CHAPTER 2: WASHINGTON PUBLIC AIRPORTS

Introduction

Aviation has a dynamic history in Washington and continues to flourish in the state

Aviation is important to Washington State – aviation plays an integral role in providing mobility and access to Washington residents and visitors and makes an important contribution to commerce and state economy. Home to the Boeing aerospace corporation, hundreds of other aircraft manufacturing companies, as well as many historic airfields, Washington is a pioneering state in the development of aviation. Aviation has a long and dynamic history in Washington and continues to flourish in the state today. Currently boasting the ninth largest public aviation system in the nation, Washington has active commercial airline and air cargo sectors, as well as a thriving general aviation community.

Here are some quick facts about aviation in Washington:

- Over 17 million scheduled passengers land at Washington airports every year
- At Washington's public use airports, 3.7 million aircraft landings and takeoffs occur every year
- Approximately 12,000 aircraft are registered in the State of Washington
- Over 8,000 general aviation aircraft, including piston-powered airplanes, multi-engine turboprops, business jets, helicopters, and experimental and light sport aircraft, are based at public use airports across the state
- More than 600,000 tons of air cargo flow through the state's airports annually
- FAA records show over 19,000 active pilot certificates in Washington, including commercial, private, student, foreign, and flight instructor certificates
- Washington's active non-pilot certificates (ground instruction, mechanic, repair, parachute rigger, flight attendant) exceed 18,000
- Statewide aviation activity at public use airports[4] accounts for approximately 171,000 jobs, $4.1 million in wages, and $18.6 billion in sales output

[4] • Washington State Department of Transportation, Aviation Division: Aviation System Plan – Forecast and Economic Analysis Study, 2001. Three-quarters of the 543 airports in Washington are not open for public use, and so are excluded in the economic benefit stated above.

- Major military airports in Washington include McChord and Fairchild Air Force Bases, Fort Lewis, Whidbey Island Naval Air Station, and Port Angeles Coast Guard Air Station
- Incompatible land use encroachment issues have led to a number of airport closures in the state over the past thirty years

Washington has a system of 138 public use airports

There are currently 138[5] airports open for public use in Washington State, as shown in Exhibit 2-1. These public airports range from large commercial service airports to small general aviation facilities and seaplane bases. Public airports in Washington serve businesses, residents, and visitors in the state, providing important aviation services including scheduled airline service, general aviation service, and air cargo service.

Seattle-Tacoma International is Washington's primary commercial service airport

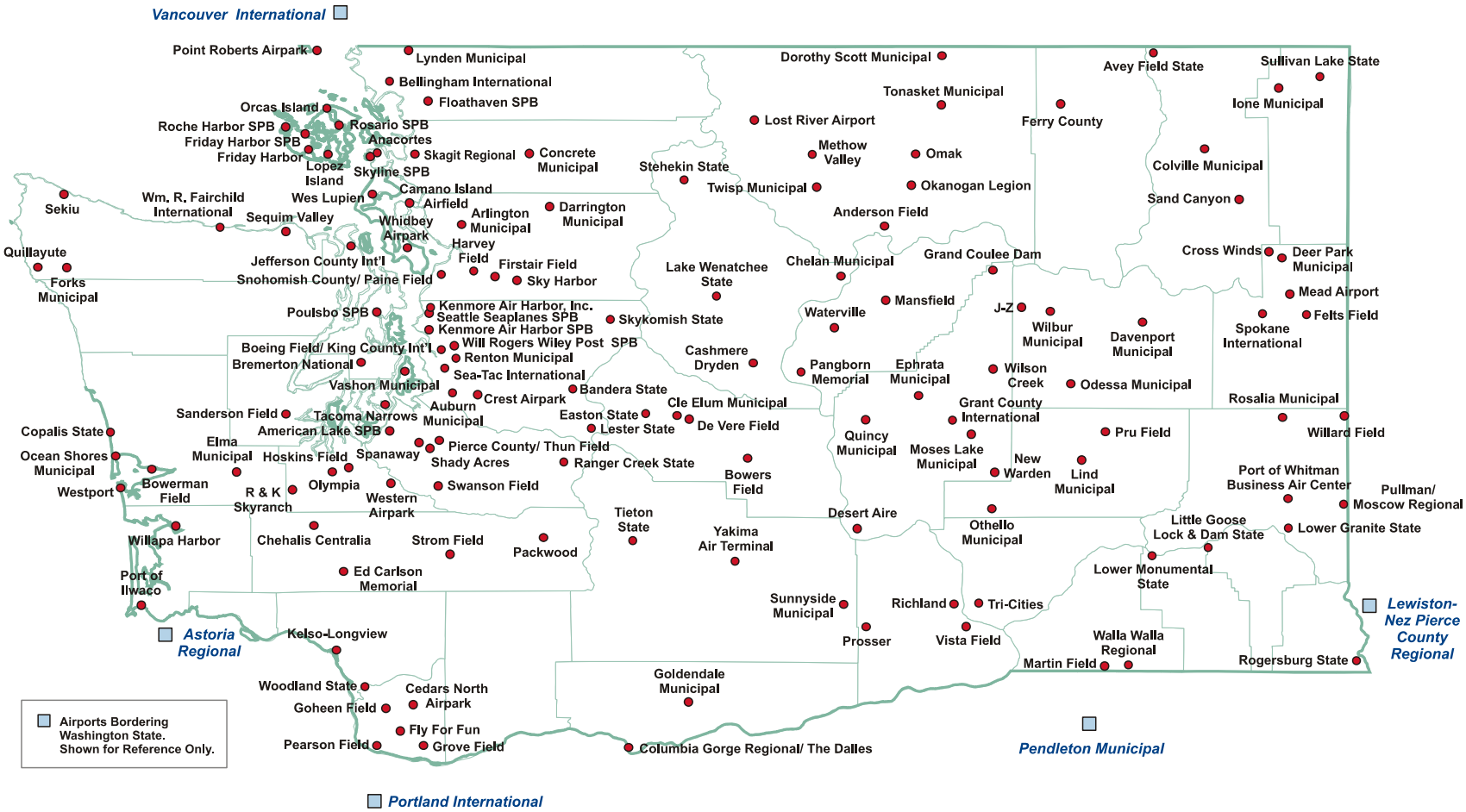
Seattle-Tacoma International (Sea-Tac) serves as Washington's primary commercial service airport. Accommodating approximately 15 million enplanements in 2007 – 87 percent of the total passenger traffic in Washington State – Sea-Tac is among the top 20 busiest airports in the nation. Sea-Tac is the home base and primary connecting hub for Alaska Airlines and its fully-owned regional partner carrier, Horizon.

Washington is the fourth busiest state in the nation in terms of general aviation

Washington State is extremely active in general aviation (GA). General aviation (GA) is defined by the FAA as all aviation other than scheduled commercial aviation and military aviation. All of Washington's public use airports support some GA activity, and GA aircraft account for the majority of aircraft operations at most of Washington's airports. GA activity spans a wide range of services including personal and business transportation, medical evacuation, search and rescue, agricultural support, and flight training. In 2007, general aviation activity in the state accounted for an estimated 950,000 hours flown, making Washington the fourth most active state in the nation behind California, Texas, and Florida.

[5] When LATS was initiated in 2005, there were 141 public use airports open in Washington State. Airport closures and changes from public to private use have accounted for the reduced number. When most of the LATS analysis was performed, there were 139 public use airports.

Exhibit 2-1: Washington State Public Use Airports



Note: When LATS was initiated in 2005, public use airports also included Evergreen Field (closed July 2006), Hillcrest Airport (converted to private use), and Blaine Municipal (closed December 2008). As of June 2009, other status changes include the closure of J-Z Airport in Almira and the conversion of Western Airpark in Yelm to private use.

Public Airports Overview

Approximately one-fourth of the airports in the state are open to public use

This aviation system plan and all Long-Term Air Transportation Study (LATS) analyses include only the airports in Washington that are open to public use—approximately one-fourth of the airports in the state. When the study was initiated in 2005, there were 141 public use airports open in the state. Airport closures and changes in status from public to private use have reduced the number. Washington State currently has 138 public use airports. When most of the LATS analysis was conducted, there were 139 public use airports.

Washington's public use airports have a variety of owners and operators. In most cases the entity managing the airports also owns the facility. Over 75 percent of Washington's public use airports are under a public ownership and management structure. The majority of the airports with commercial passenger service are managed by port districts, while the majority of recreational use airports are privately owned. According to analysis performed in Phase I of LATS, the management authority of Washington's public use airports is distributed as follows:

- City/Municipality 31 percent
- Port District 24 percent
- Private 22 percent
- State 12 percent
- County 7 percent
- Joint Government 3 percent

A survey of facilities and services conducted during Phase I of LATS found that 75 percent of the public use airports have a single runway. Two-thirds of the runways at public use airports are shorter than 4,000 feet and 40 percent are shorter than 3,000 feet. The majority of the airports (72 percent) can only be used during visual conditions (clear visibility weather), because none of their runway ends has an instrument approach.

The top ten special services and activities offered by Washington's airports, in order, were identified as Jet A fuel sales, Avgas fuel sales, minor aircraft maintenance, flight training, major aircraft maintenance, aircraft rental, flying club, charter service, aircraft sales, and Civil Air Patrol. Other special services and activities occurring at the airports include avionics, US Customs clearance, food service, lodging, wildland firefighting, search/rescue/disaster assistance, law enforcement, air shows,

skydiving/parachute drops, aerial surveying, airplane/parts manufacturing, and military aircraft activity.

Nearly half of Washington's public airports are considered nationally significant the FAA NPIAS

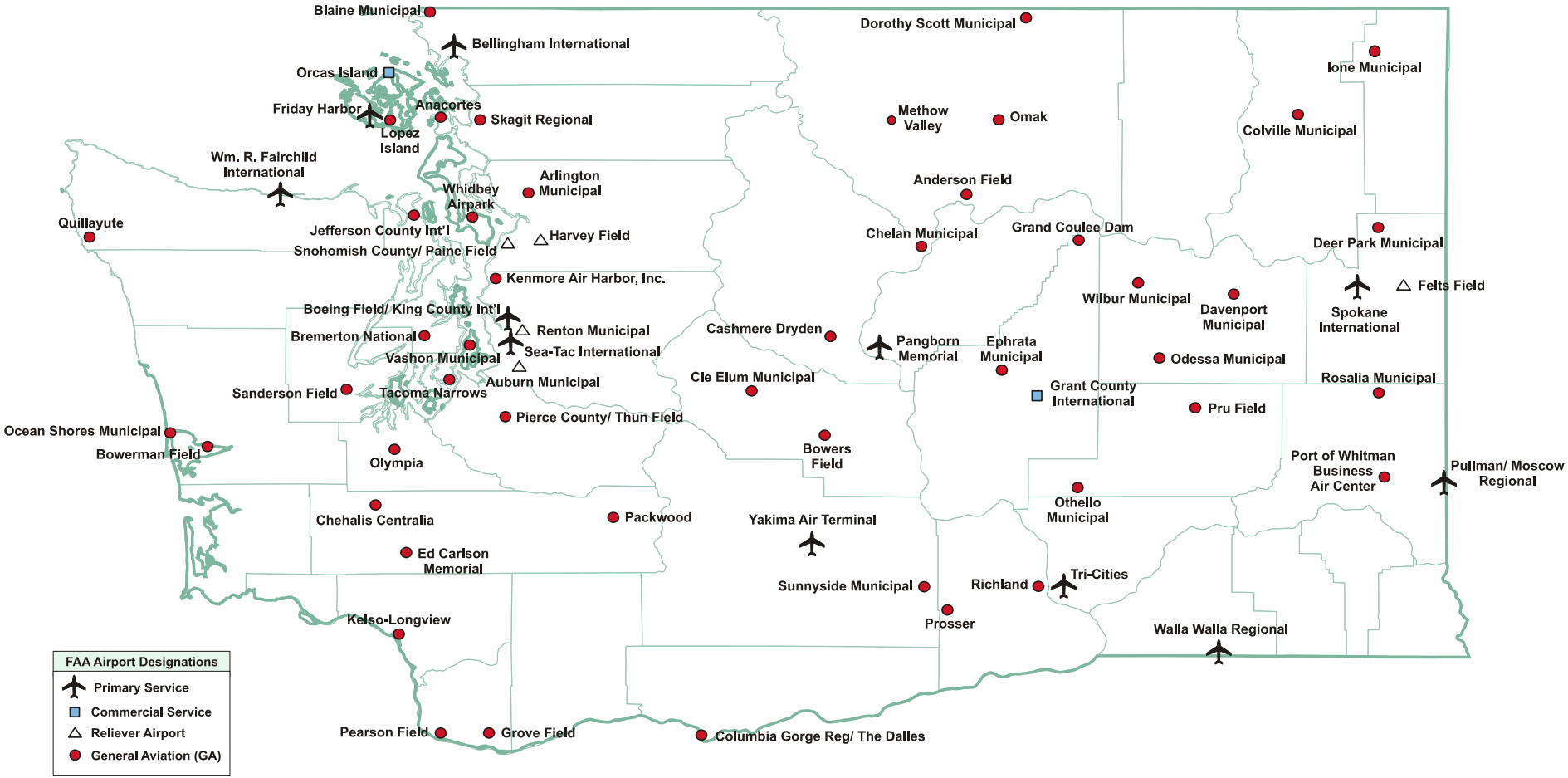
Nearly half of Washington's public airports are identified as significant to the national aviation system by the FAA and included in the FAA's National Plan of Integrated Airports (NPIAS). The NPIAS is updated every two years and provides the basis of apportioning federal Airport Improvement Program (AIP) funding. The current NPIAS Report to Congress 2009-2013, published in December 2008, lists 65 Washington airports including Blaine Municipal, which recently closed. The number of NPIAS airports considered in the LATS analysis is still 65, however, because Columbia Gorge Regional Airport, located in Klickitat County, is included in the Oregon State NPIAS.

Under the federal airport classification system, airports are designated as either *primary airports*, *commercial service airports*, *reliever airports*, or *general aviation airports* based upon the type of service they provide to the community. Airports that are designated primary airports provide scheduled passenger service and have more than 10,000 annual enplanements. Commercial service airports have between 2,500 and 10,000 annual enplanements. Reliever airports provide general aviation access to large metropolitan areas, attracting GA pilots away from busy commercial airports to enhance the commercial airports' efficiency and capacity. Current qualifications for reliever airport status include 100 or more based aircraft or at least 25,000 annual itinerant operations, and a high ratio of demand vs. capacity at the commercial airport being relieved. General aviation airports do not meet the criteria for reliever airports, but still account for significant general aviation activity.

Of the 65 NPIAS airports in Washington State, there are eleven primary airports, three commercial service airports, five reliever airports, and forty-six general aviation airports.

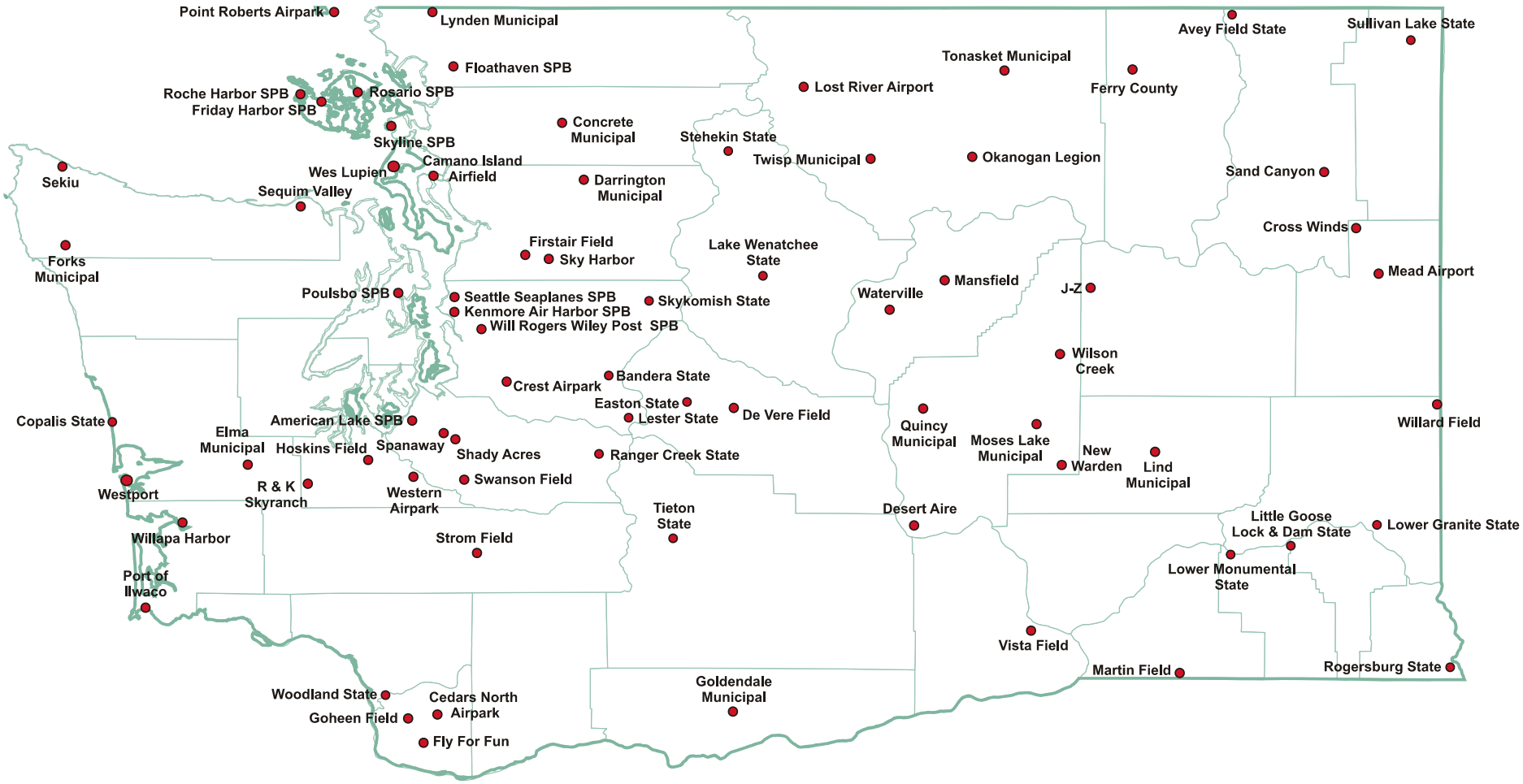
The maps on the following pages show how the NPIAS and non-NPIAS airports are distributed across Washington.

Exhibit 2-2: NPIAS Airports



Note: Blaine Municipal is included in the current NPIAS Report to Congress 2009-2013, but was recently closed.

Exhibit 2-3: Non-NPIAS Airports



Note: When LATS was initiated in 2005, Non-NPIAS public use airports also included Hillcrest Airport, which later converted to private use. As of June 2009, other status changes include the closure of J-Z airport in Almira and the conversion of Western Airpark to private use.

Washington State Airport Classification System

State airport classifications supplement FAA classifications and help identify and prioritize airport improvement and funding needs

Many states classify airports according to their roles within the state air transportation systems. As a component of LATS, the Washington State Department of Transportation has also developed state airport classifications for the public use airports in the state. State airport classifications do not supersede FAA classifications, but supplement them by accounting for airports that may not be significant on a national level, but are important to the state aviation system. State airport classifications, along with the identification of facilities and services appropriate for each classification, are important in helping to identify and prioritize airport improvement and funding needs.

From 2003 through 2005, WSDOT Aviation developed draft Washington State Airport Classifications in consultation with several statewide, interjurisdictional working groups. As LATS began, a proposed framework existed for classifications and the facilities and services required for each classification to function adequately. The classification system underwent further refinement during Phase I of LATS.

Access, airport facilities, airport services, expansion and preservation capabilities, and economic opportunities had been analyzed to help determine the role of an airport within the state system.

Access, airport facilities, airport services, expansion and preservation capabilities, and economic opportunities had been analyzed to help determine the role of an airport within the state system. The major factor in determining the classifications finalized in Phase II of LATS was 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, primary road access, and based aircraft were factors in determining coverage and access to the aviation system. Airport classifications were assigned to Washington's public use airports by analyzing levels of access appropriate for the populations served and driving time. Minimum threshold criteria were defined for each classification based on their intended function. These criteria include runway length, based aircraft, or special characteristics such as scheduled passenger service or water landing areas.

Six classifications identify the roles and service levels of Washington's public use airports:

- Commercial Service Airports
- Regional Service Airports
- Community Service Airports
- Local Service Airports

- Rural Essential Airports
- Seaplane Bases

The first two classifications, Commercial Service Airports and Regional Service Airports, have the largest service areas, in terms of driving time and population. Airports in both classifications accommodate high levels of activity, are typically capable of handling high performance aircraft (regional/corporate jets and turboprops), and are mostly located in regional high-growth population centers.

The Community Service Airports serve medium-sized communities and accommodates a wide range of general aviation aircraft including VLJs. General aviation activities accommodated include agricultural support, business support, and emergency medical transportation and are important to the community's economic well-being and quality of life.

The Local Service Airports typically serve smaller communities with populations less than 6,000. Airport in this classification accommodates a narrower range of general aviation activities and aircraft.

The Rural Essential Airports and Seaplane Bases serve the narrowest scopes of general aviation. An airport in one of these two classifications typically develops due to geographic circumstances (e.g., a residential airpark, recreational destination, body of water, or emergency landing area in the mountains), rather than demand from the population within its service area.

In Phase II of LATS, 139 airports were classified, including Columbia Gorge Regional/The Dalles, which has an Oregon sponsor, but is located in Washington.

Exhibit 2-4 on the following page shows the distribution of Washington's public use airports among the six classifications developed to identify their role and service level.

Exhibit 2-4: Distribution of Airports by Classification

Classification	No. of Airports	Description
Commercial Service	16	Accommodates at least 2,500 scheduled passenger boardings per year for at least three years.
Regional Service	19	Serves large or multiple communities; all NPIAS Relievers; 40 based aircraft and 4,000-foot long runway, with exceptions
Community Service	23	Serves a community; at least 20 based aircraft; paved runway
Local Service	33	Serves a community; fewer than 20 based aircraft; paved runway
Rural Essential	38	Other land-based airports, including residential airparks
Seaplane Bases	9	Identified by FAA as a seaplane base, unless it is a Commercial Service Airport

Commercial Service Airports

Commercial Service Airports provide scheduled passenger air carrier and/or commuter service to in-state, domestic, and (in some cases) international destinations. Some of these airports also serve regional air cargo demand and many accommodate significant levels of general aviation. Commercial Service Airports are mostly located in large population centers. The extent of a Commercial Service Airport's service area, as defined by driving time and population, depends upon the type of air service provided. Typically, these airports are classified as *primary* or *commercial service* airports in the NPIAS.

Commercial Service Airports meet the following threshold criterion:

- Accommodate at least 2,500 scheduled passenger boardings[6] per year for at least three years.

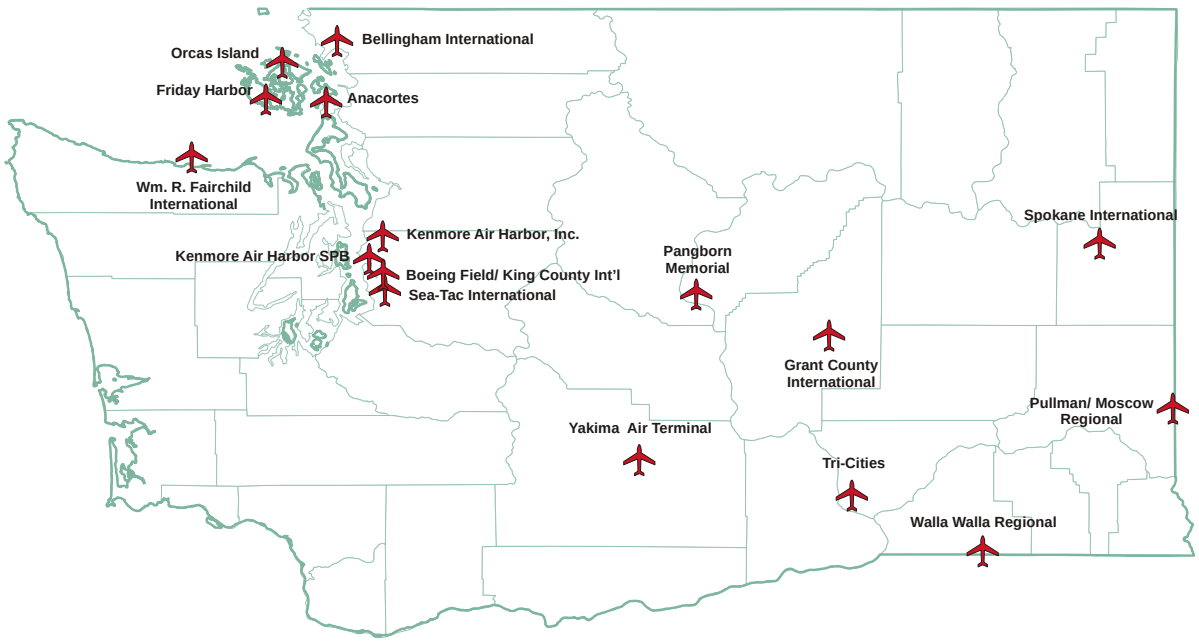
The two Kenmore Air Harbor facilities are privately owned and are not classified as primary or commercial service airports in the NPIAS. However, each has a history of more than 2,500 annual passenger boardings, so are included in the State's Commercial Service Airport classification.

[6] The source of annual passenger boarding data is the Air Carrier Activity Information System (ACAIS).

Exhibit 2-5: State Classification – Commercial Service Airports

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

Exhibit 2-6: Commercial Service Airports



Regional Service Airports

Regional Service Airports could accept emergency passenger and cargo flights in large aircraft, in case Commercial Service Airports or ground transportation modes are incapacitated by natural or manmade disaster. In addition, Regional Service Airports include the airports most likely to grow into new Commercial Service Airports in the future.

Regional Service Airports serve the general aviation needs of multiple communities or are located in large metropolitan areas where multiple airports are warranted. They include all airports classified as *relievers* by the NPIAS. Most Regional Service Airports accommodate unscheduled air taxi/charter flights, and some have air cargo service. Regional Service Airports can accommodate high aviation activity levels. Except for *reliever* airports that are designed for small aircraft, they can accommodate nearly all types of general aviation aircraft, including corporate and air ambulance jets. Their ability to accommodate jet traffic and larger general aviation aircraft makes them vital assets for regional economic development and quality of life.

These airports could accept emergency passenger and cargo flights in large[7] aircraft, in case Commercial Service Airports or ground transportation modes are incapacitated by natural or manmade disaster. In addition, Regional Service Airports include the airports most likely to grow into new Commercial Service Airports in the future.

WSDOT's goal is that nearly every Washington resident should be able to reach a "jet-capable" Regional Service or comparable Commercial Service Airport within 90 minutes.

Regional Service Airports typically have a 60- to 90-minute (driving time) service area, unless high population density necessitates a smaller service area. In the Seattle metropolitan area, most of the population is located less than 60 minutes from a Regional Service Airport. In other urbanized parts of the state, a Regional Service Airport draws from a service area of about 60 minutes, while Regional Service Airports in lightly populated areas draw population from as far away as 90 minutes.

WSDOT's goal for providing access to Regional Service Airports is:

Nearly every Washington resident should be able to reach a "jet-capable" Regional Service or comparable Commercial Service Airport within 90 minutes.[8]

This principle recognizes that most of the Commercial Service Airports in Washington also have the capacity for and provide the facilities and services needed for high levels of general aviation activity and for jet aircraft.

[7] Aircraft with maximum takeoff weight over 12,500 pounds

[8] For determining criteria for assigning the Regional Service classification, "jet capable" means a runway at least 4,000 feet long and a "comparable Commercial Service Airport" is one with a runway at least 4,000 feet long. Performance objectives for Regional Service and Commercial Service Airports discussed later in this report include objectives that enhance jet capability, such as a 5,000-foot runway length, low visibility instrument approach, and jet fuel sales.

Regional Service Airports meet the following threshold criteria:

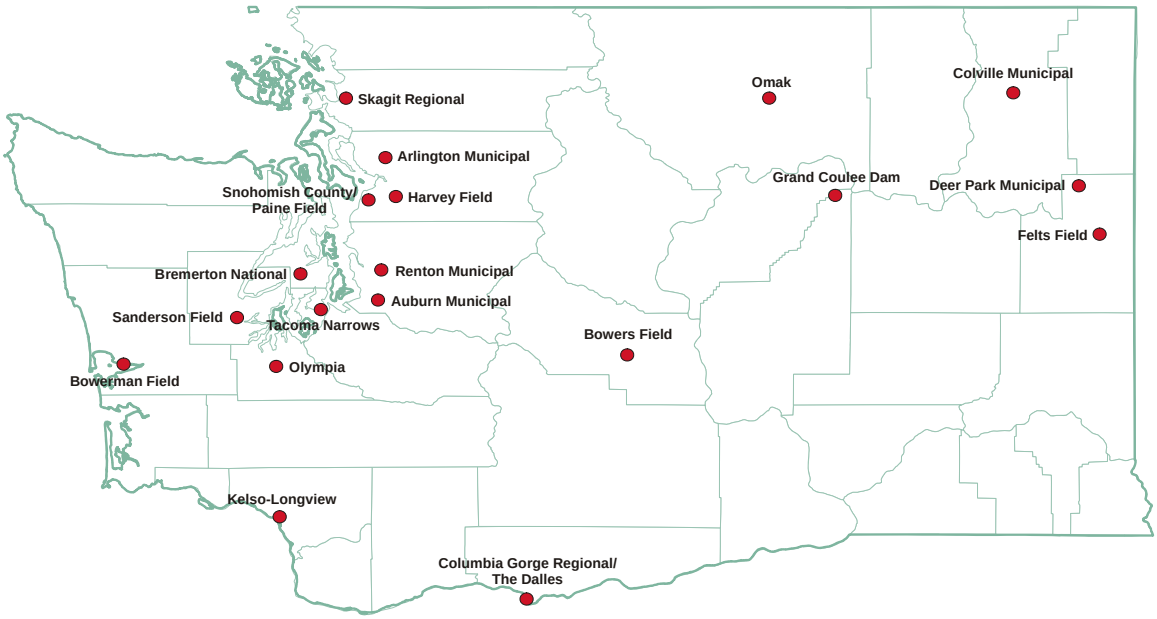
- Have at least 40 based aircraft, unless the airport is required for coverage of lower density population areas.
- Have a runway at least 4,000 feet long, unless the airport is designated as a NPIAS *reliever*.
- Be separated from another Regional Service Airport or a comparable Commercial Service Airport by at least 30 minutes driving time, unless closer airports are justified by large population numbers within the service area.
- Have a minimum service area population of approximately 5,000 (90-minute driving time) and a maximum service area population of approximately 400,000 (60-minute driving time).

Exhibit 2-7: State Classification – Regional Service Airports

Name	City
Arlington Municipal	Arlington
Auburn Municipal	Auburn
Bowerman Field	Hoquiam
Bowers Field	Ellensburg
Bremerton National	Bremerton
Columbia Gorge Regional/The Dalles	The Dalles, Oregon
New Northeast Washington*	Colville*
Deer Park Municipal	Deer Park
Felts Field	Spokane
Grand Coulee Dam	Electric City
Harvey Field	Snohomish
Kelso-Longview	Kelso
Olympia	Olympia
Omak	Omak
Renton Municipal	Renton
Sanderson Field	Shelton
Skagit Regional	Burlington/Mount Vernon
Snohomish County/Paine Field	Everett
Tacoma Narrows	Tacoma

* Colville Municipal Airport is used to represent a new Northeast Washington Airport, although that particular airport may not be where the new Regional Service Airport would be located. For approximately 31,000 people, a Northeast Washington airport around Colville would be the closest Regional Service Airport.

Exhibit 2-8: Regional Service Airports



Identifying the airports that should be included in the Regional Service classification required extensive analysis of driving times and population densities. Exhibit 2-9 shows how well the 19 Regional Service Airports, plus nine comparable Commercial Service Airports,[9] provide access to Washington's population.

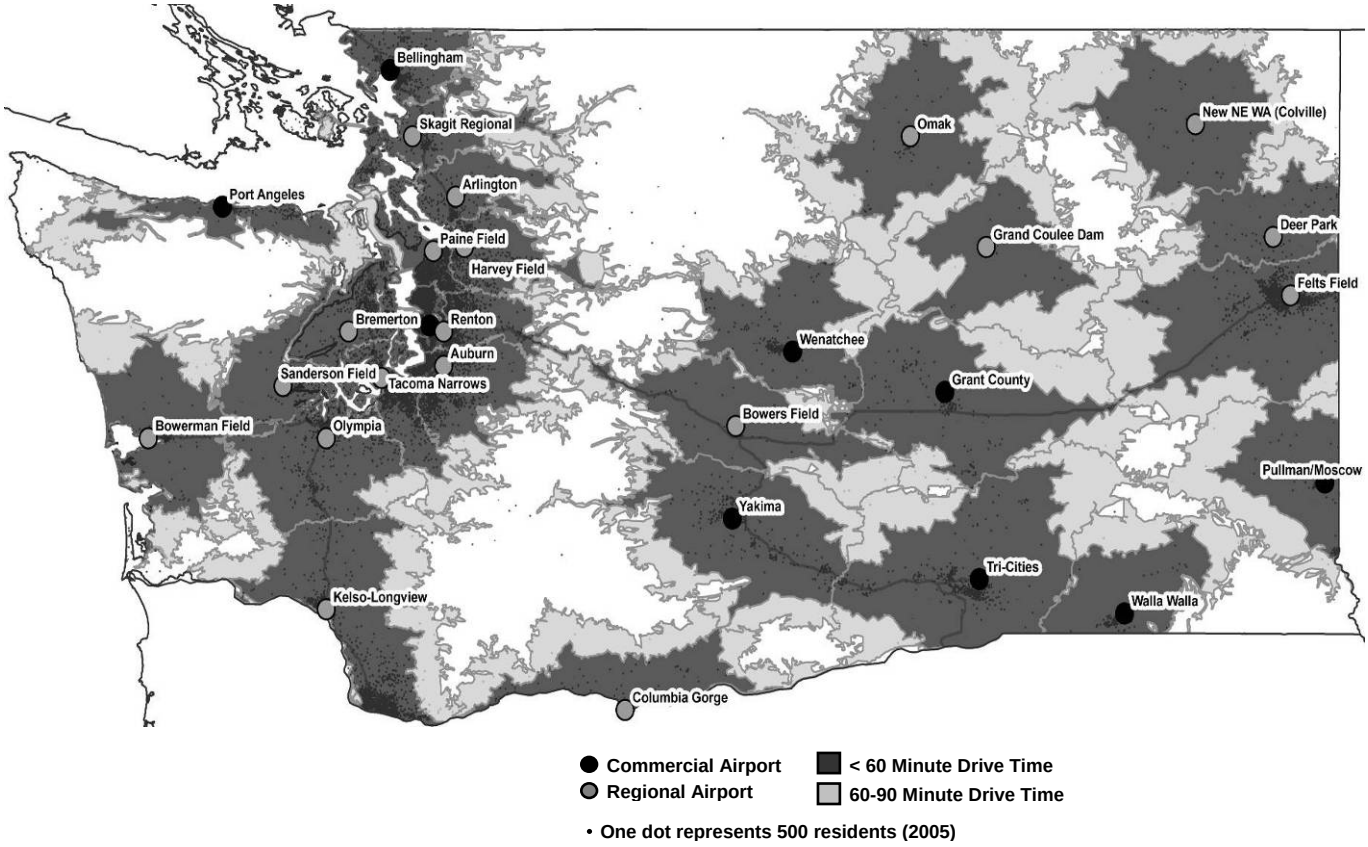
The darker shading represents area within a 60-minute driving time of the analyzed airports, and the lighter shading shows the area within 60- to 90-minutes' driving time. Each black dot represents 500 people.

Approximately 96 percent of the population and 43 percent of the land area is within 60 minutes of the mapped airports. Within 90 minutes are 99 percent of the state's population and 69 percent of the land area.

Approximately 96 percent of the population and 43 percent of the land area is within 60 minutes of either a regional or commercial airport, as shown in Exhibit 2-9 on the following page. Within 90 minutes are 99 percent of the state's population and 69 percent of the land area. When all these airports are improved so that they meet the performance objectives that make them jet-capable, the goal for nearly all Washington residents to be within 90 minutes of a jet-capable airport will have been achieved.

[9] Because they have reliever airports designated to relieve them of general aviation traffic, neither Sea-Tac International and Spokane International was considered a comparable Commercial Service Airport in the service area analysis. All other Commercial Service Airports with a runway at least 4,000 feet long were included in the analysis.

Exhibit 2-9: Access to Regional Service Airports and Comparable Commercial Service Airports



As shown on the map above, about one-third of Washington's land area is more than 90 minutes from a Regional Service or comparable Commercial Service airport. Several of these areas were determined not to need 90-minute access, due to very low population density, insurmountable physical constraints for airport development (mountains and ocean), or access to a comparable airport in the adjacent state. Parts of the San Juan Islands, North Cascade Mountains, Olympic Peninsula, Long Beach Area, South Cascade Mountains, Klickitat County, Adams County, and the Southeast corner of the state will remain beyond the 90-minute driving time to a "jet capable" airport within Washington. These areas contain only 1 percent of the state's population.

Community Service Airports

Community Service Airports serve small to medium-sized communities and are busy enough to warrant aviation support services such as fuel sales. While these airports are primarily used by piston-driven general aviation aircraft, many are capable of handling a wider range of aircraft types, including single-engine, twin, and small jets. Typically, Community Service Airports are owned by a public entity and have 30-minute (driving time) service area coverage.

Community Service Airports meet the following threshold criteria:

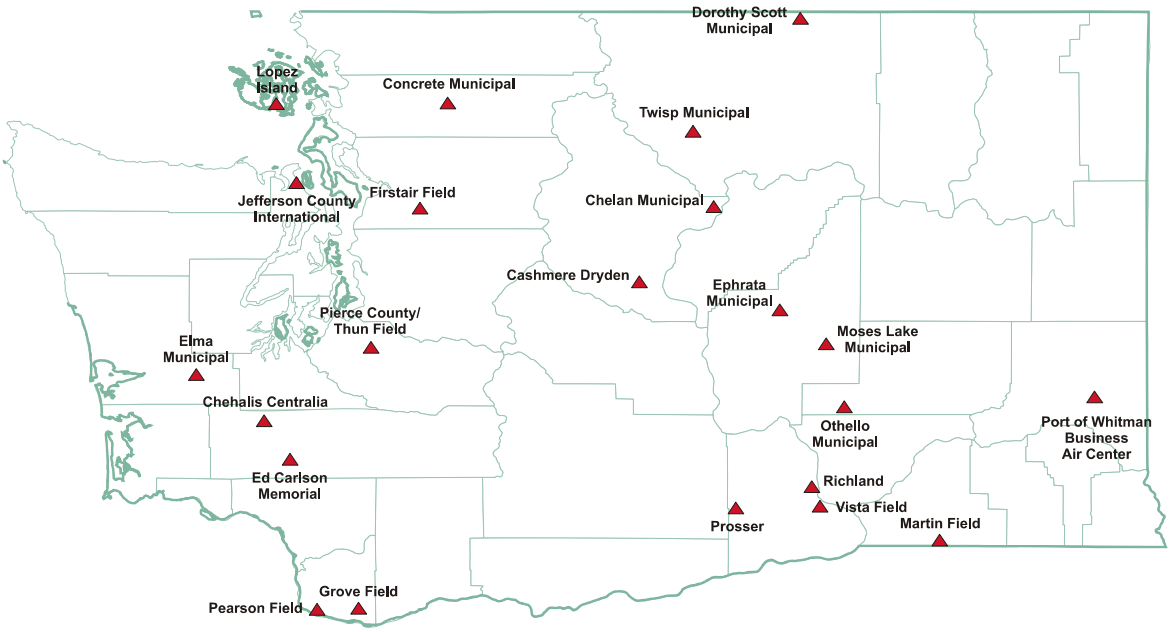
- Have 20 or more based aircraft.
- Have a paved runway.

Exhibit 2-10: State Classification – Community Service Airports

Name	City
Cashmere/Dryden	Cashmere
Chehalis Centralia	Chehalis
Chelan Municipal	Chelan
Concrete Municipal	Concrete
Dorothy Scott Municipal	Oroville
Ed Carlson Memorial	Toledo
Elma Municipal	Elma
Ephrata Municipal	Ephrata
Firstair Field	Monroe
Grove Field	Camas
Jefferson County International	Port Townsend
Lopez Island	Lopez
Martin Field	College Place
Moses Lake Municipal	Moses Lake
Othello Municipal	Othello
Pearson Field	Vancouver
Pierce County/Thun Field	Puyallup
Port of Whitman Business Air Park	Colfax
Prosser	Prosser
Richland	Richland
Twisp Municipal	Twisp
Vista Field	Kennewick

Note: Blaine Municipal was classified as a Community Service Airport in Phase II of LATS, but closed in December 2008.

Exhibit 2-11: Community Service Airports



Local Service Airports

Local Service Airports primarily serve small-sized communities and are used by small piston-driven general aviation aircraft. Local Service Airports host lower levels of aviation activity than Community Service Airports and typically have fewer, if any, pilot or aircraft services. Typically, these airports are owned by a public entity and have 30-minute (driving time) service area coverage.

Local Service Airports meet the following threshold criteria:

- Have fewer than 20 based aircraft.
- Have a paved runway.

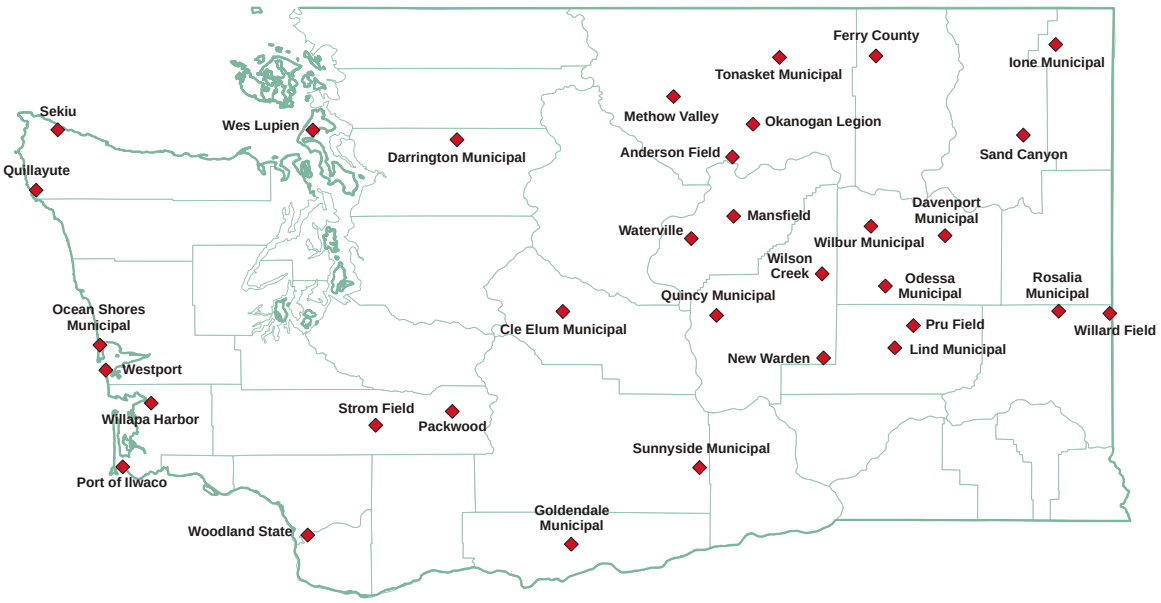
Exhibit 2-12: State Classification – Local Service Airports

Name	City
Anderson Field	Brewster
Cle Elum Municipal	Cle Elum
Darrington Municipal	Darrington
Davenport Municipal	Davenport
Ferry County	Republic
Goldendale Municipal	Goldendale
Ione Municipal	Ione
Lind Municipal	Lind
Mansfield	Mansfield
Methow Valley	Winthrop

– continued –

Name	City
New Warden	Warden
Ocean Shores Municipal	Ocean Shores
Odessa Municipal	Odessa
Okanogan Legion	Okanogan
Packwood	Packwood
Port of Ilwaco	Ilwaco
Pru Field	Ritzville
Quillayute	Quillayute
Quincy Municipal	Quincy
Rosalia Municipal	Rosalia
Sand Canyon	Chewelah
Sekiu	Sekiu
Strom Field	Morton
Sunnyside Municipal	Sunnyside
Tonasket Municipal	Tonasket
Waterville	Waterville
Wes Lupien	Oak Harbor
Westport	Westport
Wilbur Municipal	Wilbur
Willapa Harbor	South Bend (Raymond)
Willard Field	Tekoa
Wilson Creek	Wilson Creek
Woodland State	Woodland

Exhibit 2-13: Local Service Airports



Rural Essential Airports

Rural Essential Airports include airparks, which combine residential housing with an airport. Many of these airports have private owners, are located in unpopulated areas or small unincorporated communities, lack paved runways, and/or may only

This classification includes all land-based airports that are open to public use, but do not meet the threshold criteria for Commercial Service, Regional Service, Community Service, or Local Service Airports. These airports typically serve recreation communities or leisure destinations and remote backcountry locations. These airports may also be strategically located for emergency and firefighting access in mountainous or other remote areas. Rural Essential Airports also include airparks, which combine residential housing with an airport. Many of these airports have private owners, are located in unpopulated areas or small unincorporated communities, lack paved runways, and/or may only be used seasonally. Some of the Rural Essential Airports are very busy airparks. For example, Crest Airpark has over 300 based aircraft. Nevertheless, the presence of residential uses close to the runway may pose a challenge for airport operations. Residential land uses are generally considered incompatible land uses when located adjacent to airports because airport operations create noise, vibrations and other effects that affect quality of life. While residents of airpark communities are typically aircraft owners, properties could eventually be sold to persons who do not own aircraft or are not aviation enthusiasts, which could affect the long-term viability of the airport. For this reason, their role in providing transportation access in the state system is limited.

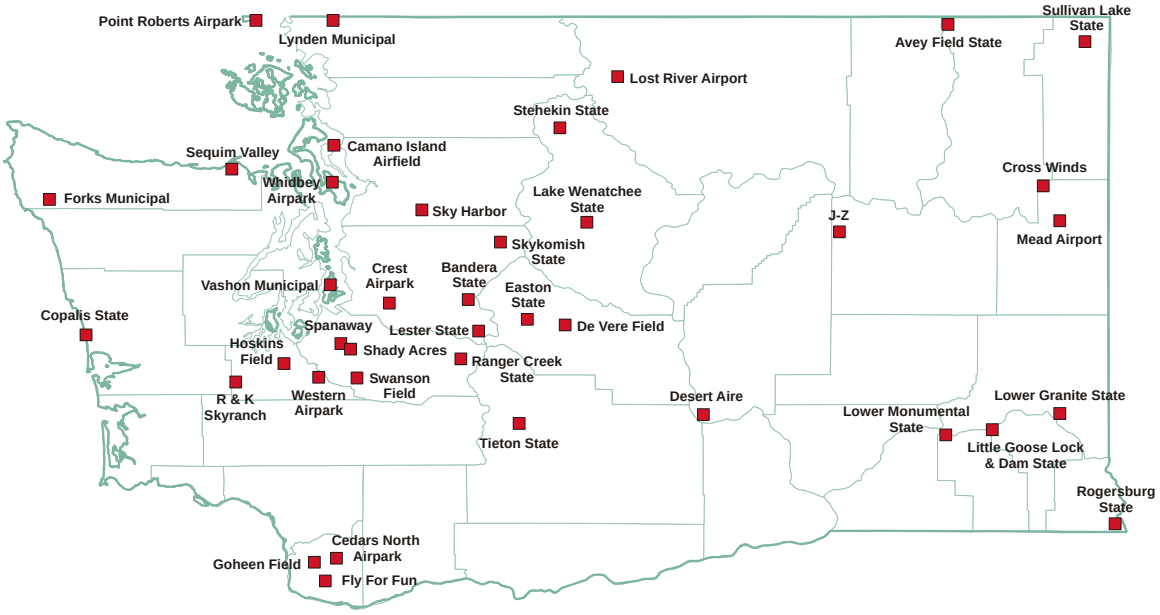
Exhibit 2-14: State Classification – Rural Essential Airports

Name	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
Fly For Fun	Vancouver
Forks Municipal	Forks
Goheen Field	Battle Ground
Hoskins Field	Olympia
J-Z (closed)	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

– continued –

Name	City
Mead Airport	Mead
Point Roberts Airpark	Point Roberts
R & K Skyranch	Rochester
Ranger Creek State	Greenwater
Rogersburg State	Anatone
Sequim Valley	Sequim
Shady Acres	Spanaway
Sky Harbor	Sultan
Skykomish State	Skykomish
Spanaway (scheduled to close)	Spanaway
Stehekin State	Stehekin
Sullivan Lake State	Metaline Falls
Swanson Field	Eatonville
Tieton State	Rimrock
Vashon Municipal	Vashon
Western Airpark (now private use only)	Yelm
Whidbey Airpark	Langley

Exhibit 2-15: Rural Essential Airports



Seaplane Bases

Seaplane bases serve amphibious and float-equipped aircraft.

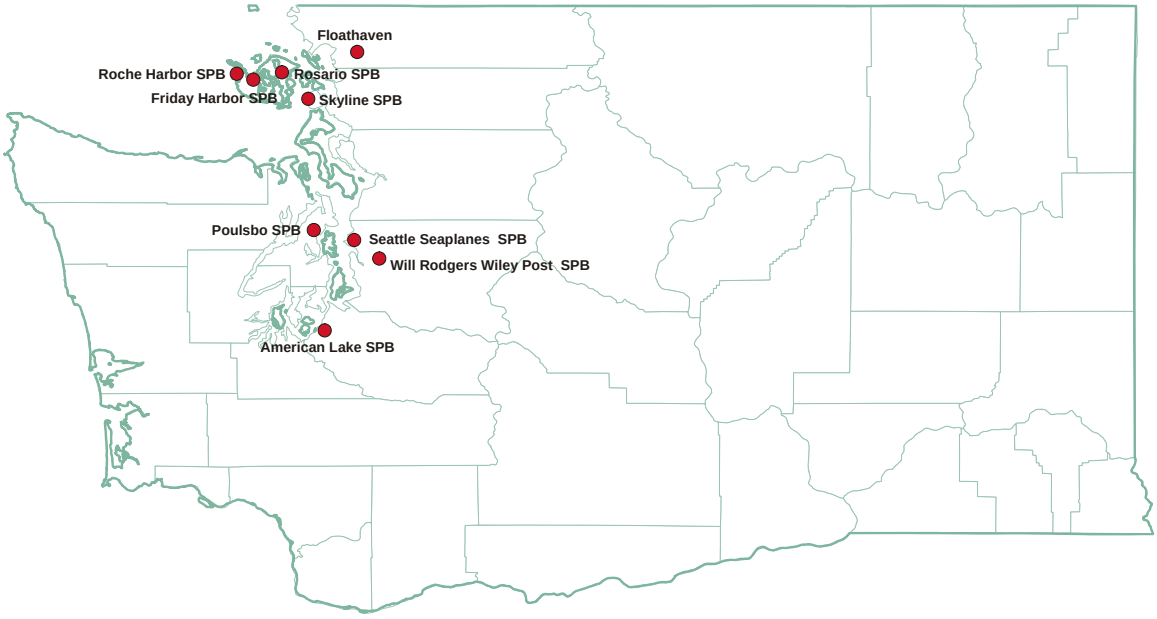
Seaplane bases serve amphibious and float-equipped aircraft and may have some upland facilities that support aircraft maintenance and other services. Most seaplane bases in Washington are located in the Puget Sound area. Seaplane Bases meet the following threshold criterion:

- Are reported as seaplane bases in the Airport Facility Directory (based on FAA Form 5010 reports), except for those providing at least 2,500 annual scheduled passenger boardings.

Exhibit 2-16: State Classification – Seaplane Bases

Name	City
American Lake SPB	Tacoma
Floathaven SPB	Bellingham
Friday Harbor SPB	Friday Harbor
Poulsbo SPB	Poulsbo
Roche Harbor SPB	Roche Harbor
Rosario SPB	Rosario
Seattle Seaplanes SPB	Seattle
Skyline SPB	Anacortes
Will Rogers Wiley Post SPB	Renton

Exhibit 2-17: Seaplane Bases



Due to its unique geography, Washington is one of the few states that has significant seaplane activity. A number of the seaplane bases in the state currently receive commercial service from Kenmore Air. The two Kenmore Air facilities—Kenmore Air Harbor SPB on Lake Union and Kenmore Air Harbor, Inc. in Kenmore—are also seaplane bases, but are included in the Commercial Service classification as annual scheduled enplanements exceeded 2,500.

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