CHAPTER 9: ALTERNATE AIRPORTS ASSESSMENT

Background and Purpose

The State wants to ensure that suitable alternate airports are available to accommodate "spill-over" demand from airports that reach their capacity limits and cannot be expanded

During Phase II of LATS, forecast levels of 2030 activity at individual Washington State airports were compared to airport capacity to determine those airports where a shortfall in available capacity might exist. The analysis was performed using several capacity measures including operational (or airfield) capacity, passenger/terminal capacity, aircraft storage capacity, and air cargo capacity. Approximately 24 airports across the state are forecast to approach or exceed 100% of their available capacity in one or more areas by the 2030 planning year. The Aviation Planning Council has expressed a policy preference to utilize existing system capacity to accommodate future demand before considering the development of new commercial or general aviation airports. A primary objective of the State is to ensure that suitable alternate airports are available to accommodate "spill-over" demand from airports that reach their capacity limits and cannot be expanded.

This analysis represents a first-level screening of potential alternate airports

The analysis focuses on the individual airports where capacity shortfalls are anticipated by 2030, and examines potential opportunities for alternate airports to accommodate this excess demand. It is important to understand that this analysis represents a first-level screening of potential alternate airports. Depending on the type and level of new activity that might shift from a constrained airport to a surrounding, alternate airport, significant additional analyses and public process may be required, potentially including environmental impact analysis.

The ultimate distribution of both commercial and general aviation activity at individual Washington airports will be largely determined by free-market decisions

It should be recognized that the ultimate distribution of both commercial and general aviation activity at individual Washington airports will be largely determined by free-market decisions on the part of airlines, air passengers, and private aircraft operators. The State does not have the authority to direct where airlines and private aircraft will operate. Instead, the focus of the State's efforts is to ensure that airport facilities with available capacity and the necessary infrastructure and facilities will be available to accommodate future aviation demand in various regions of Washington. Consistent with this objective, the purpose of this analysis is simply to determine if there are existing airports with the potential capabilities and capacity to provide relief to those airports where capacity constraints are forecast to materialize over the planning horizon.

A number of factors were examined, including proximity to the constrained airport, available capacity, runway length, and ground access

In considering the suitability of alternate airports to provide needed relief for airports with forecast capacity constraints, the following factors were examined:

1. The proximity of the alternate airport to the airport with a forecast capacity constraint.
    - For constrained general aviation airports, a suitable alternate airport should be located within approximately 30-45 miles of the constrained airport in order to represent an acceptable alternative.
    - For commercial airports such as Sea-Tac, a greater distance threshold of approximately 60 miles was considered appropriate for an alternate airport.

The greater mileage threshold for a commercial airport is appropriate for several reasons. First, because Sea-Tac draws passengers from a broad catchment area, an alternate airport located somewhat more distant from Sea-Tac would have the ability to draw passengers with ground origins more convenient to the alternate airport than to Sea-Tac. Being located more distant from the State's primary commercial airport could also provide some measure of relief to ground traffic congestion on major highway corridors, as some passengers using the alternate airport would be driving in an opposite direction to passengers traveling on the same highway toward Sea-Tac. Also, due to high levels of aircraft operations at Sea-Tac and nearby Boeing Field, a more distant alternate airport might avoid or limit airspace conflicts in a busy airspace corridor.

2. The presence of available capacity at the identified alternate airport. In order to accommodate excess demand from a constrained airport, the alternate airport must have sufficient current or potential future capacity to absorb the additional activity. This would include operational/airfield capacity, terminal capacity, and in the case of general aviation airports, the capacity for additional aircraft storage. At some potential alternate airports, expansion and/or development of new facilities might be necessary to accommodate excess demand from the constrained airport.
3. The alternate airport should have current or potential future runway length to handle the category of air traffic that might shift from the constrained airport. At some potential alternate airports, extension of the existing runway(s) could be required to provide meaningful relief to the constrained airport.
4. For alternate airports being considered as potential reliever airports for commercial passenger traffic from Sea-Tac, the airport's location and its potential for efficient ground access (i.e., links to major highways) is a relevant screening factor.

Capacity Constraints at Washington Airports

A number of airports across the state are expected to experience airfield, passenger terminal and/or aircraft storage capacity constraints by 2030

Twenty-four airports across the state are expected to experience capacity constraints in one or more areas by 2030. As shown in Exhibit 9-1 below, seven airports will exceed their airfield operations capacity and/or passenger terminal capacity by 2030. As shown in Exhibit 9-2, seventeen airports—the majority of the twenty-four constrained airports—are expected to exceed available aircraft storage capacity only.

Exhibit 9-1: Airports Forecast to Exceed Airfield and/or Passenger Terminal Capacity in 2030

				2030 Excess Demand		
	Airport	WSDOT Service Level	RTPO	Airfield Operations	Terminal Peak Hr Psgrs	A/C Storage Positions
1	Boeing Field	Commercial	Puget	(169,200)	-	(946)
2	Sea-Tac International	Commercial	Puget	(100,600)	(2,200)	(11)
3	Kenmore Air Harbor, Inc.	Commercial	Puget	(27,100)	(5)	(138)
4	Harvey Field	Regional	Puget	(7,600)	-	-
5	Tri-Cities	Commercial	Benton-Franklin	-	(40)	-
6	Anacortes	Commercial	Skagit/Island	-	(20)	-
7	Orcas Island	Commercial	-	-	(5)	(99)

Exhibit 9-2: Airports Forecast to Exceed Aircraft Storage Capacity Only in 2030

				2030 Excess Demand		
	Airport	WSDOT Service Level	RTPO	Airfield Operations	Terminal Peak Hr Psgrs	A/C Storage Positions
1	Felts Field	Regional	Spokane RTC	-	-	(131)
2	Crest Airpark	Recreational/Remote	Puget	-	-	(126)
3	Pearson Field	Community Service	SWRTC	-	-	(101)
4	Western Airpark	Recreational/Remote	Thurston	-	-	(79)
5	Chelan Municipal	Community Service	North Central	-	-	(64)
6	Goheen Field	Recreational/Remote	SWRTC	-	-	(54)
7	Colville Municipal	Regional	NE WA	-	-	(50)
8	Lynden Municipal	Recreational/Remote	Whatcom	-	-	(49)
9	Cashmere Dryden	Community Service	North Central	-	-	(45)
10	Goldendale Municipal	Local Service	SWRTC	-	-	(41)
11	Renton Municipal	Regional	Puget	-	-	(39)
12	Elma Municipal	Community Service	SW WA	-	-	(39)
13	Firstair Field	Community Service	Puget	-	-	(18)
14	Pullman/Moscow Regional	Commercial	Palouse	-	-	(11)
15	Shady Acres	Recreational/Remote	Puget	-	-	(7)
16	Blaine Municipal	Community Service	Whatcom	-	-	(5)
17	Twisp Municipal	Community Service	North Central	-	-	(5)

Airports With Airfield Capacity Constraints

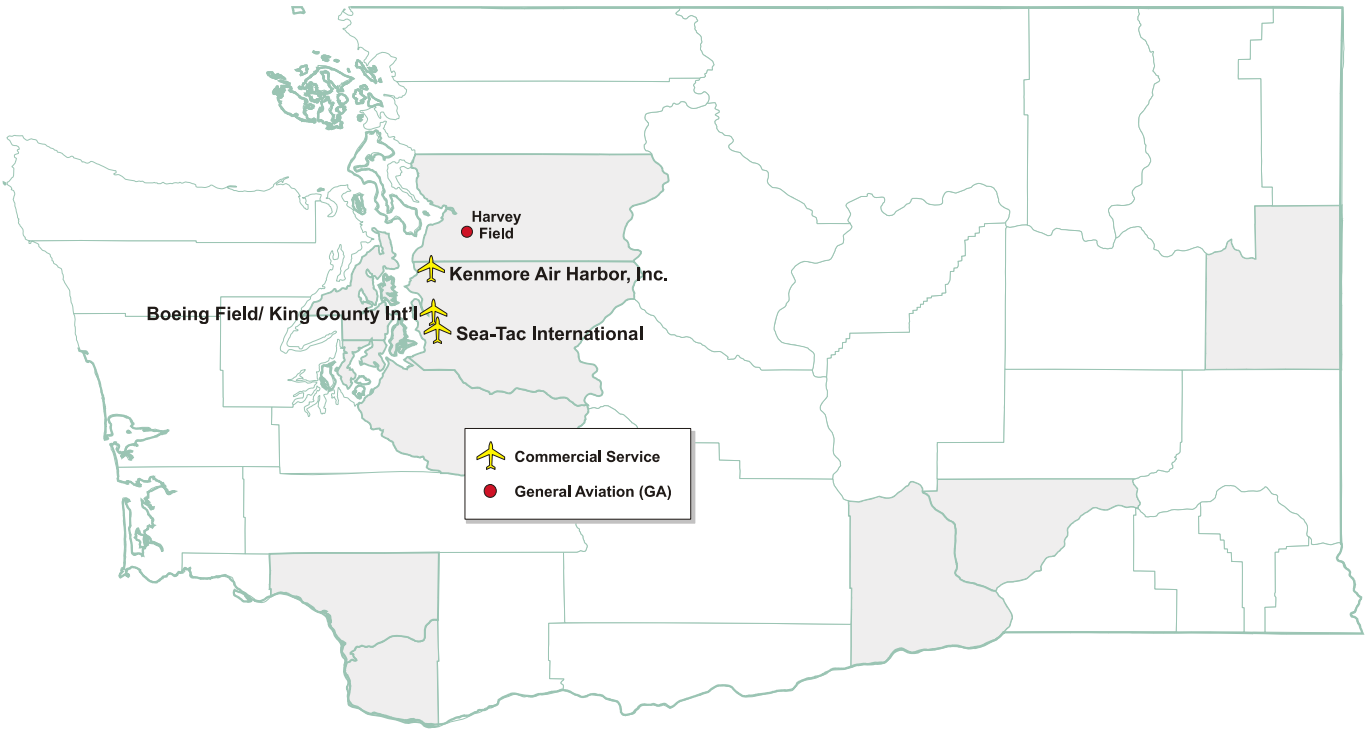
Airfield capacity, also known as operational capacity, is the most important capacity measure at any airport, determining the number of aircraft operations (take-offs and landings) that can be conducted at the airport. Due to the difficulty of constructing new runways to increase capacity, constraints in airfield capacity are also the most critical of capacity constraints.

Four airports in the congested Puget Sound region are forecast to exceed 100% of their airfield capacity by 2030

Four airports in the state are forecast to exceed 100% of their airfield capacity by 2030: Seattle-Tacoma International (Sea-Tac), Boeing Field, Harvey Field, and Kenmore Air Harbor, Inc. All four airports are located in the congested Puget Sound region, as shown in Exhibit 9-3 below.

Regarding Sea-Tac, the FAA Terminal Area Forecast (TAF) and the airport's Comprehensive Development Plan had placed the timeframe of Sea-Tac reaching its practical airfield capacity limit of 550,000 operations well before 2030. However, current economic conditions and recent trends at the airport indicate that Sea-Tac may reach airfield capacity beyond the 2030 planning horizon. This is discussed in a following section of this technical memorandum.

Exhibit 9-3: Airports Expected to Experience Airfield Constraints in 2030



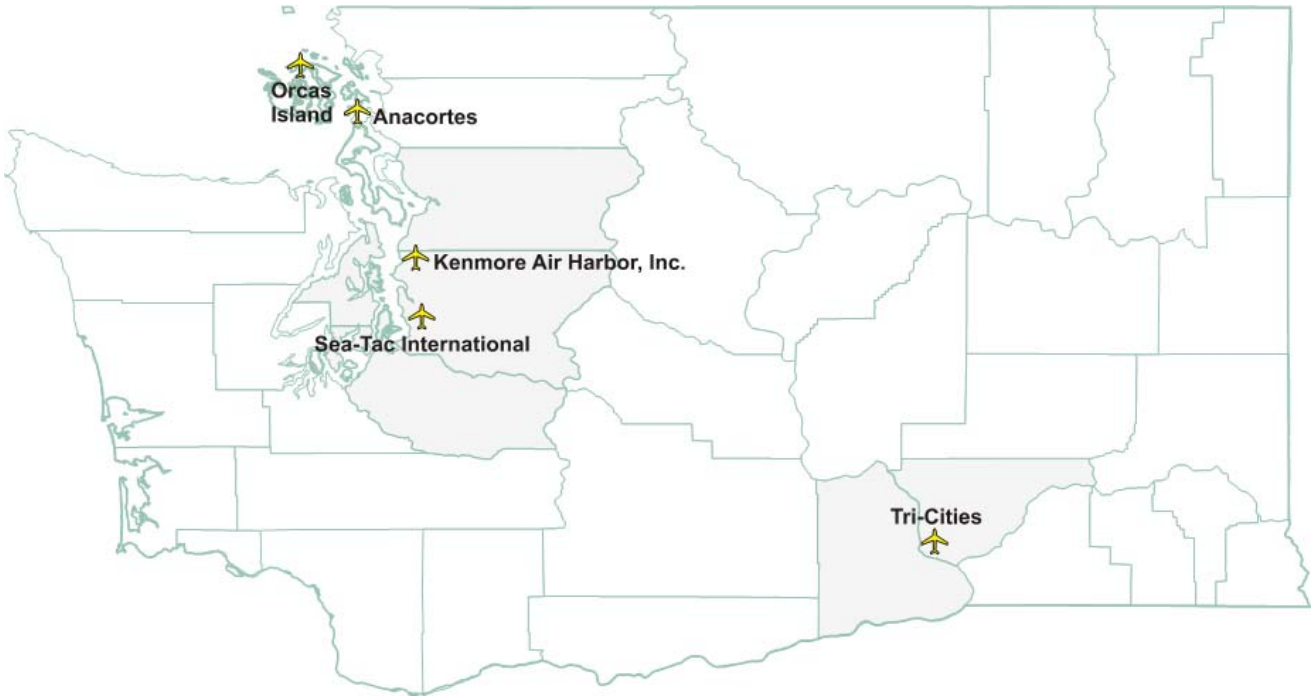
Airports With Passenger Terminal Capacity Constraints

Passenger terminal capacity was measured by the number of passengers that can be processed through an airport's terminal facilities during peak periods of activity. When passenger levels at an airport exceed passenger terminal capacity, customer service levels decline, passenger crowding and congestion occurs, and passenger processing times increase along with airport and airline operating costs.

With the exception of Sea-Tac, terminal capacity constraints at Washington airports are not significant

In 2030, passenger terminal constraints are expected at five commercial service airports: Sea-Tac, Tri-Cities, Anacortes, Orcas Island, and Kenmore Air Harbor, Inc. The airports are shown in Exhibit 8-2 below. Expected terminal capacity shortfalls, however, range from over 2,000 peak hour passengers at Sea-Tac to a negligible 5 peak hour passengers at Orcas Island and Kenmore Air Harbor, Inc. With the exception of Sea-Tac, terminal capacity constraints at Washington airports are not significant. It is assumed that passengers at these other airports can be accommodated at their existing airport terminals with no or minimal expansion.

Exhibit 9-4: Airports Expected to Experience Terminal Constraints in 2030



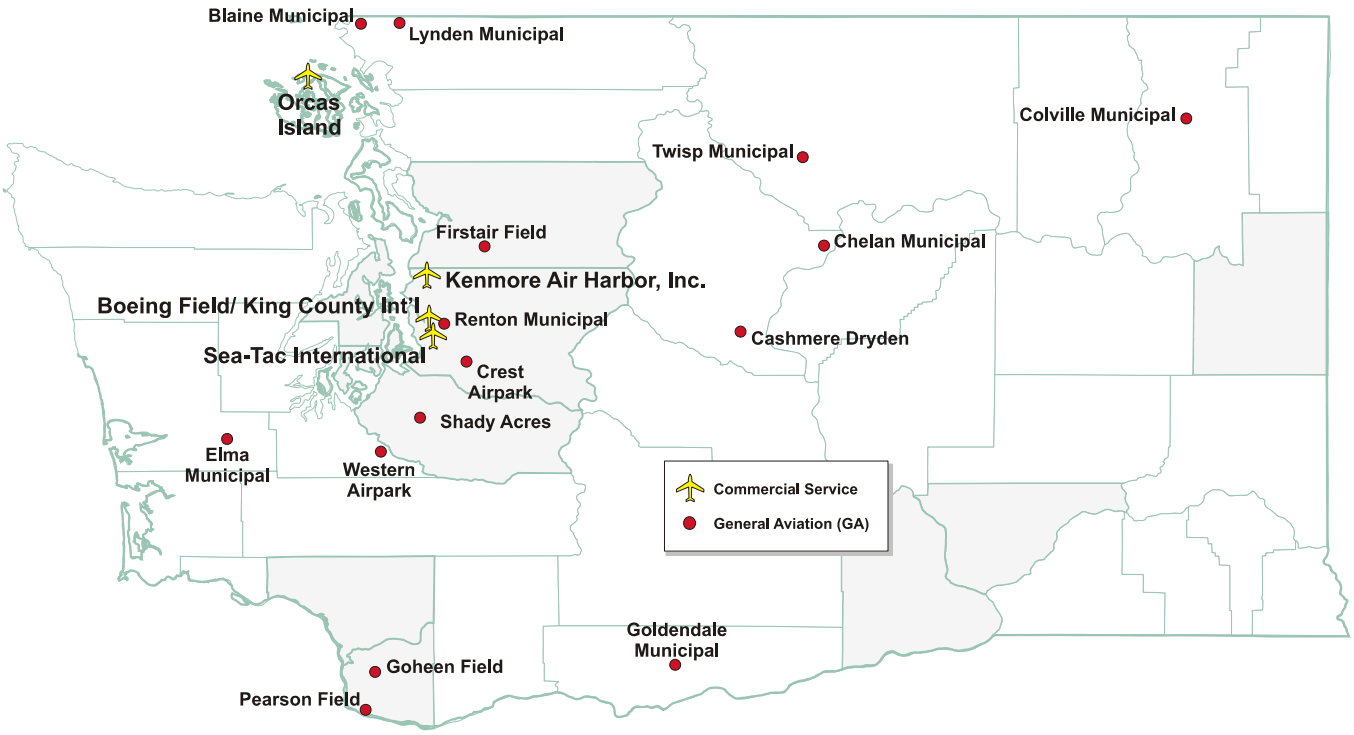
Airports With Aircraft Storage Capacity Constraints

Constraints in aircraft storage capacity are generally the most easily addressed type of capacity constraint. In many instances, it may be possible for a constrained airport to purchase the additional land required to build additional hangars. The construction of new tie-downs and hangars is an easier and far less time and capital intensive process than the building of a new runway to increase airfield capacity or the expansion of a passenger terminal to increase terminal capacity.

Aircraft storage constraints are expected at over twenty airports across the state by 2030

Aircraft storage constraints are expected at twenty-one airports across the state by 2030. See Exhibit 9-5 below. For seventeen of the twenty-one airports, aircraft storage constraints represents the sole capacity constraint expected in 2030. A list of these seventeen airports is provided in Exhibit 9-2 in the previous section. Shortfalls in aircraft storage are also projected at Boeing Field, Kenmore Air Harbor, Inc., Orcas Island, and Sea-Tac. Expected shortfall at these commercial service airports range from a substantial 950 based aircraft storage positions at Boeing Field down to a negligible 11 positions at Sea-Tac.

Exhibit 9-5: Airports Expected to Experience Aircraft Storage Constraints in 2030



First Level Identification of Potential Alternate Airports

Sea-Tac

While current economic conditions and recent trends at Sea-Tac indicate that the airport may reach capacity later than previously anticipated, it remains worthwhile to examine potential alternate airports for when the airport ultimately reaches capacity

In Sea-Tac's 2003-2005 Comprehensive Development Plan, the airport identified its practical airfield capacity limit as 550,000 aircraft operations and 45 million annual passengers. Sea-Tac was forecast to reach these capacity limits in approximately 2024. However, current economic conditions and recent trends at the airport including the use of larger aircraft, increased load factors and a corresponding reduction in the number of aircraft operations indicate that Sea-Tac will reach airfield and terminal capacity later than previously anticipated—quite possibly beyond the 2030 planning horizon. Nevertheless, it remains worthwhile to examine potential alternate airports that could absorb a portion of the future commercial traffic that has been forecast to occur at Sea-Tac. Whether Sea-Tac reaches its capacity limits before or after 2030, the airport will ultimately reach capacity and the availability of alternate airports that might provide some relief is appropriate and worthwhile in a long-term planning study such as LATS.

The original Phase II LATS forecast for Sea-Tac estimated that airfield demand at Sea-Tac in 2030 would exceed available airfield capacity by approximately 100,000 operations. Terminal peak hour passenger demand in 2030 was expected to exceed available capacity by approximately 2,200 passengers.

A number of characteristics would be necessary for an airport to complement Sea-Tac, attract airline services, and accommodate a portion of the region's future commercial activity

There are several characteristics that would be necessary for an airport to complement Sea-Tac, attract airline services, and accommodate a portion of the region's future commercial activity.

- The airport must be located conveniently to a significant concentration of population and associated passenger demand.
- The airport must have, or have the potential to develop, the facilities and infrastructure necessary to accommodate the type and level of airline services provided at a secondary airport in a major metropolitan area. Among the required facilities would be a runway suitable for air carrier operations, appropriate navigational aids and all-weather capability, a passenger terminal, and parking facilities.
- The airport should have sufficient capacity to accommodate the envisioned level of activity without producing excessive congestion and delay.

Free market decisions on the part of airlines and passengers will largely determine the ultimate distribution of aviation activity levels at Sea-Tac and other Washington airports. The purpose of this analysis is to provide a first-level assessment of existing airports with the potential capability and capacity to provide relief when capacity constraints materialize at individual airports.

Airports within approximately 60 miles of Sea-Tac that could potentially absorb a portion of the forecast demand at the airport include Boeing Field, Paine Field, Olympia, and Bremerton

There are several airports within approximately 60 miles of Sea-Tac that may have potential to absorb a portion of the demand currently forecast to occur at Sea-Tac. These include Boeing Field, Paine Field, Olympia, and Bremerton, as shown in Exhibit 9-6. Two of these airports—Boeing Field and Paine Field—have already demonstrated potential attractiveness to commercial passenger airlines. However, issues exist at all four airports that would need to be addressed for them to provide meaningful relief to future capacity constraints at Sea-Tac. These issues are discussed below.

Exhibit 9-6: Potential Alternate Airports for Sea-Tac (SEA)

Airport	Distance From SEA	Runway Length	Existing ARC	Available 2030 Capacity	
				Airfield	Terminal
Boeing Field	11 miles	10,001 ft	D-V	*See BFI discussion*	*Expansion required*
Paine Field	35 miles	9,010 ft	E-V	✓	*No existing terminal*
Olympia	51 miles	5,501 ft *	C-II	✓	*Expansion required*
Bremerton	50 miles *(via ferry)*	6,000 ft *	A-I	✓	*Expansion required*

* Runway extension would likely be required for the airport to accommodate a significant level of commercial service.

Boeing Field is located just 11 miles from Sea-Tac and is closer to downtown Seattle. Boeing Field was targeted for commercial airline services several years ago by Southwest Airlines. However, Boeing Field is the second busiest airport in Washington State and is currently forecast to exceed its own airfield capacity in 2030. If Boeing Field were to take on a significant level of commercial service, a portion of the airport's forecast general aviation activity would have to re-locate to other Puget Sound airports. There are several airports that could potentially accommodate general aviation activity from Boeing Field, as described later in this technical memorandum.

New facilities would need to be developed at Boeing Field if the airport were to take on a significant level of commercial traffic. Included would be a new passenger terminal, parking facilities, and improved surface access. Existing land constraints at Boeing Field would need to be overcome

Paine Field is located to the north of Seattle, approximately 35 miles from Sea-Tac. Currently one of Washington's busiest general aviation airports, Paine Field is also adjacent to the Boeing Everett manufacturing plant and home to Aviation Technical Services, the largest third-party aircraft maintenance facility in North America. Horizon Air and Allegiant Air have both expressed a desire to launch commercial air service at Paine Field. Negotiations between the airlines and Snohomish County are currently underway. Opposition to the introduction of commercial service at Paine Field has been presented by the local community. The facility expansion required to accommodate commercial traffic at Paine Field would include the construction of a passenger terminal.

Olympia is located south of the State Capital and city of Olympia, approximately 50 miles from Sea-Tac. Olympia has good ground access off of the I-5 and is relatively well-situated as a potential alternate airport for the south Puget Sound market. Olympia has previously received scheduled commercial service with 19-seat turboprop aircraft. Extension of the airport's 5,501-foot runway would be required for Olympia to accommodate larger commercial aircraft and significant levels of commercial service. An expanded passenger terminal would also be required at the airport.

Bremerton is located on the Kitsap Peninsula, across the Sound from Seattle. While Bremerton requires a crossing of the Puget Sound from the Seattle region, residents of Tacoma and the southern Puget Sound have highway access to the airport. An extension of the airport's 6,000-foot runway and a new or expanded existing passenger terminal would be required for Bremerton to accommodate a significant level of commercial service. The lack of a large population base in Bremerton's immediate catchment area could make attracting and sustaining commercial airline service a challenge.

Boeing Field

Boeing Field is forecast to experience significant shortfalls in both airfield operations and aircraft storage capacity by 2030

Boeing Field is forecast to experience significant shortfalls in both airfield operations and aircraft storage capacity by 2030. By 2030, aircraft operations demand at Boeing Field is projected to exceed its airfield capacity by approximately 169,000 aircraft operations. An aircraft storage shortfall of approximately 950 based aircraft positions is also forecast by 2030.

A number of airports within approximately 30-45 miles of Boeing Field have the capacity to absorb a portion of the excess future general aviation

demand projected at the airport. These airports include Renton, Auburn, Paine Field, Tacoma Narrows, and Thun Field.

Airports identified as potential alternates to Boeing Field together have more than sufficient available capacity in 2030 to accommodate the forecast excess activity at Boeing Field

While all five airports are anticipated to have some excess airfield capacity available in 2030, no single airport would be able to absorb the entirety of the excess operations demand projected at Boeing Field. When Boeing Field reaches its operational capacity, it is likely that users of that airport would choose to shift activity to several different airports within the region. The choice of substitute airports would likely depend on factors including the ground origin or destination of the individual user, the type of aircraft that they operate, and the facilities available at various alternate airports. Taken together, the five airports identified as potential alternates to Boeing Field have more than sufficient available capacity in 2030 to accommodate the forecast excess activity at Boeing Field.

Renton, Auburn and Crest Airpark are limited in terms of available aircraft storage capacity such that future relocation of aviation activity from Boeing Field to these airports would likely require the purchase of additional land for hangar construction.

Exhibit 9-7: Potential Alternate Airports for Boeing Field (BFI)

Airport	Distance From BFI	Runway Length	Existing ARC	Available 2030 Capacity	
				Airfield	Acft Storage
Renton Municipal	7 miles	5,379 ft	B-II	✓	x
Auburn Municipal	18 miles	3,400 ft	A-I	✓	x
Crest Airpark	23 miles	3,288 ft	A-I	✓	x
Paine Field	27 miles	9,010 ft	E-V	✓	✓
Tacoma Narrows	33 miles	5,002 ft	C-II	✓	✓
Thun Field	34 miles	3,650 ft	B-II	✓	✓

The relocation of future demand from Boeing Field to these potential reliever airports will depend on free market decisions on the part of private aircraft operators and other general aviation users. The type of GA activity that could potentially relocate to any individual airport from Boeing Field will also depend on the facilities and conditions in place at the airport, including factors such as runway length, instrument approach, and all-weather capability. An airport such as Crest Airpark with a 3,288-foot runway and an Airport Reference Code (ARC) of A-I could only absorb demand associated with small single-engine piston aircraft. Conversely, airports such as Paine Field and Tacoma Narrows have the infrastructure to accommodate operations by larger GA aircraft including business jets.

Were Boeing Field to take on a significant level of future commercial airline services, an additional portion of its forecast GA demand would have to relocate to other airports in the region

If Boeing Field were to take on a significant level of future commercial airline services, an additional portion of its forecast GA demand would

have to relocate to other airports in the region. In this event, it is probable that most of the "lower-end" general aviation activity would shift from Boeing Field to surrounding GA airports. It is difficult to predict the future market-driven flow of demand among airports in the region. The shifting of GA operations from Boeing Field to surrounding airports could lead to constraints and capacity shortfalls at other airports, contributing to a "cascading effect" within the Puget Sound region. However, there is sufficient airfield and storage capacity within the Puget Sound region to fully accommodate the region's forecast general aviation activity in 2030.

Other Constrained Airports

With the exception of Boeing Field and Sea-Tac, all of the other constrained Washington airports have alternate airports within reasonable proximity that could readily provide potential capacity relief

With the exception of Boeing Field and Sea-Tac, all of the twenty-four Washington airports expected to experience capacity constraints by 2030 have airports within reasonable proximity that could readily provide potential capacity relief. In certain instances, the anticipated shortfall at a constrained airport exceeds the available capacity at any single alternate airport, but multiple alternate airports are available. At several constrained airports, the forecast capacity shortfall is not significant and could be addressed through moderate expansion or better use of existing facilities.

Certain airports such as Auburn and Paine Field have been identified as potential alternate airports for more than one constrained airport. It should be noted that once the available capacity at an airport is used to accommodate some or all of the excess demand from one constrained airport, that airport may no longer be able to provide relief to other constrained airports. For example, were Auburn to accommodate a portion of the excess airfield demand projected at Boeing Field, it would have little or no additional capacity available to absorb excess airfield demand from any other airport. This is an issue particularly pertinent in the Puget Sound region where constrained airports are situated in close proximity and specific alternate airports may not have sufficient capacity to absorb excess demand from all constrained airports for which they are well-positioned.

Potential alternate airports for the remaining twenty-two Washington airports where capacity shortfalls are forecast by 2030 are identified in Exhibits 9-8 through 9-9 on the following pages.

Exhibit 9-8: Potential Alternate Airports For Washington Commercial Service Airports with Expected Constraints in 2030

Constrained Airport	RTPO	Expected 2030 Shortfall	Alternate Airport	Dist (mi)	Runway Length (ft)	Existing ARC	Available 2030 Capacity		
							Airfield	Terminal	Acft Storage
Kenmore Air Harbor, Inc.	Puget	Airfield: 27,100 operations / Terminal: 5 peak hour psgrs / Acft Storage: 138 positions	Kenmore Air Harbor SPB	12	5,000	A-I	✓	x	✓
			Will Rogers Wiley Post SPB	22	5,000	A-I	✓	x	x
			Poulsbo SPB	36	12,000	A-I	✓	x	x
Tri-Cities	Benton-Franklin	Terminal: 40 peak hour psgrs	Walla Walla Regional	52	6,599	C-III	✓	✓	✓
Anacortes	Skagit/ Island	Terminal: 20 peak hour psgrs	Bellingham International	42	6,701	C-III	✓	✓	✓
Orcas Island *	-	Terminal: 5 peak hour psgrs / Acft Storage: 99 positions	Friday Harbor (diff island)	21	3,400	B-I	✓	x	✓
			Lopez Island (diff island)	21	2,904	B-I	✓	x	✓
Pullman/Moscow	Palouse	Acft Storage: 11 positions	Port of Whitman Business Air Center	21	3,209	B-I	✓	x	✓

* While Friday Harbor and Lopez Island are identified as potential alternate airports based on mileage criteria, access considerations would limit their suitability to relieve constraints at Orcas Island.

Exhibit 9-9: Potential Alternate Airports For Washington Regional Service Airports with Expected Constraints in 2030

Constrained Airport	RTPO	Expected 2030 Shortfall	Alternate Airport	Dist (mi)	Runway Length (ft)	Existing ARC	Available 2030 Capacity		
							Airfield	Terminal	Acft Storage
Harvey Field	Puget	Airfield: 7,600 operations	Firstair Field	7	2,087	A-I	✓	x	x
			Paine Field	11	9,010	E-V	✓	x	✓
			Sky Harbor	17	1,930	A-I	✓	x	x
			Arlington Municipal	19	5,332	B-II	✓	x	✓
Felts Field	Spokane	Acft Storage: 131 positions	Mead Airport	10	2,481	A-I	✓	x	✓
			Spokane International	12	9,000	C-IV	✓	✓	✓
			Deer Park Municipal	26	6,100	B-II	✓	x	✓
Colville Municipal	NE WA	Acft Storage: 50 positions	Sand Canyon	24	3,446	A-I	✓	x	✓
Renton Municipal	Puget	Acft Storage: 39 positions	Auburn Municipal	12	3,400	A-I	✓	x	✓
			Thun Field	30	3,650	B-II	✓	x	✓

Exhibit 9-10: Potential Alternate Airports For Washington Community Service, Local Service and Recreation/Remote Airports with Expected Constraints in 2030

Constrained Airport	RTPO	Expected 2030 Shortfall	Alternate Airport	Dist (mi)	Runway Length (ft)	Existing ARC	Available 2030 Capacity		
							Airfield	Terminal	Acft Storage
Crest Airpark	Puget	Acft Storage: 126 positions	Auburn Municipal	10	3,400	A-I	✓	x	✓
			Thun Field	25	3,650	B-II	✓	x	✓
			Tacoma Narrows	31	5,002	C-II	✓	x	✓
Pearson Field	SWRTC	Acft Storage: 101 positions	Fly For Fun	9	2,434	A-I	✓	x	✓
			Cedars North Airpark	15	3,800	A-I	✓	x	✓
			Grove Field	16	2,710	A-I	✓	x	✓
Western Airpark	Thurston	Acft Storage: 79 positions	Spanaway	16	5,501	C-II	✓	x	✓
			Olympia	22	3,650	B-II	✓	x	✓
Chelan Municipal	North Central	Acft Storage: 64 positions	Anderson Field	25	4,000	A-I	✓	x	✓
			Waterville	25	2,978	A-II	✓	x	✓
			Mansfield	27	2,575	A-I	✓	x	✓
			Okanogan Legion	46	2,539	B-I	✓	x	✓
Goheen Field	SWRTC	Acft Storage: 54 positions	Cedars North Airpark	7	3,800	A-I	✓	x	✓
Lynden Municipal	Whatcom	Acft Storage: 49 positions	Bellingham International	16	6,701	C-III	✓	✓	✓
Cashmere Dryden	North Central	Acft Storage: 45 positions	Pangborn Memorial	17	5,500	C-III	✓	✓	✓
Goldendale Municipal	SWRTC	Acft Storage: 41 positions	Columbia Gorge Regional/The Dalles	30	5,097	B-II	✓	x	✓
Elma Municipal	SW WA	Acft Storage: 39 positions	R & K Skyranch	23	2,750	A-I	✓	x	✓
			Bowerman Field	31	5,000	B-II	✓	x	✓
			Olympia	33	5,501	C-II	✓	x	✓
Firstair Field	Puget	Acft Storage: 18 positions	Paine Field	17	9,010	E-V	✓	x	✓
			Arlington Municipal	25	5,332	B-II	✓	x	✓
Shady Acres	Puget	Acft Storage: 7 positions	Spanaway	5	5,501	C-II	✓	x	✓
Blaine Municipal	Whatcom	Acft Storage: 5 positions	Bellingham International	17	6,701	C-III	✓	✓	✓
Twisp Municipal	North Central	Acft Storage: 5 positions	Methow Valley	8	5,049	A-II	✓	x	✓

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