



# Arlington Municipal Airport

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## Airport Master Plan

Planning Advisory Committee Meeting #2  
June 24<sup>th</sup>, 2025





# Meeting Agenda

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- Introductions
- Project Schedule
- AGIS Update
- Existing Conditions Overview
  - Socio-Economic Data
  - Airside/Landside
  - Pavement Conditions
  - Part 77
  - Land Use & Traffic Patterns
- Forecast of Aviation Activities
  - Based Aircraft & Operations
- Design Aircraft Review
- Looking Ahead





# Project Team – Century West & DOWL



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Planner  
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# Subconsultant Team



Advanced Air Mobility (AAM)  
Vertiport Siting  
Sustainable Aviation Fuels (SAF)



Cultural Resources Review



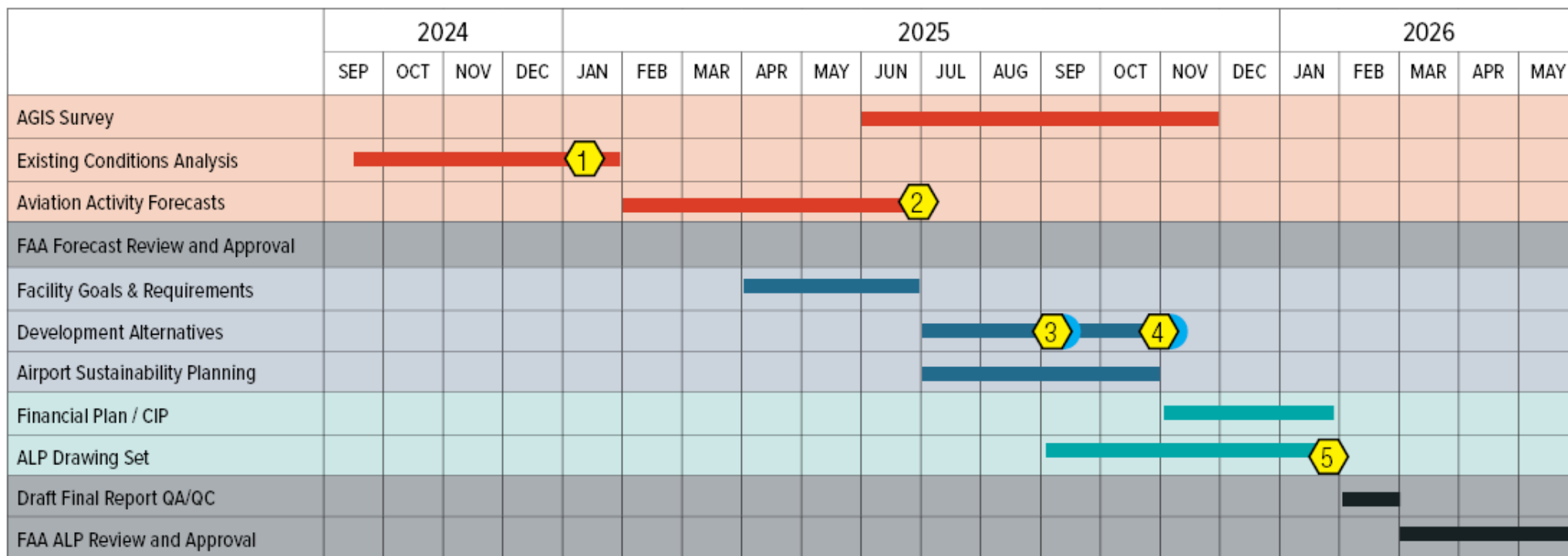
Air Traffic Control Tower Siting



AGIS Survey



# Project Schedule



Develop Understanding

Explore Solutions

Implementation

FAA Review and Approval

PAC Meetings

Public Open House

PAC Meeting Summary

Project Introduction & Airport  
Master Plan Process

PAC Meeting Summary

Airport Existing Conditions and  
Aviation Forecasts

PAC Meeting Summary

Facility Requirements and  
Development Alternatives

PAC Meeting Summary

Preferred Alternative

PAC Meeting Summary

Airport Layout Plan (ALP)  
Capital Improvement Plan (CIP)

Note: This is a living project schedule and will be updated as the project progresses.





# AGIS Update



- AGIS aerial imagery was acquired on June 3<sup>rd</sup>, 2025
- Ground survey is currently underway
- Expect final data deliverable late this summer



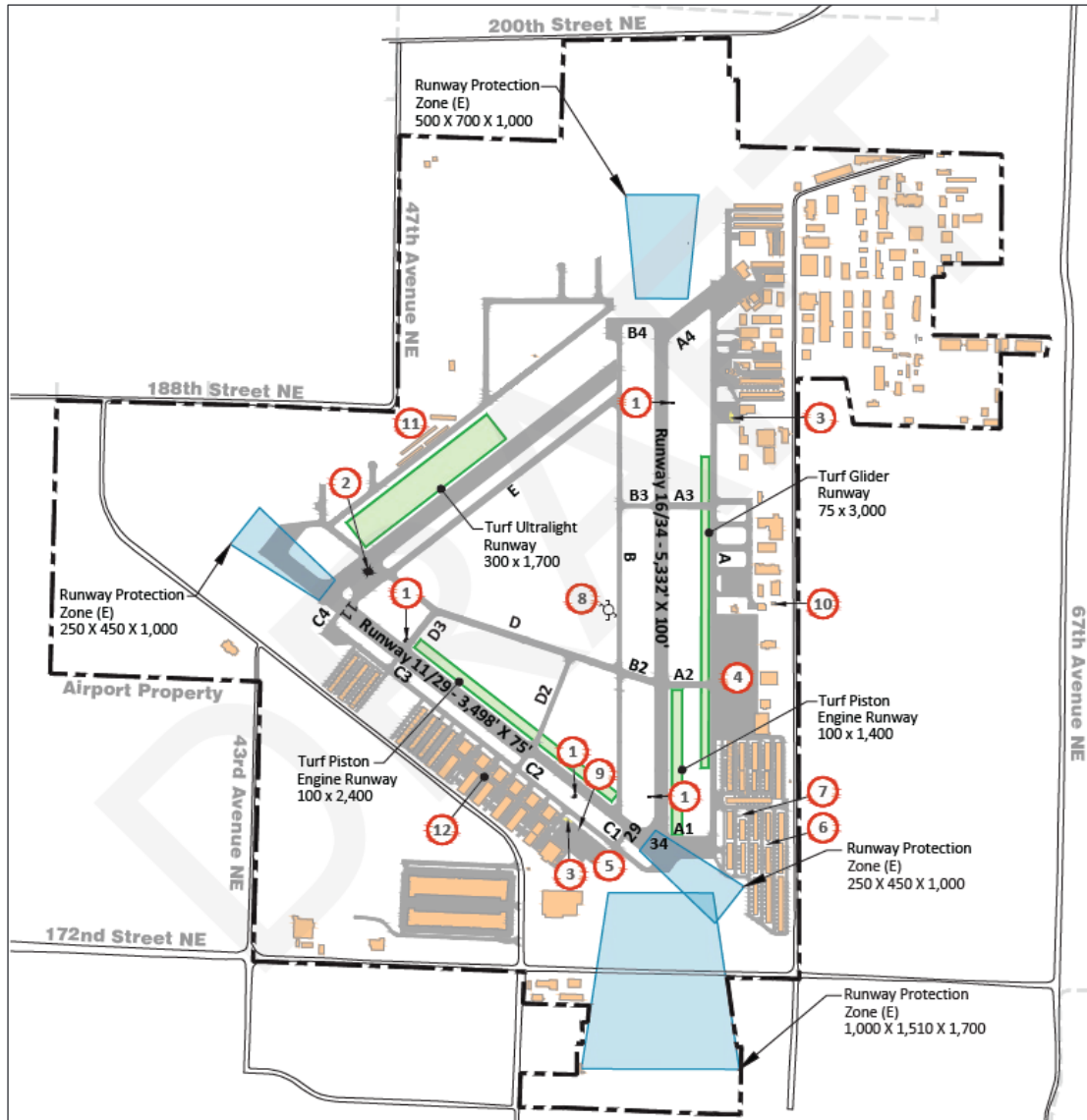
# Socioeconomic Highlights

Recent Historical Activity (2013-2024) since the last airport master plan was completed:

- Local population has increased
  - Arlington: +28%; 2.3% avg. annual growth
  - Snohomish County: +18%; 1.5% avg. annual growth
- Economic output (GDP) in Snohomish County is stable and growing
  - Nearly 30% net increase (in 2012 dollars)
  - 2.6% avg. annual growth (2013-2024)



# Existing Airport Layout



	RWY 16/34	RWY 11/29
Dimensions	5332 ft. x 100 ft.	3498 ft. x 75 ft.
Bearing (true)	179°/359°	127°/307°
Effective Gradient	0.00257	0.00089
Surface Condition	Asphalt/Excellent	Asphalt/Excellent
Weight Bearing Capacity	114,000 lbs (SWG) 150,000 lbs (DWG)	32,000 lbs (SWG) 34,000 lbs (DWG)
Markings	NPI/Visual	Visual
Lighting	MIRL	None
Signage	Lighted mandatory instruction signs	Lighted mandatory instruction signs

## AIRPORT FACILITY KEY

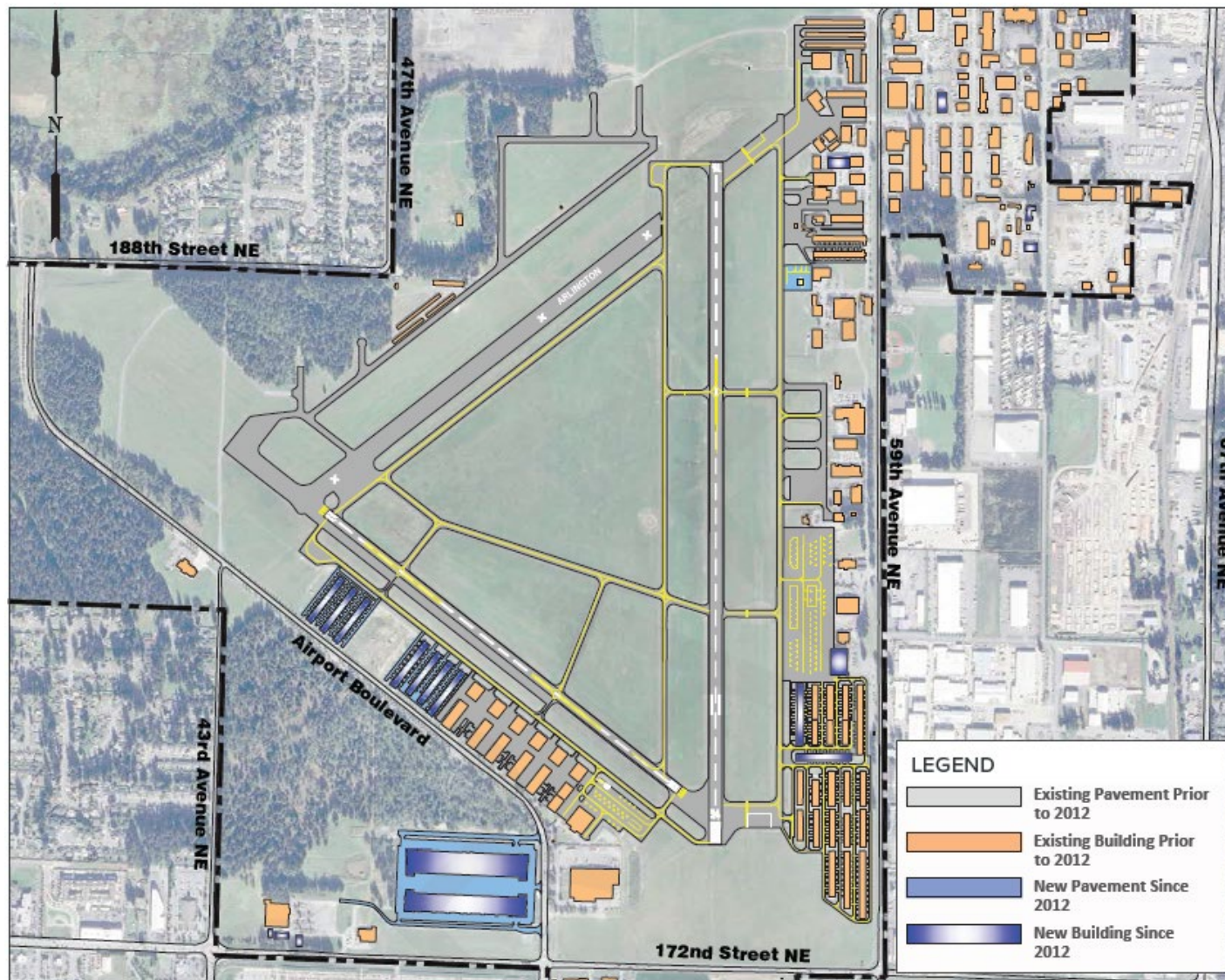
- 1 Papi - 2 Lights
- 2 Compass Rose
- 3 Fuel
- 4 East Ramp
- 5 West Ramp
- 6 Beacon
- 7 Wash Rack
- 8 Lighted Windcone and Segmented Circle
- 9 Medevac Parking
- 10 Airport Well
- 11 Sport Aviation Dev. Area
- 12 Business Aviation Dev. Area

**AIRPORT REMARKS:** Attended Mon–Fri 1600–0100Z†. Fuel, phone 360–435–5700 for after hrs svc. 100LL fuel avbl 24 hr credit card svc. Alternate phone number for arpt: 360–403–3470. Wildlife on and invof arpt. Winter wx ops and reporting Monday–Fri 1600–0100Z†. Rwy 34 calm wind rwy. Glider ops at arpt daily. Glidr turf parl east of Rwy 16–34, full len dimensions 4000 x 145 ft. Rwy 11–29 turf lctd btn D2 and D3 dimensions 1400 x 100 ft. Ultralight and powered parachute ops daily west of Rwy 16–34. Occasional hot air balloon activity. TPA—1200(1058). TPA for ultralights 542(400), helicopters 642(500). For addnl details & rules on local procs call 360–403–3470.





# Airport Development – Since 2012



## LEGEND

- Existing Pavement Prior to 2012
- Existing Building Prior to 2012
- New Pavement Since 2012
- New Building Since 2012

## LEGEND

- Existing Pavement Prior to 2012
- Existing Building Prior to 2012
- New Pavement Since 2012
- New Building Since 2012

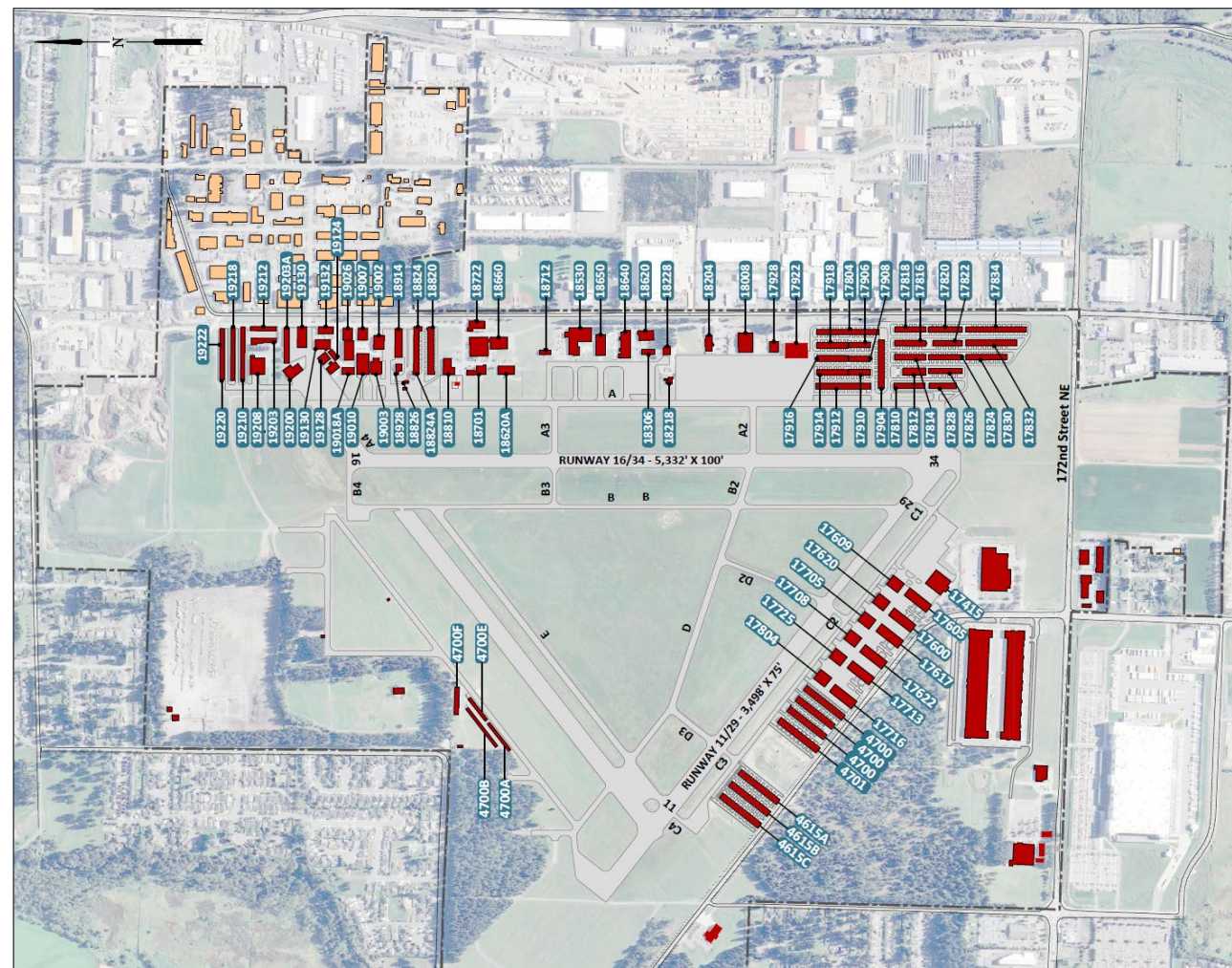




# Airport Development – Taxiway A Improvements



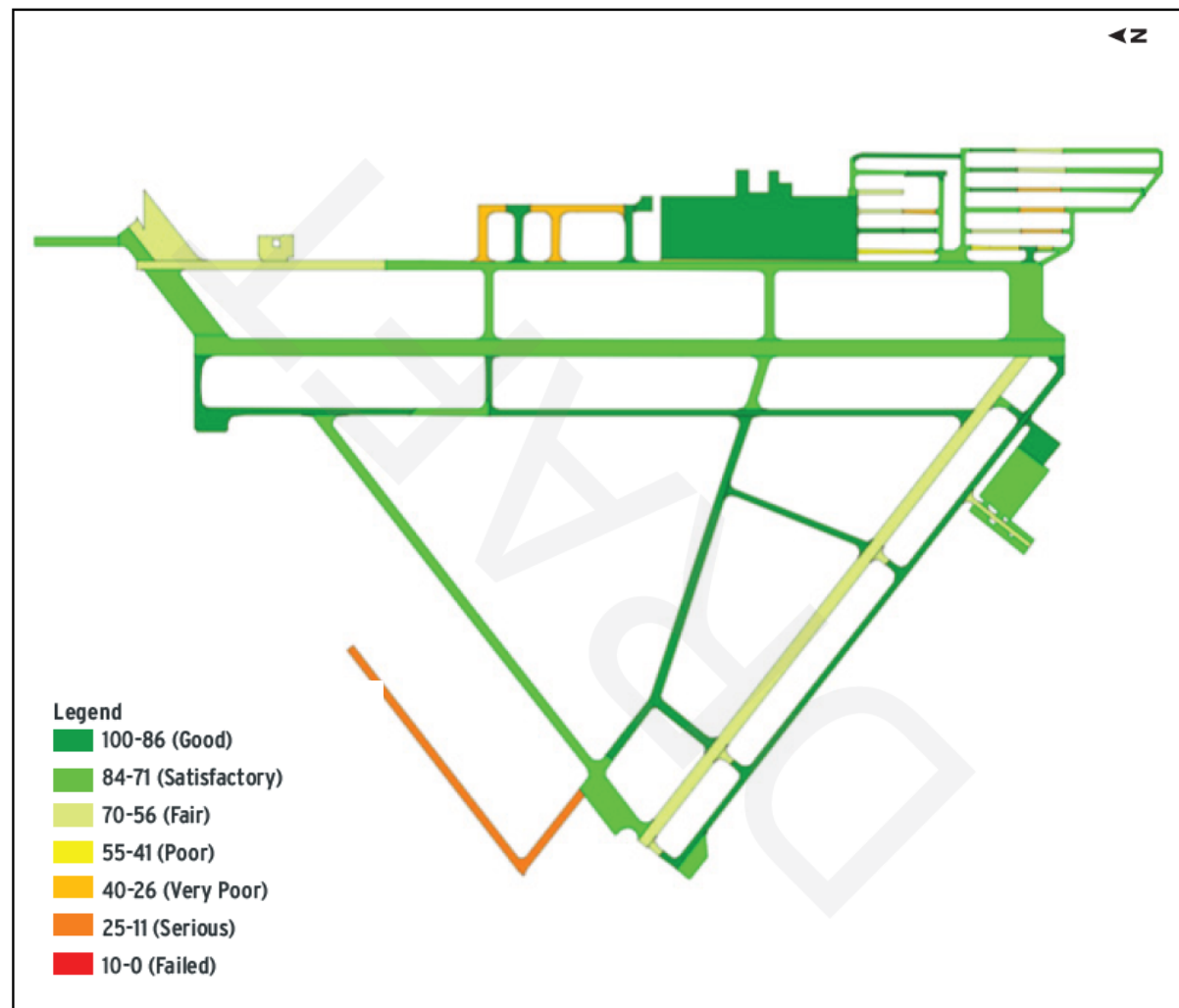








# Existing Conditions – Pavement Condition

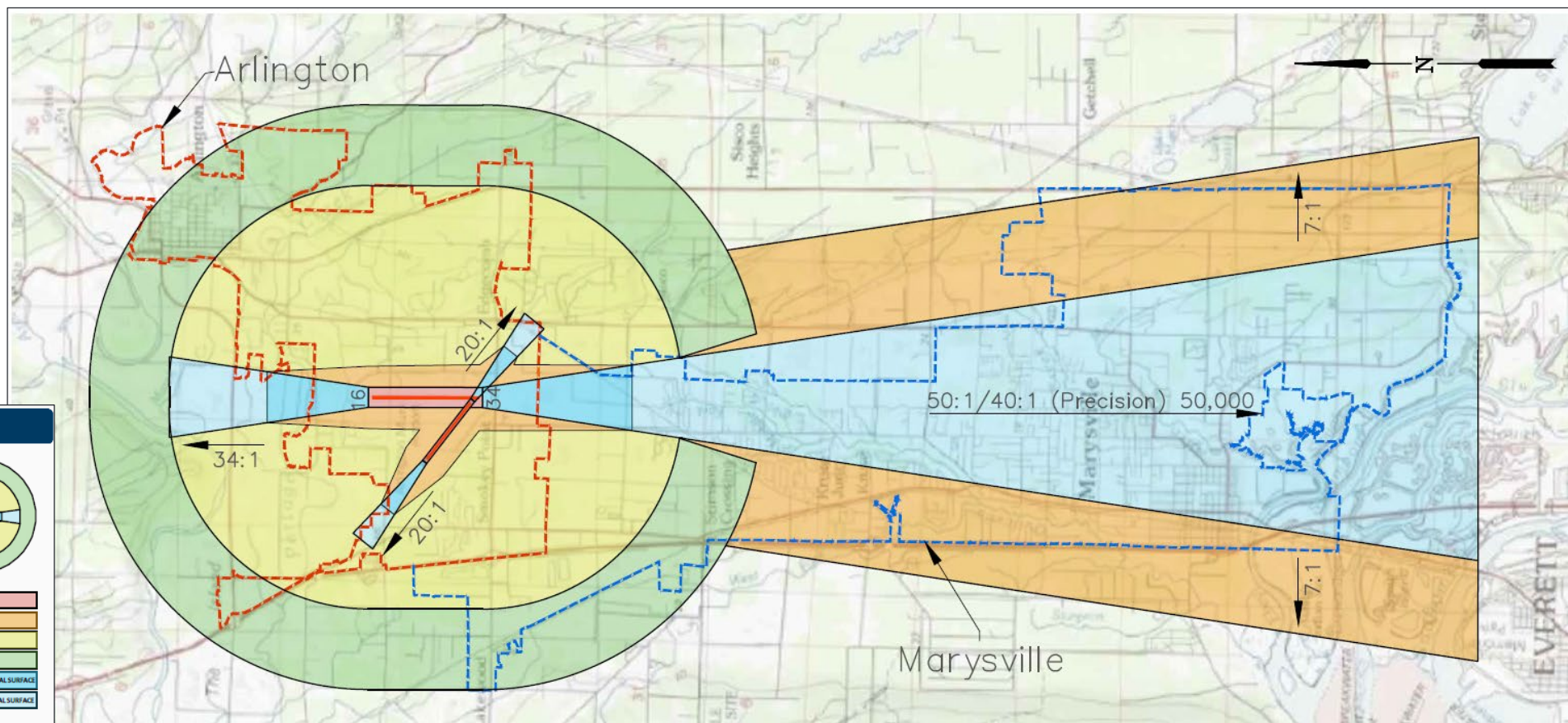
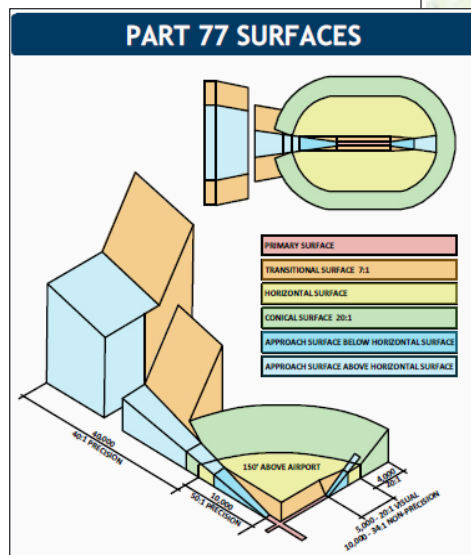


**2018 Inspection**

*2024 WSDOT  
inspection data will  
be available in 2025*

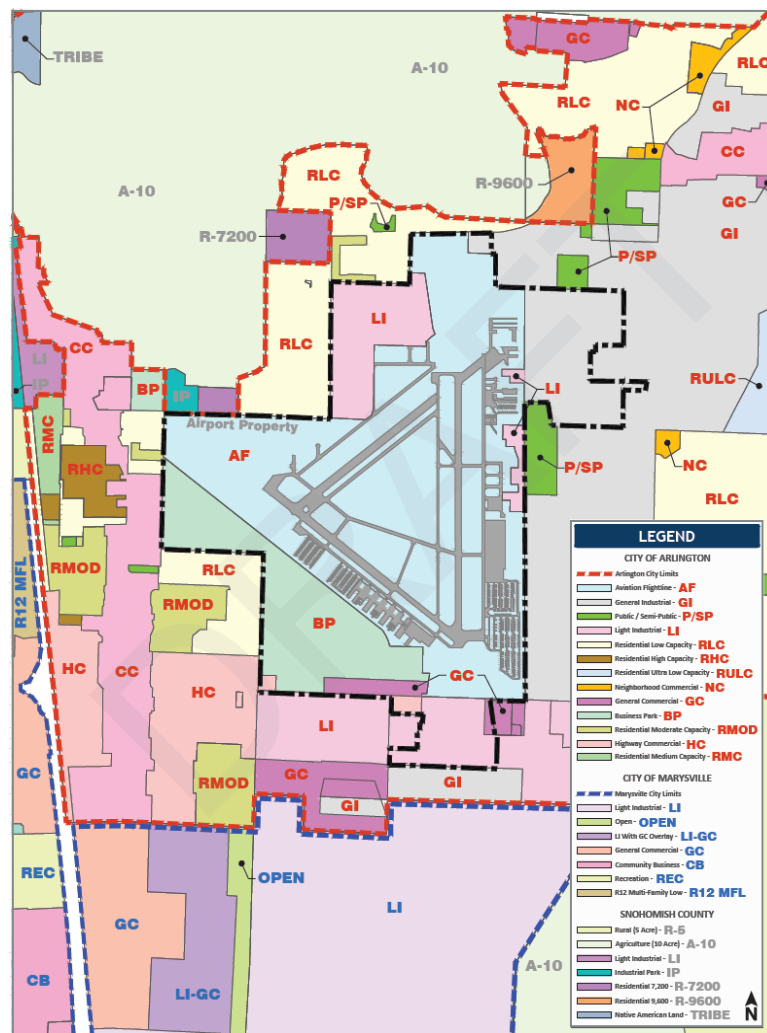


# 14 CFR Part 77 Airspace (2012 ALP)

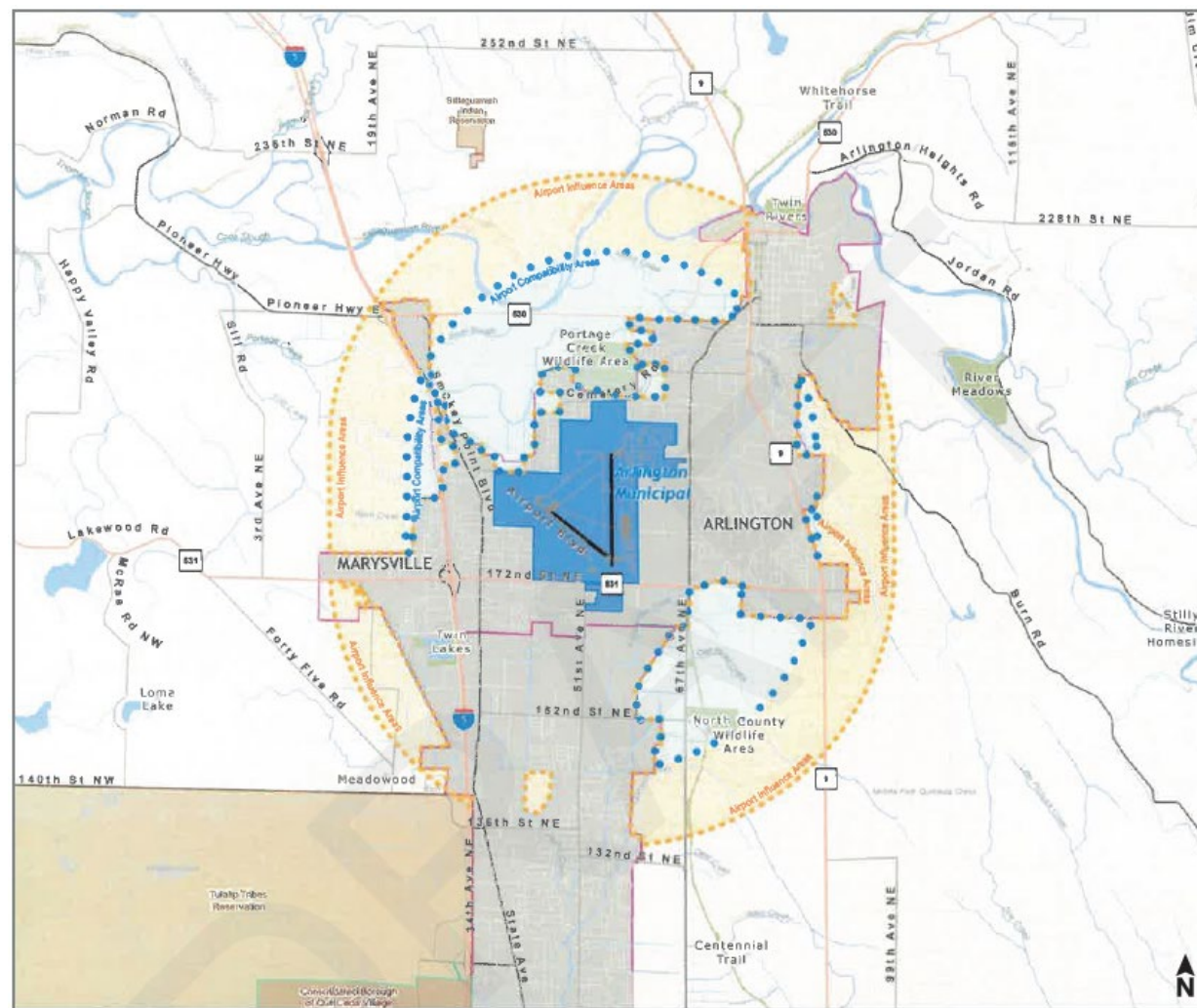




# Existing Conditions – Zoning



Current Zoning

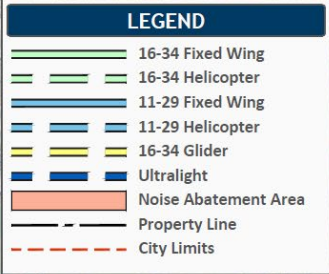
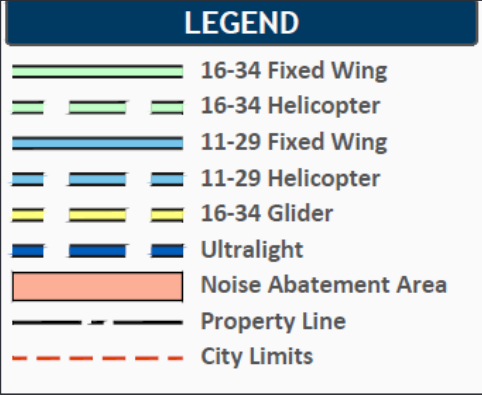
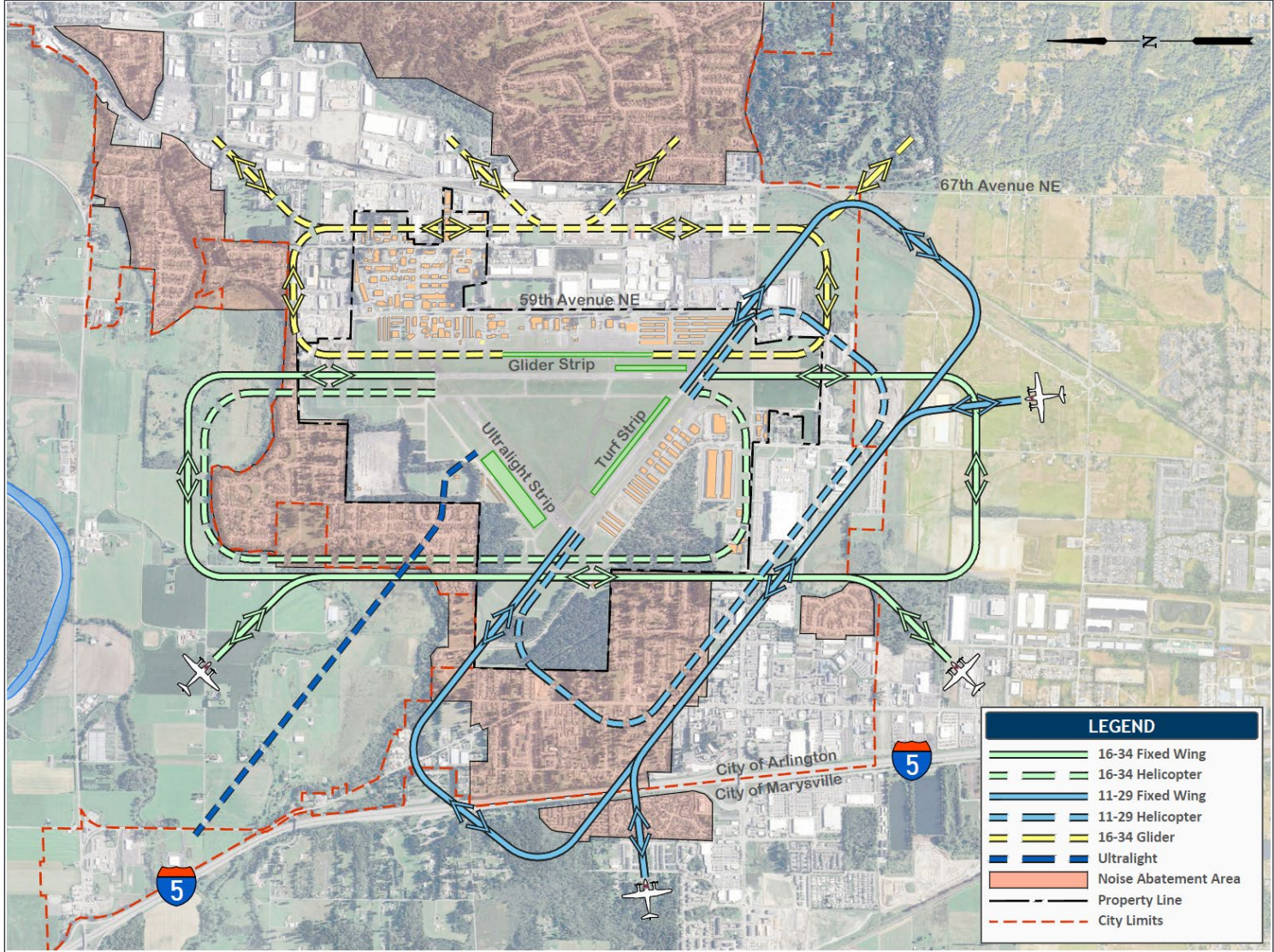


Snohomish County Overlay



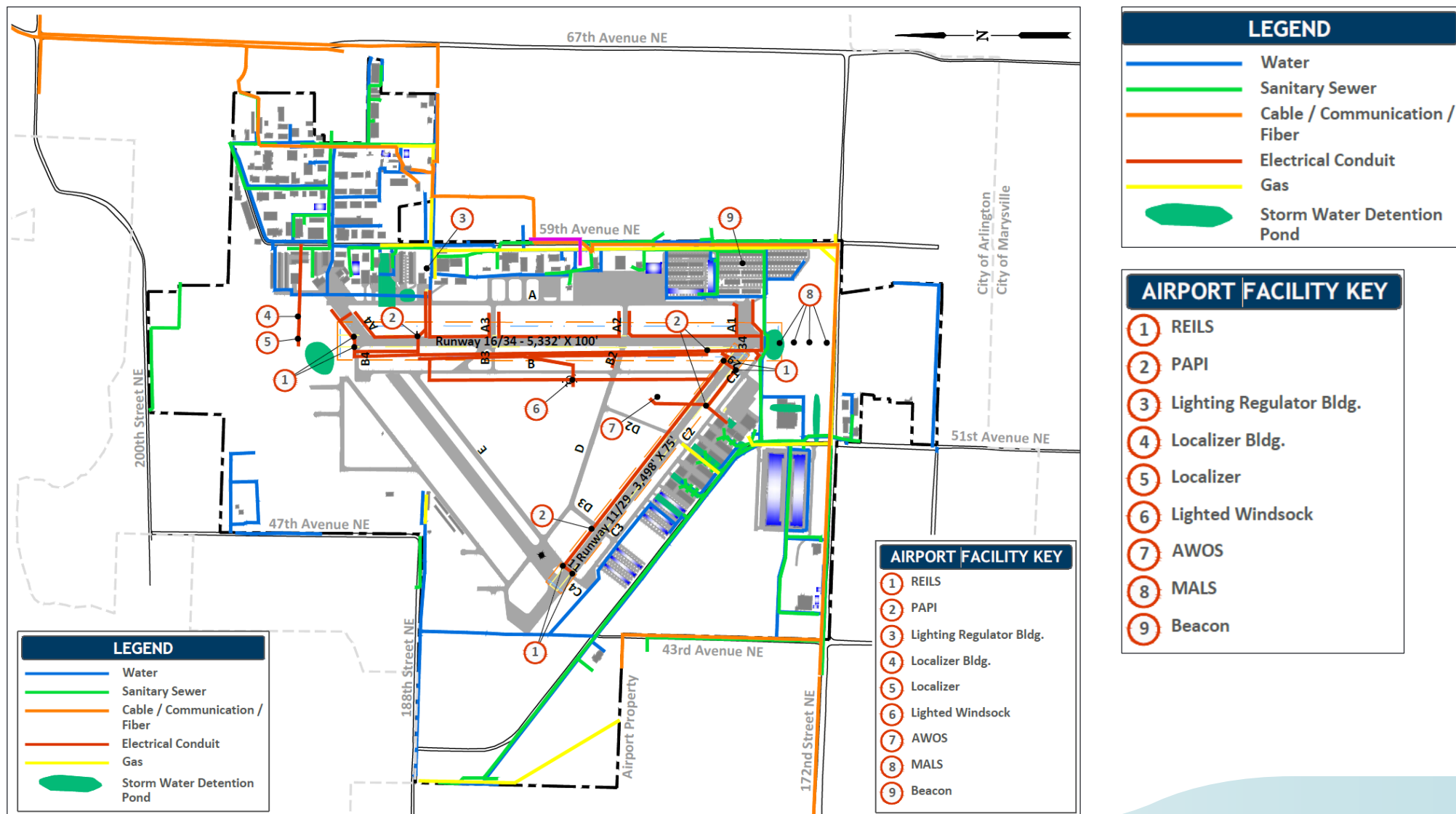


# Existing Conditions – Traffic Patterns





# Existing Conditions – Utilities





# Aviation Activity – 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
<i>Glider*</i>	45	39	36
<i>Ultra-Light*</i>	60	20	6
<b>TOTAL BASED AIRCRAFT</b>	<b>582</b>	<b>188</b>	<b>436</b>

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.





# Aviation Activity – Operations

- Recently, the Federal Aviation Administration (FAA) changed its forecasting guidance for airports with less than 90,000 annual operations through release of its August 2024 Memorandum – Forecast Review and Approval Instructions (8/12/2024).
- Forecasts for “smaller general aviation (GA) airports with less than 90,000 annual operations” can be streamlined to focus on the existing and likely future critical aircraft for each runway.
- The normal forecast consistency check with the FAA Terminal Area Forecast (TAF) is not required (if less than 90,000 ops).

May 2025

City of Arlington, Washington

Arlington Municipal Airport (AWO)

The sponsor provides the following statement attesting activity at AWO, consistent with FAA guidance:

*“Current operations at the airport are less than 90,000 operations annually, and not expected to exceed 90,000 operations in the foreseeable future. Therefore, preparation of a detailed forecast is not warranted.”*



# Design Aircraft Review

Runway	2012 ALP – ARC	2025 - RDC
16/34 (Existing & Future)	B-II	B/II/4000
16/34 (Reserve)	C-II	C/II/2400
11/29 (Existing & Future)	A-I (small aircraft)	A/I/5000

A-I 12,500 lbs. or less	 Beech Baron 55 Beech Bonanza <b>Cessna 182</b> Piper Archer	B-I (small) 12,500 lbs. or less	 <b>Beech Baron 58</b> Beech King Air C90 Cessna 402 Cessna 421	A-II, B-II 12,500 lbs. or less	 Super King Air 200 <b>Pilatus PC-12</b> DCH Twin Otter Cessna Caravan
ARC - B-II Greater than 12,500 lbs.	 Super King Air 300, 350 Beech 1900 <b>Cessna Citation</b> Falcon 20, 50	A-III, B-III Greater than 12,500 lbs.	 DHC Dash 7, Dash 8 <b>Q-200, Q-300</b> DC-3 Convair 580	C-I, D-I	 <b>Lear 25, 35, 55, 60</b> Israeli Westwind HS 125-700
C-II, D-II	 Gulfstream II, III, IV <b>Canadair 600</b> Canadair Regional Jet Lockheed JetStar	C-III, D-III	 Boeing Business Jet <b>Gulfstream 650</b> B 737-300 Series MD-80, DC-9	C-IV, D-IV	 <b>B - 757</b> B - 767 DC - 8-70 DC - 10

# NEXT STEPS

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PAC Meeting #3

- Facility Requirements Chapter
- Preliminary Development Alternatives

Public Open House



# QUESTIONS?

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