CHAPTER 2

Existing Conditions Analysis

The existing conditions analysis documents the existing airfield assets and conditions that affect the operation and development of the Arlington Municipal Airport (Airport). This analysis focuses on the airport's regional setting, its airside and landside facilities, and its administrative functions. The existing conditions analysis utilizes site visits, FAA and airport sponsor documentation and records, and other publicly available information to support the effort. The findings documented in this chapter will support subsequent evaluations and recommendations throughout the master planning process.

Regional Setting

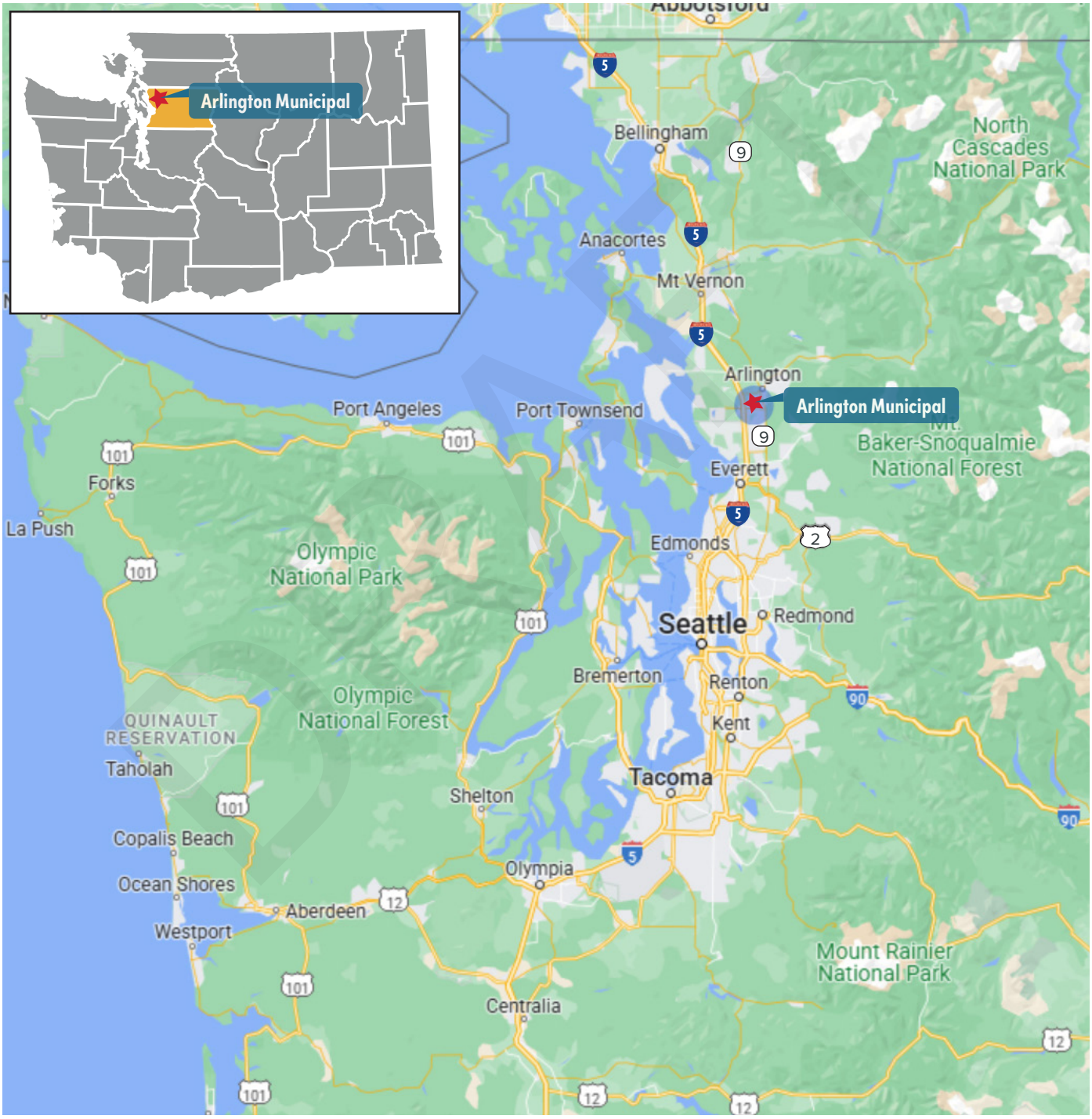
The regional setting section is comprised primarily of features that provide the "big picture" context of the Airport within its local community and region. This section describes the location and vicinity of Arlington Municipal Airport and provide a range of information related to the operation and function of the Airport. These include socio-economic data, airport history, airport role, area airports context, environmental data, local surface transportation systems, land use on and around the Airport, and other relevant data.

LOCATION AND VICINITY

The Arlington Municipal Airport is located approximately three miles southwest of the Arlington Central Business District (CBD), in northwest Snohomish County. Arlington is an incorporated city with a land area of approximately 9.7 square miles. Snohomish County extends from the Cascade Mountains to the east side of the Puget Sound, from near the City of Edmonds to the south and the City of Stanwood to the north, with a land area of approximately 2,196 miles.

The City of Arlington is situated between U.S. Interstate 5 (I-5) and State Highway 9 (SR 9), major north-south travel routes in western Washington. I-5 is the primary north-south interstate highway connecting major population centers on the west coast, extending from the Canadian border to the Mexican border. SR 9 extends from Woodinville, Washington to the Canadian border where it links with Highway 11, east of Vancouver, BC. A location and vicinity map is depicted in **Figure 2-1**.

Figure 2-1: Location and Vicinity Map



Source: Google Maps

COMMUNITY SOCIO-ECONOMIC DATA

Data from the Washington Office of Financial Management (OFM) indicates that the area around the Airport has experienced robust growth over the past 10 years. The population growth in Arlington, Marysville, and Snohomish County has surpassed the state of Washington as a whole during this period. While the City of Arlington has experienced above average growth over the past decade, its annual growth in the last five years has accelerated more. Between 2018 and 2024, Arlington's population grew at an average annual growth rate of 3.65%, compared to 2.27% between 2013 and 2024. During the most recent 6-year period, Arlington grew at nearly three times (3X) the state's average annual growth rate. Between 2013 and 2024, about half of the towns and cities in Snohomish County, and the county itself, exceeded the statewide average annual growth rates, which indicates a strong trend in regional growth. A breakdown of recent OFM-certified annual population estimates, the net change, and the corresponding average annual growth rates (AAGR) for the 11-year period are presented in **Table 2-1**.

Table 2-1: Historical Population Data

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	AAGR (2013-2024)	Net Change (11 years)
State (Million)	6.906	7.005	7.107	7.237	7.344	7.463	7.582	7.706	7.767	7.864	7.951	8.036	**1.39%**	**16.36%**
Snohomish County	735,288	746,184	760,430	773,899	787,096	801,223	814,419	827,957	837,800	847,300	859,800	867,100	**1.51%**	**17.93%**
Arlington	17,953	17,947	17,981	18,024	18,015	18,532	18,941	19,868	20,690	21,260	21,740	22,980	**2.27%**	**28.00%**
Bothell	17,155	17,224	17,505	17,763	17,964	18,277	18,685	19,205	19,400	19,730	20,270	20,380	**1.58%**	**18.80%**
Brier	6,274	6,288	6,424	6,467	6,455	6,438	6,484	6,560	6,570	6,590	6,610	6,600	**0.46%**	**5.20%**
Darrington	1,362	1,367	1,371	1,375	1,429	1,434	1,450	1,462	1,470	1,490	1,505	1,515	**0.97%**	**11.23%**
Edmonds	40,166	40,217	40,811	41,261	41,639	41,942	42,410	42,853	42,900	42,980	43,370	43,420	**0.71%**	**8.10%**
Everett	103,593	103,650	104,731	107,170	108,698	109,373	109,957	110,629	112,300	113,300	114,200	114,800	**0.94%**	**10.82%**
Gold Bar	2,139	2,165	2,219	2,248	2,269	2,340	2,334	2,403	2,420	2,290	2,305	2,310	**0.70%**	**7.99%**
Granite Falls	3,402	3,417	3,426	3,434	3,531	3,656	3,923	4,450	4,490	4,705	4,775	4,775	**3.13%**	**40.36%**
Index	163	163	149	157	161	158	158	155	155	155	155	160	**-0.17%**	**-1.84%**
Lake Stevens	29,391	29,756	30,645	31,800	32,811	33,743	34,431	35,630	37,000	40,700	41,260	41,540	**3.20%**	**41.34%**
Lynnwood	35,218	35,040	35,161	35,103	35,257	36,453	37,708	38,568	38,650	38,740	40,790	41,500	**1.50%**	**17.84%**
Marysville	62,220	62,820	64,583	65,562	66,793	68,220	69,183	70,714	71,250	72,380	73,780	74,390	**1.64%**	**19.60%**
Mill Creek	18,609	18,810	19,966	20,171	20,238	20,723	20,898	20,926	20,930	21,510	21,630	21,630	**1.38%**	**16.23%**
Monroe	17,486	17,627	17,586	18,082	18,303	18,781	19,144	19,699	19,900	19,700	20,590	20,830	**1.60%**	**19.12%**
Mountlake Terrace	20,006	20,390	20,950	20,908	21,116	21,235	21,242	21,286	21,980	22,070	23,810	24,260	**1.77%**	**21.26%**
Mukilteo	20,445	20,547	20,979	21,191	21,398	21,465	21,536	21,538	21,560	21,590	21,590	21,590	**0.50%**	**5.60%**
Snohomish	9,208	9,252	9,375	9,595	9,951	10,046	10,086	10,126	10,160	10,200	10,330	10,350	**1.07%**	**12.40%**
Stanwood	6,504	6,737	6,865	6,979	7,169	7,265	7,549	7,705	7,980	8,405	8,585	8,865	**2.86%**	**36.30%**
Sultan	4,585	4,566	4,555	4,682	4,809	4,801	4,881	5,146	5,370	6,260	6,730	7,160	**4.14%**	**56.16%**
Woodway	1,291	1,296	1,317	1,312	1,311	1,306	1,314	1,318	1,325	1,330	1,340	1,345	**0.37%**	**4.18%**

Source: Office of Financial Management Intercensal Estimates, Office of Financial Management April 1, 2024, Population Estimates. AAGRs calculated for 2013-2024 based on OFM annual (April 1) population estimates.

Economic activity in the region has also grown over the last decade. According to data provided by Woods & Poole Economics, the gross domestic product (GDP) of Snohomish County and the State of Washington both experienced significant growth during this period. A summary of 2013-2023 Snohomish County and State GDPs is presented in **Table 2-2**.

During this historical period, it is important to note that COVID-19 pandemic and its recovery had a significant impact on local economies. Snohomish County's GDP declined in 2021 but steadily recovered through 2023.

Table 2-2: Historical Gross Domestic Product (2012 Dollars)

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	AAGR (2013-2024)	Net Change (11 years)
State (Million)	459	477	496	514	532	551	569	586	606	626	643	**3.43%**	**40.12%**
Snohomish County (000)	38,810	39,924	41,037	42,150	43,264	44,377	45,490	47,929	47,717	47,876	49,944	**2.55%**	**28.69%**

Source: Woods & Poole Economics, Inc. Washington, D.C. Copyright 2024. Woods & Poole does not guarantee the accuracy of this data. The use of this data and the conclusion drawn from it are solely the responsibility of Century West Engineering, Inc.

AIRPORT HISTORY

A chronological history of the Airport is summarized below, drawn from local sources and prior planning documents. The existing airport layout is depicted in **Figure 2-2**.

1934 - 1939

The site for Arlington Municipal Airport, as it is currently known, was established in 1934 as an unpaved landing strip built as a federal public works project during the New Deal era. The unpaved landing area was initially constructed at 4,000 feet x 400 feet. The new airport site was located on 200 acres of leased land secured by the Arlington city council. The Airport attracted a variety of commercial activities including parachute jumping, a "Flying Circus" with stunt planes, pilot training, postal services, and other public events.[1] The Airport was also used by the U.S. Forest Service as a supply point for wildland firefighting activities in the Cascade Mountains.

1939 - 1945

In 1939, the Airport assumed an "Orphan Status" as there were insufficient funds for its upkeep.[2] The City's original lease for the land was set to expire in 1939, but was extended for another two years with a reduction in land area to 100 acres. In September 1940, the U.S. Navy selected the airfield as an auxiliary base for the Thirteenth Naval District, becoming one of 48 auxiliary naval air stations around the country.[3]

The City's airport lease was transferred to the Navy, where it was combined with additional acreage acquired by the Navy. Under the U.S. Navy, the Airport expanded and improved its primary and crosswind landing areas, aircraft hangars, buildings, and other facilities. The U.S. Army also developed facilities at the Airport during this period, as a satellite for its Paine Field interceptor command. The Army built two 5,000 feet x 150 feet paved runways and adjacent taxiways, a control tower, several buildings, and supporting infrastructure. The Navy and Army facilities and land areas were then consolidated. In 1943, the Navy constructed additional landside support facilities and concrete aircraft aprons.

1945 - 1959

In 1944-1945, the Navy continued to expand airfield facilities and sold many of the original non-aviation buildings on land acquired by the Navy. In February of 1945, a third runway was constructed (northwest-southeast) to address strong northwest crosswind conditions. A new airfield lighting system and taxiways were also added at this time.

1 Arlington Times, April 15, 1937; July 15, 1937
2 Arlington Times, August 17, 1939
3 Arlington Times, June 6, 1940; September 5, 1940; April 10, 1941)

1959 - Present

In 1959, the Navy ceased operations at the Airport and transferred the facility to the City of Arlington. The City of Arlington has retained ownership of the Airport since 1959, operating as the Arlington Municipal Airport.

Under the City of Arlington ownership, significant facility improvements have been completed. These projects include development partially funded by federal and state grants and a combination of city and private funding. The projects accommodate a wide range of aircraft and include both aeronautical and non-aeronautical improvements. Some original airfield components were abandoned during this period.

Planning studies have been developed throughout the Airport's history, including several FAA-funded airport master plans and Airport Layout Plan (ALP) updates. The 2024-2044 master plan will replace the FAA-funded master plan that was completed in 2012. Several new construction and facility rehabilitation projects have been completed at the Airport since the last airport plan was completed. During this period, the City of Arlington has received approximately $14.9 million in FAA project funding for the Airport. Projects have included the rehabilitation of the runways and taxiways; installation of airfield lighting, navigational aids, airfield signage, and perimeter fencing; land acquisition; and a wildlife hazard assessment. A summary of recent FAA grant history is provided in **Table 2-3**. **Figure 2-3** depicts airport development since the last master plan (2012).

Table 2-3: 20-Year FAA Grant History

Fiscal Year	Project (Arlington Municipal Airport)	Entitlement	Discretionary	Other	Total Federal
2012	Acquire Land for Approaches	$265,246	$0	$0	$265,246
2012	Acquire Emergency Generator	$117,180	$0	$0	$117,180
2013	Wildlife Hazard Assessments	$64,138	$0	$0	$64,138
2013	Install Taxiway Lighting	$661,187	$0	$0	$661,187
2013	Install Airfield Guidance Signs	$313,076	$0	$0	$313,076
2016	Install Taxiway Lighting	$101,337	$0	$0	$101,337
2017	Install Taxiway Lighting	$576,744	$0	$0	$576,744
2018	Rehabilitate Runway 16/34, Taxiway A, A1-A4 (Crack seal & Seal Coat) and Taxiway B (Crack Seal)	$479,749	$0	$0	$479,749
2020	Rehabilitate Taxiway B (2" Mill & Overlay)	$0	$0	$1,069,038	$1,069,038
2020	Install Runway Vertical/Visual Guidance System - Rwy 16/34	$100,000	$0	$4,966	$104,966
2020	Reconstruct Runway Lighting – Rwy 16/34	$109,888	$647,512	$90,000	$847,400
2020	Reconstruct Airfield Guidance Signs -Rwy 16/34	$60,000	$0	$2,500	$62,500
2020	Install Taxiway Lighting – Taxiway B	$0	$0	$862,551	$862,551
2020	CARES Act Funds	$0	$0	$69,000	$69,000
2021	Rehabilitate Runway - Rwy 16/34 (Mil & Overlay - Design)	$201,603	$0	$29,126	$230,729
2021	CRRSA Act Funds	$0	$0	$23,000	$23,000
2022	Rehabilitate Runway – Runway 16/34 (3" Mill & Overlay – Construction)	$150,000	$2,074,380	$0	$2,224,380
2022	General ARPA	$0	$0	$59,000	$59,000

Continued on following page

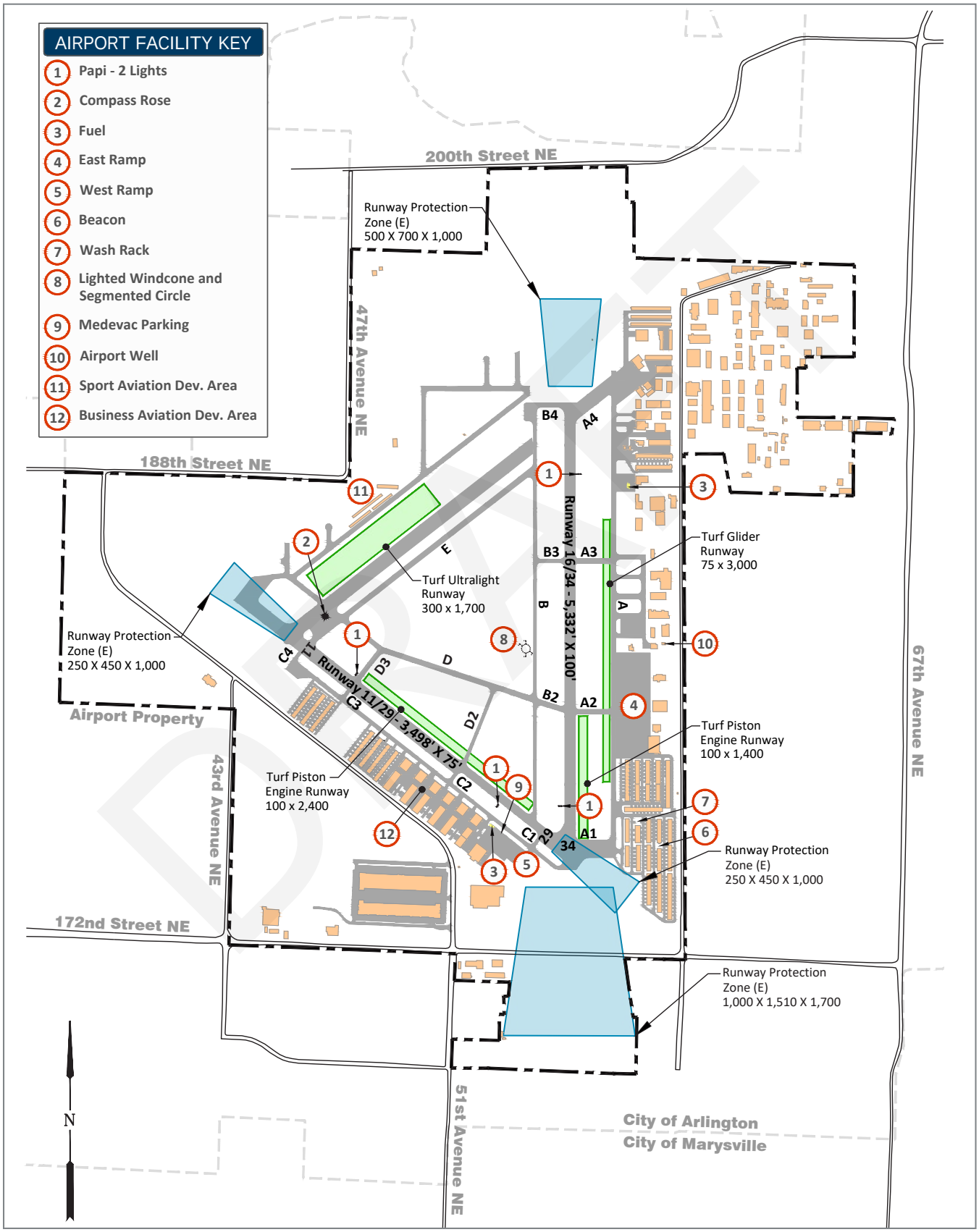
Table 2-3: 20-Year FAA Grant History *(continued)*

Fiscal Year	Project (Arlington Municipal Airport)	Entitlement	Discretionary	Other	Total Federal
2022	Rehabilitate Taxiway – Taxiway B (2" Mill & Overlay Final Completion Grant)	$0	$0	$94,103	$94,103
2024	Update Airport Master Plan	$0	$0	$250,000	$250,000
2024	Update Airport Master Plan	$500,000	$0	$0	$500,000
2024	Install Perimeter Fencing not Required by 49 CFR 1542	$0	$0	$437,359	$437,359
2024	Reconstruct Taxiway – Taxiway A1 & A4 (Design)	$150,000	$0	$0	$150,000
2024	Rehabilitate Taxiway – Taxiway A, A2, A3 (3" Mill & Overlay, 2025 Construction)	$150,000	$0	$0	$150,000
2024	Rehabilitate Taxiway – Taxiway A, A2, A3 (3" Mill & Overlay, 2025 Construction)	$500,000	$2,100,000	$0	$2,600,000
2024	Reconstruct Taxiway – Taxiway A1 & A4 (2025 Construction)	$608,205	$1,969,865	$0	$2,578,070
Total		**$5,108,353**	$6,791,757	$2,990,643	$14,890,753

Source: FAA AIP Grant Database; Note: State apportionment totals are not included in "Total Federal $;" "Other" includes BIL, ARPA, CARES, etc. 2018-2024 Project Details Provided by DOWL.

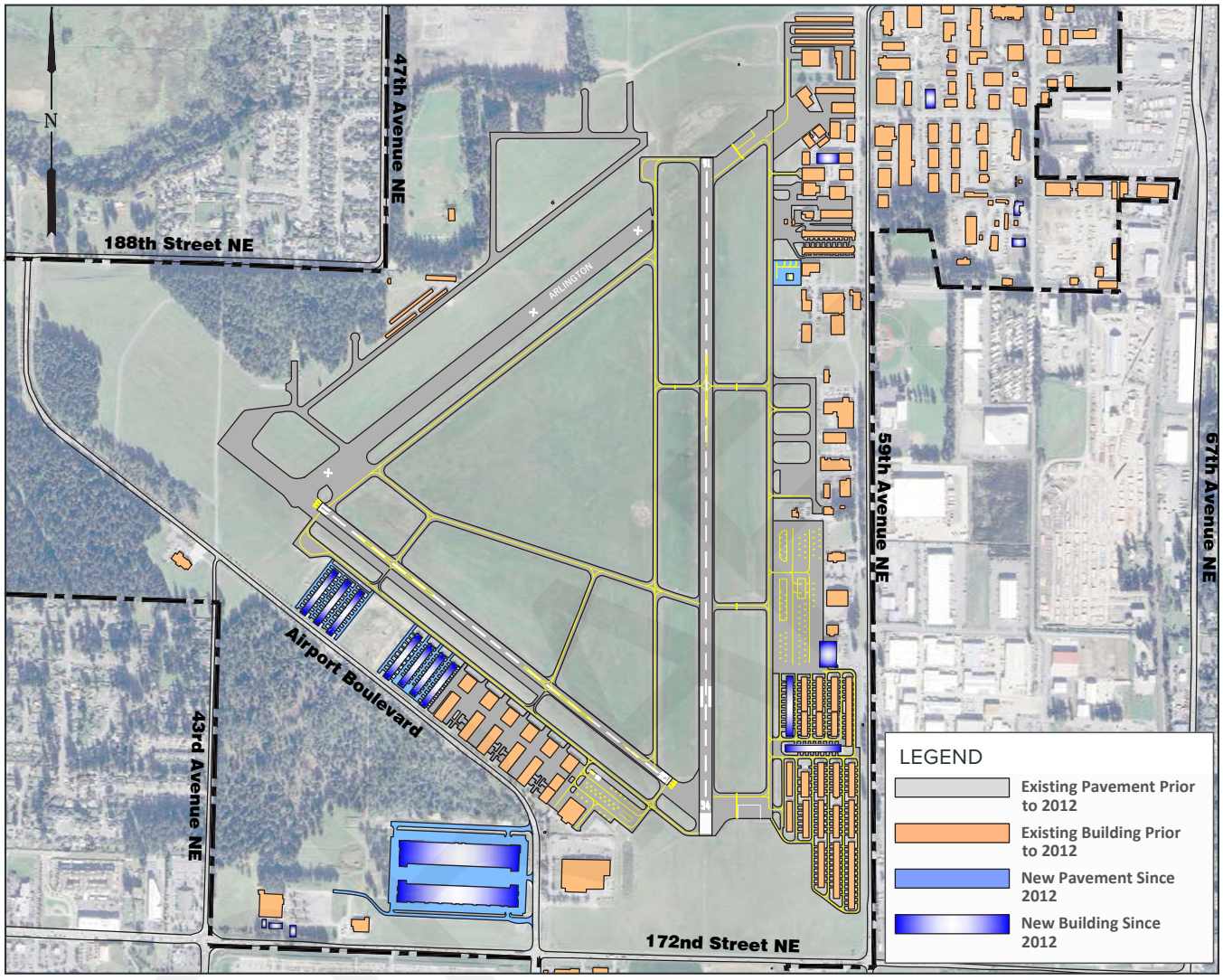
Arlington Municipal Airport
Source: Century West Engineering

Figure 2-2: Existing Airport Layout



Source: Century West Engineering

Figure 2-3: Development Since 2012



Source: Century West Engineering

Airport Role

The role of an airport may vary within the context of the national, state, or local perspective. Understanding the existing roles of the Airport is vital to establishing the long-term vision and development of the facility.

National Role

The FAA maintains an inventory of U.S. aviation facilities through the National Plan of Integrated Airport Systems (NPIAS). The NPIAS lists existing and proposed airports significant to air transportation in the United States and thus are eligible for federal funding through the Airport Improvement Program (AIP). The current fiscal year 2024-2028 AIP authorization covers 90% of eligible costs of planning and development projects. Arlington Municipal Airport is classified as a Regional General Aviation (GA) airport in the *2024 National Plan of Integrated Airport Systems (2025-2029)*. NPIAS Regional GA airports are located in metropolitan areas and serve relatively large populations. Regional airports experience high levels of activity with some jets and multiengine propeller aircraft.

State Role

The Washington State Department of Transportation – Aviation Division (WSDOT) updated the Washington Aviation System Plan (WASP) in 2017. The 2017 WASP evaluates the state aviation system and how individual airports interact with the system as a whole. The 2017 WASP builds on prior plans including the 2009 Long-term Air Transportation Study (LATS).

Based on the current criteria, Arlington Municipal Airport is aligned with the WASP "*Community"* airport classification. Community airports support GA activities including GA-personal transportation, business and recreational transportation, and pilot training. Community airports are located outside of metropolitan areas and regional centers; they have paved runways; and 15 or more based aircraft.

Local Role

Arlington Municipal Airport serves the local community as a thriving center of economic development and aviation services. Located in the northern Puget Sound region, the Airport serves the City of Arlington and communities throughout Snohomish County. The Airport currently has approximately 384 based aircraft. Aircraft flight activity includes air cargo, recreational flying, military, aerial inspections, aerial photography, firefighting, medevac, flight training, and business and corporate travel. The *2018 WSDOT Economic Impact Study indicated, "Arlington Municipal Airport supports 2,621 jobs and has a total economic impact/business revenue of $667.0 million annually."* Aviation uses at the Airport include a Fixed Base Operator (FBO), three flight schools, emergency medical transport, aircraft manufacturing and service providers, and a restaurant. The Airport also supports an industrial and business park populated with a wide range of aeronautical and non-aeronautical tenants.

The Airport hosts annual events aimed at involving the general public with airport activities, including the Arlington SkyFest, a very popular fly-in and airshow that is combined with the Airport's Community Day in August. A summary from the SkyFest webpage (www.arlingtonskyfest.com) provides an overview of the event:

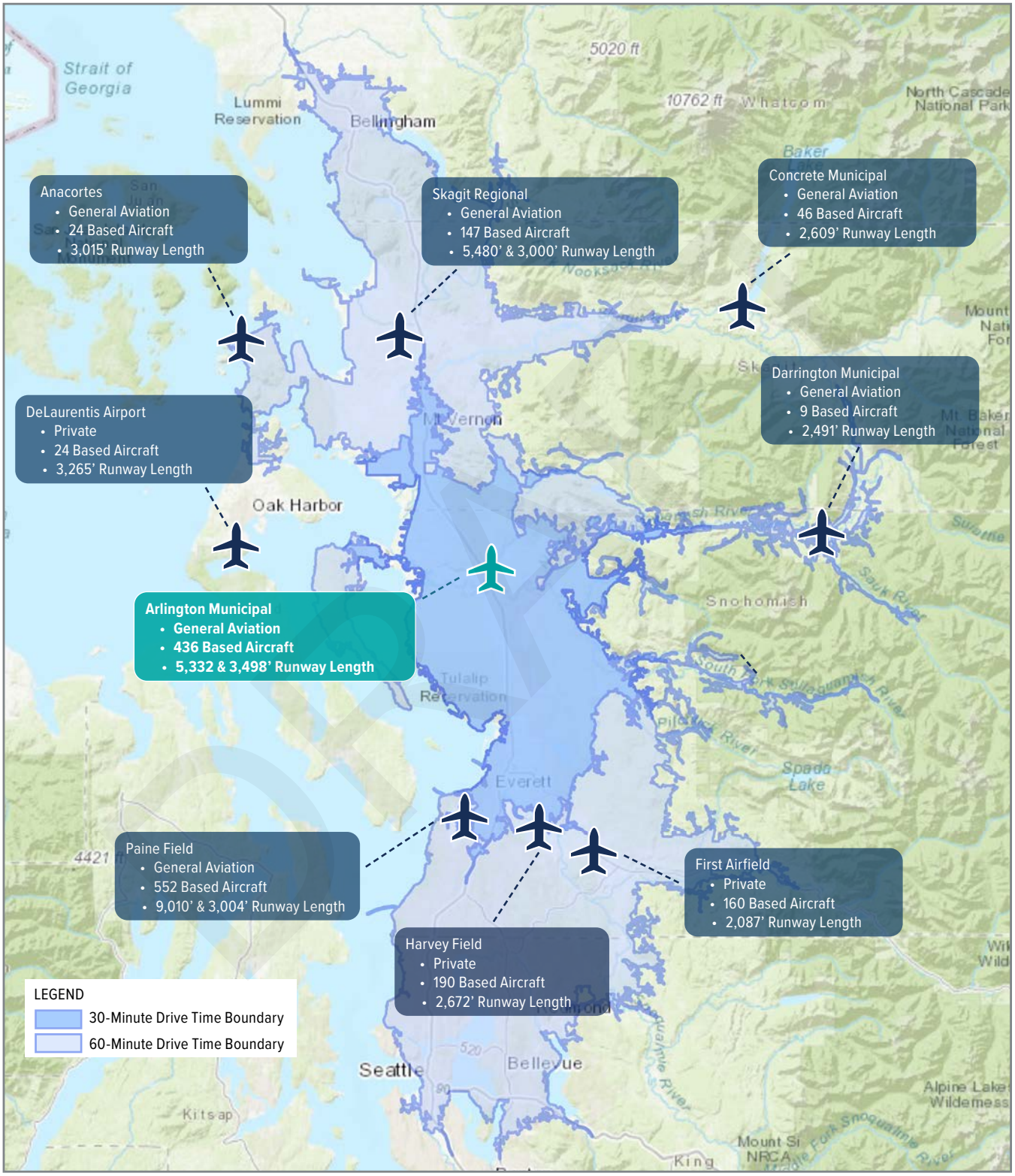
"The Arlington SkyFest began as a one day Fly-In and spaghetti feed in 1969. It has grown to become one of the most popular sport aviation events in the West. The "County Fair with Airplanes" is one of the friendliest Fly-In destinations. Our event has something for everyone, from radio controlled flight to hot air balloons to bi-plane rides. Over 1,000 aircraft routinely visit including powered parachutes, home built, classic, vintage and warbirds. Up to 55,000 guests annually have participated in and enjoy the festival of aerobatics, hands-on workshops, educational forums and many other aviation-oriented activities."

AREA AIRPORT CONTEXTUAL ANALYSIS

A contextual analysis of an airport's service area examines the impact that the airport has on its immediate geographic area. The boundaries of a GA airport service area may be estimated by a common 30- or 60-minute drive time to or from the airport. In areas with several airports in the vicinity, service areas often overlap. Overlapping service areas create competition and affect user demand for items such as hangar space, fuel, and aviation services. In contrast, the functional service area for commercial airports can be significantly larger due to the limited number of competing airports available.

The public-use airports located within the service area defined for Arlington Municipal Airport are briefly summarized and depicted below, in **Figure 2-4**, and listed in **Table 2-4**. Airfield details are from the FAA Chart Supplement – NW US. These airports include both publicly owned and privately owned facilities. FAA Airport Master Record Form data is presented for these airports to provide common reporting of activity. It is noted that available data for individual airports may not be current or highly accurate and is presented for reference only.

Figure 2-4: Area Airports



Source: ADIP (Airport Master Record), ERSI

Harvey Field

Harvey Field (S43) is a privately owned airport located near the town of Snohomish, 16 nautical miles (NM) south of Arlington Municipal Airport. S43 has one paved runway (15L/33R - 2,672' x 36') and one turf runway (15R/33L - 2,300' x 100'). S43 has visual and non-precision instrument approach capabilities. The facilities and services available include fixed wing aircraft and helicopter parking, storage hangars, fuel (100LL Avgas and Jet A), aircraft maintenance, flight instruction, aircraft rental, and skydiving activities.

Snohomish County Airport/Paine Field

Paine Field (PAE) is a publicly owned airport located in Everett, 16 NM south of Arlington Municipal Airport. PAE has two paved and lighted runways (16R/34L - 9,010' x 150' and 16L/34R - 3,004' x 75'). PAE has visual, non-precision instrument, and precision instrument approach capabilities. The facilities and services available include on-site weather, aircraft parking, storage hangars, fuel (100LL AVGAS and Jet A), aircraft maintenance, flight instruction, aircraft rental, on-demand and scheduled commercial air service. PAE is also home to Boeing's largest aircraft manufacturing facility in Washington.

First Airfield

First Airfield (W16) is a privately owned airport in the town of Monroe, 19 NM south of Arlington Municipal Airport. W16 has one paved and lighted runway (7/25 - 2,087' x 34') with visual approaches. The runway lighting is listed as "non-standard." The facilities and services available include aircraft parking, storage hangars, and aircraft maintenance. W16 is directly adjacent to the Evergreen State Fairgrounds.

DeLaurentis Airport

DeLaurentis Airport (OKH) is a privately owned airport located near Oak Harbor, 21 NM west of Arlington Municipal Airport. OKH has one paved and lighted runway (7/25 - 3,265' x 25') with visual approaches. The runway lighting is listed as "non-standard." The facilities and services available include aircraft parking, storage hangars, and fuel (100LL AVGAS).

Darrington Municipal Airport

Darrington Municipal Airport (1S2) is a publicly owned airport located in the town of Darrington, 23 NM east of Arlington Municipal Airport. 1S2 has one paved and lighted runway (10/28 - 2,491' x 40') with visual approaches. The facilities and services available include aircraft parking and storage hangars.

Concrete Municipal Airport

Concrete Municipal (3W5) Airport is a publicly owned airport located in the town of Concrete (eastern Skagit County), 27 NM northeast of Arlington Municipal Airport. 3W5 has one paved, unlighted runway (7/25 - 2,609' x 60') with visual approaches. The facilities and services available include aircraft parking, storage hangars, a pilot lounge, and fuel (100LL AVGAS).

Anacortes Airport

Anacortes Airport (74S) is a publicly owned airport located in Anacortes (western Skagit County), 29 NM northwest of Arlington Municipal Airport. 74S has one paved and lighted runway (18/36 - 3,015' x 60') with visual approaches. The facilities and services available include aircraft parking, storage hangars, fuel (100LL AVGAS and Jet A), a small terminal building, and on-demand and scheduled commercial air service.

Skagit Regional Airport

Skagit Regional Airport (BVS) is a publicly owned airport located near the town of Burlington (western Skagit County), approximately 21 NM northwest of Arlington Municipal Airport. BVS has two paved and lighted runways (11/29 - 5,480' x 100' and 4/22 - 3,000' x 60') with visual and non-precision instrument approach capabilities. The facilities and services available include on-site weather, aircraft parking, storage hangars, fuel (100LL AVGAS and Jet A), a small terminal building, and aircraft maintenance.

Table 2-4: FAA Airport Master Record Data (Public Use Airports in Vicinity)

	Arlington Municipal Airport	Harvey Field	Paine Field	First Airfield	DeLaurentis Airport	Darrington Municipal Airport	Concrete Municipal Airport	Anacortes Airport	Skagit Regional Airport
TOTAL BASED AIRCRAFT	**436**	**190**	**552**	**74**	**24**	**9**	**46**	**24**	**147**
Single Engine	406	182	478	68	21	5	44	23	131
Multi Engine	14	3	52	4	3	0	2	1	5
Jet	3	0	18	0	0	0	0	0	5
Helicopters	13	5	4	2	0	4	0	0	6
Glider	*36*	*1*	*0*	*0*	*0*	*2*	*0*	*0*	*0*
Military	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Ultra-Light	*6*	*1*	*1*	*2*	*0*	*8*	*0*	*0*	*1*

Source: FAA ADIP Airport Master Records Accessed (12/2/2024). Glider, Military and Ultralight Aircraft are not included in Master Record Total Based Aircraft number.

Based Aircraft

Arlington Municipal Airport accommodates a wide range of locally based aircraft, including jets, turboprops, helicopters, piston single-engine and multi-engine aircraft, gliders, and ultralights.

As part of the FAA's National Based Aircraft Inventory Program, airport sponsors are required to periodically review and update their based aircraft data. Arlington Municipal Airport management updated its validated based aircraft total in December 2024 (436 aircraft). Additional aircraft are listed in the database for the Airport but are not included in the validated count due to a variety of issues. Most commonly, aircraft in this category are listed by more than one airport, or the aircraft may have an expired FAA registration or airworthiness certificate. When these types of conflicts occur in the database, the aircraft automatically default into the non-validated group. If adequate verification is provided, aircraft can be added to the validated count at any time. In addition, the current FAA based aircraft counting methodology excludes gliders and ultralights from an airport's final validated count, but includes them as an addendum in overall reporting (FAA Airport Master Record Form). Previously, all aircraft with active registrations ("N" numbers) were included in based aircraft totals, which is what was presented in the 2012 Airport Master Plan.

Table 2-5 summarizes recent based aircraft counts including the 2012 Airport Master Plan, a recent FAA Airport Master Record form, and the Airport's December 2024 FAA validated count. An updated summary of 2024 aircraft operations will be developed by the consultant in Chapter 3, for use as the baseline to develop the updated 2024-2044 aviation activity forecasts.

Table 2-5: Based Aircraft

	2012 Airport Master Plan (2008 Base Year)	FAA Airport Master Record (09/18/2023)	2024 Validated Count
Single Engine	447	179	406
Multi Engine	7	5	14
Jet	10	1	3
Helicopter	13	3	13
*Glider**	*45*	*39*	*36*
*Ultra-Light**	*60*	*20*	*6*
TOTAL BASED AIRCRAFT	582	188	436

Source: FAA National Based Aircraft Inventory Validated Count (12/2024, verified 1/10/25) provided by Arlington Municipal Airport.
2012 Airport Master Plan (2008 base year). *Glider and ultralight aircraft are not included in the FAA National Based Aircraft Inventory "Validated Inventory" or the FAA Airport Master Record "Based Aircraft" totals.

RELEVANT STUDIES

There are multiple recent studies that are relevant to the Arlington Municipal Airport, that will be referenced where appropriate, throughout the Airport Master Plan. The City of Arlington's current transportation plan is summarized below.

City of Arlington Transportation 2035 Plan

The *City of Arlington Transportation 2035 Plan* was updated in 2017 to provide a development guide to meeting Arlington's future transportation needs. The 2017 update to the Transportation Plan identified planned improvements to existing streets associated with the Airport in the local transportation system:

- Widening of 59th Avenue NE to 3 lanes.
- Widening of 188th Street NE, 47th Avenue NE, and Cemetery Road to 3 lanes.
- Widening of 172nd Street NE to 4 lanes.
- Construction of new 2-lane roadways within the Airport Business Park.
- A cross-airport tunnel connecting 188th Street NE to 188th Street NE west of the Airport.
- Construction of a new 2-lane road connection 59th Drive NE to Cemetery Road.

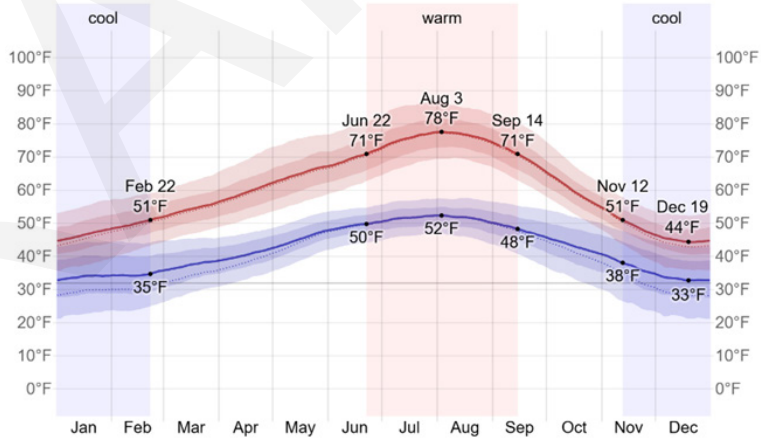
Climate

Arlington has a warm-summer Mediterranean climate as classified by the Köppen climate classification system. The climate is characterized by cold, wet, overcast winters and short warm, partly cloudy summers.

As with much of Washington State, the fall, winter, and spring seasons often have overcast, wet, and changing sky conditions, while the summers are warm and dry.

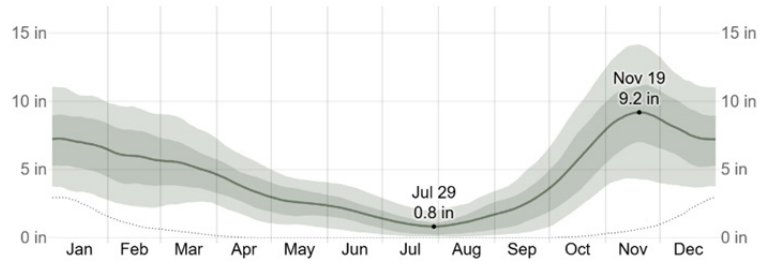
Average daily temperatures in Arlington range from a low of 33 degrees in December to a high of 78 degrees in July and August. The maximum average high temperature of the hottest month is 78 degrees in August, and the minimum average low temperature of the coldest month is 33 degrees in December. Annual temperature data are presented in **Figure 2-5**.

Figure 2-5: Annual Temperatures



Source: www.weatherspark.com

Figure 2-6: Annual Rainfall



Source: www.weatherspark.com

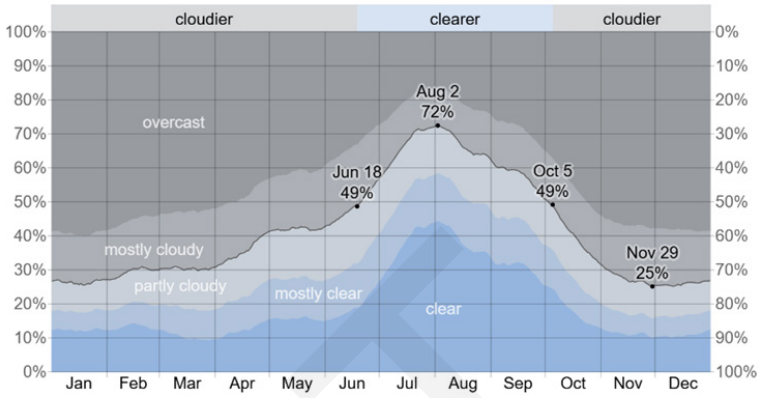
Precipitation at the Airport varies significantly throughout the year, as shown in **Figure 2-6**. The wet season lasts approximately seven months from early October to late April. Inversely, the dry season lasts approximately five months from late April to early October. The Airport receives an average of 53.5 inches of rainfall annually. The wettest month is November with an average of 9.1 inches; the driest month is July with an average of 1.0 inches of precipitation.

Sky conditions at the Airport, as shown in **Figure 2-7**, experience significant seasonal variation and are consistent with precipitation distributions. The Airport generally experiences more instrument meteorological conditions (IMC) during the wetter months. The summer months are predominately partly cloudy, mostly clear, or clear — conditions that correspond to visual meteorological conditions (VMC).

Wind data for the Airport indicates that prevailing wind directions vary by season. Spring and summer are characterized by south and westerly winds, while the fall and winter months observe winds from the south and east. See **Figure 2-8**.

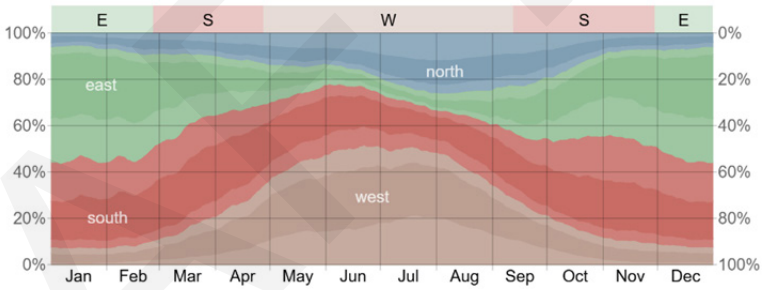
The FAA wind analysis computer program (Airport Data and Information Portal - Windrose Generator) confirms that the existing orientation of Runway 16/34 satisfies the FAA's minimum threshold of 95% crosswind coverage for all categories of aircraft. As such, Runway 11/29 does not qualify for FAA funding based on wind coverage, since a crosswind runway is not required to meet the prescribed threshold of wind coverage for the airfield.

Figure 2-7: Annual Cloud Cover



Source: www.weatherspark.com

Figure 2-8: Annual Wind Data



Source: www.weatherspark.com

ENVIRONMENTAL OVERVIEW

The environmental overview is a desktop level review and summary of existing geographic information system (GIS) data, publicly available environmental documents, and expert knowledge of the built environment around the Airport. Guidance is provided in AC 150-5700-6B and FAA Order 1050.1F regarding the environmental concerns to examine as part of the environmental overview. The following categories were reviewed at Arlington Municipal Airport.

- Air Quality
- Biological Resources & Federally listed Endangered and Threatened ("T&E") Species
- Climate
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archeological, and Cultural Resources Assessment (CRA)
- Land Use
- Natural Resources and Energy Supply
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects
- Water Resources
  - » Wetlands and Waters of the US
  - » Floodplains
  - » Stormwater
  - » Water Quality
  - » Groundwater
- USACE Protected Resources

The environmental review and cultural resources assessment were prepared as stand-alone technical memorandums. These documents are provided in **Appendix A and B**, and are summarized below.

Air Quality

The six National Ambient Air Quality Standards (NAAQS) criteria air pollutants are: carbon monoxide (CO), ozone (O3), particulate matter (PM), sulfur dioxide (SO2), nitrogen oxide (NOx), and lead (Pb). When the air quality in an area exceeds the standards, the area is classified by the Environmental Protection Agency as in "nonattainment."

When the air quality improves above the national standards, the area can be re-classified as "in maintenance." Upon the completion of a Maintenance Implementation Plan and 20 years of continuously meeting standards, the area can be further re-classified as "in attainment."

The Airport is located within an area that is currently in attainment for all six criteria air quality pollutants. The only nonattainment area in Washington State is located north of the Airport, in Whatcom County, where the air quality exceeds the national standards for sulfur dioxide (SO2). The nonattainment area is a subset of the county encompassing the deep-water ship piers and supporting industrial sites on the Puget Sound. The Seattle/Tacoma area, including the Airport, was re-classified as in attainment for ozone in 2016.

Biological Resources & Threatened & Endangered Species (T&E)

The Washington Department of Natural Resources (DNR) and the USDA Forest Service partner to complete an annual Forest Health Aerial Survey to review the overall health of the forest and identify areas of damage. The Aerial Survey has been flown continuously for more than 75 years. The 2022 publication of the Aerial Survey data identified three different forest disturbances within the tree canopy on airport property:

- A conifer species tree, or trees, along 59th Avenue NE is/are exhibiting signs of root disease
- A cluster of cedar trees along 43rd Avenue NE are either dead or declining
- Three clusters of Douglas-fir trees are exhibiting damage from Douglas-fir beetles west of the runways

North of airport property, damage from Fir engravers and excess water were also identified within the tree canopy.

Chapter 173-201A of the Washington Administrative Code (WAC) Water Quality Standards for Surface Waters of the State of Washington establishes protections for the State's Salmonid species. The Stillaguamish River, north of the Airport, has been identified as water requiring supplemental spawning protection and beyond the State Route 9 bridge the river is Core Summer Salmonid Habitat.

The Endangered Species Act of 1973 established protections for fish, wildlife, and plants. A species may be listed as threatened or endangered for any of the following five factors:

- Present or threatened destruction, modification, or curtailment of its habitat range
- Over-utilization of the species for commercial, recreational, scientific, or educational purposes
- Disease or predation
- Inadequacy of existing regulatory mechanisms
- Other natural or manmade factors affecting its continued existence

The federally listed species of concern known to the Washington Department of Fish and Wildlife in Region 4 (North Puget Sound), which includes the Airport, are listed in **Table 2-6**. Many of the listed species do not live in habit near the airport; however, Book 1: Environment of the 2024 City of Arlington Comprehensive Plan Update identified three species which are known to exist within the city. Detailed information about the known species can be found in Book 1: Environment and the Draft Environmental Impact Statement (DEIS) for the Comprehensive Plan Update.

Table 2-6: Federally Listed Species of Concern

Common Name	Federal Status
Found in the City of Arlington	
Bull Trout	Threatened
Chinook Salmon	Threatened
Steelhead	Threatened
Found within WA DFW Region 4 (North Puget Sound)	
Chum Salmon	Threatened
Bocaccio Rockfish	Endangered
Canary Rockfish	Threatened
Yelloweye Rockfish	Threatened
Oregon Spotted Frog	Threatened
Marbled Murrelet	Threatened
Yellow-billed Cuckoo	Threatened
Northern Spotted Owl	Threatened
Gray Whale	Endangered
Orca	Endangered
Grizzly Bear	Threatened
Lynx	Threatened

Department of Transportation Section 4(f) Property

Section 4(f), originated in the U.S. Department of Transportation Act of 1966 but it is now codified in 49 U.S.C. §303 and 23 U.S.C. §138, provides protections for significant park and recreational lands, wildlife and waterfowl refuges, and historic sites from the impacts of transportation development projects receiving funding or requiring approval by an agency of the US Department of Transportation (DOT).

The City of Arlington Parks & Recreation Department operates 17 parks and nearly 10 miles of multi-use trails. The Airport is located near several parks and trails. The Bill Quake Memorial Park and W.E. Evans Skate Park are directly adjacent to the airport property, east of 59th Avenue NE. Bill Quake Memorial Park is a 13.0-acre community park with two lighted Little League fields, a 250-foot baseball field, a multipurpose field, a playground with picnic tables, and the Arlington Boys & Girls Club. High Clover Park is located on Cemetery Road, kitty-corner from airport property, and is a 2.0-acre open grass neighborhood park. The park connects to the Snohomish County Portage Creek Wildlife Area. The Wildlife Area is a 157-acre reserve home to wetland plants and animals, which can be viewed along two short trails. J. Rudy York Memorial Park, a half mile west of the airport, is a 2.0-acre neighborhood park with a sport court, playground, and a grass field. Approximately 1.5 miles south of the Runway 34 threshold is Strawberry Fields Athletic Complex. The Complex is a 72.0-acre community park with three lighted soccer fields, a dog park, trails, and picnic facilities. Additional lighted soccer fields are being planned for the Complex. The city's Airport Trial circumnavigates the complete airport property and is 6.5 miles long. As part of the Comprehensive Plan Update, the city developed a Parks & Recreation Master Plan, which includes 2.6 miles of proposed expansion to the Airport Trail. Art installations and benches are located along the Airport Trail along 51st Avenue NE.

Farmlands

Prime farmland is any land, regardless of its current use, that has the best combination of physical and chemical soil characteristics for producing food, feed, forage, fiber, and oilseed crops as defined by the National Resources Conservation Service (NRCS) National Soil Survey. The Airport is located on glacial outwash, and the soil under the main airfield and much of airport property is categorized as "prime farmland if irrigated." At the northern end of airport property, the soil is categorized as "farmland of statewide importance" and south of Edgecomb Road the soil is categorized as either "prime farmland if drained" or "prime farmland if irrigated and drained." Consideration will be given to the "Farmland Conversion Impact Rating" during the alternative development phase of the Master Plan.

Hazardous Materials, Solid Waste, and Pollution Prevention

Washington Department of Ecology Sites of Interest on/or adjacent to airport property include:

- 2701 – Arlington Marysville Landfill – State Cleanup Site
- 8375 – IFH Group, Inc. – Industrial to POTW/Private SWD
- 9407 – Arlington Airport Formerly Used Defense Site
- 7583272 – Alpha Aviation – State Cleanup Site & Leaking Underground Storage Tank (LUST)
- 2758 – GH Cook Co. – State Cleanup Site
- 8120 – Superior Powder Coating – Industrial to POTW/Private SWD
- 17082 – Powder Fab Inc. – Industrial to POTW/Private SWD
- 5559918 – Powder Fab Inc. – Industrial to POTW/Private SWD
- 96381 – Arlington School District Bus Garage – Underground Injection Control
- 52847 – SeaCast Foundary Operations – Industrial to POTW/Private SWD
- 62955297 – Arlington Municipal Airport Lot 111 – State Cleanup Site
- 2726 – Composites One LLC. – State Cleanup Site
- 20218 – Metal Finishing Inc. – Industrial to POTW/Private SWD
- 2709 – Stella-Jones Corporation – Landfill, Industrial NPDES IP, Industrial to ground SWDP IP, & State Cleanup Site
- 6512294 – Baxter North Woodwaste – Landfill

- 513328889 – US Marine Bayliner Marine – Industrial to POTW/Private SWD & Air Quality Operations Permit Source
- 6125118 – Nat Foods – Enforcement Final

US EPA Cleanups in My Community Maps

- WAD053823019 – Stella-Jones Corporation – Resource Conservation and Recovery Act (RCRA) Corrective Action Site – Groundwater Exposure Not Controlled

Natural Resources and Energy Supply

The City of Arlington's Water System Plan (WSP) was last amended in 2019 and is required under WAC 246-290-100 to *"demonstrate a purveyor's capacity to provide potable water; identify its approach to handling increased demand and system expansion; assure consistency with applicable laws and plans; and establish eligibility for State funding."* According to the 2023 Annual Water Quality Report, the city's water supply is primarily drawn from three sources:

- 80% drawn from City owned groundwater wells
  - » 75% from the Haller Well Field
  - » 5% from the Airport Well Field
- 20% is purchased from the Snohomish County Public Utilities District (PUD)

The aquifer for the city wells is found mostly under the Airport and adjacent to the Stillaguamish River at Haller Park. The depth of the shallow aquifer is approximately 50 feet; however, the deep aquifer is 150 feet (the Airport Well is 150 feet deep and Haller Wells are approximately 40 feet deep). The Growth Management Act (GMA) for Washington State requires municipalities to classify and designate Critical Aquifer Recharge Areas (CARA) where information is available, either through studies or existing soil, geologic, and well log information. CARA are defined as *"areas with a critical recharging effect on aquifers used for potable water, including areas where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability of the water, or is susceptible to reduced recharge."* Aquifer recharge occurs when rainfall; snowmelt; infiltration from lakes, wetlands and streams; or irrigation water infiltrates into the ground and adds to the underground water that can supply a well. The City of Arlington has not classified any CARA protection zones; however, the City's Critical Area Ordinance requires developers to conduct hydrogeologic site evaluations, develop best practices and mitigation plans to project aquifers and groundwater.

Electricity for the Airport is provided by Snohomish County PUD who purchases most of their power from the Bonneville Power Administration (BPA). The BPA power is primarily generated by dams on the Columbia and Snake Rivers. The PUD also owns and operates several hydroelectric dams in eastern Snohomish County. A PUD-owned Microgrid Solar Array is located east of the Airport and *"is a demonstration testbed for several interconnected distributed energy technologies that are constructed to be sell-sustaining if disconnected from the electrical grid at large."* PUD has partnered with a 3rd Party Provider to install and operate a Battery Energy Storage System (BESS) within the Cascade Industrial Center, east of the Airport, at the PUD Arlington Campus. The BESS facility is proposed to be constructed in 2025/2026. The BESS will allow for PUD to buy or store power at low rates on off-peak times and distribute to customers during high peak demand, while keeping costs relatively the same for customers. Puget Sound Energy (PSE) owns and maintains a high-voltage transmission corridor, east of the Airport, which serves areas to the north and south of Snohomish County. Natural Gas is provided by PSE and Cascade Natural Gas who purchases the natural gas from producers in Canada and the Rocky Mountain states before distributing it to customers via their own pipelines.

Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

Title VI of the US Civil Rights Act of 1964, as amended, EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, and Order DOT 5610.2, Environmental Justice require that no minority or low- income person shall be disproportionately adversely impacted by any project receiving federal funds. For transportation projects, this means that no particular minority or low-income person

may be disproportionately isolated, displaced, or otherwise subjected to adverse effects. Potential impacts are assessed in terms of property acquisitions or relocations, changes in access to employment areas, and other changes in low-income and minority communities/neighborhoods. To determine whether an environmental justice population is present, Federal agencies must refer to U.S. Census data to establish the demographic and socio-economic baseline.

The U.S. Census Tract 53061053509, where the Airport is located, has 18.5% of it's residents living in poverty and is 25.4% people of color according to the Washington Tracking Network and Office of Financial Management (OFM). In 2022, 27.7% of the state's population was comprised of people of color and 10.0% are living in poverty. The Airport's Census Tract is above the statewide average for population living in poverty.

According to the Department of Transportation Order 1050.1F and Executive Order 13045, the FAA is directed to identify and assess environmental health risks and safety risks that the agency has reason to believe could disproportionately affect children. Environmental health risks and safety risks include risks to health or to safety that are attributable to products or substances that a child is likely to encounter or ingest, such as air, food, drinking water, recreational waters, soil, or products they might use or be exposed to. Weston Alternative High School, part of the Arlington School District, is in the southwest corner of the Airport Property. The Airport is part of both the Arlington School District and the Lakewood School District, as their enrollment areas overlap in south Arlington.

Visual Effects (Light Emissions, Visual Character)

The Airport features medium-intensity runway and taxiway lighting, a rotating beacon, a lighted windsock, and segmented circle. Runway 34 has a two-light precision approach path indicator, while Runway 16 has a two-light visual approach slope indicator. The lighting is contained on site but may be visible to nearby homes and businesses at night, with the beacon visible from over a mile away. The airport is mostly adjacent to industrial areas, except on the west side, which borders residential neighborhoods with a vegetated buffer in between.

Water Resources

Wetlands and Waters of the US

The Washington Department of Ecology's Voluntary Stewardship Program (VSP) provides a repository of wetland data for local governments to use in their efforts to protect wetlands and their functions at the watershed scale. The only statewide inventory of wetlands is provided by the National Wetlands Inventory (NWI), a product of the US Fish & Wildlife Service (USFWS). The NWI is prepared from a spatial analysis of high-altitude imagery and the wetlands are identified based on visible vegetation, hydrology, and geography. NWI wetlands data is developed using a biological definition of wetlands and may not be consistent with wetland boundaries established according to the federal regulatory definition of wetlands under the Clean Water Act. However, the VSP has worked with the National Oceanic and Atmospheric Administration (NOAA) Coast Change Analysis Program (C-CAP) to more accurately map the wetlands in Western Washington based on an analysis of Landsat land cover classification scenes. The current Modeled Wetland Inventory was completed in 2016 and in addition to including known wetlands it includes areas that have a high potential to be/become wetlands. There are no inventory wetlands on airport property. North of the airport, between the Arlington city limits and the Stillaguamish River, there are inventoried Palustrine wetlands (forested, scrub/shrub, and emergent) in addition to potentially disturbed wetlands where the land use has been converted to agriculture. South of the airport much of the open grass and agricultural area is potentially disturbed wetland originating from Quilceda Creek.

Floodplains

The Airport property lies in a Federal Emergency Management Agency (FEMA) Zone X, which is considered an area of minimal flood hazard. The closest 100-year floodplain is north of the Airport, approximately 0.5 miles from the Runway 16 threshold between the Arlington city limits and the Stillaguamish River. The 100-year floodplain has overtaken much of 500-year floodplain in the inventoried wetlands. The Stillaguamish River is a FEMA Regulatory Floodway located 1.5 miles north of the Airport.

Stormwater

The City of Arlington owns and operates its own stormwater infrastructure to protect its water resources and assure compliance with their NPDES Phase II Stormwater Permit, issued by the Washington Department of Ecology. The city, and subsequently the Airport, is located within two surface water basins, the Stillaguamish River to the north and the Snohomish River to the south. The stormwater collected in the city is either discharged to the surface water basins or infiltrated into the aquifers. Stormwater collected on airport property is discharged to Portage Creek, a tributary of the Stillaguamish River, and the Middle Fork of Quilceda Creek, a tributary of the Snohomish River.

Water Quality

Many of the surface waters in the vicinity of the Airport property are contaminated and listed on the Washington Department of Ecology 2014-2018 Clean Water Act (CWA) 303(d) list. The following surface waters within the vicinity of the Airport have been assessed as Category 4, impaired waters that already have a Total Maximum Daily Load (TMDL) plan or similar plan, or Category 5, polluted water that requires a water improvement project. Category 5 listings approved by the US Environmental Protection Agency (EPA) are known as the 303(d) list.

- Portage Creek (0.5 miles north of the Airport and the main stormwater drainage basin)
  - » Category 4A – Bacteria, Fecal coliform
  - » Category 4A – Dissolved Oxygen
- Prairie Creek (1 mile east of the Airport)
  - » Category 5 – Bacteria, Fecal coliform
- March Creek (1 mile north of the Airport)
  - » Category 4A – Bacteria, Fecal coliform
  - » Category 4A – Dissolved Oxygen
- Stillaguamish River (1.5 miles north of the Airport)
  - » Category 4A – Temperature

Groundwater

The Airport is located directly above the city's drinking water aquifer, as discussed in the Natural Resources and Energy Supply section. The top of the aquifer ranges from close to the surface, zero to 40 feet deep, to moderate depth, 40 to 100 feet deep, across the airport property. The Washington Department of Health's (DOH) 10-year Wellhead Protection Area covers much of the southeast corner of the airport. In addition to the city's drinking water well, additional DOH Group A Public Water Supply sources are located on the airport the property. The Stillaguamish River watershed, east of Arlington, is a DOH Source Water Protection Area.

USACE Protected Resources

The US Army Corps of Engineers (USACE) divides the country into seven Civil Works districts, the Airport is located within the Seattle District of the Northwestern Division. The following sites are under USACE jurisdiction and within the vicinity of the Airport.

- Port of Everett, WA – Principal Port
- Stillaguamish River – Part of the National Waterway Network & Corps Project Area
- Snohomish River – Part of the National Waterway Network
- Hamilton Lumber – Dock
- Arlington Airport – Formerly Used Defense Site
- Naval Sec Group Activity (Scott Paper Company) – Formerly Used Defense Site
- Barlond Dairy Lagoon – Earth Dam
- Jim Creek Naval Radio Station – Active US Navy Installation
- Navy Support Complex, Smokey Point – Active US Navy Installation

CULTURAL SURVEY REVIEW

As part of the airport master plan, Legacy Anthropology conducted a background review of the Area of Potential Effect (APE), comprised of the 1,190 acres of the Arlington Municipal Airport. The following excerpt from the study highlights key findings[4]. The full technical memorandum is provided in **Appendix B**.

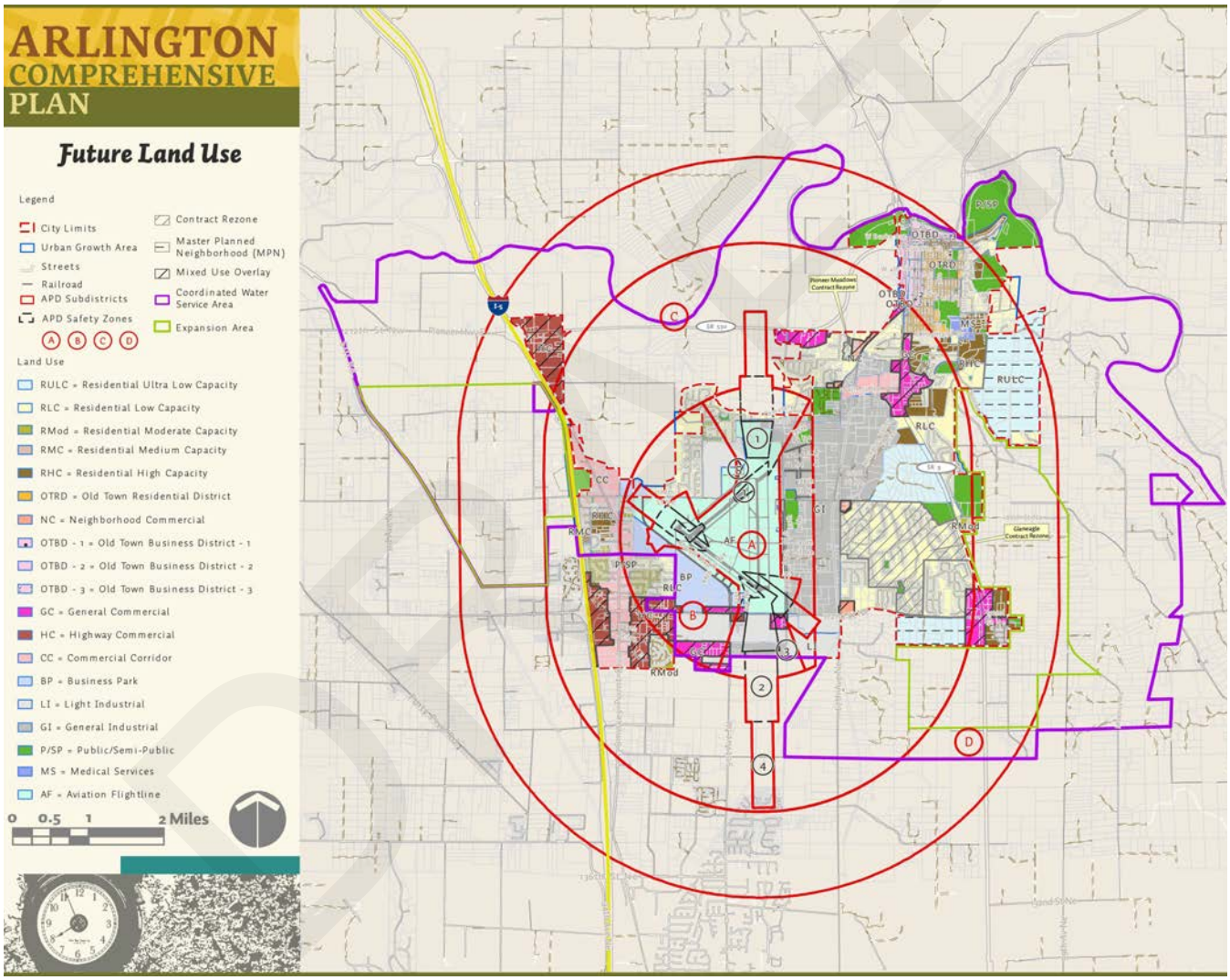
> The background included a brief overview of available literature and an inspection of the Department of Archaeology and Historic Preservation (DAHP)'s database of recorded cultural resources. The APE is within the traditional territory of the stuləgʷabš (Stillaguamish), the descendants of which are now part of the Stillaguamish Tribe of Indians and the Tulalip Tribes. Prior to the construction of the airport, the APE contained residential parcels and railroad properties. In 1934, an airstrip was built within the APE using funds allocated through President Franklin Roosevelt's New Deal. During World War II, the facilities of the airport were greatly expanded by the Navy and Army. After World War II, the City of Arlington operated the airport into the present-day.
>
> The DAHP's predictive model considers the APE to be at a moderate to very high risk for containing cultural resources. During the background review of the APE, Legacy Anthropology identified that only five cultural resources assessments have been conducted within the boundary of the APE. Two were conducted along the right-of-way of State Route 531/ 172nd Avenue Northeast prior to roadway improvements, one was done prior to the construction of Airport Boulevard, one was performed prior to commercial development at the south end of Section 21, and one was done prior to the construction of a food bank in Section 15. Most of the APE has not been surveyed. No archaeological sites have been identified within the APE, although 12 archaeological sites are recorded within one mile of the APE. These include five precontact sites and seven historic sites. The APE also does not contain any cemeteries or traditional cultural places that were recorded on the DAHP's database. The APE contains 20 recorded historic properties, including one historic district that is listed on the National Register of Historic Places, The Naval Auxiliary Air Station, Arlington (45SN350). The Naval Auxiliary Air Station, Arlington historic district encompasses approximately 400 acres within the central portion of the APE. All of these findings suggest that there is a high likelihood of encountering previously unidentified precontact and historic archaeological sites within the APE.
>
> Based on the background research that Legacy Anthropology conducted, we recommend:
>
> - that the Affected Tribes be consulted with prior to all ground disturbing work planned within the APE
> - that all proposed and future ground disturbing activities/projects within the APE undergo cultural resources assessments in compliance with all county, state, and federal cultural resource laws. These cultural resource assessments may include background review, pedestrian survey, and subsurface testing, and all identified archaeological sites and buildings older than 50 years should be recorded with the DAHP

4 2312-06: Cultural Resources Review for the Arlington Municipal Airport Master Plan, Legacy Anthropology, LLC (December 5, 2024)

LAND USE

The long-term land development patterns of the City of Arlington, the City of Marysville, and the adjoining areas of unincorporated Snohomish County are defined in their respective comprehensive plans. The Arlington city limit boundary and Urban Growth Area (UGA) boundary near Arlington Municipal Airport are aligned with only small areas of unannexed land. This indicates that the current urban and rural land designations are largely in place, and that changes in zoning that occur through future development are expected to be consistent with those designations. **Figure 2-9** depicts the future land use for Arlington and in the vicinity of Arlington Municipal Airport.

Figure 2-9: Future Land Use (Airport Vicinity)



Source: City of Arlington 2024 Adopted Comprehensive Plan: Book 2: Land Use Book

Although all land use decisions for the Airport are under the jurisdiction of the City of Arlington, areas of the City of Marysville and unincorporated Snohomish County fall within the airspace and other operational areas. These adjacent jurisdictions are responsible for protecting federally-defined Part 77 airspace and any airport overlay zoning for Arlington Municipal Airport that is based on WSDOT Aviation land use compatibility guidelines. A summary of relevant comprehensive plan policies related to the Airport is provided below for the City of Arlington, City of Marysville, and Snohomish County.

Consistent with RCW 36.70A, public use airports are identified as “Essential Public Facilities (EPF).” Local jurisdictions are required to project EPFs through their comprehensive planning.

City of Arlington Comprehensive Plan

The 2024 City of Arlington Comprehensive Plan serves as a guiding framework for development. The Comprehensive Plan identified the following in relation to Arlington Municipal Airport:

- *Industrial land uses should be in the vicinity of Arlington Airport to take advantage of existing and anticipated transportation systems.*
- *Areas surrounding the Airport are zoned for industrial and business park uses to enhance the Airport's role as a major employment center.*
- *The Arlington Municipal Airport is an Essential Public Facility that must be protected from encroaching non-compatible land uses to maintain its long-term viability.*
- *The Airport is listed on the National Register of Historic Places and should be used to promote aviation-related tourism activities, and the city should actively seek funding for the rehabilitation of historic buildings or other historic preservation opportunities.*

The 2024-2044 Arlington Municipal Airport Master Plan may be adopted by the City of Arlington, as an element of the city's transportation plan or comprehensive plan.

Snohomish County Comprehensive Plan

The 2006 Snohomish County Comprehensive Plan provides a county-wide guide to development across multiple categories such as land use planning, transportation, parks and recreation, housing, and environmental protection.

The Comprehensive Plan identified the following policies in relation to airports in the County:

- *Snohomish County will protect airports from incompatible activities and development.*
- *Facilities typically difficult to site, such as airports, are listed as essential public facilities.*

City of Marysville

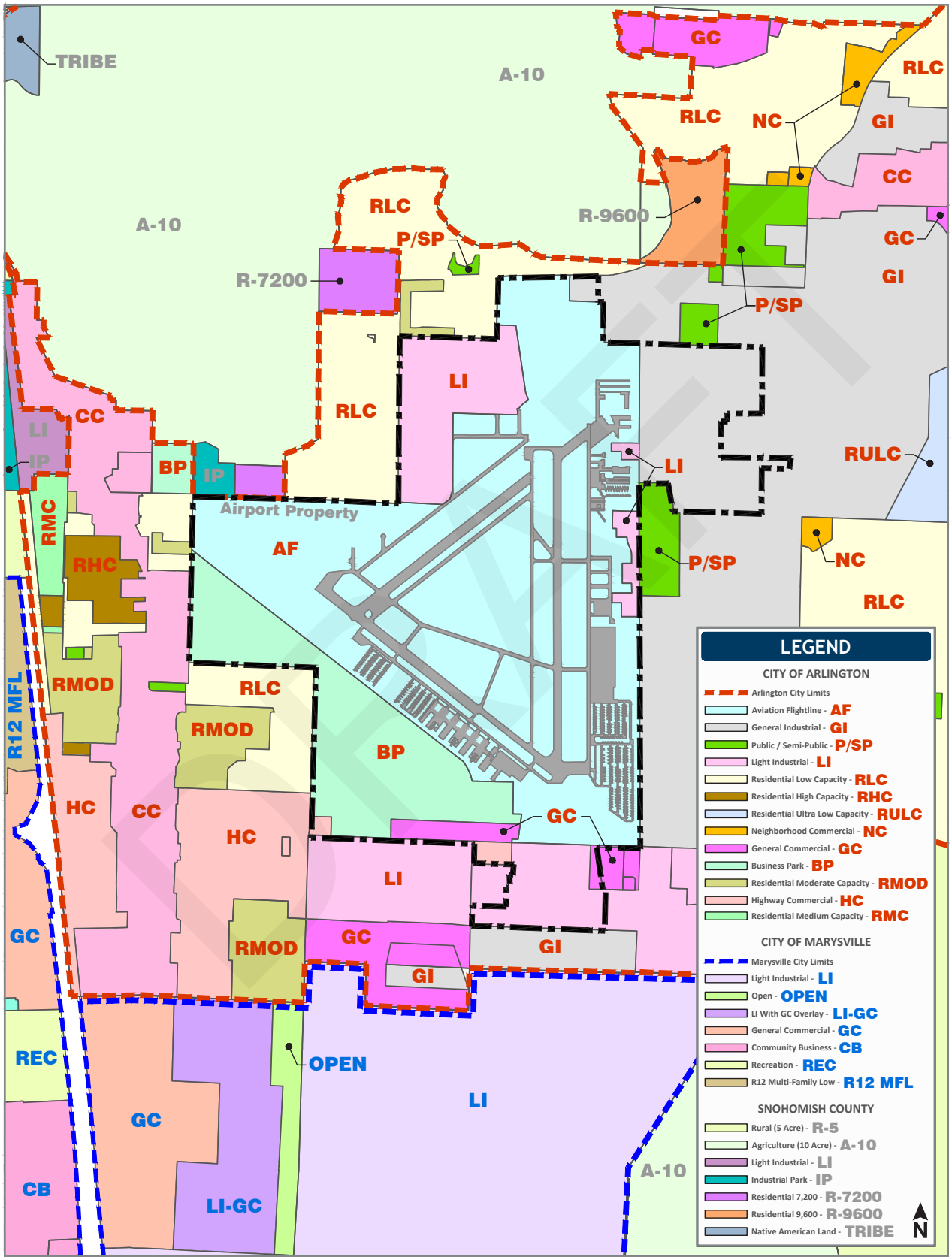
The 2024 City of Marysville Comprehensive Plan guides development within the City's urban area, and recognized it's proximity to the Airport. The Comprehensive Plan notes the following items related to Arlington Municipal Airport:

- *Projects submitted to the City of Marysville will be circulated to the City of Arlington to ensure compatibility with the Airport Master Plan and provide the Airport an opportunity to: purchase or negotiate aviation easements, ensure buildings comply with Part 77 surfaces, and ensure projects meet the airport compatibility requirements. Per the Marysville/Arlington Inter-local agreement, which limits residential development south of the Airport.*
- *Uses in the Smokey Point Neighborhood boundaries must be permitted by the Marysville Municipal Code and permitted within the Arlington Airport AP District Zones.*

ZONING

This section summarizes the existing zoning for the Airport and its immediate surroundings. The Airport is located within the Arlington city limits. Land use actions related to airport property and most of its immediate surroundings are under the jurisdiction of the City of Arlington. Areas of Snohomish County and City of Marysville land use jurisdiction exist near the Airport, and within its Part 77 airspace. The applicable zoning ordinances associated with the Airport are provided in **Appendix C**. The existing zoning in the vicinity of the Airport is depicted in **Figure 2-10** and summarized below.

Figure 2-10: Airport Zoning



Source: Century West Engineering

Existing Airport Zoning (City of Arlington)

The property that comprises Arlington Municipal Airport includes several zoning districts that are defined that include:

- Aviation Flightline (AF)
- General Commercial (GC)
- Light Industrial (LI)
- Business Park (BP)
- Highway Commercial (HC)
- General Industrial (GI)

Title 20 of the Arlington Municipal Code defines the permitted activities and uses for each land use district. Chapter 20.36.010-110, defines city zoning districts and the zoning map.

Aviation Flightline District (AF): Aviation Flightline zoning is the largest section of the Airport, and applies to the existing aeronautical use airport property. The intent of the **AF** zone is to limit use within the zoned area to aviation-supporting uses. Aviation uses are described as follows: *"Aviation-related uses include any uses related to supporting aviation that require direct taxiway access as a necessary part of their business operations, such as aviation services, manufacturing of aviation-related goods, general services, whose primary customers would be those engaged in aviation-related activities (e.g., restaurants primarily catering to pilots, employees, or passengers), or other uses that are clearly related to aviation."*

General Commercial District (GC): General Commercial zoning is included among Arlington's defined Commercial Districts. **GC** zoning exists along 172nd Street NE at the southern end of the Airport. The purpose of **GC** zoning is to accommodate commercial uses similar to the Old Town Business District (OTBD). However, **GC** zoning is intended to differ from OTBD by accommodating more intensive commercial uses that are not permissible in the OTBD.

Light Industrial District (LI): Light Industrial zoning is included among Arlington's defined Manufacturing Districts. **LI** zoning exists on airport property, south of Runway 34 and areas northwest of Runway 16. The **LI** zoning maintains the uses and purpose of GI zoning, except the **LI** district is intended to be cleaner and more business park-like.

Business Park District (BP): Business Park zoning is included among Arlington's defined Commercial Districts. **BP** zoning exists on airport property west of Airport Blvd. The purpose of **BP** zoning is to promote and accommodate offices, certain manufacturing and light industrial uses, training/educational facilities, high technology research and development, and related uses in a park-like master-planned setting. Additionally, **BP** zoning also allows for public/semi-public uses.

Highway Commercial (HC): Highway Commercial zoning is included among Arlington's defined Commercial Districts. **HC** zoning exists at the southern end of Airport property along 172nd Street NE. The purpose of **HC** zoning is to provide for commercial uses similar to other commercial zoning but cater to commercial uses that require highway access or that should be separated from residential uses.

General Industrial District (GI): General Industrial zoning is included among Arlington's defined Manufacturing Districts. **GI** encompasses non-aeronautical airport property east of 59th Drive NE. The purpose of **GI** zoning is to accommodate businesses engaged in manufacturing, processing, creating, repairing, renovating, painting, or assembling goods, merchandise, or equipment. The **GI** district accommodates resource-based manufacturing with an intended greater tolerance of the nuisances that typically accommodate such manufacturing.

Airport Vicinity Zoning

As noted previously, all property associated with the Airport is located within the City of Arlington's jurisdictional boundaries (city limits). The majority of zoning in the immediate vicinity of the Airport is also within the City of Arlington boundary, except for portions of the Part 77 surfaces that extend into Snohomish County and the City of Marysville. Current zoning for these areas is summarized below by jurisdictional authority.

City of Arlington

City of Arlington zoning in the vicinity of the Airport is comprised mainly of commercial and industrial zoning, however areas of residential zoning are also present (Title 20 of the Arlington Municipal Code, Chapter 20.36.010-110).

Residential Low Capacity (RLC): RLC zoning borders airport property to the north and the west. The purpose of **RLC** is to accommodate single-family residential uses at lower capacity levels while allowing for recreational, quasi-public, and public uses that customarily serve residential development.

Public/Semi-Public (P/SP): P/SP zoning borders airport property to the east of 59th Drive NE. The purpose of **P/SP** zoning is to accommodate public and semi-public uses such as schools, government services and facilities, public utilities, parks, etc. on publicly owned land.

Commercial Corridor (CC): CC zoning borders airport property to the west of the Runway 11 end. The purpose of CC zoning is to create pedestrian-oriented, urbanized, mixed-use neighborhoods along designated transit routes.

Residential Moderate Capacity (RMod): Areas of **RMod** zoning exist southwest of Runway 11/29 and west of Airport property. Recent apartment construction was completed in **RMod** zoning, west of the Amazon Distribution Center. The purpose of **RMod** zoning is *"...to accommodate medium capacity housing types, especially smaller multi-family and single-family attached, such as duplex, triplex, fourplex, row houses, and garden apartments, typically situated on four-thousand to six-thousand-two-hundred square foot parcels, but also allows for recreational, quasi-public uses that customarily serve residential development."*

City of Marysville

City of Marysville zoning is defined by Marysville Municipal Code, Title 22 (Unified Development Code). Title 22C - Land Use Standards defines current zoning districts (22C.010-.290). The zoning in the vicinity of the Airport is comprised mainly of commercial and industrial zoning, with areas of residential zoning. These zoning districts are located within the boundaries of Part 77 airspace surfaces defined for the Airport.

Light Industrial (LI): A large area of **LI** zoning exists approximately a half a mile south of Runway 34. The purpose of **LI** zoning is to *".... provide for the location and grouping of non-nuisance-generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, warehousing and limited retail uses."*

Recreation (REC): REC zoning exists both 1 mile south of Runway 34 and 1 mile southwest along I-5. The purpose of **REC** zoning is to *"...provide established areas for public and private recreational use. Examples of recreational uses include sports fields, ball courts, golf courses, and waterfront recreation, but not hunting."*

General Commercial (GC): GC zoning borders I-5 and the Arlington City limits approximately 1 mile southwest of the Airport. The purpose of **GC** zoning *"... provide for the broadest mix of commercial, wholesale, service and recreation/cultural uses with compatible storage and fabrication uses, serving regional market areas and offering significant employment."*

Residential Zone (R-8/R-12/R18): R-12 and **R-8** zoning exists approximately 1 mile east of the Airport bordering I-5 and **R-18** zoning exists approximately one mile south of the Airport. The purpose of the **R** zone is to *"...implement comprehensive plan goals for housing... R-8 zones are intended to provide for high density single-family residential development on small lots." R-12 zones are intended to provide low density multi-family residential development. R-28 zones are intended to provide high density multi-family development.*

Community Business (CB): CB zoning borders I-5 approximately one mile southwest of the Airport. The purpose of **CB** zoning is to provide *"convenience and comparison retail and personal services for local service areas which exceed the daily convenience needs of adjacent neighborhoods but which cannot be served conveniently by larger activity centers, and to provide retail and personal services in locations within activity centers that are not appropriate for extensive outdoor storage or auto-related and industrial uses."*

Mixed Use (MU): A small area of **MU** zoning borders I-5 approximately one mile southwest of the Airport. The purpose of **MU** zoning is *"...to provide pedestrian and transit-oriented retail businesses with complementary retail and high density residential development within activity centers."*

Snohomish County

Snohomish County zoning is defined by Snohomish County Code, Title 30 (Unified Development Code). Subtitle 30.2 defines current zoning districts. Snohomish County zoning is comprised of mainly farmland, forest, and other rural zones. Areas of residential and business park zoning are located adjacent to the Airport, within the City of Arlington's Urban Growth Area (UGA).

Business Park (BP): BP zoning borders airport property, to the northwest of the Runway 11 end, in the City of Arlington UGA. County **BP** zoning mirrors that of the City of Arlington **BP** zoning. The purpose of Snohomish County BP zoning is to *"...provide for those business/industrial uses of a professional office, wholesale and manufacturing nature which are capable of being constructed, maintained, and operated in a manner uniquely designed to be compatible with adjoining residential, retail commercial, or other less intensive land uses, existing or planned."*

Residential-7,200 sq. ft (R-7): R-7 zoning borders airport property to the northwest of the Runway 11 end, in the City of Arlington UGA. The intent of **R-7** zoning is to provide single-family residential development that achieves a minimum density of four dwelling units per acre.

Agriculture 10-Acre (A-10): A-10 zoning exists in the rural areas to the north of the Airport in unincorporated Snohomish County. The purpose of **A-10** zoning is to protect farming in areas where it is already established, and to promote agriculture as a component of the County economy.

Airport Overlay Zoning

The City of Arlington and Snohomish County have adopted overlay zoning districts intended to enhance the protection of airspace and promote compatible land use planning for Arlington Municipal Airport and its surroundings. It is important to note that the City of Marysville does not have established airport overlay zoning, but recognizes the City of Arlington's established Airport Protection Districts in the 2022 City of Marysville Comprehensive Plan. The Airport Overlay Zoning adopted by the City of Arlington and Snohomish County are described in detail below. **Figure 2-9** presented earlier, depicts the airport overlay zones currently adopted for the Airport.

City of Arlington

Title 20 of the Arlington Municipal Code (Chapter 20.38) defines the **Airport Protection District (AP)** that applies to the Airport.

"The purpose of the Airport Protection (AP) district is to protect the viability of the Arlington Municipal Airport as a significant resource to the community by encouraging compatible land uses and densities, reducing hazards to lives and properties, and ensuring a safe and secure flying environment."

The **AP** district and subdistricts are based on Part 77 imaginary surfaces, FAA AC 150/5200-33A, and data from the National Transportation Safety Board (NTSB). The purpose of the **AP** overlay district is to protect the Airport and the surrounding area promoting and preserving safe aeronautical operations. The **AP** district contains five subdistricts each with varying development and use restrictions. The subdistricts and safety zones are described in further detail below (see **Figure 2-9**). depicts the boundaries of each subdistrict.

Airport Protection Subdistrict A: Subdistrict A is comprised of five Airport Safety Zones: Runway Protection Zone (RPZ) **Zone 1**, Inner Safety Zone (ISZ) **Zone 2**, Inner Turning Zone Turning Zone (ITZ) **Zone 3**, Outer Safety Zone (OSZ) **Zone 4**, and Sideline Safety (SSZ) **Zone 5**.

- **Runway Protection Zone (RPZ) Zone 1:** The RPZ is a trapezoidal area centered on the extended runway centerline, starting 200 feet beyond the runway threshold. Dimensions vary based on the type of aircraft operating at the Airport and the approach visibility minimums associated with each runway end.
- **Inner Safety Zone (ISZ) Zone 2:** The ISZ is a rectangular area adjacent to the RPZ, extending laterally from the runway centerline. Runway 16 has an ISZ 1,500 feet wide overall and extends 2,100 feet beyond the RPZ boundary. Runway 34 has an ISZ 1,500 feet wide overall and extends 3,300 feet beyond the RPZ boundary. Runway 11/29 has an ISZ 1,000 feet wide overall and the ISZ outer boundary is defined by a swinging arc with a radius of 3,000 feet.
- **Inner Turning Zone (ITZ) Zone 3:** The ITZ is a triangular area along each side of the RPZ and ISZ, extending outward within a specific sector of the extended runway centerline. Runway 16 has an ITZ that extends 5,000 feet from a point that is on the runway centerline 1,500 feet inward from the future runway threshold (as depicted on the 2012 ALP) with a 30-degree sector of the extended runway centerline. Runway 34 has an ITZ that extends 6,000 feet from a point on the runway centerline 2,000 feet inward from the runway threshold, within a 20-degree sector of the extended runway centerline. Runway 11/29 has an ITZ that extends 3,000 feet from a point that is on the runway centerline 1,000 feet inward from the runway threshold, within a 30-degree sector of the extended runway centerline.
- **Outer Safety Zone (OSZ) Zone 4:** The OSZ is a rectangular area centered on the runway, extending beyond the ISZ. Runway 16 has an OSZ 1,000 feet wide overall and extends 3,000 feet beyond the ISZ. Runway 34 has an OSZ 1,000 feet wide overall and extends 4,000 feet beyond the ISZ. Runway 11/29 has an OSZ 1,000 feet wide overall and extends 1,500 feet beyond the ISZ.
- **Sideline Safety Zone (SSZ) Zone 5:** The SSZ is an area offset from the runway centerline, connecting the ITZs on each end of the runway. Runway 16/34 has an SSZ defined by a 1,000-foot centerline offset on each side of the runway connecting ITZs. Runway 11/29 has an SSZ defined by a 500-foot offset on each side of the runway that connects the ITZs. The Ultralight/Sport Runway has an SSZ defined by a 400-foot centerline offset on each side of the runway that connects the ITZs.

Airport Protection Subdistrict B: Subdistrict B is based on the Airport's traffic patterns. Development restrictions for Subdistrict B in 20.38 are designed to protect aircraft operating in the pattern and areas below in the event of an accident.

Airport Protection Subdistrict C: City of Arlington Land Use code 20.38 references AC 150/5200-33A (Hazardous Wildlife Attractants on or Near Airports) as the guidelines for the boundaries defined in Subdistrict C. It is important to note that AC 150/5200-33A has since been canceled and replaced by 150/5200-33C (Hazardous Wildlife Attractants on or Near Airports). It is recommended that the city update its land use code to reflect the cancellation and replacement of AC 150/5200-33A.

Airport Protection Subdistrict D: Subdistrict D is comprised of Part 77 imaginary surfaces including the Primary Surface, Approach Surface, Transitional Surface, and Horizontal Surface.

Snohomish County

Snohomish County Code (SCC) Chapter 30.32E - Airport Compatibility defines the airport overlay zoning that applies to public use airports in or adjacent to areas of Snohomish County land use authority (unincorporated county and municipally-defined urban growth areas - UGA). The purpose of the overlay zoning is to protect these airports from incompatible land uses and development.

For airports like Arlington Municipal Airport that are physically located within an incorporated city, only the portions of airspace (or the associated overlay zone) that extend over areas of county land use authority are subject to this ordinance. As noted earlier, this is the case for Arlington Municipal Airport, where a combination of city and county airport overlay zones exist.

The Snohomish County airport overlay zone consists of two surfaces, the **Airport Compatibility Area (ACA**) and the **Airport Influence Area (AIA)**. As depicted in **Figure 2-11**, these surfaces apply to land areas that are subject to Snohomish County zoning.

SCC 30.91A.126 defines the ACA as follows: "Airport compatibility area" or "ACA" means an area adjacent to a public use airport where land uses that are incompatible with airport operations are discouraged. The airport compatibility area is the area within a specified distance of each runway, to be measured as a distance extending outward from the portion of the runway centerline between runway thresholds. The airport compatibility area is within:

*(1) Five thousand seven hundred feet of a runway for runways less than 3,000 feet in length. **[This is applied to Runway 11/29]***

(2) Seven thousand two hundred feet of a runway for runways from 3,000 to 5,000 feet in length.

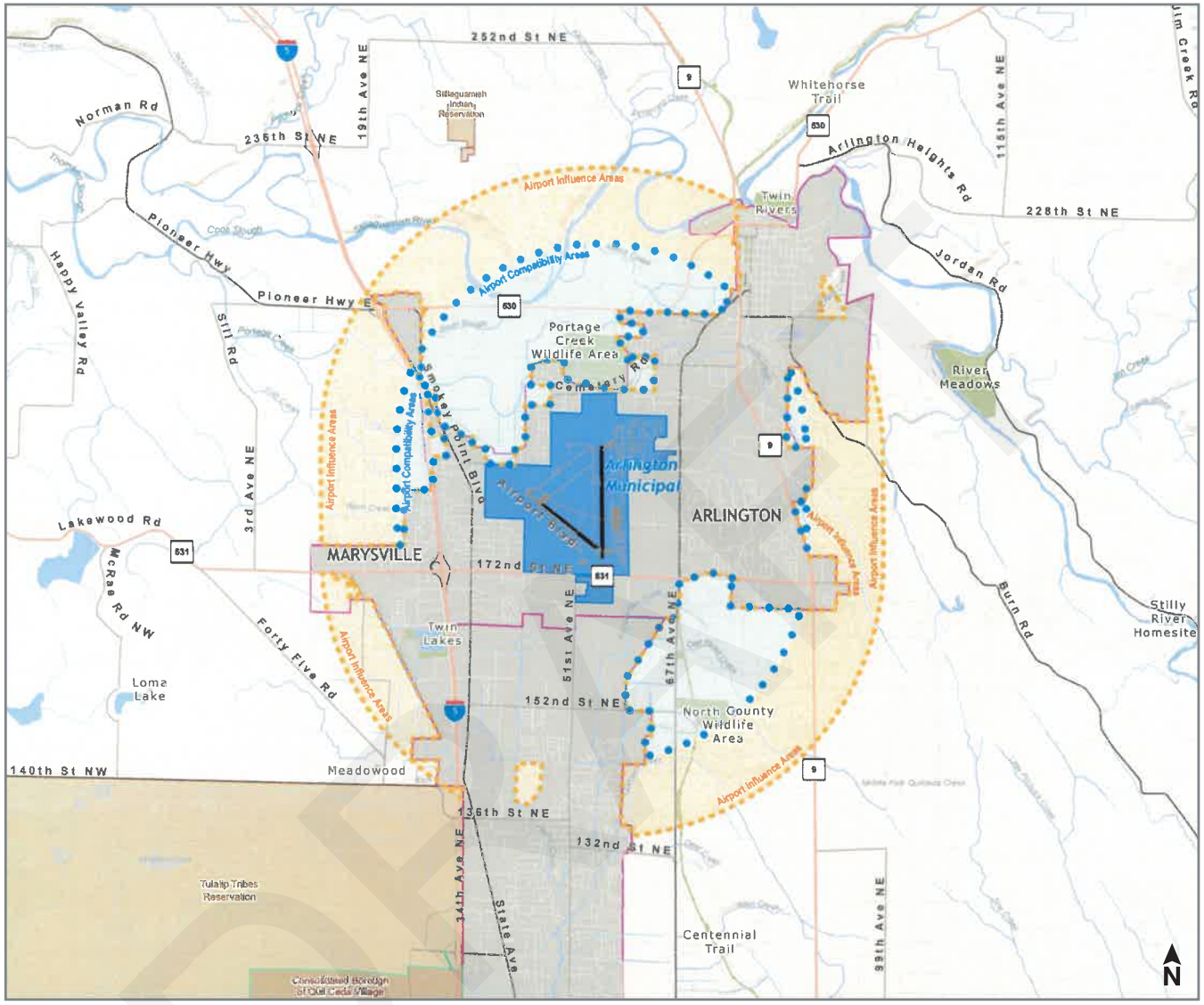
*(3) Ten thousand two hundred feet of a runway for runways over 5,000 feet in length. **[This is applied to Runway 16/34]***

SCC 30.91A.132 defines the AIA as follows: "Airport influence area" or "AIA" means an area within a specified distance of a public use airport that may experience impacts from airport operations. The airport influence area is the area within a specified distance of each runway, to be measured as a distance extending outward from the portion of the runway centerline between runway thresholds. The airport influence area is within:

*(1) Nine thousand feet of a runway for runways up to 5,000 feet in length. **[This is applied to Runway 11/29]***

*(2) Fourteen thousand feet of a runway for runways over 5,000 feet in length. **[This is applied to Runway 16/34]***

Figure 2-11: Snohomish County Airport Compatibility



Source: Snohomish County

AIRSPACE ELEMENTS

This section describes airspace defined by the Federal Aviation Administration (FAA), the regulations, design guidance, and technical orders used to develop flight procedures and other aircraft operating rules, and airspace features unique to Arlington Municipal Airport and its immediate vicinity.

Airspace – Part 77, Terminal Instrument Procedures (TERPS), and Runway End Siting Surfaces

In addition to the airspace classifications and operating environment that pilots are more familiar with, there are a variety of rules, regulations, design standards, and policies associated with the protection of airspace, evaluation of proposed objects on and near airports, and their effects on navigable airspace. Airport Cooperative Research Program (ACRP) Report 38 - Understanding Airspace, Objects, and Their Effects on Airports provides a comprehensive description of the regulations, standards, evaluation criteria, and processes designed to protect the airspace environments surrounding airports. These surfaces are summarized below.

14 Code Of Federal Regulations (CFR) Part 77 – Safe, Efficient Use, and Preservation of the Navigable Airspace

14 CFR Part 77 defines airspace surfaces and obstruction standards for civil airports and establishes the central regulations governing airspace protection, with cross-references to many other criteria documents. It sets forth the requirements for notifying the FAA of proposed construction; defines obstruction criteria; and describes aeronautical studies required to assess hazard status. The Part 77 surfaces associated with the Airport have been codified by the local jurisdictions through airport overlay zones discussed above. **Figure 2-12** depicts the Part 77 airspace defined for Runway 16/34 and 11/29 based on future approach capabilities and design aircraft (as depicted in the airspace sheets of the 2012 FAA-approved Arlington Municipal Airport ALP drawing set). The graphic illustrates the relationship between an invisible airspace surface (these surfaces are also referred to as “imaginary” surfaces) defined in Part 77 and the underlying geography.

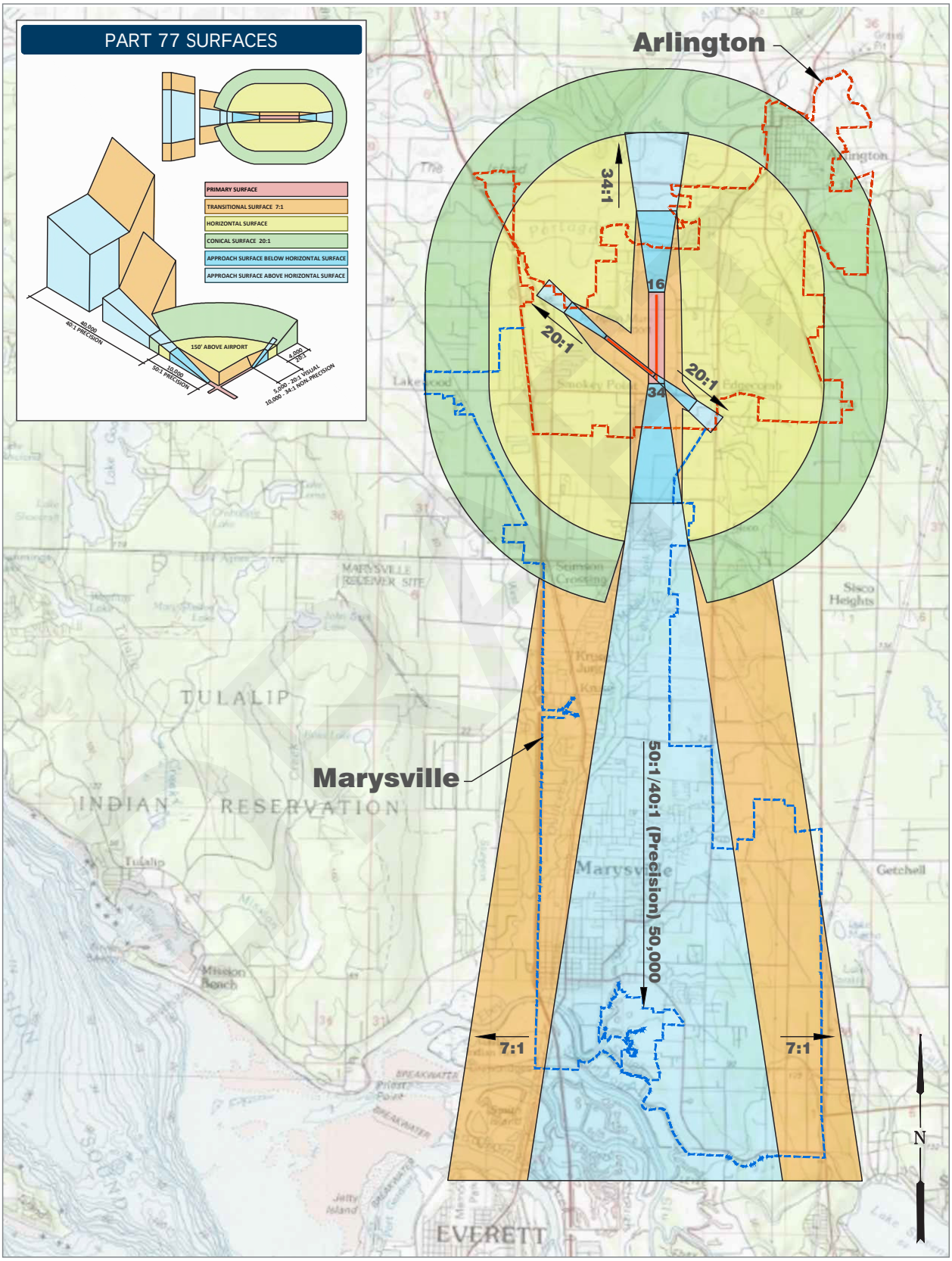
FAA Order 8260.3g – United States Standard for Terminal Instrument Procedures (TERPS)

This FAA Order, along with several derivative orders in the 8260 series and other related orders, define criteria that FAA flight procedure designers utilize when designing instrument flight procedures. Airspace protection requirements for instrument flight procedures often overlap with Part 77 requirements, although they also define protected airspace requirements for instrument approach and departure routes connecting airports to the terminal and enroute airspace. Obstruction mitigation (obstacles to protected airspace) defined in FAA aeronautical studies may be required for TERPS surfaces, in addition to Part 77 surfaces and airport traffic patterns.

FAA AC 150/5300-13B, Change 1 – Airport Design

This Advisory Circular (AC) is the principal document utilized by the FAA, airport sponsors, and consultants when planning and designing new airports or improvements to existing airports. Design criteria for addressing obstacle clearances for runway ends are defined in the AC’s discussion of Runway Approach and Departure Surfaces.

Figure 2-12: Part 77 Airspace



Source: Century West Engineering (2025); Arlington Municipal Airport - Airport Airspace Drawings (Figures E2, E3); (Dunkelberg, 2012).

AIRSPACE CLASSIFICATION

Airspace within the United States is classified by the FAA as "controlled" or "uncontrolled" with altitudes extending from the surface upward to 60,000 feet above mean sea level (MSL). Controlled airspace classifications include Class A, B, C, D, and E. Class G airspace is uncontrolled. Aircraft operating within controlled airspace are subject to varying levels of positive air traffic control that are unique to each airspace classification. Requirements to operate within controlled airspace vary, with the most stringent requirements associated with very large commercial airports in high traffic areas. Uncontrolled airspace is typically found in remote areas or is limited to a 700 or 1,200-foot above ground level (AGL) layer above the surface and below controlled airspace. FAA Airspace Classification are depicted in **Figure 2-13**.

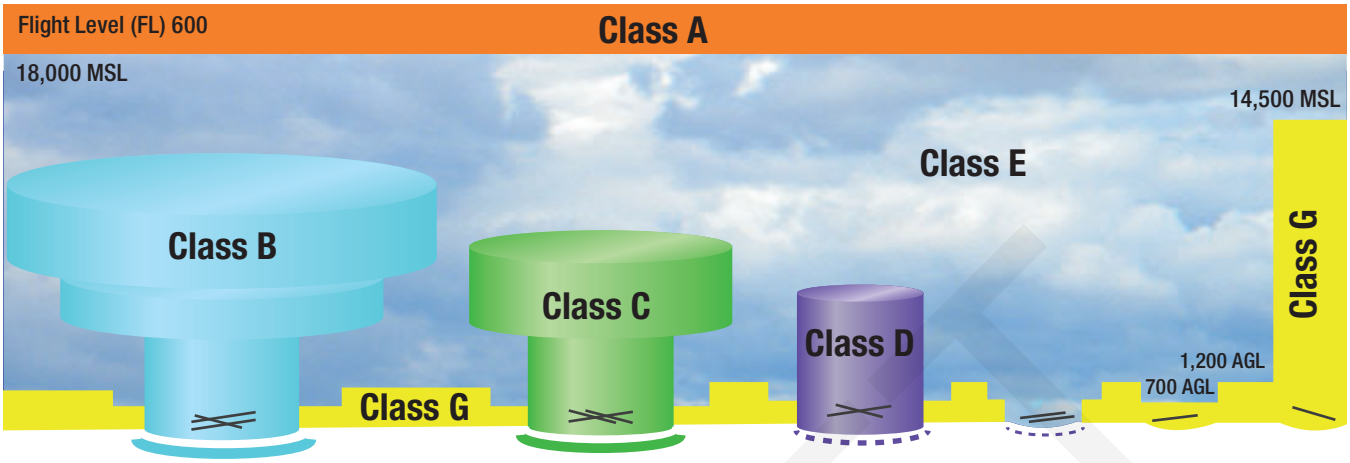
Local Area Airspace Structure

The Seattle Sectional Aeronautical Chart depicts nearby airports, notable obstructions, and special airspace designations in the vicinity of the Airport. Low-altitude instrument airways are also depicted for general reference because pilots use them for both visual and instrument flight planning. The blue airways are identified as "Victor" or Area Navigation ("T routes") airways. The local airspace is depicted in **Figure 2-14**.

Additional definition of the low altitude airways is provided on FAA IFR Enroute Low Altitude – U.S. Chart L-1. The chart is used exclusively for instrument flight planning and provides additional detail for pilots. Low altitude instrument airways are located north, south, and west of the Airport. No low altitude instrument airways published to the east of the airport due to the proximity of the Cascade Mountain range. The minimum enroute altitudes for the nearby airways are above the Arlington Municipal Airport traffic pattern altitude. Three airways are located between 7.5 and 15 NM from the Airport. The Paine Field VOR/DME, located 15.2 NM south of the Airport, supports local and enroute airspace.

The airspace surrounding the Airport is designated as Class E airspace. Generally, Class E Airspace consists of the immediate controlled airspace at airports without control towers to provide a transition to the area for instrument approaches. The floor of the Class E Airspace at Arlington Municipal Airport is established at 700 feet above ground level (AGL) and laterally abuts 1200 ft, or higher, Class E Airspace.

Figure 2-13: FAA Airspace Classifications

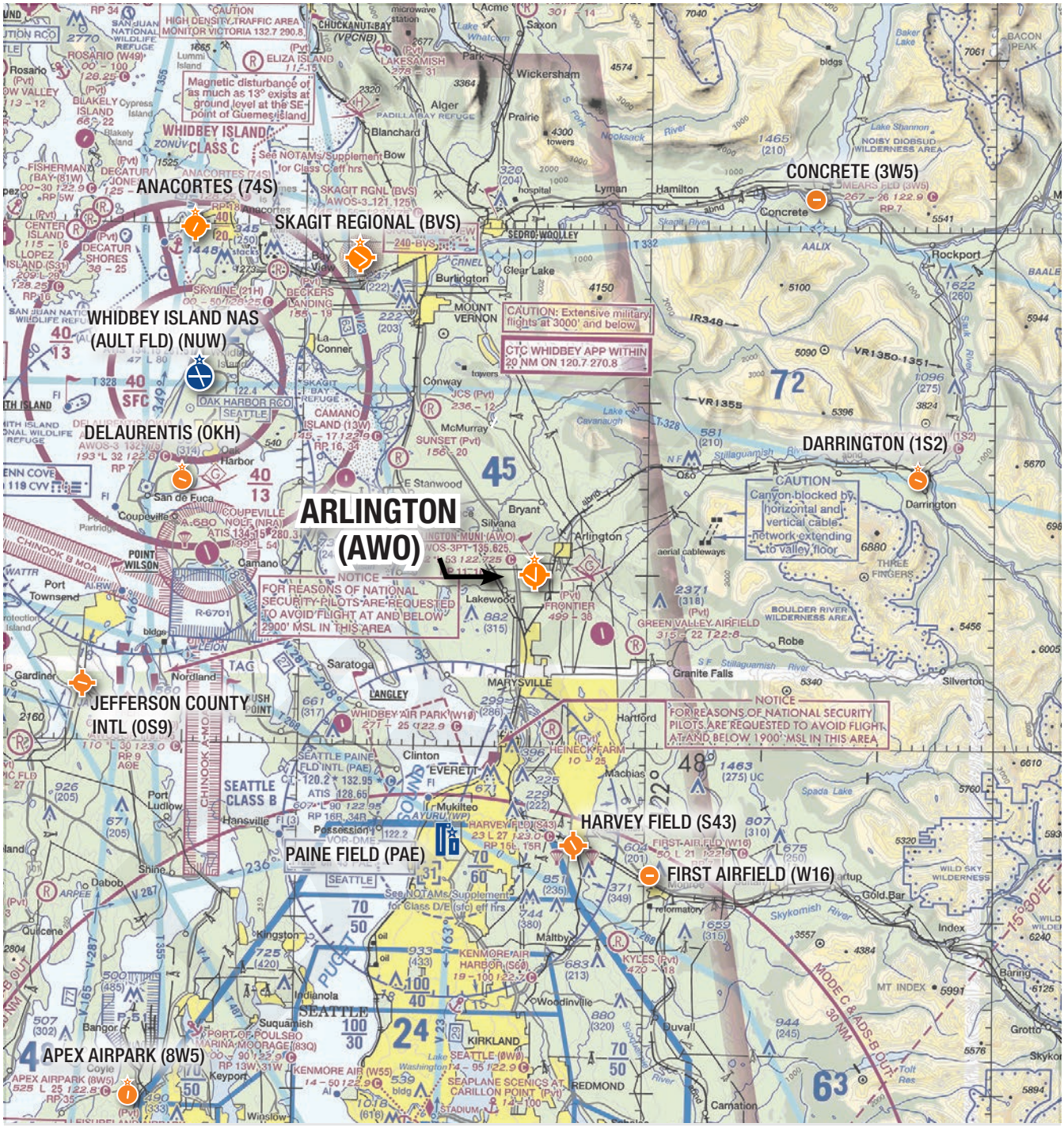


COMMUNICATION REQUIREMENTS AND WEATHER MINIMUMS

	Class A	Class B	Class C	Class D	Class E	Glass G
Airspace Class Definition	Generally airspace above 18,000 feet MSL up to and including FL 600.	Generally multi-layered airspace from the surface up to 10,000 feet MSL surrounding the nation's busiest airports	Generally airspace from the surface to 4,000 feet AGL surrounding towered airports with service by radar approach control	Generally airspace from the surface to 2,500 feet AGL surrounding towered airports	Generally controlled airspace that is not Class A, Class B, Class C, or Class D	Generally uncontrolled airspace that is not Class A, Class B, Class C, Class D, or Class E
Minimum Pilot Qualifications	Instrument Rating	Student*	Student*	Student*	Student*	Student*
Entry Requirements	IFR: ATC Clearance VFR: Operations Prohibited	ATC Clearance	IFR: ATC Clearance VFR: Two-Way Communication w/ ATC	IFR: ATC Clearance VFR: Two-Way Communication w/ ATC	IFR: ATC Clearance VFR: None	None
VFR Visibility Below 10,000 MSL**	N/A	3 Statute Miles	3 Statute Miles	3 Statute Miles	3 Statute Miles	Day: 1 Statute Mile Night: 3 Statute Miles
VFR Cloud Clearance Below 10,000 MSL***	N/A	Clear of Clouds	500 Below 1,000 Above 2,000 Horizontal	500 Below 1,000 Above 2,000 Horizontal	500 Below 1,000 Above 2,000 Horizontal	500 Below 1,000 Above 2,000 Horizontal***
VFR Visibility 10,000 MSL and Above**	N/A	3 Statute Miles	3 Statute Miles	3 Statute Miles	5 Statute Miles	5 Statute Miles
VFR Cloud Clearance 10,000 MSL and Above	N/A	Clear of Clouds	500 Below 1,000 Above 2,000 Horizontal	500 Below 1,000 Above 2,000 Horizontal	1,000 Below 1,000 Above 1 Statute Mile Horizontal	1,000 Below 1,000 Above 1 Statute Mile Horizontal

* Prior to operating within Class B, C, or D airspace (or Class E airspace with an operating control tower), student, sport, and recreational pilots must meet the applicable FAR Part 61 training and endorsement requirements. Solo student, sport, and recreational pilot operations are prohibited at those airports listed in FAR Part 91, appendix D, section 4.
** Student pilot operations require at least 3 statute miles visibility during the day and 5 statute miles visibility at night.
*** Class G VFR cloud clearance at 1,200 agl and below (day); clear of clouds.
Source: Federal Aviation Administration (FAA) & Century West Engineering

Figure 2-14: Area Airspace – Seattle Sectional Chart



LEGEND			
○	Airports with other than hard-surface runways		Compass Rose (VOR/DME or VORTAC)
	Airports with hard-surfaced runways 1,500 ft. to 8,069 ft.		Enroute Airways
	Airports with hard-surfaced runways greater than 8,069 ft. or some multiple runways less than 8069 ft.		Class D Airspace (surface)
			Class E Airspace with floor 700' above surface
	VOR/ VORTAC		National Wilderness Area

Source: SkyVector.com

Special Use Airspace

Special Use Airspace (SUA) is airspace where activities are confined due to their nature or where limitations are placed on aircraft operations that are not part of those activities. SUAs also include warning areas, military operations areas (MOA), alert areas, restricted areas, prohibited areas, controlled firing areas (CFA), and national security areas (NSA).

A review of the Seattle Sectional Aeronautical Chart identifies several designated SUAs within 2 NM of Arlington Municipal Airport:

- **A-680: Alert Area** around Coupeville Nole Airport (NRA) for parachutists (1.6 NM)
- **R-6701: Restricted Area** located near/over Naval Base Kitsap (Bangor), the only U.S. Pacific Fleet "Trident Class" submarine base, and the Strategic Weapons Facility Pacific (SWFPAC) (1.5 NM)
- **Chinook A & B MOA: Military Operations Area** over the Puget Sound, stretching around the northeast corner of the Olympic peninsula, adjacent to Naval Base Kitsap (1.9 NM)
- **Notice Area:** Located near the Everett Naval Shipyard states, *"For reasons of national security pilots are requested to avoid flight at and below 1900' MSL in this area"* (1.0 NM)
- **Caution:** a caution area is located to the east of the Airport at the Jim Creek Naval Radio Station that states *"canyon blocked by horizontal and vertical cable network extending to valley floor"* (.9 NM)

Controlled and Uncontrolled Airspace

Arlington Municipal Airport operates in controlled Class E airspace with a floor 700 feet above the surface.

INSTRUMENT FLIGHT PROCEDURES

Instrument approach and departure procedures are developed by the FAA using electronic navigational aids and satellite (GPS) navigation to guide aircraft through a series of prescribed maneuvers in and out of an airport's terminal airspace. The procedures are designed to enable continued airport operation during instrument meteorological conditions (IMC), but are also used during visual conditions, particularly in conjunction with an instrument flight plan. The capabilities of each instrument approach are defined by the technical performance of the procedure platform (ground based navigational aids or satellite navigational coordinates) and the presence of nearby obstructions, which may affect the cloud ceiling and visibility minimums for the approach, and the routing for both the approach and missed approach procedure segments. The aircraft approach speed and corresponding descent rate may also affect approach minimums for different types of aircraft.

Arlington Municipal Airport currently has three non-precision instrument approaches, all to Runway 34:

- RNAV (GPS) - Runway 34 (Area Navigation)
- LOC - Runway 34 (Localizer)
- NDB - Runway 34 (Non-directional beacon)

All three approach procedures are authorized for category A-D aircraft, accommodating full range of aircraft sizes and approach speeds. Each of the approaches provide both straight-in and circling procedures. The RNAV approach provides both vertical and horizontal guidance while the other procedures provide lateral (course) guidance only. Approach minimums for each procedure are summarized in **Table 2-7** and approach plates are included in **Appendix D.**

One instrument departure procedure is published for the Airport, (ARLINGTON TWO). The procedure directs aircraft departing from Runway 16 or Runway 34 through a series of mandatory heading and rate of climb requirements to avoid obstacles in the Airport's terminal area airspace. A copy of the departure procedure plate is included in **Appendix D**. The ability to accommodate instrument approaches on Runway 16 will be addressed in Chapter 4 - Facility Requirements.

Table 2-7: Approach Procedure Minimums (Arlington Municipal Airport)

	Minimum Altitude (MSL)	Minimum Visibility (SM)	Aircraft Category
RNAV (GPS) RWY 34			
LPV DA	335	3/4	A, B, C, D
LNAV/VNAV MDA	510	3/4	A,B,C,D
LNAV MDA	540	3/4	A,B
	540	1	C,D
Circling	840	1	A
	900	1	B
	1,000	2 1/2	C
	1,040	3	D
LOC RWY 34			
S-34	580	3/4	A,B
	580	1	C,D
Circling	840	1	A
	900	1	B
	1,000	2 1/2	C
	1,040	3	D
NBD RWY 34			
S-34	860	3/4	A, B
	860	1 3/4	C, D
Circling	860	1	A
	900	1	B
	1,000	2 1/2	C
	1040	3	D

Source: FAA, U.S. Terminal Procedures NW

AIRPORT TRAFFIC PATTERNS

Arlington Municipal Airport accommodates a variety of aircraft activities and defines traffic patterns for conventional fixed-wing aircraft, helicopters, gliders, and ultralight aircraft. The Airport has an active glider and ultralight community that has developed operational guidance to reduce the potential for conflicts with other airport users, consistent with FAA guidance.[5] **Figure 2-15** depicts the aircraft traffic patterns currently in use at Arlington Municipal Airport. The following section describes the traffic patterns and aircraft operational guidelines.[6]

The Airport's conventional fixed-wing aircraft traffic pattern altitude is 1,200 feet MSL (1,058 feet AGL) and the helicopter traffic pattern altitude is 642 feet MSL (500 feet AGL). These patterns are compatible with the Runway 16/34 glider pattern and the recommended ultralight inbound-outbound pattern that serves the ultralight area at the northwest corner of the Airport. The ultralight traffic pattern altitude is 542 feet MSL (400 feet AGL).

The existing traffic patterns attempt to minimize direct overflights in large, designated noise abatement areas east, west, and north of the Airport.

Conventional Aircraft Traffic Patterns

The conventional fixed wing aircraft and helicopter traffic patterns for the primary and secondary runways (16/34 and 11/29) are located on one side of the designated runway. This configuration results in a combination of left and right traffic (depending on the runway end in use), and avoids potential conflicts with other aircraft operations occurring on the opposite side of the runways.

The Runway 16/34 fixed-wing and helicopter traffic patterns are located on the west side of the runway. The helicopter pattern is located inside the fixed-wing pattern, with shorter final approach/departure legs at the south end and a shorter downwind leg. Both patterns have standard left traffic for Runway 34 and right traffic for Runway 16.

Runway 11/29 has a similar one-sided traffic pattern configuration (south side of the runway) for fixed-wing aircraft and helicopters. The helicopter pattern is located inside the fixed-wing pattern, with shorter final approach/departure legs for both runway ends and a shorter downwind leg. Both patterns have standard left traffic for Runway 29 and right traffic for Runway 11.

Runway 34 is designated the calm wind runway for the Airport.

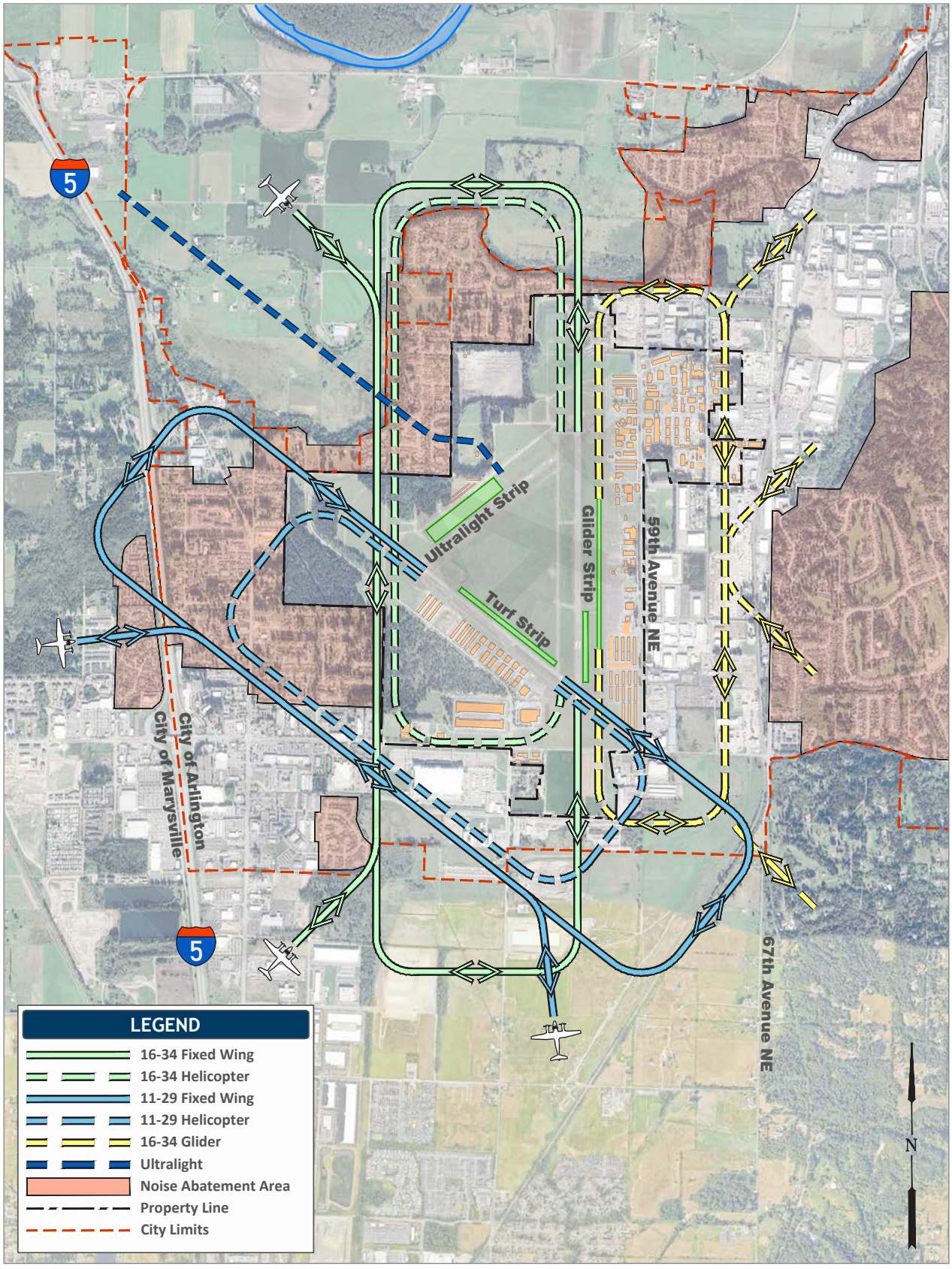
Glider and Ultralight Traffic Patterns

The Airport maintains a turf glider operations area on the east side of Runway 16/34, between the runway and Taxiway A. The turf area is located mid-runway, extending from just south of Taxiway A2 to just north of Taxiway A3. The glider traffic pattern is located on the east side of the runway, with standard left traffic for south (Runway 16) operations and right traffic for north (Runway 34) operations. Towplanes and gliders are allowed midfield takeoffs on the turf area. After the glider is released, towplanes return to the conventional fixed-wing traffic pattern for the active runway. Towplanes can land on either the asphalt runways or the adjacent turf areas.

Ultralight aircraft enter and exit the Airport's designated ultralight area located on the northwest side of the runway-taxiway system, from/to the northwest. Ultralights are required to operate at or below 400 feet AGL when approaching or departing the Airport. Ultralight pilots are requested to maintain an altitude of 400 feet AGL or below, until reaching the west side of I-5.

5 FAA Glider Flying Handbook (FAA-H-8083-13B) and Aeronautical Information Manual (AIM).
6 2 FAA Chart Supplement (Northwest U.S.)

Figure 2-15: Arlington Municipal Airport Traffic Patterns.



Source: Arlington Municipal Airport

Airside Elements

The Airside Elements section is comprised of the facilities that facilitate the movement and operation of aircraft on the ground and in the air around Arlington Municipal Airport. This section of the existing conditions analysis includes a discussion of the runways, taxiways, airfield lighting, airfield pavement condition, and airside support facilities.

RUNWAYS

Arlington Municipal Airport has two paved runways: Runway 16/34 and Runway 11/29. The Airport also has three turf operations areas, as depicted in **Figure 2-15,** and previously in **Figure 2-2**. Gliders are limited to the turf operations areas parallel to each runway, and ultralights are limited to the turf area parallel to the abandoned runway. Detailed runway information is below and summarized in **Table 2-8**.

Runway 16/34 is 5,332 feet long and 100 feet wide. Runway 16/34 is oriented in the north-south direction (179°/359° true heading). Runway 16 has visual markings without aiming points, and Runway 34 has non-precision instrument runway markings with aiming point markings. The runway has edge lighting provided by Medium Intensity Runway Lights (MIRLs). Both ends have two-light Precision Approach Path Indicators (PAPIs) on the left with 3.00-degree glide paths. Runway 16 has Runway End Identifier Lights (REILs), and Runway 34 has a Medium Intensity Approach Lighting System (MALS). The runway slopes down at 0.25% from the 16 end (elevation 140.9 feet) to the 34 end (elevation 127.5 feet). The runway surface is asphalt with a single-wheel strength of 114,000 pounds, double-wheel strength of 150,000 pounds, and double-tandem strength of 270,000 pounds.

Runway 11/29 is 3,498 feet long and 75 feet wide, oriented in the northwest-southeast direction (127°/307° true heading). The runway has visual markings without aiming points. The runway is not equipped with edge lighting, has two-light Precision Approach Path Indicators (PAPIs) and Runway End Identifier Lights (REILs) on both ends. The runway slopes downward from the 11 end (elevation 132.4 feet) to the 29 end (elevation 128.2 feet). The runway surface is asphalt with a single-wheel strength of 32,000 pounds, double-wheel strength of 34,000 pounds, and a double-tandem strength of 59,000 pounds.

Table 2-8: Arlington Municipal Airport Runway Information

Runway	Width (ft)	Length (ft)	Lighting	Condition	2018 PCI[1]
16/34	100	5,332	MIRL	Good[2]	77[2]
11/29	75	3,498	None	Good[3]	58[3]

[1] PCI data from 2018 WSDOT Pavement Database (IDEA) does not reflect recent pavement projects
[2] Runway 16/34 received asphalt mill and overlay in 2022; actual PCI is higher than published PCI
[3] Runway 11/29 received asphalt mill and overlay in 2019; actual PCI is higher than published PCI

Other informal runways exist at the Airport. Runway 16/34 and Runway 11/29 are the only runways listed on the FAA's Airport Data and Information Portal (ADIP). However, the Airport lists three additional runways on its website:

- Runway 16/34 Glider (turf) is adjacent to Taxiway A and east of Runway 16/34 and is 4,000 feet in length and 145 feet in width
- Runway 11/29 (turf) is a turf runway located between Taxiways D2 and D3 and is 1,400 feet in length and 100 feet in width.
- Runway 8/26 (turf) is a turf runway used for ultralights extending from the Runway 11 end towards the Runway 16 end parallel to the abandoned runway and it is 1,700 feet in length and 100 feet in width.

TAXIWAYS

There are five major taxiways at the Airport, each with associated connector taxiways. Taxiways A, B, and C are all full-length parallel taxiways. Taxiways A and B are parallel taxiways serving Runway 16/34 and Taxiway C is parallel to Runway 11/29. Taxiway D is a partial parallel taxiway inboard of Runway 11/29, and Taxiway E connects the end of Runway 11 to the end of Runway 16. Taxiways D and E are primarily used during Arlington's annual Fly-In event. These taxiways and their characteristics are shown in **Tables 2-9 and 2-10**.

Taxiway A is 50 feet wide and offset 500 feet east of Runway 16/34 for its full-length. Taxiway A is an asphalt taxiway that connects the airside development and support facilities on the eastern side of the airport to Runway 16/34 and Runway 11/29. There are four connector taxiways accessing Runway 16/34 (A1-A4). The numbered taxiway connectors begin at the Runway 34 end (A1) and increase towards Runway 16 (A4). The parallel taxiway and its connectors have low-intensity taxiway edge lights (LITLs) and signage. The pavement conditions are satisfactory based on PCI values obtained from Washington's 2018 IDEA program.

Taxiway B is 35 feet wide and offset 400 feet west of Runway 16/34 for its full-length. Taxiway B is an asphalt taxiway that provides access from Runway 16/34 to general airside facilities along the Runway 11/29 flightline. There are three connector taxiways accessing Runway 16/34 (B2-B4). The numbered taxiway connectors begin near the Runway 34 end (B2) and increase towards Runway 16 (B4). Taxiway B and its associated connectors are equipped with signage, but no lighting. Taxiway pavement conditions range from satisfactory to good based on PCI values obtained from Washington's 2018 IDEA program.

Table 2-9: Runway 16-34 Taxiway Detail

Taxiway	Type	Location in Relation to Runway 16/34	Width (ft)	Pavement Condition	Lighting/ Signage	2018 PCI[1]
Taxiway A	Full Parallel	East Side	50	Good[2]	MITL/ Lighted	70-82[2]
Taxiway B	Full Parallel	West Side	35	Good[3]	MITL/ Lighted	74-89[3]
Taxiway C	Connector	West Side	35	Good	MITL/ Lighted	90
Taxiway D	Connector	West Side	50	Good	Reflectors/ None	90
Taxiway A1	Connector	East Side	200	Satisfactory[2]	MITL/ Lighted	82
Taxiway A2	Connector	East Side	50	Satisfactory[2]	MITL/ Lighted	82
Taxiway A3	Connector	East Side	50	Satisfactory[2]	MITL/ Lighted	82
Taxiway A4	Connector	East Side	150	Satisfactory[2]	MITL/ Lighted	82
Taxiway B2	Connector	West Side	50	Good[3]	MITL/ Lighted	80[3]
Taxiway B3	Connector	West Side	35	Good[3]	MITL/ Lighted	86[3]
Taxiway B4	Connector	West Side	35	Good[3]	MITL/ Lighted	89[3]
Taxiway E	Connector (between Rwy 11 and Rwy 16)	West Side	55	Satisfactory	Reflectors/ None	75

[1] PCI data obtained from WSDOT IDEA does not reflect recent pavement projects at Arlington Municipal Airport
[2] Taxiways A, A2, and A3 will receive asphalt mill and overlay in 2025. Taxiways A1 and A4 will be reconstructed in 2025
[3] Taxiways B, B2, B3, and B4 received asphalt mill and overlay in 2020; actual PCI is higher than published data
PCIs were assigned in 2018: Washington 2018 IDEA — Airport Details (appliedpavement.com)

Taxiway C is 35 feet and offset 240 feet south of Runway 11/29 for its full length. Taxiway C connects to the Runway 34 end adjacent Taxiway A1. Taxiway C is an asphalt taxiway that links Runway 11/29 to airside facilities on the southwest side of the airport. Taxiway C has four connector taxiways accessing Runway 11/29 (C1-C4). The

numbered taxiway connectors begin at the Runway 29 end (C1) and end at the Runway 11 end (C4). Taxiway C and its associated connectors are equipped with signage, but no lighting. Taxiway pavement conditions range from fair to good based on PCI values obtained from Washington's 2018 IDEA program.

Taxiway D is 50 feet wide and connects the Runway 11 end to Taxiway B at Taxiway "B2". Taxiway D is an asphalt taxiway and has two connector taxiways accessing Runway 11/29 (D2, D3). The numbered taxiway connectors begin at the Runway 29 end (D2) and end at the Runway 11 end (D3). Taxiway D and its associated connectors are equipped with signage, but no lighting. Taxiway pavement conditions are good based on PCI values obtained from Washington's 2018 IDEA program.

Taxiway E is 55 feet wide and connects the Runway 11 end to the Runway 16 end. Taxiway E is an asphalt taxiway with no connector taxiways. Taxiway E runs parallel to the closed pavement adjacent to the ultralight operations area. Taxiway pavement conditions are satisfactory based on PCI values obtained from Washington's 2018 IDEA program.

Table 2-10: Runway 11-29 Taxiway Detail

Taxiway	Type	Location in Relation to Runway 11/29	Width (ft)	Pavement Condition	Lighting/ Signage	2018 PCI[1]
Taxiway B	Connector	North Side	35	Good[2]	MITL/ Lighted	74-89[2]
Taxiway C	Full Parallel	South Side	35	Good	MITL/ Lighted	90
Taxiway D	Partial Parallel	North Side	50	Good	Reflectors/ Unlighted	90
Taxiway D2	Connector	North Side	35	Good	Reflectors/ Unlighted	94
Taxiway D3	Connector	North Side	50	Good	Reflectors/ Unlighted	90
Taxiway C1	Connector	South Side	35	Good/ Satisfactory	MITL/ Lighted	77-86
Taxiway C2	Connector	South Side	35	Fair/ Satisfactory/ Good	MITL/ Lighted	67-90
Taxiway C3	Connector	South Side	35	Fair/ Satisfactory/ Good	MITL/ Lighted	67-90
Taxiway C4	Connector	South Side	50	Fair/ Satisfactory/ Good	MITL/ Lighted	69-90

[1] PCI data obtained from WSDOT IDEA does not reflect recent pavement projects at Arlington Municipal Airport
[2] Taxiway B received asphalt mill and overlay in 2020; actual PCI is higher than published data
PCIs were assigned in 2018: Washington 2018 IDEA — Airport Details (appliedpavement.com)

AIRFIELD PAVEMENT CONDITION

The Washington Interactive Data Exchange Application (IDEA) was developed by Applied Pavement Technology, Inc. (APTech) for the State's Aviation Division to evaluate pavement conditions at Washington's airports. The 2018 IDEA provides the most recent evaluation currently available of existing surface conditions and provides predictions for future surface conditions as pavement condition index (PCI) ratings. The PCI rating scale ranges from 0 to 100 (failed to good) and is a standardized scale to compare pavement quality at airports.

PCI evaluations were performed at the Airport between May and July 2018. The pavement inspections were conducted in accordance with FAA AC 150/5380-6C (Guidelines and Procedures for Maintenance of Airport Pavements), FAA AC 150/5380-7B (Airports Pavement Management Program – PMP), and ASTM D5340-12 (Standard Test Method for Airport Pavement Condition Index Surveys). Several pavement rehabilitation projects have occurred at the Airport since the 2018 PCI inspections and as a result, the PCI information is out of date. Airfield surfaces that have received asphalt mill and overlays are summarized below. The upcoming 2025 update to the WSDOT IDEA is expected to capture new PCI information.

- Runway 11/29 – Asphalt mill and overlay (2019)
- Taxiways B, B2, B3, and B4 – Asphalt mill and overlay (2022)
- Runway 16/34 – Asphalt mill and overlay (2022)

The 2018 IDEA pavement evaluation results for the Airport, shown in **Figure 2-16**, were "satisfactory" with a weighted average PCI of 70. However, the primary runway, Runway 16/34, had results above average with a PCI value of 77 compared to the secondary runway, Runway 11/29, which was below average with a PCI value of 58. The primary distresses noted on Runway 16/34 were longitudinal & transverse cracking (low), patching (low), and raveling (low). The primary distresses noted on Runway 11/29 were block cracking (low-medium) and longitudinal & transverse cracking (low-medium).

Most of the existing taxiway pavement was rated "satisfactory" or "good". However, the northside of the Taxiway C connectors (C2-C4) are "fair", with PCI values ranging between 67 and 69. Additionally, the wide expanse of pavement used to access the ultralight area was rated as "serious", with a PCI value of 17.

Apron pavement conditions varied with the main apron rated as "good", with a PCI value of 89, while the other aprons ranged from "very poor" to "good".

East Apron
Source: Century West Engineering

Figure 2-16: WSDOT IDEA Pavement Condition Index (2018 Inspection)

Source: Washington 2018 IDEA: https://idea.appliedpavement.com/hosting/washington/airport-details/airport-details.html

FAA DESIGN STANDARDS

The FAA defines several recommended standards for airport design in AC 150/5300-13B, Airport Design - Change 1. Some of the most critical standards are those related to the design of runways and taxiways and will be described in more detail in subsequent chapters of this planning study. At this stage of the planning process, it is relevant to summarize existing non-standard conditions previously identified by the FAA for consideration throughout the planning process.

Runway Safety Area (RSA) – The RSA is a defined surface surrounding the runway that is prepared or suitable for reducing the risk of damage to airplanes in the event of an airplane undershoot, overshoot, or an excursion from the runway.

Object Free Area (OFA) – The OFA is an area on the ground centered on the runway, taxiway, or taxilane centerline that is provided to enhance the safety of aircraft operations. No above ground objects are allowed except for those that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

Obstacle Free Zone (OFZ) – The OFZ is a volume of airspace that is required to be clear of obstacles (including holding aircraft), except for frangible items required for the navigation of aircraft. It is centered along the runway and extended runway centerline.

Runway Protection Zone (RPZ) – The Runway Protection Zone (RPZ) is a trapezoidal area off each runway end intended to enhance the protection of people and property on the ground. The dimensions of an RPZ are a function of the critical aircraft and approach visibility minimums. The FAA recommends that RPZs be clear of all residences and places of public assembly (churches, schools, hospitals, etc.) and that airports own the land within the RPZs.

Taxiway Geometries with Elevated Risks to Safety – Appendix J, Section 5 in AC 150/5300-13B - Change 1. provides an overview of potential pavement configurations which could introduce a safety risk for airport users. The following list was developed through a review of studies and reports; see Report DOT/FAA/TC-18/2, but is not all-inclusive of potential pavement configurations:

1. Wide expanse of pavement at runway-taxiway intersections
2. Entrance taxiway intersecting runway at other than a right angle
3. Complex runway-taxiway and taxiway-taxiway intersections
4. Direct access from the apron to a runway
5. High-speed exit crossing another taxiway
6. High-speed exits leading directly into or across another runway
7. Wide expanse of pavement at apron-taxiway interface
8. Short (stub) taxiway connection to a runway
9. Wide expanse of holding bay pavement
10. Co-located high-speed exit taxiways
11. Fillet pavement between parallel taxiways
12. Aligned taxiways
13. Taxiway connections to V-shaped runways

At Arlington Municipal Airport, there are several known existing non-standard conditions that are summarized below and that will be analyzed in further detail in the *Facility Goals & Requirements and Development Alternatives* Chapter.

- Overlapping Runway 34 and 29 RSAs present an elevated risk for vehicle operators and pilot loss of situational awareness that can contribute to a wrong runway takeoff.
- Runway 34 RPZs are encroached by 172nd St. NE / SR531 and non-aviation land uses. “Interim Guidance on Land Uses Within Runway Protection Zone (2012)” generally identifies a public roadway as an incompatible land use within the RPZ. It also states that it is preferred that all property within RPZs be held by the airport in fee simple so the Airport sponsor can completely control the land use within.
- There are several taxiway design standard issues that should be addressed at the airport. There are wide expanses of pavement at runway-taxiway intersections, runway entrance taxiways at other than a right angle, complex intersections, direct access from the apron, high-energy runway crossings, wide expanses of apron-taxiway pavement, wide holding bay pavement, and an aligned taxiway.
  - » Taxiways A1 and A4 will be reconstructed in 2025 to meet FAA standards, and will align with each end of Runway 16/34 and will no longer include wide expanses of pavement.

AIRPORT SUPPORT SERVICES

Support facilities typically include airfield lighting, signage, weather reporting equipment, ground-based navigational aids (NAVAIDS), fuel tanks, and fueling facilities.

Air Traffic Control Tower

There is currently no Air Traffic Control Tower (ATCT) at Arlington Municipal Airport. Pilots are responisible for monitoring air traffic and communications using the Common Traffic Advisory Frequency (CTAF) - 122.725 MHz

Runway/Taxiway Lighting

Airfield edge lighting is classified as low, medium, or high intensity systems. Runway 16-34 has medium intensity runway lighting (MIRL) which are white in color. Runway 11-29 has no edge lighting. Taxiways A, B, and C and their associated connectors taxiways have medium intensity taxiway lighting (MITL).

Airfield Lighting

Arlington Municipal Airport accommodates day and night operations in visual and instrument meteorological conditions. Runway 16-34 is equipped with lighting systems that meet the standards for the current instrument approach requirements and runway use.

Exterior building and pole-mounted overhead lighting is installed at various locations around the airfield in some parking lots and on airport buildings. This airfield lighting was observed to be in good working condition and fully operational during recent site visits.

Airfield Signage

The runway-taxiway system has lighted mandatory instruction signs (red background with white text) marking the aircraft holding positions at each of the taxiway connections with each runway; the signs also include taxiway direction/designations [A1, A2, etc.] with yellow background and black numbers/letters. The signs are located to coincide with the painted aircraft hold lines on each taxiway that connects to the runway. Every taxiway and taxiway connector has signage.

Weather Reporting

The Airport has an Automated Weather Observing System (AWOS-3P). The AWOS is located west of Taxiway B in the airport infield area near the intersection of Runway 34 and Runway 29. The system reports the following readings:

- Wind speed and direction
- Temperature
- Dew point
- Altimeter setting
- Density Altitude
- Visibility
- Precipitation accumulation
- Cloud Height
- Sky condition
- Present weather

The AWOS broadcasts updates by the minute and is broadcast via VHF radio frequency on 135.625 MHz and by telephone (360) 435-8045.

NAVAIDs

Navigational Aids (NAVAIDs) provide navigational assistance to approaching aircraft. They are classified as either visual or electronic. Visual NAVAIDs provide visual cues to pilots, usually through lights. Electronic NAVAIDs aid the pilot on approach by interacting with electronic instruments onboard the aircraft.

Visual NAVAIDs

Arlington Municipal Airport has five types of visual NAVAIDs:

Precision Approach Path Indicators (PAPIs). Two-box PAPIs are located to the left of all four runway ends. PAPIs are used to help pilots determine if they are on the right glide slope for landing. A PAPI is set to a specific angle and its lights indicate if the pilot is on, above, or below the correct glide slope. The PAPIs on Runway 16/34 are configured for a 3.0-degree glide path. The PAPI on the Runway 11 end is configured for 3.5-degrees and on the Runway 29 end is configured for a 4.0-degree glide path.

Medium Intensity Approach Lighting System (MALS). MALS are a series of lights arranged in a specific pattern leading up to the runway threshold to assist a pilot in visualizing an approach path and aid in landing. Runway 34 has a standard 1,400 ft MALS.

Runway End Identifier Lights (REILs). REILs are a series of sequenced strobe lights positioned at the runway end to help enhance the runway threshold in low visibility and indicate the runway end in darkness. REILs are present at Runways 16, 11, and 29.

Airport Rotating Beacon (APBN). A rotating beacon helps indicate the location of an airport to pilots in darkness or low visibility. The rotating beacon is a white and green beacon on an that operates from sunset to sunrise. The beacon is mounted to a steel tower located between hangars and taxilanes in the southeast quadrant of the Airport east of the approach end of Runway 34.

Lighted Wind Cone and Segmented Circle. A wind cone is conical fabric device that moves in the wind to indicate the wind's direction to help indicate to pilots the prevailing wind conditions. The segmented circle indicates left or right traffic pattern for pilots to identify how how to approach a runway. The Airport has a lighted wind cone and segmented circle located just west of the center of Runway 16/34 and Taxiway B.

Electronic NAVAIDs

There are six types of electronic NAVAIDs in the vicinity of Arlington Municipal Airport.

Very High Frequency Omnidirectional Range Station with Distance Measuring Equipment (VOR/DME). The VOR/DME transmits very high frequency signals 360° in azimuth oriented from magnetic north and measures the distance, in nautical miles, the slant range distance of an aircraft from the VOR/DME. There are two VOR/DME systems located nearby. The Paine VOR/DME is located 15.2 south and the Penn Cove VOR/DME is located 23.2 NM west.

Non-Directional Beacon (NDB). An NDB is an L/MF radio beacon that transmits non-directional signals so that a pilot with direction finding equipment on their aircraft can determine their bearing to or from the radio beacon, and track to or from the station. NBD approach minimums are usually specified higher than other non-precision approaches because precisely flying a NDB can be difficult. There are four nearby NDBs as follows:

- Waton NDB (382.0 MHz) located 5.1 NM south
- Skagit/Bay View NDB (240.0 MHz) located 21.2 NM northwest
- Friday Harbor NDB (284.0 MHz): 40.5 NM northwest

The Waton NDB serves as a Locator Outer Marker/Initial Approach Fix for the NDB or GPS approach to Runway 34.

VOR Test Facility (VOT). There are two VOT systems near Arlington Municipal Airport:

- Seattle VOT (108.6 MHz): 38 NM south
- Seattle-Tacoma VOT (117.5 MHz): 43 NM south

Tactical Air Navigation (TACAN). There is one TACAN system near the Airport:

- Whidbey Island TACAN (113.8 MHz): 23 NM northwest

VHF Omnidirectional Range/Tactical Air Navigation (VORTAC). A VORTAC is a ground-based NAVAID which transmits high frequency signals at 360 degrees in azimuth oriented form magnetic north to measure the slant range distance from an aircraft to a NAVAID. A VORTAC can provide the capabilities of a VOR, TACAN, and DME all at one site. There are two VORTACs in the vicinity of the Airport:

- Seattle VORTAC (116.8 MHz): 44 NM south
- Whatcom VORTAC (113.0 MHz): 50 NM north

The FAA planned transition from ground-based to satellite-based navigational aids (NAVAIDS) is ongoing and has led to the removal of NDBs, VORs, and other facilities throughout the federal airspace system. The decommissioning of local federally-owned VORs and NDBs should be anticipated during the current 20-year planning period.

FBO and Flight Training Services

There is one business offering Fixed Based Operator (FBO) services and numerous businesses offering Aviation Service Operator (ASO) services at Arlington Municipal Airport. Arlington Flight Services offers flight training, aircraft rental, pilot supplies, maintenance, and fuel.

There are multiple businesses at Arlington Municipal Airport that offer various flight training services. Evergreen Soaring offers glider training, Northwest Light Sport offers ultralight training, and multiple businesses offer flight training (Arlington Flight Services, Mission Aviation Training Academy, and Hermanns Helicopters). There are also various businesses offering services in fuel, charter operations, aerial photography & survey services, aircraft maintenance & service, and kit planes sales & specialists.

Emergency Services

The Arlington Police Department provides emergency service and response to the Arlington Municipal Airport. The department consists of approximately 33 officers and is located about three miles northeast of the Airport. The North County Regional Fire Authority provides fire suppression, basic life support (BLS) and advanced life support (ALS), emergency medical services and transport, hazardous materials response, fire prevention, inspections, plan review, public education, wildland firefighting, rescue swimmer, and community resource paramedic. North County Fire Station #48 and is located west of the Airport on Airport Boulevard.

Landside Facilities

The landside elements section includes the landside facilities designed to support airport operations but not those dedicated to aircraft operations. This section of the existing conditions analysis includes a discussion of general aviation (GA) terminal areas, hangars/airport buildings, airport surface roads, vehicle parking, airport fencing, and utilities. **Figures 2-17** depicts the six primary GA development areas at Arlington Municipal Airport:

- Northwest Development Area (approximately 423 Acres)
- Northeast Development Area (approximately 155 Acres)
- Southwest Development Area (approximately 203 Acres)
- Southeast Development Area (approximately 143 Acres)
- Airport Industrial Park (approximately 111 Acres)
- Airport Business Park (approximately 149 Acres)

Figures 2-18 and 2-19 depict the Airport's east and west landside areas, which accommodate the majority of existing aeronautical use buildings and aprons.

APRONS AND TIEDOWNS

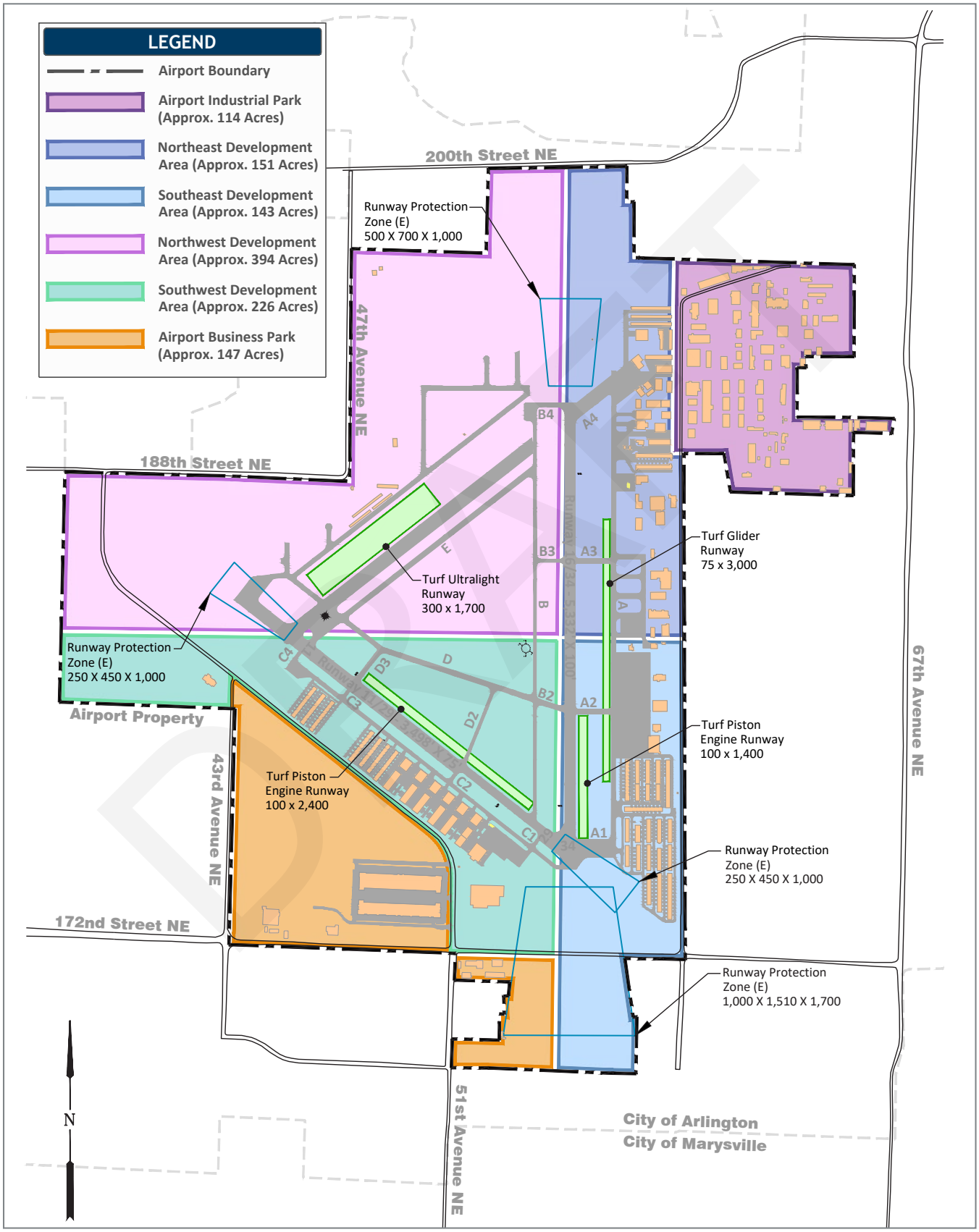
Arlington Municipal Airport has two primary aircraft parking aprons with approximately 110 tiedowns. The largest is the main apron, a concrete apron located east of Runway 16/34 adjacent to Taxiway A with direct access to Taxiway A and connector Taxiway A2. This apron can accommodate approximately 82 aircraft. In addition, glider trailing parking is located on a small apron and closed taxilane located north of the main apron with direct access to Taxiway A. The second apron area is the Southwest Ramp located adjacent to the approach end of Runway 29, with direct access to Taxiway C. This apron area can accommodate approximately 32 aircraft, as well as has a helipad with a fueling station for a medevac helicopter based at the Airport.

HANGARS/AIRPORT BUILDINGS

Arlington Municipal Airport accommodates an extensive amount of development including aircraft hangars and commercial buildings. In late 2024, the Airport accommodated a total of 77 hangar structures. This included 31 conventional hangars, 31 multi-unit T-hangars, and 19 other multi-unit hangars. Other buildings include commercial/industrial buildings, fuel storage facilities, a restaurant, airport administration buildings, maintenance buildings, and storage.

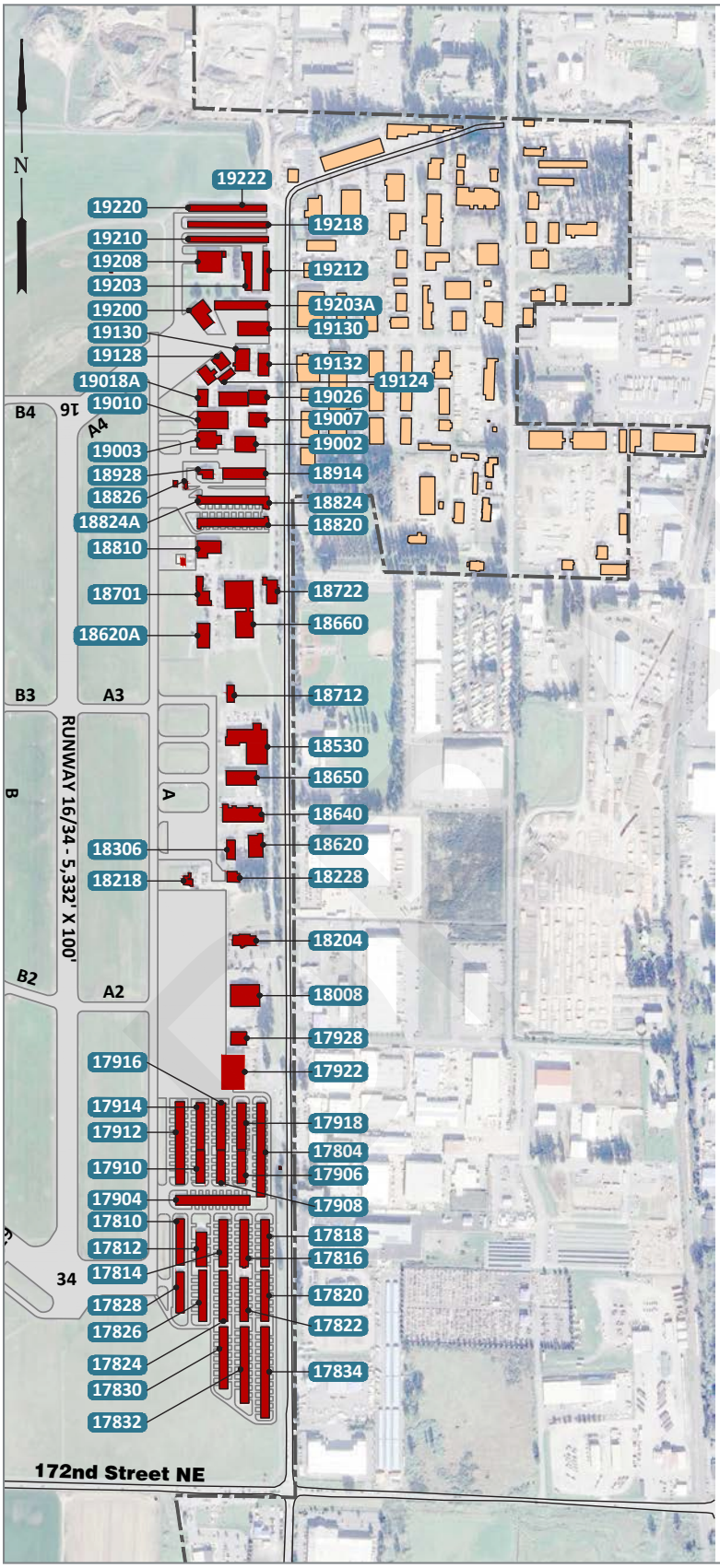
The total number of aircraft storage units at the Airport is approximately 647. **Table 2-11** summarizes the existing buildings and general use.

Figure 2-17: Airport Landside Facilities & Development Areas



Source: Century West Engineering

Figure 2-18: Arlington Municipal Airport Landside Facilities (East Buildings)

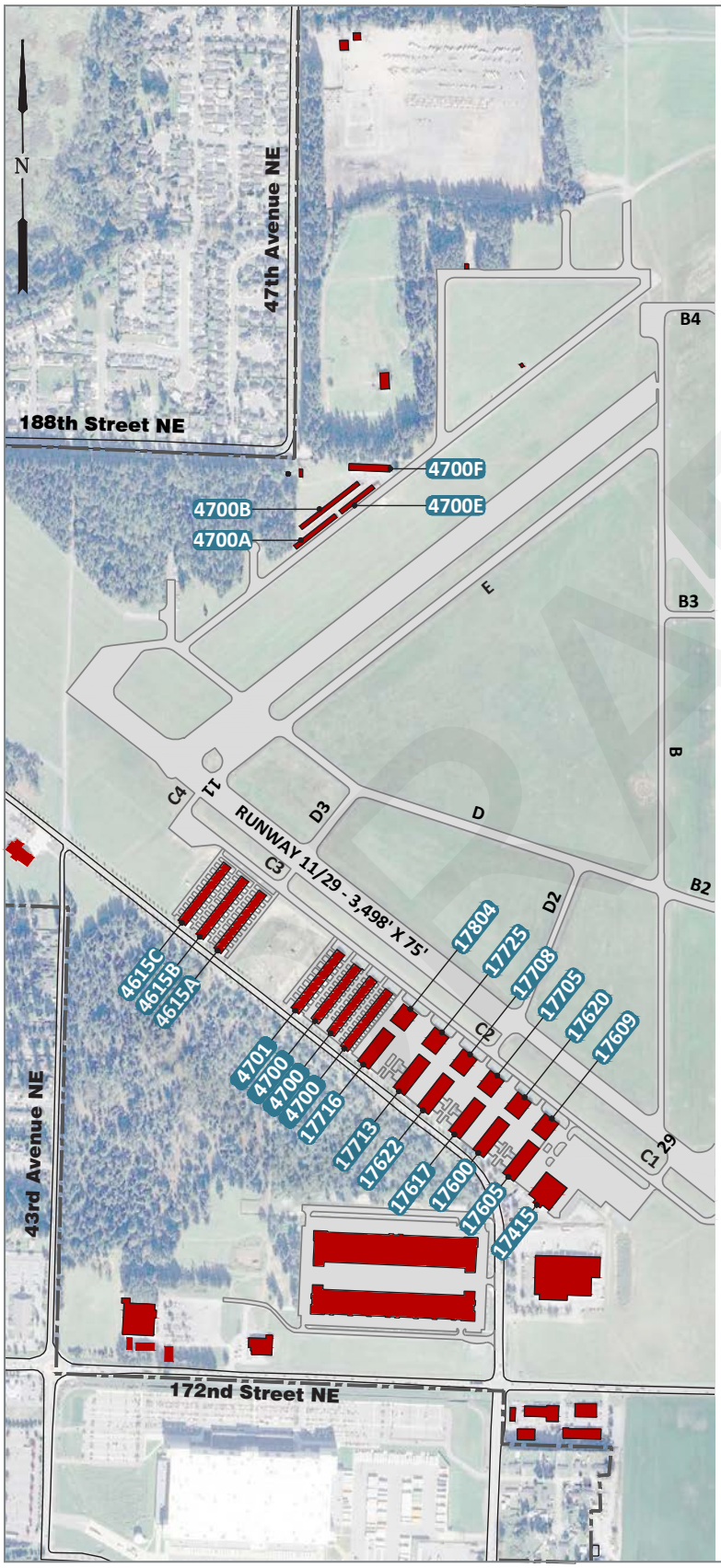


AIRPORT BUILDING LEGEND

Building No.	Lot No.	Building Name
17928	023	Abbatare Navy Hangar
18008	023	Abbatare Navy Hangar
18204	026	Airport Office
18218	027	Ellie's Restaurant
18228	028	Commemorative Air Force (28)
18306	30-A	Universal Aerospace Co. Inc.
18620	30-B	Pettit Int. (Universal Aerospace)
18640	032A	Quad Group
18650	032B	Aerocet-Hamilton Inv.
18530	033	JHG 18530 LLC
18712	034A	Wilsco
18620A	037	JJ King LLC.
18722	041	The Point Church Offices
18781	040	Stoddard Hamilton
18660	038	Stoddard Hamilton
18701	039	BOA (Hamilton Trust)
18810	044	Hangar
18820	045	N End AV. Homeport
18820	045	Wrangell Electronics
18824	046	GPS Surveying
18824A	046	
18826	047	Group 10 tract 10 (Flightline)
18928	048A	Vertex Aviation Services LLC (48A)
19003	050	Barbra Weston
19002	051	Mission Aviation Training Academy
19007	053	Advanced Classroom Tech.
19010	052	Eviation
19018	054	Private Hangar
19018A	054	Para-Phernalia
19124	056	Landing Gear Works
19026	055	Arlington Glass
19128A	057	Private Hangar
19128	057	Private Hangar
19130	058	Maxwell Propulsion System
19132	058	Hangar
19203A	060	Fliteline Condo Assn.
19203	060	Arlington Airport Assn.
19200	059	FHR Associates
19208	062	Wilchelsea 2000
19210	063	Condo Hangar
19212	063	Arlington Airport Assn.
19218	064	T-Hangar
19220	064	Moss Bay Aviation
19222	065	T-Hangar (Moss Bay Aviation)
17804	017	Viking Construction #4
17918	020	T-Hangar
17906	016	T-Hangar
17916	019	T-Hangar
17908	015	T-Hangar
17914	018	T-Hangar
17910	014	T-Hangar
17912	013	T-Hangar
17904	012	T-Hangar
17818	011	T-Hangar
17820	006	T-Hangar
17834	001C	T-Hangar
17816	010	T-Hangar
17822	005	T-Hangar
17832	001B	T-Hangar
17814	009	T-Hangar
17824	004	T-Hangar
17830	001A	T-Hangar
17812	008	T-Hangar
17826	003	T-Hangar
17810	007	T-Hangar
17828	002	T-Hangar
18914	049	Condo Hangar

Source: Century West Engineering

Figure 2-19: Arlington Municipal Airport Landside Facilities (West Buildings)



AIRPORT BUILDING LEGEND

Building No.	Lot No.	Building Name
17601	400	Hangar
17605	400	Erection Company
17600	400	Hangar
17617	401	ROGROC
17708	401	Hangar
17622	401	Hangar
4700A *	200A-200B	Ultralight Hangar
17725	402	Hangar
17713	402	Hangar
17804	402	Hangar
17716	402	Hangar
17415	399	Southwind Hangars
17705	401	JMI Monitoring, Mission Aviation Training Academy, Pacific Aerosport
4700B *	200A-200B	Ultralight Hangar
4700E *	200B	Ultralight Hangar
4700F *	200B	Arlington Fly-In Office, Aircore Aviation, Seattle Pawerchutes, LLC., Hiz Biz Weld & Repair, Lets Go Flying
17609	400	Airlift Northwest, North Country Upolstery Arlington Jet Service
17620	400	Morgan Aircraft Restoration
4615A	406	Hangar
4615B	406	Hangar
4615C	406	Hangar

* Sport Aviation Development Area

Source: Century West Engineering

Table 2-11: Hangars/Airport Buildings

Development Area	T-Hangar Buildings	T-Hangar Buildings SF	Conventional/ Commercial Hangar	Conventional/ Commercial Hangar SF	Multi-Unit Hangar	Conventional Multiple Aircraft SF	Other (business, office, etc.)	Other (business, office, etc.) SF	Total	Total SF
Northwest Development Area	0	0	0	0	4	33,246	6	10,734	10	43,980
Southwest Development Area	7	154,096	6	72,732	7	141,319	1	11,439	21	379,587
Northeast Development Area	2	40,531	18	196,795	8	110,617	14	124,271	42	472,214
Southeast Development Area	22	338,077	3	53,070	0	141,319	1	8,457	26	540,923
Airport Industrial Park	0	0	0	0	0	0	80	826,349	80	826,349
Airport Business Park	0	0	0	0	0	0	14	455,640	14	455,640
Total	31	532,704	27	322,598	19	426,501	116	1,436,891	193	2,718,693

Source: Century West Engineering – Aerial photo-based analysis, 2012 Arlington Municipal Airport Master Plan.

AIRPORT SURFACE ROADS

There are multiple public and tenant access points to the Airport. The airport office and main apron gate on the east side of the airfield are accessed directly via 59th Avenue NE. The main access gate to the southeast T-hangars is accessible via 59th Drive NE which connects to 59th Avenue NE. The northeast landside areas can be accessed via multiple roads from 59th Avenue NE. The west landside areas are accessed directly from 51st Avenue NE through gated access points. Access to the northeast industrial park areas is provided via numerous access roads that connect to 188th Street NE.

VEHICLE PARKING

Designated vehicle parking areas are adjacent to the airport office, the west tiedown ramp, the southeast T-hangar area, the north hangar area, and individual hangars in the northeast landside areas. Individual hangar tenants typically park adjacent to or in their hangars while flying; some parking lots are available for their use as well. The parking areas provide approximately 250 vehicle spaces; additional parking is provided in unmarked lots. Airport management reports that the existing vehicle parking capacity meets current needs.

AIRPORT FENCING

Arlington Municipal Airport has an extensive network of perimeter fencing designed to protect both airfield and landside areas. This fencing includes sections of a 6-foot chain link, a 6-foot chain link topped with three stands of barbed wire, and a 3-foot split rail with three strands of barbed wire. Access to the airfield is controlled through multiple gated entry points. A recent fencing project was completed that involved installing approximately one mile of 8-foot perimeter fencing with 3 strands of barbed wire south of the Runway 34 end.

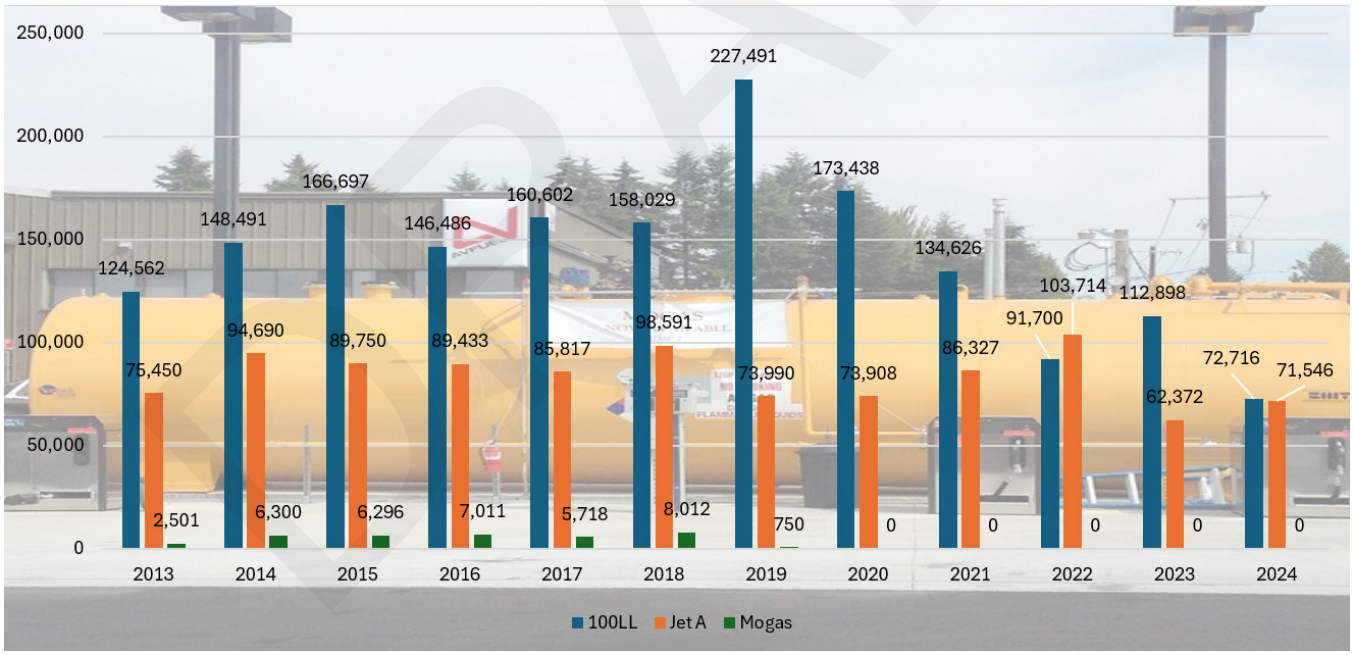
AIRCRAFT FUEL

Arlington Municipal Airport offers 100-octane low lead (100LL) aviation gasoline (AVGAS) and jet fuel (Jet-A) for commercial sale through its local fixed based operator (FBO) Arlington Flight Services (AFS). Some tenants maintain private fuel storage for their aircraft.

- AFS owns and maintains the airport's main fuel storage and dispensing system. The facilities include two 12,000-gallon above ground storage tanks (100LL and Jet A) and a 24-hour credit card payment system for self-fueling. The above ground fueling system is located adjacent to the AFS apron and FBO building. AFS also operates two mobile fuel trucks for Jet A and 100LL.
- Airlift Northwest (UW) has a single 5,000 gallon above ground fuel tank (Jet A), located on the northwest corner of the southwest tiedown apron to support their air ambulance aircraft.
- Flightstream operates a single 12,000 gallon above ground storage tank (Jet A) located north of the AFS apron for their aircraft.

Three underground storage tanks (UST) located north of AFS were decommissioned and removed after the 2012 master plan. The tanks stored AVGAS, jet fuel and auto gas. Recent historical fuel flowage data is summarized and depicted in **Figure 2-20**. An analysis of recent fueling activity will be provided in the aviation activity forecasts (Chapter 3).

Figure 2-20: Arlington Municipal Airport Fuel Flowage



Source: Airport Management Fuel Fee Report (2013-2024) and Photo – Arlington Flight Services

UTILITIES

The developed areas of the Airport are served by water, sewer, storm water drainage, natural gas, electric, telephone, and communications. The following text describes and **Figure 2-21** depicts the major utilities serving the Airport.

Water

Water services at the Airport are provided by the City of Arlington through an extensive system of service lines from several different sources. The airport's water system consists of 8- to 12-inch water lines that follow the west landside area north of Runway 11 and along Airport Blvd., and across the Runway 34 end to the east landside areas along 59th Ave NE, and throughout the non-aeronautical areas and landside areas.

The City of Arlington developed the 2015 Water System Comprehensive Plan to demonstrate the City's ability to provide potable water and address increased demand and system expansion. Arlington Municipal Airport is integral to the City's water system as it supplies about 5 percent of the City's total water supply through an onsite well.

The Airport is located on top of the Marysville Trough, an underground aquifer. The airport well was drilled in the 1940s when the Airport was owned and operated by the Military. When Airport ownership was transferred to the City in the 1960s, the well and water rights were included. The 2015 Water System Comprehensive Plan states that the well had collapsed multiple times in the 10 years prior. As a result, the pump was elevated to reduce the collection of sand in the pump. However, due to the raised elevation of the pump, the well's supply rate decreased from 580 gallons per minute (gpm) to approximately 220 gpm.

Sewer

Sanitary sewer services on the Airport are provided by the City of Arlington. The Airport's wastewater system consists of 6- to 15-inch pipes that are located throughout the airport landside areas. City of Arlington mapping depicts a 12-inch main sewer line running along 67th Avenue NE.

Stormwater

Arlington Municipal Airport stormwater runoff is managed through a system of surface channels, swales, and detention ponds.

Electric

Electrical service to the Airport is provided by the Snohomish County Public Utility District (SnoPUD). SnoPUD currently has three power substations serving the Airport and the surrounding areas. The Portage Substation is less than 1 mile northeast, the Edgecomb substation less than one mile south, and the Smokey Point Substation is about 3 miles southwest of the Airport. A combination of above and below ground power lines provide power from the substations to the developed landside areas on the Airport.

Gas

Natural gas service is provided by Cascade Natural Gas (CNG) through the Williams Pipeline. The Airport's natural gas system is comprised of 2-inch and 4-inch gas service lines in various landside areas. These lines are located adjacent to the main public roads accessing the Airport providing ample service to all existing development.

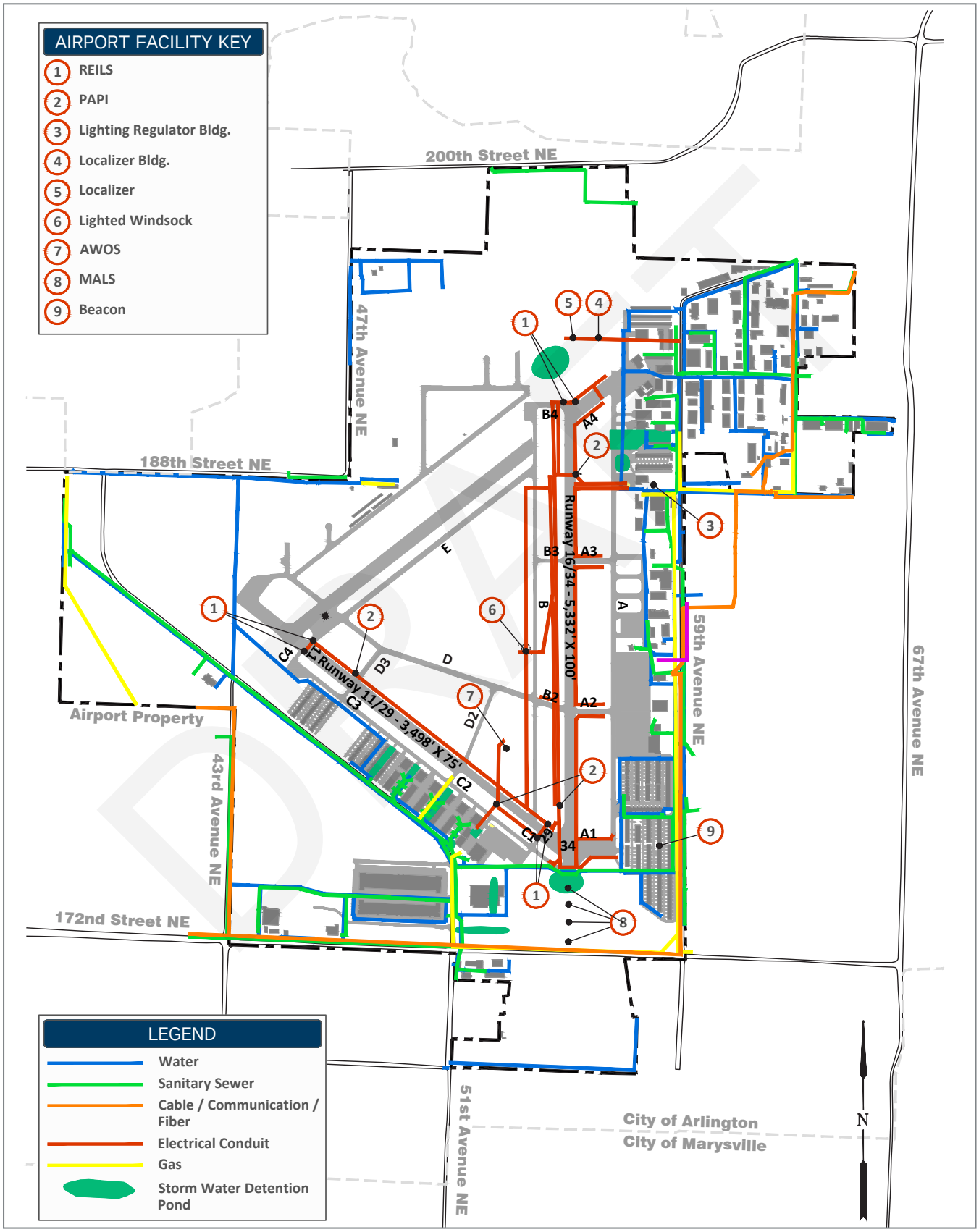
Fiber

City-owned fiber is installed within public right-of-ways around airport property. These lines are located along 172nd Street NE, 188th Street NE, and 63rd Avenue NE. In addition to the city-owned fiber, privately owned communication infrastructure is also in place adjacent to airport property.

Local Emergency Medical/Fire Services (EMS)

The Airport does not currently have onsite Aircraft Rescue and Fire Fighting (ARFF) facilities. Fire protection services for Arlington Municipal Airport are provided by the North County Regional Fire Authority from Fire Station No. 48 located in the Business Park west of Airport Blvd. Fire Station No. 48 is located adjacent to an access gate northwest of Runway 11, providing efficient access to the airfield in the event of an emergency.

Figure 2-21: Arlington Municipal Airport Utilities



Source: Century West Engineering

Airport Business Park

The Airport Business Park encompasses all airport owned parcels west of Airport Blvd and north of 172nd Street. Recent activity in the Airport Business Park include the development of two warehouses, each over 130,000 SF. Airport management reports that an additional five warehouses with office space totaling approximately 800,000 SF were approved in 2022 for development in the business park, but have yet to begin construction. The Airport provides business park tenants with access to utilities including water, electricity, and sanitary sewer. **Table 2-12** lists the current airport business park tenants.

Table 2-12: Arlington Municipal Airport Business Park Tenants

Airport Business Park Tenants	
J & B Hotel Partners LLC	Stilly Athletic Club
51172 Holdings LLC	Arlington School District (vsch)
William Tackett	Colbalt Development Inc
Sunny Goutam LLC	

Source: Airport Management

Airport Industrial Park

The Airport Industrial Park, east of 59th Avenue NE, totals approximately 105 acres and accommodates a significant amount of non-aeronautical industrial development. The Airport Industrial Park has 80 commercial buildings totaling more than 800,000 square feet. The Airport Industrial Park is served by existing water, electricity, and sanitary sewer utilities. **Table 2-13** lists the current industrial park tenants. Airport management reports that the existing Airport Industrial park is nearing capacity.

Table 2-13: Arlington Municipal Airport Industrial Park Tenants

Airport Industrial Park Tenants (December 2024)		
E&M Partners	19417 63R LLC	S.C. IV, LLc (Flight Form Cases)
Curt Fagan (K& C Enterprises)	Inov8v Marine	Letas Top Shop, LLC
General Storefronts	Midnite Solar	Cascade Elevator
Aeroform	Saje	KLM Custom Sash
Midland Investments	Seahorse Boats	Momentum Manufacturing
Wright Designs, LLC (DBA Momentum VANS)	(Circle Heart/Nasty Jacks) WA Weed LLC	Reprocessing Solutions, LLC
MacKenzie Casting	Deep Sea Products	Sway Mechanika LLC
Gleneil Diversified	Gong Investments	Fire Station
Excell	2BRND LLC	Washington Culvert
Superior	SJSCO Holdings LLC	Food Bank (land)
MacKenzie Casting	JB Sandblasters	M&O Storage
Gleneil Diversified	David Dowd	Still.Valley Genealogical Society
BCB	School District/Petrocard (bus)	Westar Medical Products, Inc
IFH	Westar	Emerald Industrial Center
Gong Investments	Top Secret Coatings	

Source: Airport Management

Cascade Industrial Center

The Cascade Industrial Center (CIC) is a special development district, spanning over 4,000 acres located along I-5 and encompassing parts of Arlington and Marysville, including the Airport. The formation of the CIC was finalized in 2019 by the Puget Sound Regional Council's Executive Board. The CIC offers multiple local government tax incentives to encourage economic development.

Airport Administration

The Airport Administration section provides a summary of airport ownership & management, airport finance, Rates and charges, and an overview of FAA grant assurances and compliance.

AIRPORT OWNERSHIP AND MANAGEMENT

Arlington Municipal Airport is owned by the City of Arlington and operated as a standalone department reporting to the Mayor's Office and City Council. Staffing for managing and maintaining the Airport's facilities is provided by the City of Arlington.

City of Arlington Airport management staffing currently consists of six full time equivalent (FTE) positions (see **Figure 2-22)**. Part time, seasonal, and contract employees are used on an as-needed basis.

Figure 2-22: Airport Management Staff

Source: City of Arlington 2025-2026 Adopted Budget

Additional city staff provides finance, legal, human resources, information technology, and administration services for the Airport. Airport lessees are responsible for managing their facilities and leased areas to meet the requirements defined in their leases and the Airport's rules and regulations document.

AIRPORT FINANCE

The Airport's finances are managed through three City of Arlington enterprise funds which include the Airport Operating Fund, Airport Reserve, and the Capital Improvement Program (CIP) fund. The Airport Operating Fund tracks expenses and revenues accumulated annually. The Airport reserve fund is used to accumulate excess operating revenues from the airport's operating fund. Funds from the Airport Reserve Fund are used for future capital projects or to be used to meet grant matching requirements. The airport CIP fund accounts for capital improvement projects at the airport, primarily funded through FAA grants, WSDOT grants, and transfers from the Airport Reserve Fund. The CIP and reserve fund balances may fluctuate significantly year-over-year depending on the status of project grants and expenditures.

An enterprise fund is required by FAA to prevent revenue diversion from airport operations to general city services. The primary revenue generating sources for the Airport include hangar and ground lease rent and fuel sales. The primary expenditures for the Airport include airport administration and maintenance. Staff support for human resources, finance, and legal services are provided by City internal service departments. The Airport's capital improvement projects are typically funded through FAA grants with a local (Airport Enterprise Fund) match that may be supplemented with WSDOT grants.

The 2021-2026 Airport Operating Fund is summarized in **Table 2-14**. The ability of an airport to operate with a surplus demonstrates a healthy balance between revenue generation and costs including critical investment in capital facilities. From 2021 to 2023 the Airport has maintained an operations surplus and is projected to continue to do so in the 2026 budget.

Table 2-14: Airport Operating Fund

Account Title	2021 Actual	2022 Actual	2023 Actual	2024 Budget	2025 Budget	2026 Budget
Total Revenue	4,674,818	4,771,508	4,601,985	4,991,697	4,930,373	5,460,881
Total Expenses	3,897,343	4,470,317	4,367,427	4,667,630	4,268,689	5,132,785
Net Profit/Loss	**777,477**	**301,191**	**234,558**	**324,067**	**661,684**	**328,096**

Source: Airport Management

FAA COMPLIANCE OVERVIEW

A management program based on the FAA's "Planning for Compliance" guidance and the adoption of additional airport management "Best Practices" is recommended to address FAA compliance requirements and avoid noncompliance, which could have significant consequences.

Airport management "Best Practices" are developed to provide timely information and guidance related to good management practices and safe airport operations for airport managers and sponsors. The practices outlined herein are designed for use by the Airport for evaluating and improving their current and future operation and management program.

Airport sponsors must comply with various federal obligations through agreements and/or property conveyances, outlined in *FAA Order 5190.6B, Airport Compliance Manual*. The contractual federal obligations a sponsor accepts when receiving federal grant funds or transfer of federal property can be found in a variety of documents including:

- Grant agreements issued under the Federal Airport Act of 1946, the Airport and Airway Development Act of 1970, and Airport Improvement Act of 1982. Included in these agreements are the requirements for airport sponsors to comply with:
  - » Grant Assurances;
  - » Advisory Circulars;
  - » Application commitments;
  - » FAR procedures and submittals; and
  - » Special conditions.
- Surplus airport property instruments of transfer;
- Deeds of conveyance;
- Commitments in environmental documents prepared in accordance with FAA requirements; and
- Separate written requirements between a sponsor and the FAA.

Washington State Aviation Laws

The Washington State Department of Transportation (WSDOT) oversees aviation regulations through the Revised Code of Washington (RCW) and Washington Administrative Code (WAC). A summary of Washington aviation regulations is provided below.

Washington Administrative Code (WAC)

WAC 468-250 – State Airport Rules

- Establishes the responsibilities and functions of the WSDOT Aviation Division, including the development and maintenance of public airports, and the promotion of aviation safety and education.

WAC 468-260 – Airport Aid Program Grant Assurances

- Details the procedures and criteria for the allocation of state funds to public airports for development and improvement projects.

Revised Code of Washington (RCW)

RCW 47.68 – Aeronautics

- Covers the general provisions related to aeronautics, including the establishment of the WSDOT Aviation Division, aircraft operation standards, and the coordination of aeronautical activities.

RCW 14.08 – Municipal Airports

- Provides for the creation and administration of municipal airports, including their powers and financial management.

RCW 14.12 – Airport Zoning

- Addresses zoning regulations to protect airport operations and ensure land use compatibility.

RCW 82.42 – Aircraft Fuel Tax

- Imposes taxes on aircraft fuel and outlines the distribution and use of the collected funds for aviation-related purposes

Airport Compliance with Grant Assurances

As a recipient of both federal and state airport improvement grant funds, the airport sponsor is contractually bound to various sponsor obligations referred to as "Grant Assurances," developed by FAA and the state. These obligations, presented in detail in federal and state grants and state statute and administrative codes, document the commitments made by the airport sponsor to fulfill the intent of the grantor (FAA and state) required when accepting federal and/or state funding for airport improvements. Failure to comply with the grant assurances may result in a finding of noncompliance and/or forfeiture of future funding. Grant assurances and their associated requirements are intended to protect the significant investment made by the FAA and State to preserve and maintain the nation's airports as a valuable national transportation asset, as mandated by Congress.

FAA Grant Assurances

The FAA's Airport Compliance Program defines the interpretation, administration, and oversight of federal sponsor obligations contained in grant assurances. The Airport Compliance Manual defines policies and procedures for the Airport Compliance Program. Although it is not regulatory or controlling regarding airport sponsor conduct, it establishes the policies and procedures for FAA personnel to follow in carrying out the FAA's responsibilities for ensuring compliance by the sponsor.

The Airport Compliance Manual states the FAA Airport Compliance Program is: *"...designed to monitor and enforce obligations agreed to by airport sponsors in exchange for valuable benefits and rights granted by the United States in return for substantial direct grants of funds and for conveyances of federal property for airport purposes. The Airport Compliance Program is designed to protect the public interest in civil aviation. Grants and property conveyances are made in exchange for binding commitments (federal obligations) designed to ensure that the public interest in civil aviation will be served. The FAA bears the important responsibility of seeing that these commitments are met. This order addresses the types of commitments, how they apply to airports, and what FAA personnel are required to do to enforce them."*

According to the FAA, cooperation between the FAA, state, and local agencies should result in an airport system with the following attributes:

- Airports should be safe and efficient, located at optimum sites, and be developed and maintained to appropriate standards;
- Airports should be operated efficiently both for aeronautical users and the government, relying primarily on user fees and placing minimal burden on the general revenues of the local, state, and federal governments;
- Airports should be flexible and expandable, able to meet increased demand and accommodate new aircraft types;
- Airports should be permanent, with assurance that they will remain open for aeronautical use over the long-term;
- Airports should be compatible with surrounding communities, maintaining a balance between the needs of aviation and the requirements of residents in neighboring areas;
- Airports should be developed in convert with improvements to the air traffic control system;
- The airport system should support national objectives for defense, emergency readiness, and postal delivery;
- The airport system should be extensive, providing as many people as possible with convenient access to air transportation, typically not more than 20 miles of travel to the nearest NPIAS airport; and

- The airport system should help air transportation contribute to a productive national economy and international competitiveness.
- The airport sponsor should have a clear understanding of and comply with all assurances. The following sections describe the selected assurances in more detail.

Project Planning, Design, and Contracting

Sponsor Fund Availability (Assurance #3)

Once a grant is given to the airport sponsor, the sponsor commits to providing the funding to cover their portion of the total project cost. Currently this amount is ten percent of the total eligible project cost, although it may be higher depending on the particular project components or makeup. Once the project has been completed, the receiving airport also commits to having adequate funds to maintain and operate the airport in the appropriate manner to protect the investment in accordance with the terms of the assurances attached to and made a part of the grant agreement.

Consistency with Local Plans (Assurance #6)

All projects must be consistent with city and county comprehensive plans, transportation plans, zoning ordinances, development codes, and hazard mitigation plans. The airport sponsor should familiarize themselves with local planning documents before a project is considered to ensure that all projects follow local plans and ordinances.

Accounting System Audit and Record Keeping (Assurance #13)

All project accounts and records must be made available at any time. Records should include documentation of costs, how monies were spent, funds paid by other sources, and any other financial records associated with the project. Any books, records, documents, or papers that pertain to the project should be available at all times for an audit or examination.

General Airport Assurances

Good title (Assurance #4)

The airport sponsor must have a Good Title to affected property when considering projects associated with land, building, or equipment. Good Title means the sponsor can show complete ownership of the property without any legal questions or show it will soon be acquired.

Preserving Rights and Powers (Assurance #5)

No actions are allowed, which might take away any rights or powers from the sponsor, which are necessary for the sponsor to perform or fulfill any condition set forth by the assurance included as part of the grant agreement.

Airport Layout Plan (ALP) (Assurance #29)

The airport sponsor should maintain an up-to-date ALP, which should include current and future property boundaries, existing facilities/structures, locations of non-aviation areas, and existing and proposed improvements. FAA requires proposed improvements to be shown on the ALP to be eligible for FAA funding. If changes are made to the airport without authorization from the FAA, the FAA may require the airport to change the alternation back to the original condition or jeopardize future grant funding.

Disposal of Land (Assurance #31)

Land purchased with the financial participation of an FAA Grant cannot be sold or disposed of by the airport sponsor at their sole discretion. Disposal of such lands are subject to FAA approval and a definitive process established by the FAA. If airport land is no longer considered necessary for airport purposes, and the sale is authorized by the FAA, the land must be sold at fair market value. Proceeds from the sale of the land must either be repaid to the FAA or reinvested in another eligible airport improvement project.

Airport Operations and Land Use

Pavement Preventative Maintenance (Assurance #11)

Since January 1995, the FAA has mandated that it will only give a grant for airport pavement replacement or reconstruction projects if an effective airport pavement maintenance-management program is in place. The Washington State Department of Transportation–Aviation Division maintains an FAA-approved statewide Airport Management system (APMS) for selected Washington airports that prepares and updates pavement reports for individual airports. These reports identify the maintenance of all pavements funded with federal financial assistance and provides a pavement condition index (PCI) rating (0 to 100) for various sections of aprons, runways, and taxiways and a weighted a score for overall airport pavements.

Operations and Maintenance (Assurance #19)

All federally funded airport facilities must operate at all times in a safe and serviceable manner and in accordance with the minimum standards as may be required or prescribed by applicable Federal, State, and Local agencies for maintenance and operations.

Compatible Land Use (Assurance #21)

Land uses around an airport should be planned and implemented in a manner that ensures surrounding development and activities are compatible with the airport. The Airport is located inside the city limits. The airport sponsor (City) should work with adjacent jurisdiction land use authorities to ensure that zoning laws are in place to protect the Airport from incompatible land uses. Incompatible land uses around airports represent one of the greatest threats to the future viability of airports.

Day-To-Day Airport Management

Economic Non-Discrimination (Assurance #22)

Any reasonable aeronautical activity offering service to the public should be permitted to operate at the airport as long as the activity complies with airport established standards for that activity. Any contractor agreement made with the airport will have provisions making certain the person, firm, or corporation will not be discriminatory when it comes to services rendered including rates or prices charged to customers.

Exclusive Rights (Assurance #23)

No exclusive right for the use of the Airport by any person providing, or intending to provide, aeronautical services to the public. However, an exception may be made if the airport sponsor can prove that permitting a similar business would be unreasonably costly, impractical, or result in a safety concern, the sponsor may consider granting an exclusive right.

Leases And Finances

Fee and Rental Structure (Assurance #24)

An airport's fee and rental structure should be implemented with the goal of generating enough revenue from airport related fees and rents to become self-sufficient in funding the day-to-day operational needs. Airports should update their fees and rents on a regular basis to meet fair market value, often done through an appraisal or fee survey of nearby similar airports. Common fees charged by general aviation airports include fuel flowage fees, tie-down fees, landing fees, and hangar or ground lease rents.

Airport Revenue (Assurance #25)

Revenue generated by airport activities must be used to support the continued operation and maintenance of the Airport. Use of airport revenue to support or subsidize non-aviation activities or to fund other departments who are not using the funds for airport specific purposes is not allowed and is considered revenue diversion. Revenue diversion is a significant compliance issue for FAA.

For additional information on FAA Grant Assurances, please visit https://www.faa.gov/airports/aip/grant_assurances/#current-assurances.