

CHAPTER 3: HOW DOES LATS MEASURE AVIATION SYSTEM PERFORMANCE?

This study includes the 140 public-use airports open during 2005. The FAA's Advisory Circular 150/5070-7, *The Airport Planning System Process*, was used to evaluate the system. The data used in the report is based on the system conditions in 2005; therefore, Evergreen Field is listed, although it closed in July 2006. Lester State is also listed, although it has been closed to fixed wing aircraft traffic since flooding destroyed the runway.

How Does LATS Measure Aviation System Capacity and Services?

As a statewide aviation system plan, LATS involves an evaluation of numerous capacity factors that help describe existing airport facilities and services as well as quantify capacity utilization. These factors range from physical elements, such as runway length, hangar space and lighting systems, to less tangible items, like local policies and regulations, ground transportation access, and local funding abilities that support airport improvements. All together, these elements help us define how well the existing aviation system is functioning to meet Washington's air transportation needs. Summarized in the data tables and charts below are results from the extensive statewide airport inventory survey performed in June 2006. Unless otherwise noted, all data is sourced to the inventory survey.

Capacity Assessment

While an assessment of the existing facilities and services available at an airport helps in understanding the quality of access at airports in Washington, a true measure of the adequacy of air transportation facilities is only possible through an assessment of facility capacity. Airport capacity is a measure of an airport's ability to serve demand, whether operations, passengers or other. The objective of a capacity determination is to measure the ability of the existing airport's components to accommodate both current activity as well as future levels. In this report, six different airport components will be measured as outlined in Figure 2 on the following page.

Figure 2: Capacity Assessment Airport Components

Component	Description
Annual Aircraft Operations	The capacity of an airport's runway system to accommodate the number of operations (take-offs or landings) that can occur annually at an airport without experiencing delays.
Airline Passengers	The ability of an airport to accommodate airline passengers depends on the terminal facilities available including roadways, parking and passenger terminal building.
Air Cargo	Air Cargo capacity at airports is commonly measured as the annual enplaned tonnage that can reasonably be processed through existing facilities.
Aircraft Storage	Providing hangar and tiedown facilities is essential to the success of the aviation system. Many of the based aircraft are used for business purposes in the local community. In addition to locations for based aircraft, there is a substantial need for transient aircraft positions. When aircraft move from one airport to another in the course of completing business in the various communities, maintaining a location where they are able to park for several hours or multiple days is essential for support to aviation users and future airport development.
Undeveloped Land	Undeveloped land with access to runways and taxiways is important to the future growth of an airport. This developable land allows airports to expand in support of growth in operations and offers aviation business room for growth and expansion.

Facilities and Services Assessment

The purpose of the activities, facilities and services assessment was to describe the level of service at Washington's aviation system, drawing from the information from the online inventory survey, aviation planning documents, and stakeholder interviews. This is a measure of the quality of access provided for air transportation needs in the state. The research questions addressed in the assessment include:

- What types of commercial and GA activities take place at Washington's airports?
- What is the level of passenger, cargo, and GA activity at the airports?
- What size, type and number of aircraft can be accommodated at Washington's airports?
- Which airports can be accessed in poor weather conditions?

- What pilot and aircraft support services are available at Washington’s airports?
- The proposed state airport classification system is used to guide the facilities and services assessment.

State Airport Classification System Minimum Criteria

There are several measures that serve as minimum criteria for airport performance. While not all airports meet these standards, they address basic issues that provide an indication of an airport’s ability to operate safely now and into the future. The minimum criteria and benchmark criteria for airport facilities and services should be considered minimum thresholds for public use airports, and should not impose a ceiling if higher levels of facilities or services are needed. Minimum criteria are proposed for the overall classification and benchmark criteria are proposed to apply to each of the state classifications to meet established facility objectives and assist in targeting investments.

Figure 3: State Airport Classification System Minimum Criteria

Component	Description
Visual Navigation Aids	Airport visual aids are used to provide information and guidance to pilots maneuvering on airports.
Local Support	This measure is an indicator of a community’s ability and willingness to support maintenance and improvement of its airport.
Operational Safety Issues	Many airports in the aviation system do not currently meet many of the FAA standards for airport runway width, taxiway separation and other issues that contribute to a safe aviation system.
Compatible Land Use and Zoning	The primary purpose of land use controls around an airport is to protect the airport environs from encroachment that could compromise the integrity of the airport operations, now or in the future.
Airport Zoning	Appropriate on-airport zoning is also important to protecting airports from incompatible land uses that could compromise the integrity of airport operations. Airport, Industrial, and Public Use are zoning designations that are appropriate for airport property.
Obstructions	Obstructions are objects such as terrain, buildings, trees, and vehicles that could be hazardous to aircraft during takeoff or landing.

State Airport Classification System Performance Objectives

While the previous section described minimum criteria that apply to all airports in the state aviation system, the following elements are performance objectives customized for each of the five state airport classifications. The assessment of airport facilities and services is used to measure system performance. Draft performance objectives have been set for each classification appropriate to the function and role those airports serve in the state aviation system. The draft performance objectives address the following types of facilities and services:

Figure 4: State Airport Classification System Performance Objective

Component	Description
Passenger Terminal	Having a passenger terminal is critical to having scheduled commercial service at an airport. Aside from the obvious benefits of protecting travelers in inclement weather, comfort and convenience is part of the travel experience that is a minimum expectation for both airlines and passengers.
Runway Length	The runway length performance objective for each state classification is based on accommodating the type of aircraft and/or the instrument approach level that is appropriate for the airport role.
Taxiway	The taxiway criterion relates to whether or not aircraft must taxi on the runway before takeoff or after landing. A full-length parallel taxiway connected to both ends of a runway increases its capacity for aircraft operations and enhances safety.
Runway Lighting	Runway lighting refers to the type of edge lighting provided around the runway. Runway lights help pilots identify the runway location as they approach the airport to land and enhance safety.
Approach	The type of runway approach available at an airport—visual or instrument—determines whether or not the airport can be used in rainy, foggy, snowy, and dark conditions.
Vertical Glide Slope Indicator (VGSI)	VGSI are navigational aids used during visual approaches. Lights convey to the pilot whether the aircraft is on the appropriate glide path to the runway threshold.
Weather Reporting	Weather reporting on a real-time basis is important to aviation safety, particularly in areas where visibility can decrease quickly. In addition, weather reporting equipment that can provide a certified altimeter reading is required for a runway to have an instrument approach.
Fuel Sales	Having fuel available for sale is an airport service that supports the viability of an airport and represents a potential source of revenue for the owner/operator.
Maintenance	Having aircraft maintenance service available is also important, particularly at larger airports. Maintenance levels identified for performance criteria are Full-Service Fixed Base Operator (FBO), Major Maintenance, and Minor Maintenance.

How Does LATS Evaluate Regional Aviation Performance?

Information in this report is presented at four different geographic levels to show how various areas of Washington State are served by access to the aviation system.

Statewide Level

LATS findings will be incorporated into the statewide multimodal transportation plan, the Washington Transportation Plan (WTP), which addresses state-owned and state-interest transportation facilities. A major emphasis of the WTP is the improvement and integration of all transportation modes to create a seamless intermodal transportation system for people and goods. Plans developed as part of WTP must be consistent with the state transportation policy plan and each other, reflect public involvement, be consistent with regional transportation planning, high-capacity transportation planning, and local comprehensive plans prepared under chapter 36.70A RCW, and include analysis of intermodal connections and choices.

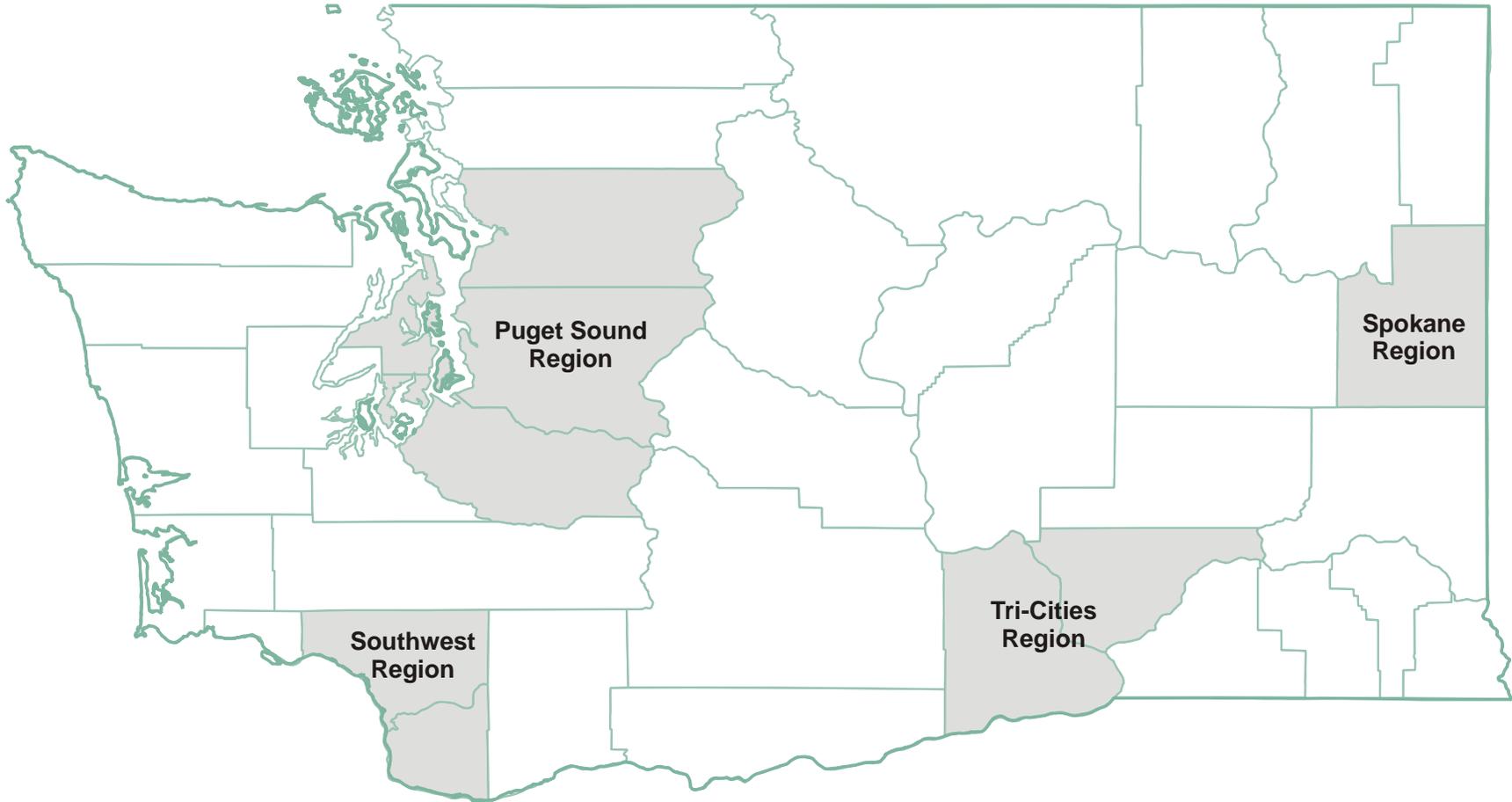
Special Emphasis Regions

ESSB 5121 specifically designates four geographic areas as warranting more detailed analysis than the remainder of the state because they constitute key centers of population, employment and economic activity. Activity within these regions has been recognized as being vital to the overall economy of the state. The four designated areas are:

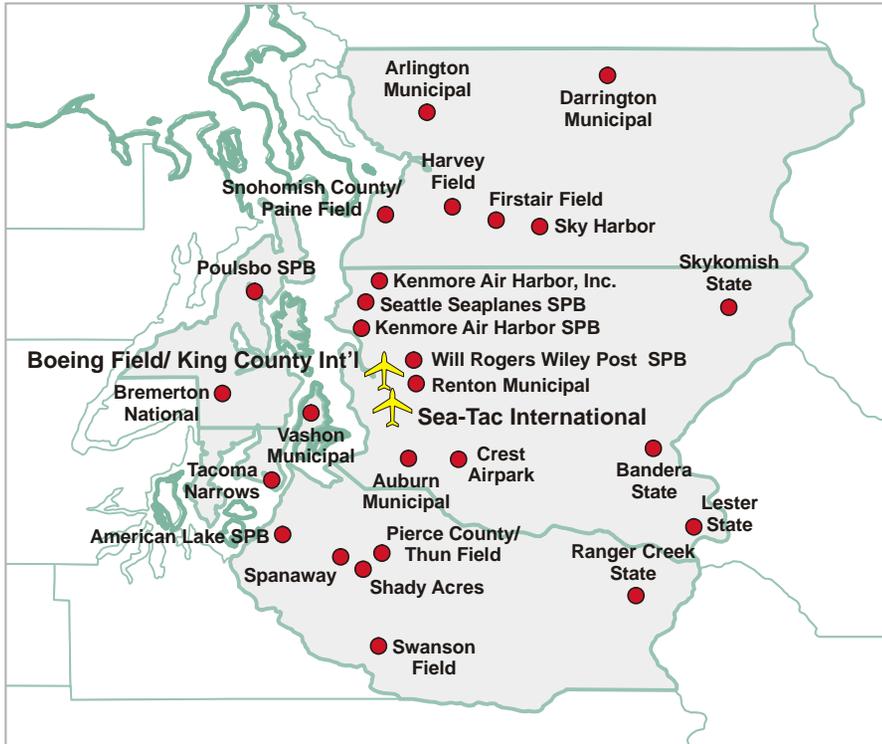
- The Puget Sound Region, consisting of King, Snohomish, Pierce, and Kitsap Counties.
- Southwest Washington, consisting of Clark and Cowlitz Counties.
- Spokane Region, consisting of Spokane County.
- The Tri-Cities area, consisting of Benton and Franklin Counties.

Figure 5 on the following page shows the location of these Special Emphasis Regions. Within these areas it is deemed necessary to assure that both commercial service (passenger and cargo) and general aviation facilities are adequate not only for current conditions but also to support future economic growth. Without adequate air transportation, the future growth of population and overall economic conditions could be adversely impacted.

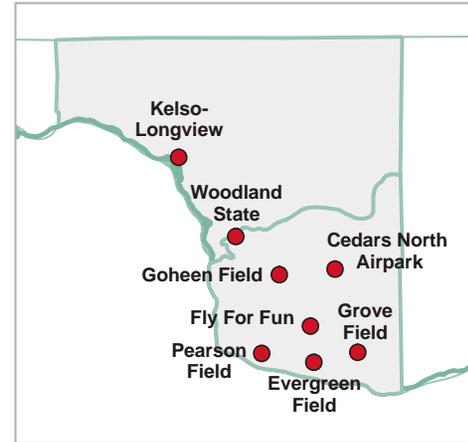
Figure 5: ESSB 5121 Special Emphasis Regions



Puget Sound



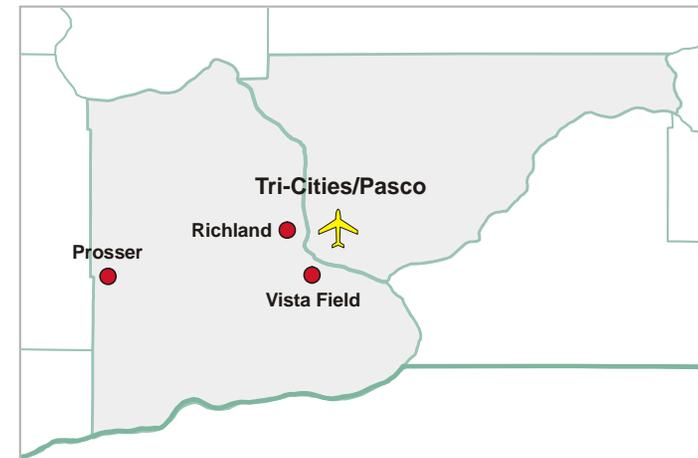
Southwest



Spokane



Tri-Cities



Phase I places particular emphasis on analysis of airports within these four areas, including an assessment of the implications of air traffic management procedures and airspace conflicts as they may impact individual airport as well as regional capacity.

The Special Emphasis Regions are a major focus of LATS because they represent areas that currently have a large population base, have been growing rapidly since 1990 and are projected to continue to grow over the next 20 years.

Figure 6: Population of the Special Emphasis Regions

Region	2005 Population (000)	Projected Growth 2025
PS Region	3,619	34%
Spokane Region	522	52%
SW WA Region	470	40%
Tri-Cities Region	220	39%
All Other	1,790	45%
WA State	6,621	39%

*Note: All Other includes 30 counties
Source: WA Office of Financial Management*

These regions have also experienced among the highest employment growth levels in the state and represent 79 percent of the personal income generated in the state.

Figure 7: Employment Growth in the Special Emphasis Regions

Region	Pers. Income 2004	% of Total	Cumm Total
Puget Sound	\$ 140,065,000	64.1%	64.1%
SW WA	\$ 14,320,000	6.6%	70.7%
Spokane	\$ 12,210,000	5.6%	76.3%
TriCities	\$ 6,015,000	2.8%	79.0%
All Other	\$ 45,770,000	21.0%	100.0%
WA	\$ 218,380,000	100.0%	200.0%

*Note: All Other includes 30 counties
Source: WA Office of Financial Management.*

In addition to population, these regions have the busiest aviation activity. The Puget Sound, Tri Cities and Spokane regions host the top three busiest commercial service airports in the state. More importantly, passenger traffic has continued to grow over the last 10 years whereas almost all other markets have contracted with the exception of King County/Boeing Field and Walla Walla. In addition, these regions represent over 63 percent of the state's aircraft operations.

The Southwest Region, which borders the high population area of Greater Portland, Oregon, has seven general aviation airports that are highly active, down from eight in the last year. One of these facilities, Evergreen Airport, has closed and a second primary GA airport, Pearson, has limited ability to expand. Evergreen was sold by its owner to a developer offering a favorable economic offer. Of the six public use airports in Clark County, four are privately owned, making these facilities vulnerable to possible sale in the future. When the broader Southwest Regional Transportation Council (SWRTC) is examined, five of the nine public use airports are privately owned. The SWRTC along with Skagit/Island RTPO and Thurston Regional Council have the largest number of privately-owned airports in the state.

Since Southwest Region (Clark and Cowlitz counties) is located in one of the faster growing regions the area is more vulnerable to potential at risk GA facilities. These facilities will impact the GA capacity in this fast growing region in the near term. It is important these regions are examined because they will most likely face constraint issues sooner than other parts of Washington and the long term planning issues should begin earlier for these high growth markets.

Figure 8: Aviation Activity in the Special Emphasis Regions

RTPO Region	2005		Psg'r Enplanements		Percent Change from 1995
	Operations	% of Total	No	Airport	
Puget Sound	1,796,803	49.0%	11,386,993	14,672,479	28.9%
Spokane	201,453	5.5%	1,490,700	1,580,852	6.0%
Benton - Franklin - Walla Walla	195,668	5.3%	172,489	240,613	39.5%
SW Reg Trans Council	130,625	3.6%	128,681	101,147	-21.4%
Subtotal	2,324,549	63.4%	87,218	57,608	-33.9%
All Other	1,370,883	37.1%	49,538	38,367	-22.6%
Total Operations	3,695,432		22,461	24,700	10.0%
			4,368	24,511	461.1%
			36,764	22,837	-37.9%
			10,831	4,742	-56.2%
			101,292	83,694	-17.4%
			13,491,335	16,851,550	24.9%

Source: USDOT, O&D Survey, 2005 and LATS Airport Inventory Survey

Regional Transportation Planning Organizations (RTPO)

Consistent with WSDOT’s emphasis on integration with regional and local planning, LATS also includes a regional evaluation of the aviation system to connect LATS findings with WSDOT’s transportation planning partners, including local, regional and state agencies. Information is provided for Washington’s 14 RTPOs, which cover 38 of the state’s 39 counties. These organizations develop regional transportation plans and coordinate regional transportation planning among cities, counties, port authorities, public transportation providers, WSDOT and other agencies. The planning areas covered by each organization are shown in the map in Figure 9.

Figure 9: Washington Regional and Metropolitan Transportation Planning Organizations

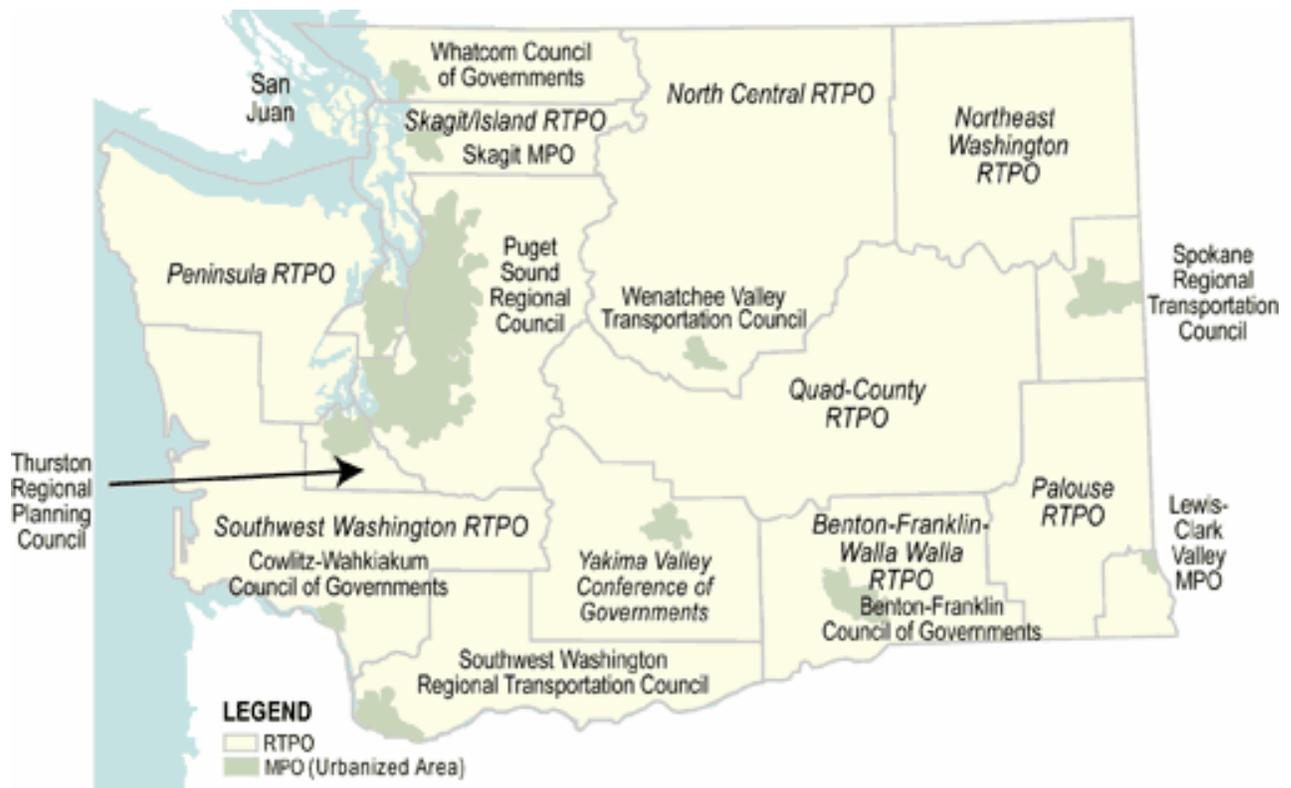


Figure 10 lists the RTPOs and the number of airports located within each RTPO. Summarizing airport demand and capacity by RTPO will facilitate meaningful regional analysis of airport and ground transportation systems, land use planning issues, and airport development constraints. This approach will also facilitate participation of the RTPOs and MPOs in LATS, as appropriate to the role each airport plays within each planning region.

Figure 10: Washington Public Use Airports by RTPO

Regional Transportation Planning Organization (RTPO)	Number of Airports
Benton-Franklin-Walla Walla RTPO	7
North Central RTPO	15
Northeast Washington RTPO	6
Palouse RTPO	7
Peninsula RTPO	7
Puget Sound Regional Council	28
Quad-County RTPO	19
Skagit/Island RTPO	7
Southwest Washington Regional Transportation Council	9
Southwest Washington RTPO	13
Spokane Regional Transportation Council	5
Thurston Regional Planning Council	4
Whatcom Council of Governments	5
Yakima Valley Council of Governments	3
No RTPO – San Juan Islands	6

Individual Airports

The Phase I report includes summaries of data collected for each individual airport. This information is available by request for use by airport sponsors and local governments for ongoing planning.

How Does LATS Evaluate the Role of Airports in the National and State Aviation Systems?

Federal and state airport classification systems identify the roles of individual airports and are used to understand and measure the performance of public-use airport systems.

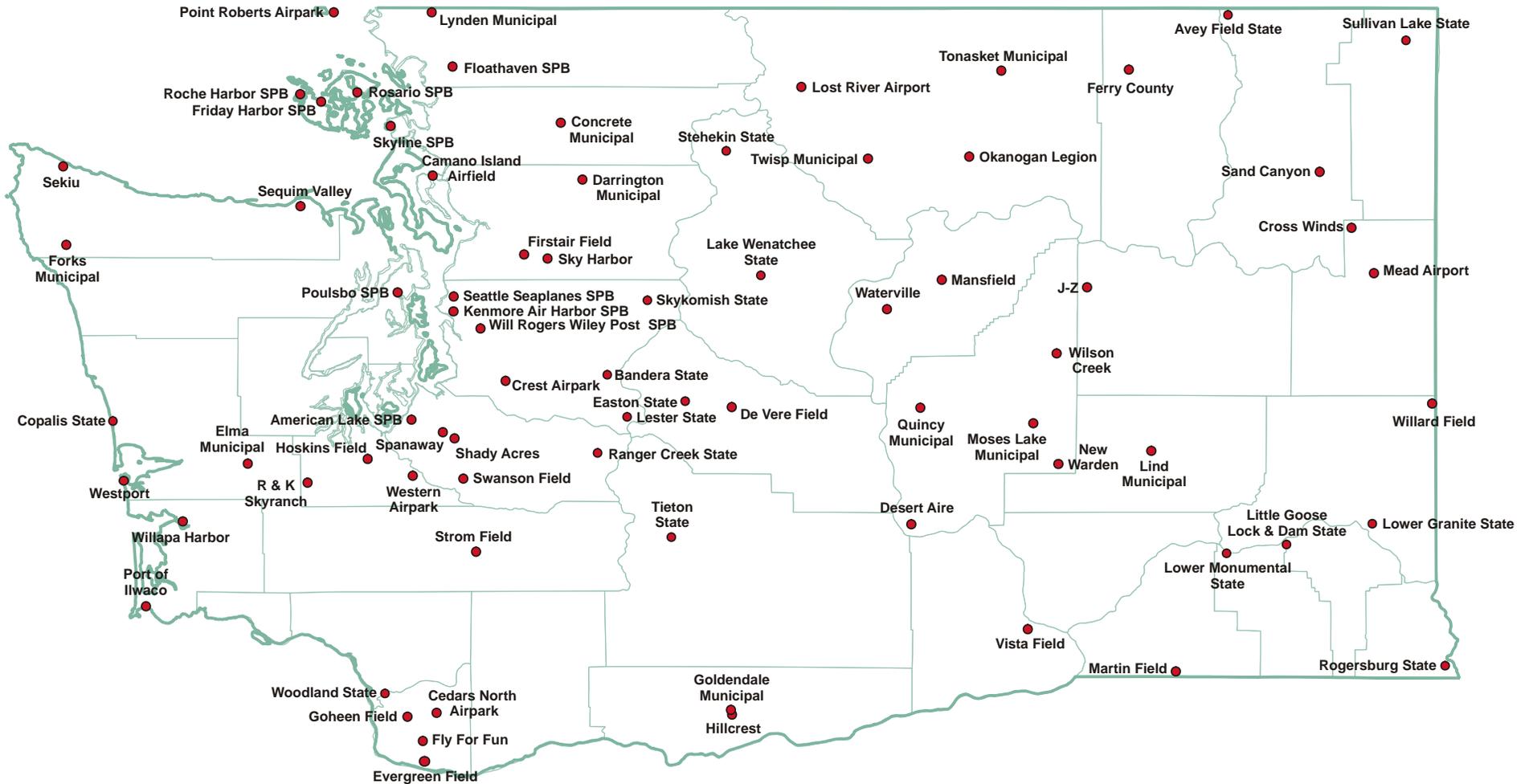
The FAA identifies airports that are important to the national air transportation system and classifies them, focusing largely on facilities with commercial passenger service. The FAA's airport classifications determine apportionment, or "entitlement" funding, for the Airport Improvement Program. Every two years the FAA plans for these airports within its National Plan of Integrated Airport System (NPIAS). As states completed their individual system plans, these findings are incorporated into the FAA NPIAS.

Many states also classify airports according to their roles within the state air transportation systems. As part of LATS, WSDOT is proposing state airport classifications for the public-use airports in Washington. State airport classifications do not supersede FAA classifications, but supplement them by including airports that are not deemed nationally significant and by further subdividing the largest FAA classification--general aviation airports. General aviation airports include airports in small towns that are home to a handful of piston aircraft, busy airports in urban areas used by business jets, and the full range of airports between those extremes, including airports with water landing areas. State airport classifications, along with the identification of facilities and services appropriate for each classification, help identify and prioritize airport improvement and funding needs.

Understanding the Role of Washington Airports in the National Aviation System

The NPIAS is prepared by FAA and submitted to Congress once every two years. The NPIAS is used by FAA management in administering the AIP. It supports the FAA's goals identified in the Flight Plan (2004-2008) for safety and capacity at airports by identifying the specific airport improvements that will contribute to achievement of those goals. The plan for 2005 identified 3,344 of 5,280 existing airports that are significant to national air transportation and, therefore, eligible to receive grants under the FAA AIP. In Washington State, 66 of the 141 airports included in the system are NPIAS airports.

Figure 11B Non-NPIAS Airports



This includes all of the commercial service, relievers (high capacity general aviation airports in metropolitan areas), and select general aviation airports. The NPIAS classifies each airport according to the type of service that is provided to the community. In Washington State, there are eleven primary, three commercial five reliever and 47 general aviation facilities for a total of 141, including Columbia River Gorge, a Washington-based airport with an Oregon sponsor. The airport classification definitions used by the FAA are as follows:

Primary Airports

Primary airports are grouped into four categories: large, medium, small, and non-hub airports. The term “hub” is used by the FAA to identify very busy commercial service airports.

- Large hubs are those airports that each account for at least one percent of total U.S. passenger enplanements whether they originate in the local community or consist of connecting passengers transferring from one flight to another. Large hub airports tend to concentrate on airline passenger and freight operations and have limited general aviation activity. Thus, locally based general aviation activity has a relatively small role at most large hub airport. There are 30 large hub airports that enplane approximately 70 percent of the annual passenger traffic in the US.
- Medium hubs are defined as airports that each account for between 0.25 percent and one percent of the total passenger enplanements. There are 37 medium hub airports in the United States, and together they account for 20 percent of all enplanements. Medium hub airports usually have sufficient capacity to accommodate air carrier operations and a substantial amount of general aviation activity.
- Small hubs are defined as airports that enplane 0.05 percent to 0.25 percent of the total passenger enplanements. There are 68 small hub airports throughout the country, which together account for eight percent of all enplanements. Less than 25 percent of the runway capacity at small hub airports is used by airline operations, so these airports can accommodate a great deal of general aviation activity.
- Commercial service airports that enplane less than 0.05 percent of all commercial passenger enplanements but more than 10,000 annual enplanements are categorized as non-hub primary airports. There are 247 non-hub primary airports that together account for three percent of all enplanements. These airports are heavily used by general aviation aircraft.

Commercial Service

Commercial service airports that have from 2,500 to 10,000 annual passenger enplanements are categorized as non-primary commercial service airports. There are 127 of these airports in the NPIAS, and they account for 0.1 percent of all enplanements. These airports are used mainly by general aviation.

Reliever Airports

General aviation pilots often find it difficult and expensive to gain access to congested airports, particularly large and medium hub airports. In recognition of this, the FAA has encouraged the development of high capacity general aviation airports in major metropolitan areas. These specialized airports, called relievers, provide pilots with attractive alternatives to using congested hub airports. They also provide general aviation access to the surrounding area and must have 100 or more based aircraft or 25,000 annual itinerant operations. All airports that are designated as relievers by the FAA are included in the NPIAS.

General Aviation Airports

Communities that do not receive scheduled commercial service or that do not meet the criteria for classification as a commercial service airport may be included in the NPIAS as sites for general aviation airports if they account for enough activity (usually at least 10 locally based aircraft) and are at least 20 miles from the nearest NPIAS airport. The activity criterion may be relaxed for remote locations or other mitigating circumstances. The 2,556 general aviation airports in the NPIAS tend to be distributed on a one-per-county basis in rural areas and are often located near the county seat. These airports account for 40 percent of the nation's general aviation fleet. They are the most convenient source of air transportation for about 19 percent of the population and are particularly important to rural areas. The airports within Washington and their respective NPIAS classification are shown in the Appendix.

Airports not Included in the NPIAS

There are 1,936 airports open to the public that are not included in the NPIAS, including 944 publicly owned, public use airports that are not included because they do not meet the minimum criteria for the NPIAS of 10 based aircraft, are within 20 miles of a NPIAS airport, or are located at inadequate sites or cannot be expanded and improved to provide safe and

efficient airport facilities. The FAA usually recommends replacement of inadequate airports. The remaining 992 airports are privately owned, public use airports that are not included because they are located at inadequate sites, are redundant to publicly owned airports, or have too little activity to qualify for inclusion. In addition, 14,296 civil landing areas that are not open to the general public are not included in the NPIAS. The airports that are not included in the NPIAS have an average of one based aircraft, compared to 33 based aircraft at the average NPIAS general aviation airport (AIP).

There are 75 non-NPIAS airport facilities that make up the remaining public use airport system of Washington. A detailed summary of each airport can be found in the technical appendix of the report.

Understanding the Role of Airports in the State Aviation System

Within the air transportation system, individual airports contribute at different and varying levels and serve different roles to meet growing populations and economic demand. Determining the contribution each airport makes to the local community, region, state, and nation is an important step in evaluating how well Washington is served by its air transportation system. Once gaps in service, and deficiencies in infrastructure, are identified, funding resources can be allocated effectively to upgrade airport facilities to meet future demand and capacity needs.

To address these issues, WSDOT Aviation set upon a course to evaluate all 141 public use airports within the air transportation system and establish a state classification system that recognizes the various roles airports play based on geographic location, population and economic relationships. Critical to this evaluation is the need to specify airport facility objectives for each classification to describe the role of each group of airports within the state system and to guide future improvements. Proposed facility objectives assist in determining gaps and deficiencies to target funding resources. The classification system represents the current role of each airport in the aviation system, while the performance objectives target needed improvements to maintain and expand the overall service level of each class of airport in order to meet air transportation needs.

It is the intent of LATS to refine and finalize the list of airports under each classification at the end of Phase II, after completion of aviation demand forecasts. The respective facility and service objectives established for each classification will also be refined.

Establishing the State Airport Classifications

The draft Washington State Airport Classifications were developed over a three year period in consultation with several statewide, interjurisdictional working groups:

- In 2003, an interjurisdictional Aviation System Plan Study Team recommended that a state airport classification system be established to identify each airport’s contribution or role, and that minimum criteria and performance objectives be established to identify the facilities and services required for each classification to function adequately.
- In 2004, a 22-member workgroup was established to identify a classification system for Washington State aviation facilities
 - Commercial Service Airports
 - Regional Service Airports
 - Local Community Airports
 - Recreation or Remote Airports
 - Seaplane Bases

Figure 12: Contributing Factors

Factors	Use in Determining the Role of Airports in the State System
Access	Access is typically associated with providing air transportation for the movement of people and goods, and providing reasonable access times to the state’s population, employment centers and remote or isolated communities. Population, population density, employment, primary road access, based aircraft, and number of registered aircraft and pilots are some of the determining factors when considering coverage and access to the aviation system.
Airport Facilities	Airport facilities determine the range, type and use of an airport and are based on a coding system identified as the Airport Reference Code (ARC). ARC identifies the operational characteristics of the types of aircraft that most frequently operate at an airport. ARC is based primarily on an aircraft approach speed and wingspan. Typical airport facilities include length and width of runways, approach capabilities, taxiway and weather system.

Factors	Use in Determining the Role of Airports in the State System
Airport Services	Airport services are much like facilities, supporting aviation activities that contribute to the role and utilization of an airport. Services that may be considered include fueling stations, aircraft repair and maintenance services, the availability of air charter services and flight training.
Expansion and Preservation Capabilities	Expansion capability affects the ability of an airport to make safety improvements and grow to meet future aviation demand. Determining factors may include local support, operational safety issues, height obstructions, and environmental or manmade factors.
Economic Opportunities	Airports play a significant role in state, regional and local economies. The size of the surrounding community, level of airport facilities, availability of aviation services, and ability to expand determine an airport's contribution to the economic growth of a community. Higher concentrations of based aircraft, registered pilots and aircraft usually indicate higher levels of public access and economic opportunities.

With the identification of demand factors and attributes, minimum threshold criteria were defined for each classification category based on their intended function and demand relationship. These criteria include runway length, based aircraft, service area, or special characteristics such as scheduled passenger service or water landing areas. For example, the proposed minimum threshold criterion for commercial airports is based on whether or not the airport has had at least 2,500 or more scheduled passenger boarding per year. (This criterion is also among those used by the FAA to identify commercial service airports)

The minimum criteria help set a baseline for analysis of the aviation system and assist in identifying deficiencies and strategies to guide system improvements. During the Phase II analysis, during which aviation demand forecasts will be prepared, it may be necessary to adjust the criteria for each classification, and therefore the assignment of individual airports. The classification system will be finalized at the end of Phase II.

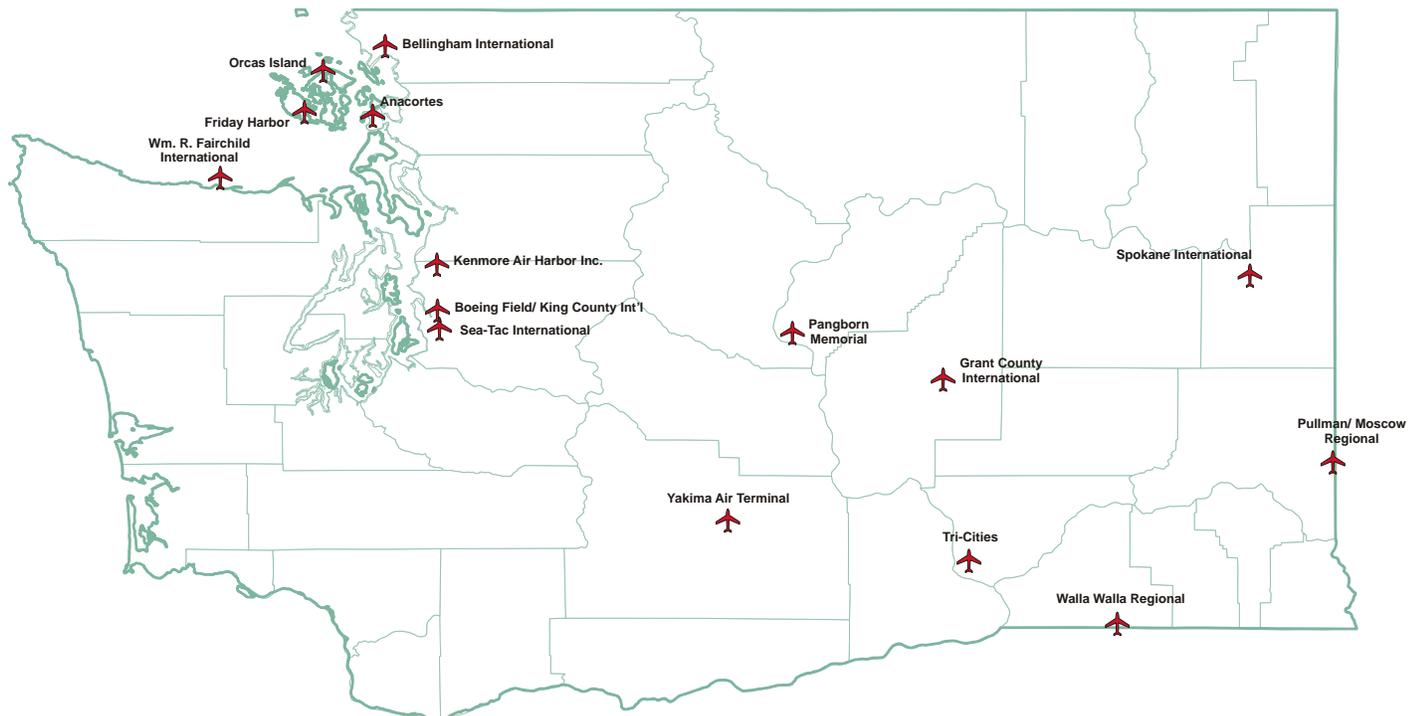
1. Commercial Service Airports

Commercial airports provide scheduled air carrier and/or commuter service to in-state, domestic, and (in some cases) international destinations. These airports have expansive geographic service areas and are located in Washington's largest population centers.

Airports preliminarily assigned to the Commercial Service classification can accommodate commercial passenger service. Commercial Service airports were determined by the following threshold criteria:

- Accommodate at least 2,500 scheduled passenger boardings per year.
- May be classified as commercial service, primary, nonhub, small hub, medium hub, or large hub (NPIAS) airports.

**Figure 13: Washington State Commercial Service Airports
(Proposed State Airport Classification)**



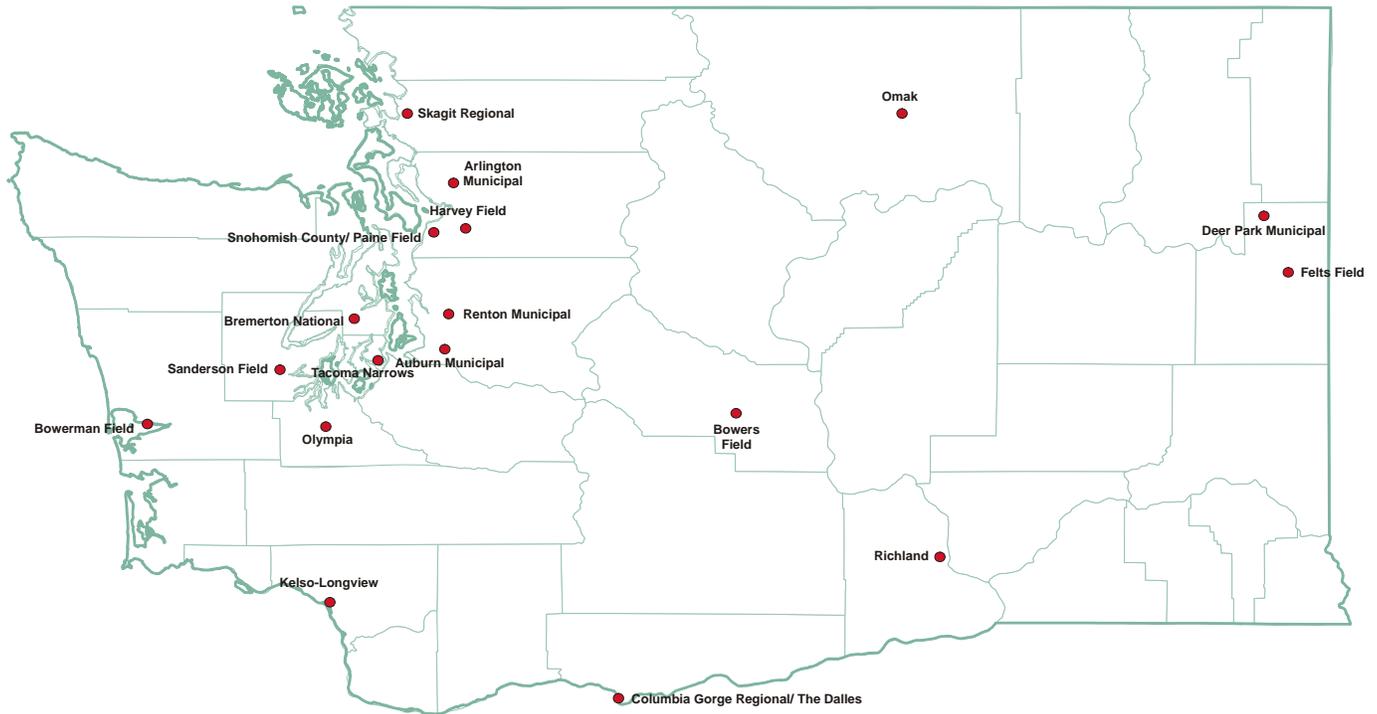
Name	City
Anacortes	Anacortes
Bellingham International	Bellingham
King County International/Boeing Field	Seattle
Friday Harbor	Friday Harbor
Grant County International	Moses Lake
Kenmore Air Harbor, Inc.	Seattle
Orcas Island	Eastsound
Pangborn Memorial	Wenatchee
Pullman/Moscow Regional	Pullman / Moscow, ID
Sea-Tac International	Seattle
Spokane International	Spokane
Tri-Cities	Pasco
Walla Walla Regional	Walla Walla
Wm. R. Fairchild International	Port Angeles
Yakima Air Terminal	Yakima

2. Regional Service Airports

Regional Service airports serve a large to medium market area, or remote communities such as the San Juan Islands. They may include air cargo service and reliever airports. They are capable of accommodating all general aviation aircraft, facilities and services, including business jets. Airports preliminarily assigned to the Regional Service classification can accommodate high aviation activity levels, can accommodate nearly all types of general aviation aircraft, and are capable of supporting business jets and charter flights. Regional Service Airports were determined by the following threshold criteria:

- Accommodate aircraft in inclement weather.
- Have at least 40 based aircraft and a runway at least 4,000 feet long.
- Have 90-minute (driving time) service area coverage.

**Figure 14: Washington State Regional Service Airports
(Proposed State Airport Classification)**



Name	City
Arlington Municipal	Arlington
Auburn Municipal	Auburn
Bowerman Field	Hoquiam
Bowers Field	Ellensburg
Bremerton National	Bremerton
Columbia Gorge Regional/The Dalles	The Dalles
Deer Park Municipal	Deer Park
Felts Field	Spokane
Harvey Field	Snohomish
Kelso-Longview	Kelso
Olympia	Olympia
Omak	Omak
Renton Municipal	Renton
Richland	Richland
Sanderson Field	Shelton
Skagit Regional	Burlington/Mount Vernon
Snohomish County/Paine Field	Everett
Tacoma Narrows	Tacoma

3. Local Community Airports

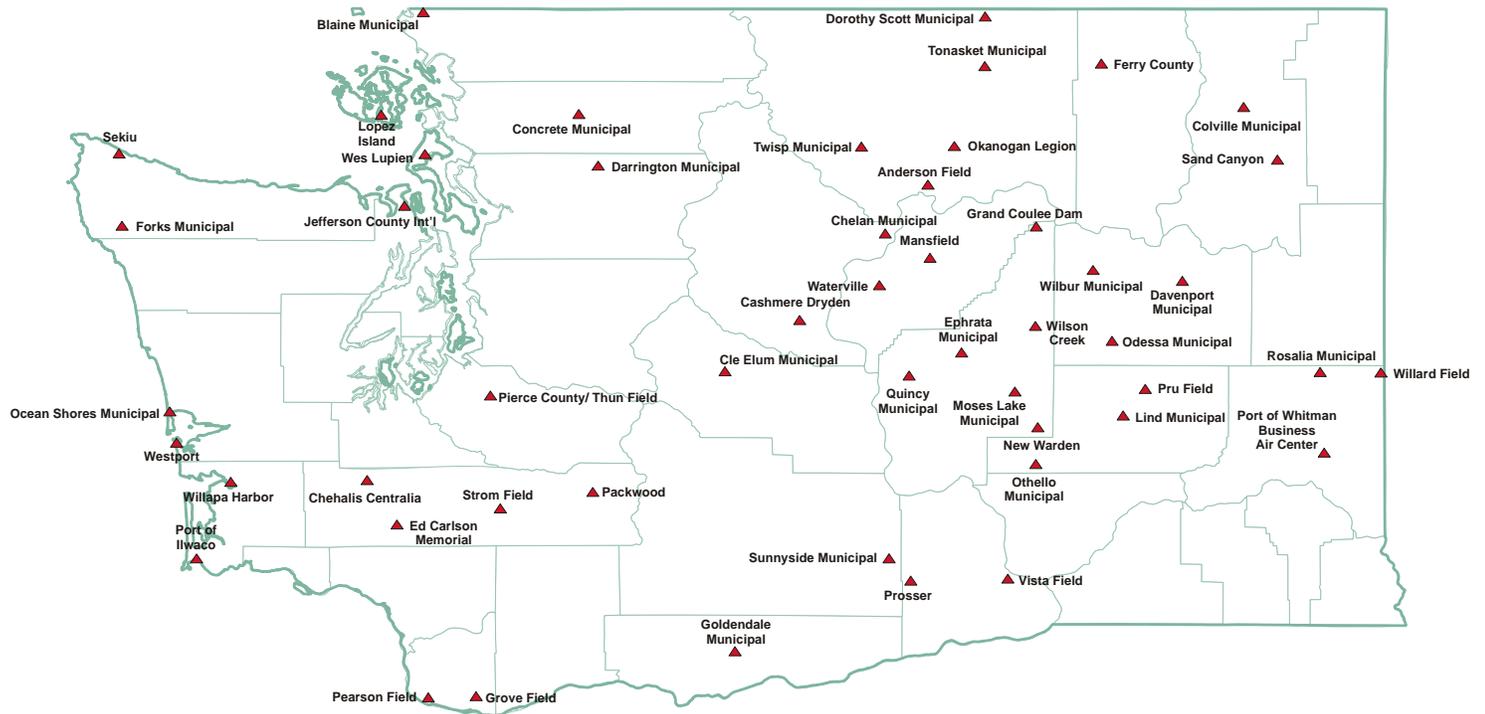
Local Community service airports are generally medium to low activity facilities in small or medium-sized communities, and may include air cargo service. These airports may have limited general aviation facilities and services. They may also have development constraints such as airspace conflicts, environmental concerns, topography, competing aeronautical services, surrounding land use patterns and ownership status.

Airports within this classification were further segregated into airports with more than 10 based aircraft and those airports with fewer than 10 based aircraft to assist in identifying the appropriate level of facility needs to meet operational and safety improvement requirements.

Airports preliminarily assigned to the Local Community Service classification serve medium to small communities and can accommodate single and multi engine piston aircraft. Local Community Service Airports were determined by the following threshold criteria:

- Serve medium to small communities.
- Have 10 or more based aircraft.
- Have fewer than 10 based aircraft.
- Have 30-minute (driving time) service area coverage.

**Figure 15: Washington State Local Community Airports
(Proposed State Airport Classification)**



10 Or More Based Aircraft

Airport	City
Anderson Field	Brewster
Blaine Municipal	Blaine
Cashmere Dryden	Cashmere
Chehalis Centralia	Chehalis
Chelan Municipal	Chelan
Colville Municipal	Colville
Concrete Municipal	Concrete
Davenport Municipal	Davenport
Dorothy Scott Municipal	Oroville
Ephrata Municipal	Ephrata
Goldendale Municipal	Goldendale

Airport	City
Odessa Municipal	Odessa
Okanogan Legion	Okanogan
Othello Municipal	Othello
Pearson Field	Vancouver
Pierce County/Thun Field	Puyallup
Prosser	Prosser
Rosalia Municipal	Rosalia
Sand Canyon	Chewelah
Sunnyside Municipal	Sunnyside
Ed Carlson Memorial Airport	Toledo
Tonasket Municipal	Tonasket

10 Or More Based Aircraft

Airport	City
Grove Field	Camas
Jefferson County Int'l	Port Townsend
Lopez Island	Lopez
Moses Lake Municipal	Moses Lake

Airport	City
Vista Field	Kennewick
Waterville	Waterville
Whitman County Memorial	Colfax
Wilbur Municipal	Wilbur
Willard Field	Tekoa

Less Than 10 Based Aircraft

Airport	City
Cle Elum Municipal	Cle Elum
Darrington Municipal	Darrington
Ferry County	Republic
Forks Municipal	Forks
Grand Coulee Dam	Electric City
Lind Municipal	Lind
Mansfield	Mansfield
New Warden	Warden
Ocean Shores Municipal	Ocean Shores
Packwood	Packwood
Port of Ilwaco	Ilwaco

Airport	City
Pru Field	Ritzville
Quincy Municipal	Quincy
Sekiu	Sekiu
Strom Field	Morton
Twisp Municipal	Twisp
Wes Lupien	Oak Harbor
Westport	Westport
Willapa Harbor	South Bend (Raymond)
Wilson Creek	Wilson Creek

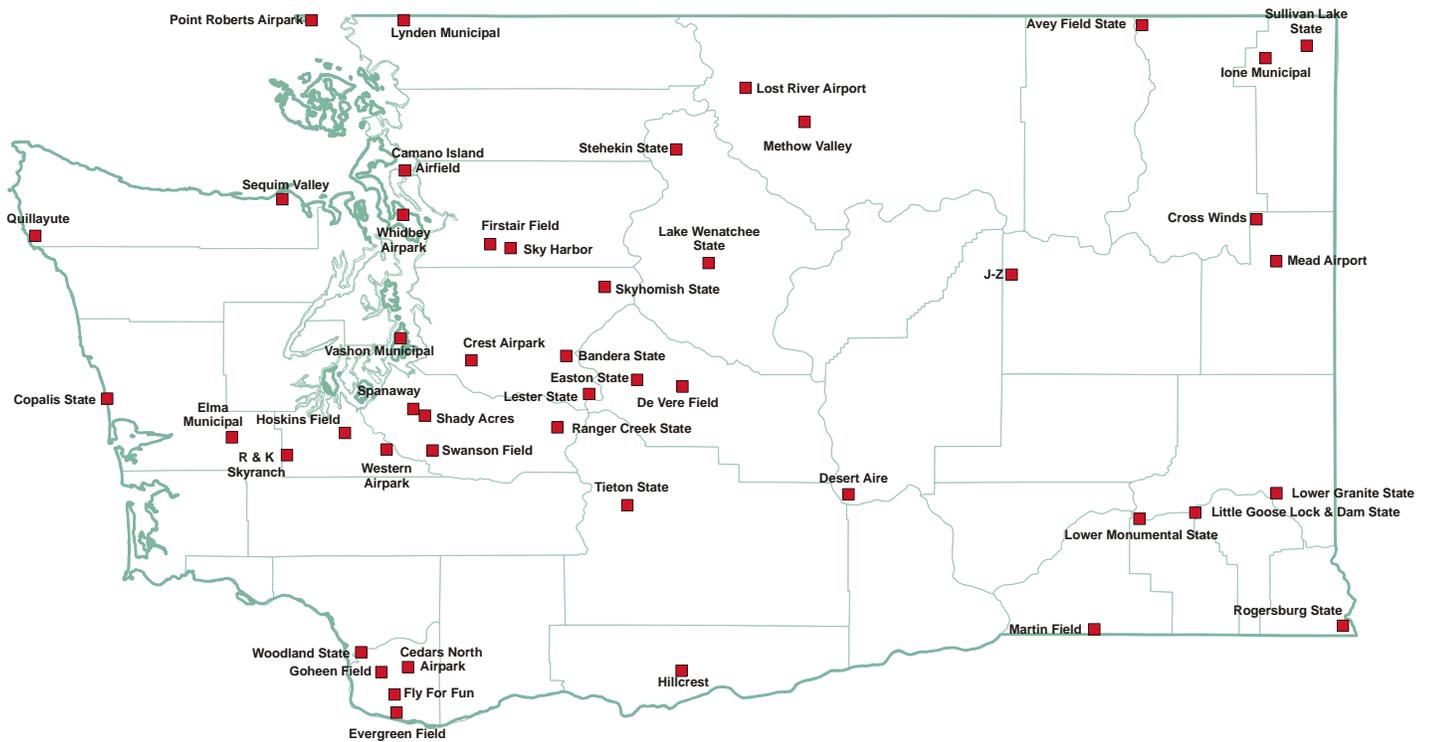
4. Recreation or Remote Airports

These are airport facilities that serve recreation communities or leisure destinations and remote backcountry locations. These airports may also be strategically located for emergency, medical and firefighting access in mountainous or other remote areas.

These types of airports were determined by the following threshold criteria:

- Serve recreation communities, and leisure destinations, or remote backcountry areas; may also be strategically located for emergency, medical, and firefighting access in mountainous or other remote areas.
- Serve airports that combine residential housing with the airport.

**Figure 16: Washington State Recreation or Remote Airports
(Proposed State Airport Classification)**



Airport	City
Avey Field State	Laurier
Bandera State	Bandera
Camano Island Airfield	Stanwood
Cedars North Airpark	Battle Ground
Copalis State	Copalis
Crest Airpark	Kent
Cross Winds	Clayton
Desert Aire	Mattawa
DeVere Field	Cle Elum
Easton State	Easton
Elma Municipal	Elma
Evergreen Field	Vancouver
Firstair Field	Monroe
Fly For Fun	Vancouver
Goheen Field	Battle Ground
Hillcrest	Goldendale
Hoskins Field	Olympia
Ione Municipal	Ione

Airport	City
J-Z	Almira
Lake Wenatchee State	Leavenworth
Lester State	Lester
Little Goose Lock & Dam State	Starbuck
Lost River Airport	Mazama
Lower Granite State	Colfax
Lower Monumental State	Kahlotus
Lynden Municipal	Lynden
Martin Field	College Place
Mead Airport	Mead
Methow Valley	Winthrop
Point Roberts Airpark	Point Roberts
Quillayute	Quillayute
R & K Skyranch	Rochester
Ranger Creek State	Greenwater
Rogersburg State	Anatone
Sequim Valley	Sequim
Shady Acres	Spanaway

Airport	City
Sky Harbor	Sultan
Skykomish State	Skykomish
Spanaway	Spanaway
Stehekin State	Stehekin
Sullivan Lake State	Metaline Falls
Swanson Field	Eatonville

Airport	City
Tieton State	Rimrock
Vashon Municipal	Vashon
Western Airpark	Yelm
Whidbey Airpark	Oak Harbor
Woodland State	Woodland

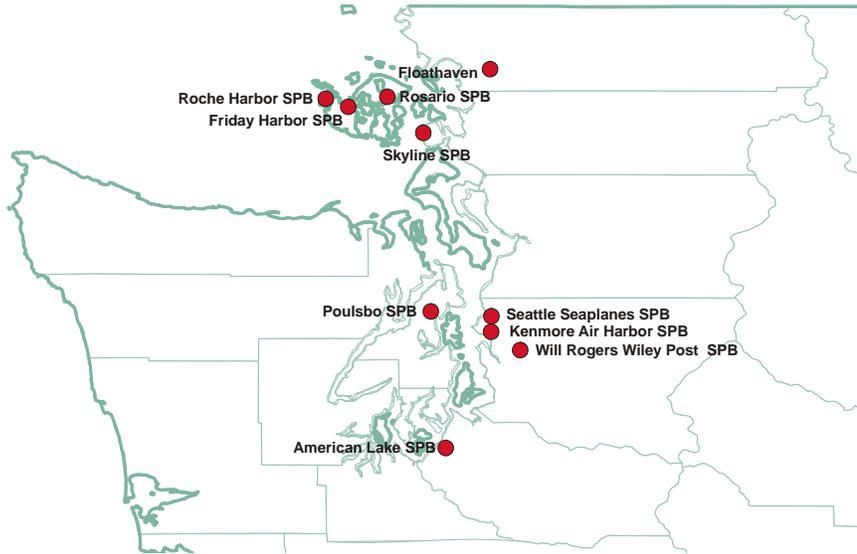
5. Seaplane Bases

Seaplane bases serve amphibious and float-equipped aircraft and may have some upland facilities. Most seaplane bases in Washington are located in the Puget Sound area. This classification does not include facilities that provide 2,500 scheduled passenger boardings per year, such as Kenmore Air Harbor which is designated as a commercial service airport.

Airports preliminarily assigned to the Seaplane Base classification provide facilities for amphibious and float-equipped aircraft. These types of airports were determined by the following threshold criteria:

- Are reported as seaplane bases in the Airport Facility Directory (based on FAA Form 5010 reports).

**Figure 17: Washington State Seaplane Base Airports
(Proposed State Airport Classification)**



Airport	City
American Lake SPB	Tacoma
Floathaven SPB	Bellingham
Friday Harbor SPB	Friday Harbor
Kenmore Air Harbor, Inc	Kenmore
Poulsbo SPB	Poulsbo

Airport	City
Roche Harbor SPB	Roche Harbor
Rosario SPB	Rosario
Seattle Seaplanes SPB	Seattle
Skyline SPB	Anacortes
Will Rogers Wiley Post SPB	Renton

Measuring Aviation Performance Based on Airport Classification

While the classification system assigns airports based on their current function and role, the facility and service objectives set performance targets that identify service levels for each classification level and represent a future goal for the system. The performance objectives are used to evaluate activities, services and facilities and identify improvement needs to provide adequate service and meet aviation safety standards in the future. In some cases, an airport may decide to exceed these objectives to satisfy a particular local need or FAA design standard. There may also be instances in the system where an airport is not able to fully comply with all facility and service objectives.

The performance objectives are set for the system as a whole and for each classification individually to identify gaps and facilitate prioritization of needed improvements. In Phase I, the objectives are used as benchmarks to assess the existing system against the goals for future level of service. The objectives will be refined in Phase II. In Phase III, the Governor's Airport Planning Council will review information about how well the various airport classifications are meeting these measures, and recommend improvement priorities targeted towards the most critical needs.

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