



Local Chapters under
www.WPAFlys.org

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President's Message *by Rich Jones*

Changes at Paine Field with the Arrival of Commercial Air Service

Our Paine Field Airport Staff contacted me prior to our November Paine Field WPA Chapter meeting to get on our meeting agenda. The subject was briefing us on the changes we can expect due to the arrival of commercial air service at Paine Field. I for one was very glad to hear from them as I always am and I commend them for reaching out to us on this subject. At our request Bruce Fisher even provided a summary of their presentation for this newsletter.



I have been working with our AOPA Regional Representative, Warren Hendrickson, in order to better understand what to expect at a commercial air service airport. One thing we know for sure is that security implementations by TSA have not been consistent across all commercial service airports. This is clearly because the "one size fits all" paradigm does not work for all airports. AOPA has some information on their web site that would be useful for all of us to read. Just access the web link below and make sure to follow the embedded web links: <https://www.aopa.org/news-and-media/all-news/2018/october/31/aopa-publishes-airport-security-fact-sheet>

As you start reading through this information (don't forget the embedded links) you will be presented with a number of terms that might be new to you like Secured Area, SIDA, AOA and Sterile Area. The term that applies to us, as GA Pilots and hangar tenants at Paine Field, is the AOA (Air Operations Area). In the case of Paine Field, this would include the entire area inside the Paine Field perimeter fence excluding the area around the new commercial air terminal.

A couple of interesting statements regarding the AOA from the AOPA web site:

- *The AOA requires only basic access controls, but sets no specific standards beyond those adopted locally in the airport security program.*
- *Broadest application of security; requirements are not specifically set forth in 49 CFR 1542.*
- *STA (Security Threat Assessment) required.*

This would explain the significant differences that I have seen my travels across the country regarding security procedures affecting the AOA at airports where commercial air services are provided. The above would imply that the Paine Field Administration would have some flexibility in implementing security plans for the AOA but I am not sure that this is the case.

AOPA goes on to state: "*Each airport is unique, and general aviation tenants should always be a part of the planning process for security-related matters that may affect their operations. The TSA works with the airport management to craft an ASP (Airport Security Program) that fits that airport. However, transient and based pilots, AOPA and the public do not have access to the specific requirements that govern airport security nor to finalized ASPs*". This lack of transparency by the TSA is probably why there will never be any engagement of the local pilots who operate out of Paine Field in the development of any part of the ASP. The reality appears to be that the TSA calls all the shots and we who live on the airport will just be told what we have to do in order to continue our operations at Paine Field.

continued on page 2

**Dec 7th Christmas
Party
Purchase Tickets
by Friday 11/30**

Event code for ticket
purchase was sent to all
members who have an e-mail
address on file

President's Message continued

I have long feared the arrival of Commercial Service at Paine Field for one simple reason: The threat that the arrival of the TSA at Paine Field will make our lives as aircraft owners and operators more difficult. As an aircraft owner/operator community, I have always found us to be a peaceful group. In addition to the pursuit of our aviation passions our pilot community contributes to the community by providing Angel Flights, donating flights to be auctioned off at community charitable events, providing free airplane rides for kids at Paine Field Aviation Day and other events, etc. During this year our small Paine Field Chapter of WPA even provided \$4,000 in scholarships in order to assist young people in the pursuit of aviation careers.

I am sure that you have all heard the phrase: "All the world is a stage and all the men and women merely players" from a William Shakespeare play. Through most of our life we get to choose the parts we play. On occasion we are forced into a part that was not of our choosing. My biggest fear at Paine Field is that the TSA might force us into a role that we would never choose for ourselves: the role of the adversary. I am hopeful that this will never come to pass but the fate of this outcome is firmly in the hands of the TSA. A great deal of power has been given to the TSA. They have the power to fine each of us up to \$10,000 for even the most minor procedural oversight. We will have to wait and see just how the TSA wields the awesome power that they have been entrusted with.

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January 11th General Meeting, Dinner and Program will be held at the new Terminal Building at PAE



As a result of forthcoming commercial air service, all of us on Paine Field must comply with the federally-mandated aviation security requirements as outlined in 49 CFR 1542.

What this means is that our current Paine Field access badges must be replaced with new identification cards (AoA badges) that meet the federal security requirements. Your current badge will remain valid until you are able to schedule an appointment with the Airport's Credentialing Office. Due to the large number of people that will need to be badged, we expect that our GA tenants will begin the process sometime in January or February of 2019. Rest assured, we will provide ample notice before this process begins.

When you make your appointment, you will need either: (1) a valid US (and in some cases foreign) Passport or Passport card, or (2) a valid driver's license and one other form of ID (such as birth certificate, SSN card, military ID, etc.). (Please see attached I-9 - List of Acceptable Documents). All tenants (16 years and older) holding current access badges and needing continued access will receive a Security Threat Assessment and be checked against the national criminal records database. In addition, you will also receive some mandatory training during your first appointment with the Credentialing Office.

Card issuance is now a 2-step process and the actual card will be presented following the original appointment within 2-7 days. The cost of the AoA badge is \$25.00 for first issuance and \$15.00 each year thereafter. Cards must be in our possession within the airside fence at all times. We may be challenged by TSA field agents for our PAE Airport badge. Note* Accountability is key - there are monetary penalties for losing badges or failing to report it being stolen. In addition, violations will be issued (and borne by the card holder) for failing to escort non-badged guests or allowing "piggy-backing" through airside gates. If you forget your badge, you must retrieve it or be escorted at all times by someone with a valid badge. Due to strict auditing procedures mandated by the TSA, there are no temporary badges.

Although commercial air service is bringing some changes to the Airport, most of these changes won't be noticed by our tenants. Now more than ever, it will be incumbent upon all of us to take a more active role in Paine Field's security procedures in order to help protect the traveling public. Thanks to everyone for your patience and understanding during the next few months. As always, please don't hesitate to contact me or my staff with any questions.

Bruce C Fisher | Airport Deputy Director, Operations, Environmental & Fire
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Editors Notes:

What was not included in the above notice was the fine schedule for lost or stolen badges.

Lost/Stolen Badge – 2 year period

- 1st time \$75
- 2nd time \$100
- 3rd time \$150
- 4th time Revoked (for the remainder of the two year period)

Other fines for following someone through the gate who is not escorting you as a guest, departing the gate before it is fully closed, and caught without your badge on your person or not escorting guests were not mentioned. I cannot confirm this, but a comment was made that the fine may be \$5,000. Transient pilots and their guests were not adequately addressed. I asked a question about transient pilots coming to fuel. The answer was that their pilot certificate was their official document. Makes me wonder why we have to have the badge on our person and I also wonder about their passengers. My husband and I have flown into many airports that provide commercial service, and have never experienced the requirement to be escorted to or from our aircraft. So there are still questions on the value of some of these requirements. The other issue is on exiting the AOA. Currently the tradition and courtesy is that if there are a line of vehicles waiting to exit, all exit when the gate opens and the last vehicle stays until the gate closes. This is going to be changed from the magnetic detector to open on exit to a card swipe, same as entry, with each vehicle required to block the exit until the gate closes. No more follow throughs on exiting. So you may want to avoid shift change at ATS.

A final note, please be kind to the airport staff. I believe they are having as much difficulty with these changes as we may have.

*Sincerely,
Stephanie*



**Paine Field Chapter
Washington Pilots Association
Friday, December 7th
Annual Christmas Party and Silent Auction
at the Flying Heritage and Combat Armor Museum
Special Private Tour of the FHC exhibits**

Doors open at 5:00 PM for the tour, can't make 5:00 PM, you can join later. Tour will end at 6:00 PM

6:00 PM starts the Silent Auction, No Host Bar. Dinner at 7:00 PM

This annual event will be held in the new third exhibit hangar with new exciting exhibits!

Tickets are \$50 per person, pre-purchase required, by November 30th, via Brown Paper Tickets. Miss your invitation? Another reminder and link to purchase tickets will be sent.

If you have not received an e-mail from the WPA Mailer, please update your information in the WPA system.



Menu: salmon, chicken, salads, mashers, rice, and veggies with a dessert assortment



The Silent Auction



Silent Auction to be held at Annual Chapter Christmas Party on Friday December 7th at the Flying Heritage and Combat Armor Museum

The Silent Auction raises funds for the WPA Youth Aviation Scholarship Fund. This is a 501-C(3) corporation. Purchases are tax free and may be tax deductible. Cash, Credit or Debit cards are accepted.



Current Donors



WASHINGTON PILOTS ASSOCIATION

WPA

Paine Field

Get Ready... Something Really Cool Is Coming Soon

The Paine Field Chapter of the Washington Pilots Association is returning to the Internet!

Please check back before the end of the year for our new Website!

If you'd like to receive an email from us when the new site is live, please enter your email address below!

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A NEW BEGINNING

A New Newsletter & Website Coming Soon



Ned Bingham
Private Pilot - ASEL

ned.bingham@wpapaine.org

Little did I know that showing up at the Hangar Party in September meant that I'd find myself:

1. Volunteering to build a new website for the chapter...
2. Volunteering to be the new Newsletter Editor...
3. Being elected as 2019 Board Member!

I guess if you're going to jump in, might as well do it with everything you've got!

Well, I'll start by saying, "Thank You" everyone who came before me and I look forward to doing my

part to support the chapter in the months & years to come.

My main focus has been our new website - www.wpapaine.org - which has been coming along nicely. I'm also working on getting up to speed on publishing a newsletter.

For those not at the last General Membership Meeting, I'll be publishing two versions of the Newsletter Starting in January. The PDF format will continue to be available (as well as archives of previous issues) but the same articles published in PDF form will

also be available directly on the new website.

So please stay tuned to the new website for changes. I hope to have the new site done and available around the 1st of December. For now, I'm trying to maintain the publication schedule that you've come to expect with the Newsletter.

To submit new content for the newsletter, please email it to newsletter@wpapaine.org before the 15th of every month. All submissions will be considered and photos are especially welcome!

- NB

By Will Tilse



Well here we are at the end of another beautiful summer of flying with all of our friends. And speaking of friends, I took my neighbor Zane up flying for the first time, and I don't think he liked it very much but what are you going to do about kids these days? Ya, right! He loved it! 2 weeks after this flight he headed off to Navy boot camp, and Nuclear training, but his real desire is to become a pilot.



My grandson, Aydren, wants to get his pilots certificate some day as well, but I told him to watch out for icing, and that airplanes aren't very safe if you eat them

Our final membership count this year is 210 members, with most being renewals, and as near as I can tell close to 30 new members. Last year we had about the same number. What this means is we lost nearly 30 members, so our ranks are staying about even. The bottom line about membership is of course is numbers, but I like to think of it as numbers of friends, and potential friends.

Lately at the general meetings I have been passing out “Join Paine Field WPA” business cards to our members, and have been encouraging everyone to solicit new members from all of your pilot friends. Our Paine Field chapter already has the largest number of members in the state, and we are looking to make it even bigger. So if everyone would pitch in I, and others would like to boost our membership into the upper 200’s.

Going into next year we will be stepping up our membership drive even more with mailings to existing pilots in north King County, and Snohomish County. And Ned Bingham our newest director, and IT expert, will be creating a new and improved web, and social media presence.

Keep in mind as you recruit new members the benefits afforded to them, such the wonderful camaraderie at our social gatherings, and dinner meetings. Jerry Barkley’s educational programs, and George Futas seminars at Simulation Flight. Fly outs to fun and exiting places, and events (although I don’t get why all those people were standing in the middle of the street in their Depends). And least we not forget the 10 cents a gallon fuel discount at Castle and Cook gas pumps, at both Paine Field and Arlington Airport.



What’s your favorite airplane? Where are the best restaurants to fly into? What are your favorite flying stories, or should I say tall tales? And most of all how many new friends have you discovered, and whom have you mentored to become our next generation of pilots??? “Pay it forward” or should I say “Fly It Forward”

And just one more item, I would like to thank you Stephanie for your many years of producing this news letter, and service to this Association. Bravo!

Happy Holiday
Will Tilse
Membership director Paine Field WPA

Farewell, as I step down from this position of your Newsletter Editor



I joined the Paine Field Chapter of WPA in 1992, about a year after earning my pilot certificate. During the following years, I had the opportunity to be the Safety and Education Chair, assist in the Aviation Academy, hold the VP and President's position. Between those positions, I was the newsletter editor. I had taken that position three different times, as others retired or left the chapter. This last stint has lasted more than 18 years. I can't remember the actual start date, but I replaced Mitch (Bob Mitchell), whose busy schedule made it difficult for him complete the mission and I knew he felt concerned about that problem. Mitch was a good friend and was happy when I offered to relieve him of this commitment by taking the position as editor.

It has been educational, rewarding and sometimes just too busy to meet the schedule for each month of the year. Dave Wheeler was my backup for several years, and much appreciated. We never missed publishing an issue. With Rich's retirement, maintaining two aircraft, and getting older, it was time to reduce my

volunteer commitments. Maybe the travel bug just took hold. I also felt that we needed new blood with new ideas that could take our communications efforts to a higher level. I want to thank Ned Bingham, for taking this roll. He has new ideas, new technology and more knowledge on publishing than me. I will be here to back him up, so he will not be totally alone in starting this new adventure.

I want to thank all those who have contributed with articles and photos. I have been told that our chapter's newsletter is the best of all the WPA chapters, and this would not happen without the contributing members.

Thank you all,
Stephanie Allen

CLASSIFIED ADS

Advertisements are free to WPA members for aviation related items and/or services
Space limitations will give priority to Chapter members
Paid advertising is available for non-aviation ads in the state WPA WINGS newspaper

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