October 14, 2026, 6:00 PM – 7:30 PM PDT

KCIA Flight Service Station

6526 Ellis Avenue S.

Seattle, WA 98108



The FAA is Looking for Educators Like You!

Educators play a vital role in inspiring the next generation of aerospace professionals. By introducing students to aviation, engineering, drones, airport design, and aerospace careers, you can help students discover possibilities they may never have considered.

The Federal Aviation Administration (FAA) is proud to support educators with engaging programs, hands-on learning experiences, and connections to aviation professionals that bring aerospace education and career exploration into classrooms and communities across the country.

Explore four ways to bring FAA aerospace education opportunities to your students during the 2026–2027 school year.

NEW: FAA Aerospace Workforce Educator Pilot Program: For Educators Serving Students in Grades 3-5

The FAA is excited to launch the Aerospace Workforce Educator Pilot Program for the 2026–2027 school year. This new initiative will provide a small group of educators with ready-to-use aerospace lessons, FAA engagement opportunities, and resources to help introduce students to aerospace careers.



Ten educators will participate in the inaugural pilot. Participating educators will receive:

- Six complete aerospace-themed lesson plans
- PowerPoint presentations, classroom materials and student activity worksheets
- Interactive review games
- Support from FAA staff throughout the school year
- Opportunities to connect classroom learning with aerospace workforce and career pathways

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Participants will also have an opportunity to provide feedback that will help the FAA shape future educator engagement and aerospace workforce education efforts.

Interested in participating? Email 9-apl-faaeducation@faa.gov for additional details and information about joining the 2026–2027 pilot.

FAA Adopt-A-School Program For Schools Serving Students in Grades 3-5

The FAA Adopt-a-School Program connects FAA personnel with local schools to bring authentic aerospace learning and career exploration directly into the classroom. During the 2026–2027 school year, participating FAA personnel will partner with selected schools in their local communities. Activities may include classroom visits, conversations with FAA professionals, career exploration, and support for aerospace-focused learning.

The program can complement science, STEM, technology, and career-readiness instruction while helping students learn about the wide variety of people and professions that keep our nation's aviation system moving.

Interested in bringing Adopt-a-School to your school?

LEARN MORE: www.faa.gov/adopt-a-school

Contact your FAA STEM AVSED point of contact to discuss opportunities in your area. A geographic contact list is available on the [FAA STEM AVSED Contact Us](#) page.



Airport Design Challenge For K-12 Students

The Airport Design Challenge (ADC) invites K–12 students to explore aviation, engineering, and airport planning by designing their own airports using Minecraft™.

Working individually or collaboratively, students learn about airports, airport operations, engineering, and emerging technologies while applying STEM concepts through creative, hands-on activities.

ADC is available year-round, making it easy to incorporate into:

- STEM, engineering, technology, or geography classes

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- After-school programs and clubs
- Career exploration activities
- Team projects
- Independent learning

The FAA also recognizes outstanding Airport Design Challenge projects and gives students opportunities to showcase their work.

READY TO START DESIGNING?

Visit www.faa.gov/adc to learn more and get started.



FAA ACE Academies Summer Aerospace Experiences for Students

FAA co-sponsored Aviation and Career Education (ACE) Academies give students an opportunity to explore aviation and aerospace careers through hands-on activities, mentorship, and real-world experiences.

Working with aviation and community partners, ACE Academies connect students with professionals such as pilots, engineers, aircraft technicians, and air traffic controllers. Depending on the academy, experiences may include visits to aviation facilities, hands-on demonstrations, career exploration activities, and orientation flights.

SEE ACE ACADEMIES IN ACTION: Visit <https://www.youtube.com/watch?v=q2YAWR478Aw>

FIND AN ACE ACADEMY: Visit www.faa.gov/education/ace_academy

Interested in Starting an ACE Academy?

The FAA can provide resources and guidance to organizations interested in bringing an ACE Academy to their community.

Email 9-apl-faeducation@faa.gov to learn more about getting started.

Explore More FAA Education Resources

Looking for additional ways to bring aerospace into your classroom?

FAA Education www.faa.gov/education

Resources for Educators: www.faa.gov/education/educators

K-12 Curriculum Resources: www.faa.gov/education/educators/curriculum/k12

Aviation and Space Careers: www.faa.gov/education/about/careers-aviation-and-space

Thank you for all you do to inspire, educate, and empower students. We look forward to working with you throughout the 2026–2027 school year and helping students across the country discover the many opportunities available in aviation and aerospace.

Sincerely,

Mary Butcher-Kimball

Federal Aviation Administration

Understanding Washington's new aviation taxes and fees

WSDOT Aviation recently released an [informational flyer](#) outlining upcoming changes to Washington's aviation fuel tax, aircraft registration fee and aircraft and commercial drone excise taxes following the passage of House Bill 2711.

The flyer provides operators with an overview of the new rates, effective dates and aircraft fee schedules. Since its release, members of the aviation community have asked for more information about how aviation-related revenue is used.

The following overview provides additional context about how this revenue supports Washington's statewide aviation system, how airport projects are prioritized and where pilots and airport representatives can find more detailed information.

How aviation revenue supports the statewide system

Washington's aviation system connects communities, supports businesses, enables emergency response and provides access to essential services across the state. Maintaining that system requires continued investment in airports, safety, planning and other aviation programs.

Washington's aviation system is supported in part by aviation fuel taxes, aircraft registration fees and aircraft excise taxes. Under state law, revenue from these sources is deposited into several aviation-related accounts and may be spent only after appropriation by the Washington State Legislature.

Depending on legislative appropriations and the specific account into which revenue is deposited, funding may support:

- Aviation planning and system studies.
- Airport infrastructure grants.
- Airport safety, education and technical assistance.
- Sustainable aviation programs and related infrastructure.
- Administration and delivery of WSDOT Aviation programs.
- Certain aviation-related activities administered by other state agencies.

The Legislature may also direct funding to specific aviation programs or projects through the state transportation budget.

What is changing under House Bill 2711?

House Bill 2711 repealed a previously proposed 10% luxury aircraft tax and replaced it with increases to existing aviation-related taxes and fees.

Changes outlined in WSDOT Aviation's informational flyer include:

- An increase in the aviation fuel tax from 18 cents to 25 cents per gallon, effective Nov. 1, 2026.
- An increase in the annual aircraft registration fee from \$15 to \$30, effective Jan. 1, 2027.
- Revised aircraft excise tax schedules, including a new category for commercial uncrewed aircraft systems, effective Jan. 1, 2027.
- Annual 2% adjustments to registration fees and excise taxes beginning Jan. 1, 2028.

The legislation also creates the Sustainable Aviation Fuel Airport Infrastructure Account in the state

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treasury. Subject to legislative appropriation, funding from the account may be used for activities at airports that support sustainable aviation fuel infrastructure improvement and preservation projects.

As with other state transportation revenue, the Legislature determines how funding is appropriated through the budget process. WSDOT Aviation administers the programs and funding assigned to the division in accordance with state law and legislative direction.

Operators are encouraged to review the legislation and monitor implementation timelines to understand how the changes may affect future operating costs and aircraft registrations in Washington.

How airport projects are selected

WSDOT Aviation's Airport Aid Grant Program provides financial assistance to eligible public-use airports across Washington. Because available funding does not always meet the full level of statewide need, grant applications go through an established evaluation and scoring process.

Chapter 5 of the Airport Aid Grant Procedures Manual explains the criteria used to review and prioritize applications. Factors may include project purpose, safety, system benefit, airport planning, project readiness and the availability of matching funds.

The State Capital Improvement Program also plays an important role in identifying and prioritizing aviation infrastructure needs. The program provides a statewide overview of anticipated airport projects and helps WSDOT Aviation, airport sponsors, the Federal Aviation Administration and other partners coordinate future investments.

Learn more

Pilots, aircraft owners, airport representatives and other aviation community members can use the following resources to learn more about the new taxes and fees, aviation funding and project prioritization:

- [House Bill 2711](#): Review the legislation, supporting documents and legislative history.
- [Previous Airport Aid grant recipients](#): View airports and projects that received WSDOT Aviation grants from 2009 through 2020.
- [Airport Aid Grant Procedures Manual](#): Learn about grant eligibility, application requirements and the project evaluation process. Chapter 5 explains how applications are evaluated and scored.
- [State Capital Improvement Program](#): Learn how aviation infrastructure needs and projects are identified and prioritized statewide.

Together, the [informational flyer](#) and these additional resources provide a broader picture of what is changing and how aviation-generated revenue supports Washington's airports and statewide aviation system.



WASHINGTON STATE IMPORTANT UPDATE FOR AIRCRAFT & DRONE OPERATORS

The Washington State Legislature has passed House Bill 2711 (HB 2711), which includes increases to aircraft and drone taxes and aircraft registration fees.

WHAT'S CHANGING?

HB 2711 repeals the previously proposed 10% luxury aircraft tax and replaces it with increases to existing aviation-related taxes and fees.



AVIATION FUEL TAX INCREASE

CURRENT
18¢
per gallon

→

NEW RATE
25¢
per gallon

Effective date: November 1, 2026



AIRCRAFT REGISTRATION FEE INCREASE

CURRENT
\$15
per year

→

NEW RATE
\$30
per year

Effective date: January 1, 2027



AIRCRAFT AND DRONE TAX INCREASE

Annual aircraft excise tax will increase under a revised fee schedule, including a new category for commercial UAS.
Effective date: January 1, 2027



ANNUAL ADJUSTMENT: Starting January 1, 2028, registration fees and excise taxes will be adjusted annually by 2%.



WHO IT AFFECTS?

These changes may impact a broad range of aviation stakeholders, including general aviation, business aviation, helicopter operators, and unmanned aircraft system (UAS/drone) operators depending on aircraft registration applicability and operational fuel usage.



WHY THE CHANGE?

State legislators indicated the revised approach was intended to maintain transportation revenue while addressing concerns raised by the aviation community regarding the economic impacts of the previously adopted luxury aircraft tax.

The legislation also creates the Sustainable Aviation Fuel Airport Infrastructure Account in the State Treasury to support investments in airport infrastructure related to sustainable aviation fuel development and use.



STAY INFORMED: Operators are encouraged to review the bill language and monitor implementation timelines to understand how these fee and tax adjustments may affect future operational costs and aircraft registrations in Washington State.



REVIEW THE BILL

Read the full text of Engrossed Substitute House Bill 2711; Chapter 255, Laws of 2026; 69th Legislature, 2026 Regular Session.



PLEASE SHARE THIS INFORMATION

Please share this information with other operators and aviation partners.



For questions regarding aircraft and drones, please email wsdotaviation@wsdot.wa.gov.

ANNUAL FEE SCHEDULE

Type of Aircraft	Reg Fee	Excise Tax	Total
Commercial unpiloted aircraft systems (commercial drones)	\$30	\$120	\$150
Home built Lighter than air Sailplane Single engine fixed wing	\$30	\$120	\$150
Helicopter Small multi-engine fixed wing Large multi-engine fixed wing	\$30	\$220	\$250
Turboprop multi-engine fixed wing	\$30	\$470	\$500
Turbojet multi-engine fixed wing	\$30	\$1,220	\$1,250

Title VI Notice to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090.

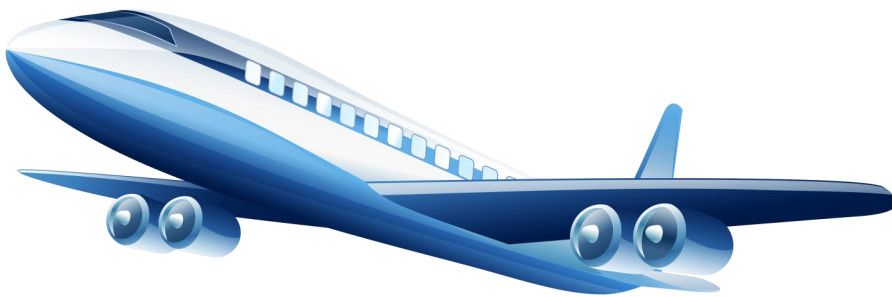
Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

WSDOT Aviation to participate in FAA Advanced Air Mobility Pilot Program

WSDOT Aviation is proud to participate in the FAA's newly selected Advanced Air Mobility and [eVTOL Integration Pilot Program \(eIPPP\)](#), a national effort to accelerate the safe integration of next-generation aircraft into the National Airspace System. Washington will participate through a Pennsylvania DOT-led multistate collaborative focused on regional passenger transportation, working with public-sector partners and private AAM companies including BETA Technologies and Electra.

WSDOT's role will help ensure that Washington's aviation system, communities, airports, and emerging mobility partners are represented as the FAA develops practical operational, infrastructure, and regulatory pathways for AAM. The program is intended to generate real-world data and policy insights that will inform future FAA rules and support safe, scalable deployment of electric and advanced aircraft across diverse operating environments.

What is Aviation's Role in Washington state?



[This video](#) is a great overview of Washington State's aviation system — a reminder of how critical multimodal transportation is to our communities and economy.

Washington is home to 134 public-use airports that support everything from commercial

aviation and cargo operations to emergency services and local economic development. Each plays an important role in keeping people and goods moving across regions — especially in rural and remote areas.

WSDOT Aviation Division is a vital piece of the state's transportation network. Whether it's enhancing connectivity, supporting tourism, or enabling critical medical flights, airports — large and small — help communities thrive.

As we continue to plan and build the future of transportation in Washington, it's exciting to see all the pieces coming together — from highways and rail to our skies.



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.

Want something in the next newsletter?

If there are any other events, information or stories that are aviation related you would like us to distribute, please email christina.crea@wsdot.wa.gov.

Report Wildlife Strikes

Need to report a wildlife strike? Pilots can report wildlife strikes 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.

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

0W7

FLOATHAVEN SPB

14915 58TH LANE NE
KENMORE, WA 98028



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

Floathaven Seaplane Base (0W7) is a privately-owned, public-use seaplane base located on Lake Whatcom in Whatcom County, Washington. 0W7 supports 21 jobs and has a total economic impact/business revenues of \$5.26 million annually. The seaplane base has one waterway for aircraft operations, 12W/30W, which is 10,000 feet long and 4,000 feet wide. The seaplane base hosts emergency exercises and provides freshwater seaplane access to the Bellingham region. Please note that the seaplane base is physically located at 2890 Older Lane, Bellingham, WA 98229.

AIRPORT CHARACTERISTICS

Location	Service Classification	Organization
Legislative District: 46	Federal: N/A	Ownership Type: PRIVATE
Associated City: BELLINGHAM	State: GENERAL USE	Owner/Sponsor: MELLEMARK INC.
County: WHATCOM		

AVIATION ACTIVITIES

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

Ground Transportation Options

☐ Bus	☒ Taxi
☐ Courtesy car	☒ Rideshare
☒ Limousine service	☐ Rail
☐ Other:	

Airport Activities (2018)

Scheduled commercial service	
Operations	N/A
Enplanements	N/A
General aviation	
Operations	500
Percent GA transient	33%



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

FLOATHAVEN SPB (0W7)

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	9	\$833,000	\$1,393,000	\$3,291,000
Visitor Spending	0	\$2,000	\$3,000	\$4,000
Total Direct Effects	9	\$834,000	\$1,396,000	\$3,295,000
Supplier Sales	6	\$332,000	\$509,000	\$1,021,000
Re-Spending of Worker Income	7	\$288,000	\$533,000	\$945,000
Total Economic Impact	21	\$1,455,000	\$2,438,000	\$5,261,000

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	\$440	\$18,020	\$18,460
Visitor Spending	\$70	\$390	\$460
Total	\$510	\$18,410	\$18,920

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



AVIATION WORKFORCE DEVELOPMENT OPPORTUNITIES



Scholarships

- [NASAO 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.