

CHAPTER A.

Inventory of Existing Conditions

INTRODUCTION. Arlington Municipal Airport is a vital part of the national airport system, as well as an integral component of the Seattle-Tacoma Metropolitan Area, which serves the City of Arlington and other surrounding communities within Snohomish County. The Airport, which is designated as a General Aviation (GA) facility by the FAA's National Plan of Integrated Airport Systems, represents a vital and significant regional economic asset and supports numerous aviation-related businesses and facilities.

The most recent aviation planning document for Arlington Municipal Airport, the *Airport Layout Plan Update*, was completed in 2002. During the intervening years, changes within the aviation industry and local conditions necessitated updating the master plan to facilitate the Airport's long-term development.

The focus of this document will be on the total aviation facility and its environs, with the overall planning goal being the development of an aviation facility that can accommodate future demand and that is not significantly constrained by its environs. This initial *INVENTORY* chapter will examine three basic elements involved with the existing and future development of Arlington Municipal Airport. These elements are: the airport facilities (runways, taxiways, aircraft parking aprons, hangars, maintenance facilities, ground access, etc.); the relationship to the airport/airspace system; and, the airport environs. In addition, the last section in this chapter identifies issues that will influence future activity and facilities at the Airport. Subsequent chapters will detail the Airport's forecasts of aviation activity, the ability of airport facilities to meet the needs associated with the projected aviation activity safely and efficiently, the compatibility of the Airport with surrounding land uses, and recommended future development within and around airport property.

This Master Plan Update (MP Update) is intended to provide a comprehensive evaluation of the Airport, and result in a long-term facilities and operational plan for the Airport. As illustrated in the following figure, entitled *AIRPORT LOCATION*, Arlington Municipal Airport is located north of the Seattle-Tacoma Metropolitan Area, approximately 12 miles north of the City of Everett, and one and one-half miles east of Interstate 5 (I-5).

Airport Role and Facilities

Arlington Municipal Airport currently serves the general aviation needs of the community by providing many aviation-related services, including: business-related flying, recreational flying, flight training, air charters, air ambulance, aircraft rentals and sales, and aerial surveillance, along with other aviation-related activities.



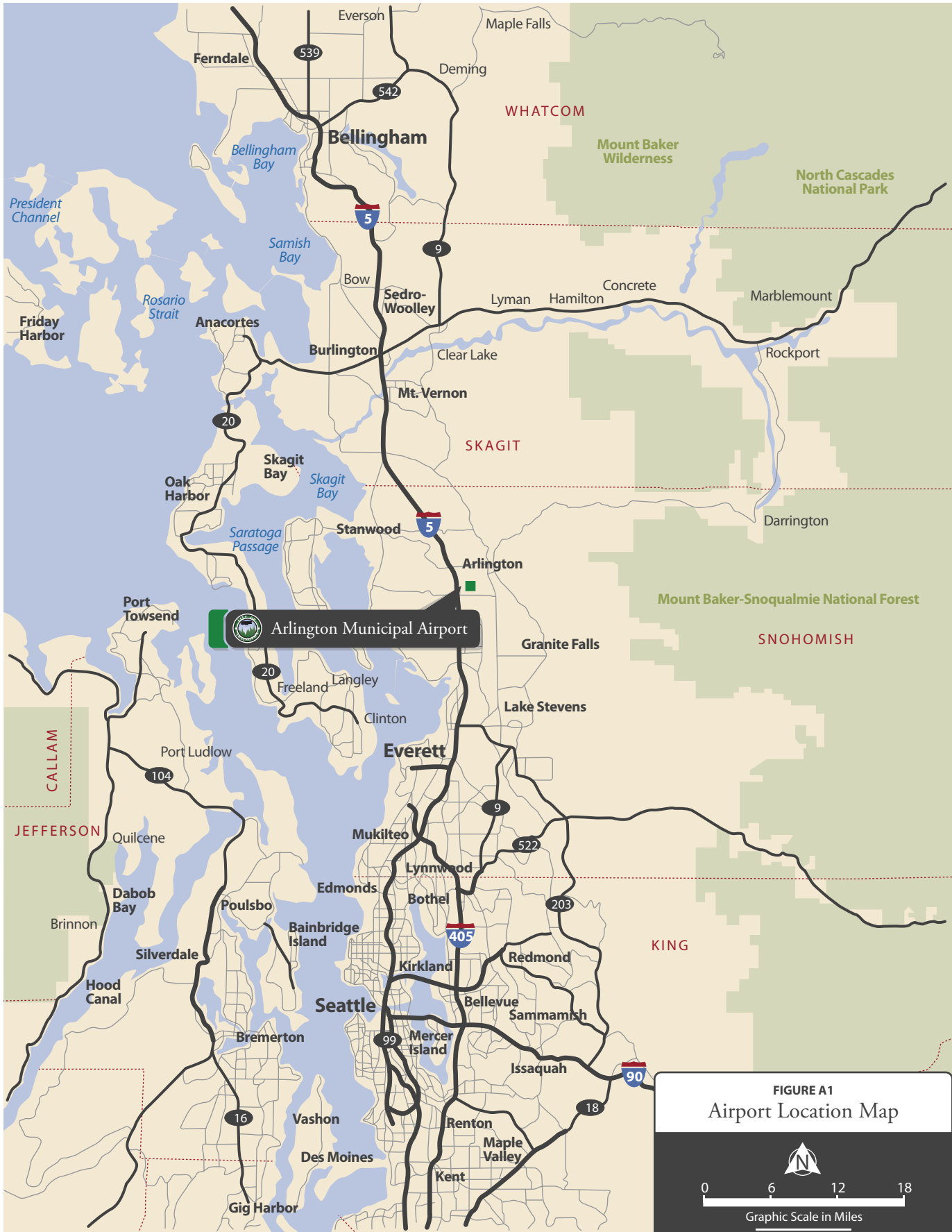


FIGURE A1
Airport Location Map



Source: Google Maps, Map Data ©2008 NAVTEQ™



The Airport, which is owned and operated by the City of Arlington, is classified as a *General Aviation (GA)* airport by the FAA's National Plan of Integrated Airport Systems (NPIAS) and designated as a *Regional Service Airport* by the Aviation Division of the Washington State Department of Transportation (WSDOT). It should also be noted that the management of Arlington Municipal Airport is directly correlated with its designated role, which influences both Capital Improvements Programming and revenue generating opportunities.

As shown in Figure A2, entitled *AIRPORT VICINITY MAP*, Arlington Municipal Airport is located approximately three miles southwest of the Arlington Central Business District (CBD). I-5 is located less than two miles west of the Airport, and SR531/172nd Street NE defines a portion of the southern boundary of Airport property.

Airside Facilities

Arlington Municipal Airport is operated with two paved runways (i.e., Runway 16/34 and Runway 11/29), and five turf operating areas (one for gliders, two for ultralights, and two for larger fixed wing aircraft) that are not currently designated as runways on the field. The two paved runways are supported by a system of parallel and connecting taxiways. Figure A3, entitled *EXISTING AIRPORT LAYOUT*, provides a graphic presentation of the existing airport facilities. Additional airport information includes:

- **Airport Reference Point (ARP): Latitude 48° 09' 38.7"N, Longitude 122° 09' 32. 5"W.**
- **FAA Site Number: 26099.A**
- **Airport Elevation: 137 feet above mean sea level (AMSL)**
- **Acreage: 1,189 acres**
- **Mean Normal Temperature of hottest month: 75° F (July).**

Runways

Runway 16/34. Runway 16/34, the Airport's primary runway, is 5,332 feet in length and 100 feet in width. The runway is constructed of asphalt, and has gross weight bearing capacities of 114,000 pounds single wheel, 150,000 pounds dual wheel, and 270,000 pounds dual tandem wheel main landing gear configuration. The runway is equipped with Medium Intensity Runway Lights (MIRLs) and two-light Precision Approach Path Indicators (PAPIs) located on the left-hand side of each runway end. Additionally, Runway 34 has a 1,400-foot Medium Intensity Approach Lighting System (MALS), while Runway 16 is equipped with Runway End Identifier Lights (REILs). Runway 16/34 has non-precision instrument runway markings, with a standard left-hand traffic pattern to Runway 34 and a right-hand traffic pattern to Runway 16.



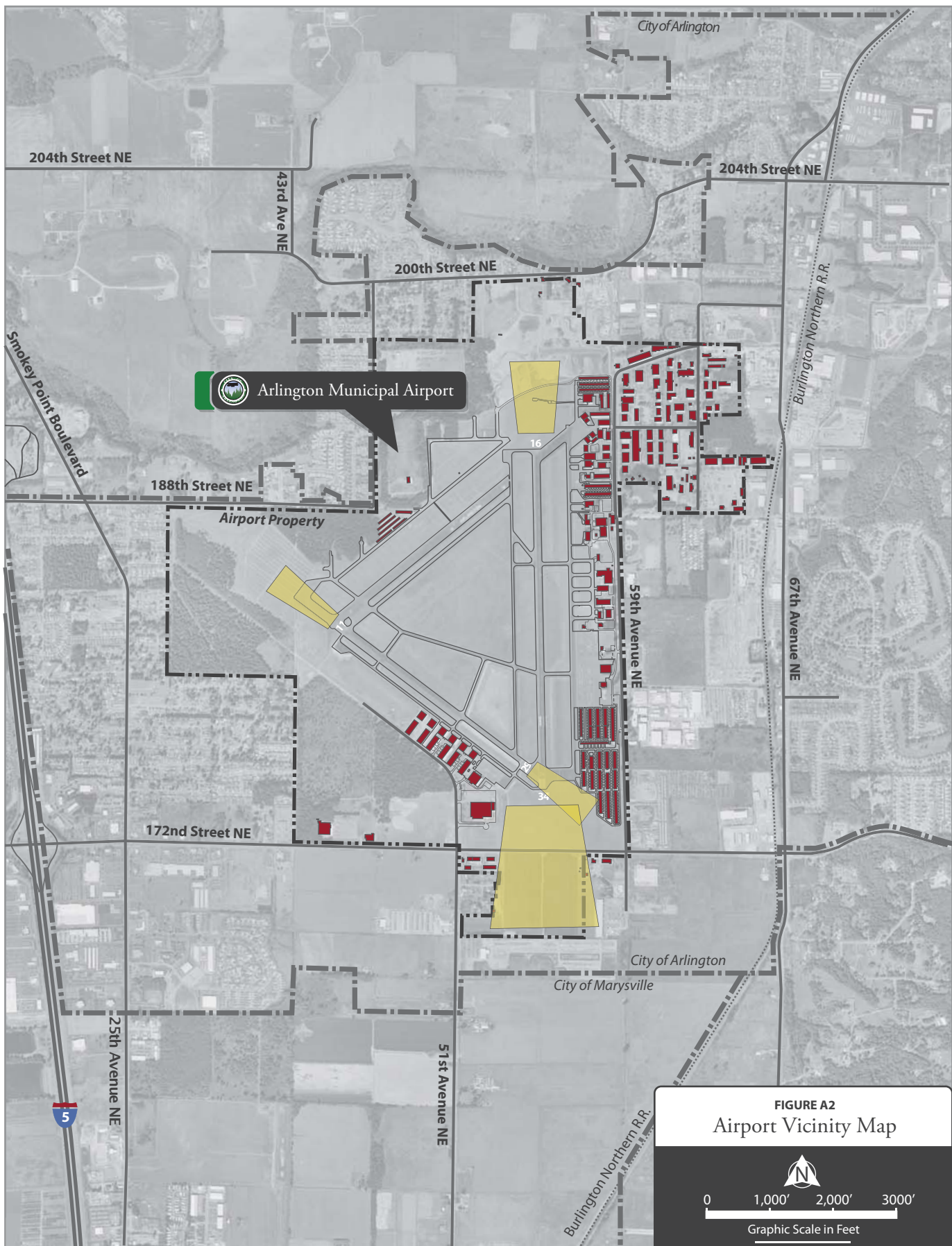
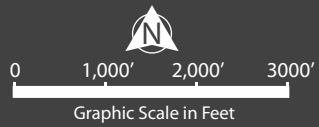


FIGURE A2
Airport Vicinity Map



Source: Aerial: Aero-Metric, Inc, August 2008.
Source: Base Map: Arlington Municipal Airport Parcel/
Lot Map & Revised 2005 Airport Layout Plan.





Runway 11/29. Runway 11/29, the Airport's crosswind runway, is 3,498 feet in length and 75 feet in width. The runway is constructed of asphalt, and has gross weight bearing capacities of 32,000 pounds single wheel, 34,000 pounds dual wheel, and 59,000 pounds dual tandem wheel main landing gear configuration. Runway 11/29 is equipped with two-light PAPIs located on the left-hand side of each runway end, including REILs at each runway end. Runway 11/29 has basic runway markings, with a standard left-hand traffic pattern to Runway 29 and a right-hand traffic pattern to Runway 11.

Glider Operations Area¹. The Airport has an existing turf glider operations area located on the east side of Runway 16/34 and adjacent to Taxiway "A". The turf strip, which is dimensioned at 75 feet in width and 3,000 feet in length, has an approximate centerline separation of 360 feet from Runway 16/34. A standard left-hand traffic pattern is published for the north end of the strip, while the south end of the strip has a right-hand traffic pattern.

Ultralight Operations Area². The Airport also has an existing turf ultralight operations area located on the north side of the closed northeast/southwest runway and Taxiway "E". The main turf strip, which is dimensioned at 300 feet in width and 1,700 feet in length, has an approximate centerline separation of 380 feet from Taxiway "E".

Summary information regarding the two runway pavement systems at the Airport is presented in the following table, entitled *RUNWAY PAVEMENT SUMMARY*.

Table A1

RUNWAY PAVEMENT SUMMARY

Runway	Width	Condition	Lighting	PCI ⁽¹⁾
Runway 16/34	100'	Excellent	Yes/MIRLS	96
Runway 11/29	75'	Very Good	None	84-87

Source: *Washington Statewide Airport Pavement Management Report/August 2006.*

⁽¹⁾ Pavement Condition Indices (PCI) were assigned in 2005.

¹ The existing turf glider runway is not identified as a runway on the Airport Master Record/FAA Form 5010-1 or in the Airport Facility Directory.

² The existing ultralight runway is not identified as a runway on the Airport Master Record/FAA Form 5010-1 or in the Airport Facility Directory.



Taxiways

In addition to Runways 16/34 and 11/29, the airside facilities at Arlington Municipal Airport consist of a taxiway system that provides access between the runway surfaces and the landside aviation use areas. At present, Taxiways “A”, “B” and “C” are the dominant use taxiways at the Airport, with Taxiways “D” and “E” also being utilized commensurate with the utilization of Runway 11/29 and during the annual Arlington Fly-In event. A description of the individual taxiways associated with each runway facility is presented in the following tables.

Taxiways “A” & “B”. Runway 16/34 is equipped with two full-length parallel taxiways. Taxiway “A” is the primary parallel taxiway system serving Runway 16/34 at the Airport. This taxiway, which is constructed of asphalt, is 50 feet in width and has four connector taxiways that link the runway with the existing general aviation development on the east side of the Airport. Taxiway “A” is located on the east side of Runway 16/34 and is separated from the runway by 500 feet (centerline to centerline).

Taxiway “B” is the parallel taxiway system serving the west side of Runway 16/34. This taxiway, which is constructed of asphalt and is 35 feet in width, provides aircraft access to Runway 16 from the existing general aviation facilities located along the Runway 11/29 flightline. Taxiway “B” is separated from Runway 16/34 by 400 feet (centerline to centerline).

Taxiway “C”. Taxiway “C” is the primary parallel taxiway system serving Runway 11/29 at the Airport. This taxiway, which is constructed of asphalt, is 35 feet in width and has four connector taxiways that link the runway with the existing general aviation development on the southwest side of the Airport. Taxiway “C” is located on the south side of Runway 11/29 and is separated from the runway by 240 feet (centerline to centerline).

Taxiway “D”. Taxiway “D” serves as both a parallel taxiway system on the north side of Runway 11/29, as well as a connector taxiway linking the east side general aviation ramp area with Runway 11. This taxiway is constructed of asphalt and is 50 feet in width.

Taxiway “E”. Taxiway “E” serves as a connector taxiway linking Runway 11 and Runway 16, and is significantly utilized during the annual Arlington Fly-In event. This taxiway is constructed of asphalt and is 55 feet in width.

Summary information regarding the various taxiway pavements serving each runway at the Airport is presented in the following tables, entitled *RUNWAY 16/34 TAXIWAY PAVEMENT SUMMARY* and *RUNWAY 11/29 TAXIWAY PAVEMENT SUMMARY*.



Table A2

RUNWAY 16/34 TAXIWAY PAVEMENT SUMMARY

Taxiway	Type	Location	Width	Condition	Lighting/ Signage	PCI⁽¹⁾
Taxiway "A"	Full Parallel	Eastside	50'	Excellent	None/Yes	89-97
Taxiway "B"	Full Parallel & Connector	Westside	35'	Excellent	None/Yes	92-100
Taxiway "D"	Connector	Westside	50'	Excellent	None/Yes	100 ⁽²⁾
Taxiway "A1"	Connector	Eastside	200'	Excellent	LITLs/Yes	97
Taxiway "A2"	Connector	Eastside	50'	Excellent	LITLs/Yes	100
Taxiway "A3"	Connector	Eastside	50'	Excellent	LITLs/Yes	100
Taxiway "A4"	Connector	Eastside	150'	Excellent	LITLs/Yes	95
Taxiway "B2"	Connector	Westside	50'	Excellent	None/Yes	100
Taxiway "B3"	Connector	Westside	35'	Excellent	None/Yes	93
Taxiway "B4"	Connector	Westside	35'	Excellent	None/Yes	100 ⁽³⁾

Source: Washington Statewide Airport Pavement Management Report/August 2006.

⁽¹⁾ Pavement Condition Indices (PCI) were assigned in 2005.

⁽²⁾ A pavement overlay project was completed in 2008 and assumed to be in excellent condition.

⁽³⁾ Pavement was constructed in 2005 and assumed to be in excellent condition.

Table A3

RUNWAY 11/29 TAXIWAY PAVEMENT SUMMARY

Taxiway	Type	Location	Width	Condition	Lighting/ Signage	PCI⁽¹⁾
Taxiway "B"	Connector	Northside	35'	Excellent	None/Yes	100
Taxiway "C"	Full Parallel	Southside	35'	Excellent	None/None	100 ⁽²⁾
Taxiway "D"	Partial Parallel	Northside	50'	Excellent	None/Yes	100 ⁽²⁾
Taxiway "D2"	Connector	Northside	35'	Excellent	None/Yes	100 ⁽³⁾
Taxiway "D3"	Connector	Northside	50'	Excellent	None/Yes	100 ⁽³⁾
Taxiway "C1"	Connector	Southside	35'	Excellent	None/Yes	93-100
Taxiway "C2"	Connector	Southside	35'	Excellent	None/Yes	100 ⁽³⁾
Taxiway "C3"	Connector	Southside	35'	Excellent	None/Yes	99-96
Taxiway "C4"	Connector	Southside	50'	Excellent	None/Yes	97-100 ⁽³⁾

Source: Washington Statewide Airport Pavement Management Report/August 2006.

⁽¹⁾ Pavement Condition Indices (PCI) were assigned in 2005.

⁽²⁾ A pavement overlay project was completed in 2008 and assumed to be in excellent condition.

⁽³⁾ A pavement reconstruction project was completed in 2008 and assumed to be in excellent condition.

Landside Facilities

The primary landside development areas at the Airport consist of a linear layout, running north to south along the east side of Runway 16/34 and along the south side of Runway 11/29. These facilities include Fixed Base Operator (FBO) facilities, maintenance hangar facilities, aircraft parking



aprons, general aviation aircraft storage hangars, fuel storage facilities, and access roadways. There is also a Light Sport Aircraft (LSA) development area that is dominated by ultralight aircraft located within the northwest quadrant of the Airport.

Commercial Aviation & Hangar Facilities. The Airport is served by a single full-service Fixed Based Operator (FBO) and numerous Aviation Service Operators (ASO), which operate from hangars located along the Runway 16/34 and Runway 11/29 flightlines. One ASO offers self-service fueling of AvGas with 24-hour credit card access. The Runway 16/34 flightline is intensely developed with a variety of aircraft storage facilities, which includes 27 T-hangar buildings with space for 375 aircraft, six condominium hangar buildings with space for 31 aircraft, and five corporate hangars. The City of Arlington presently owns nine of the T-hangar buildings, which can accommodate 108 aircraft, located adjacent to the approach end of Runway 34.

General aviation development also continues to occur along the Runway 11/29 flightline, with one large condominium hangar with space for four aircraft located near the approach end of Runway 29, and a complex of 12 business-use hangars extending to the west with space for up to 48 aircraft. There is also an existing ultralight hangar complex located within the northwest quadrant of the Airport that consists of six hangars and accommodates the storage of up to 64 ultralight aircraft.

The following table, entitled *AIRPORT BUILDING & HANGAR FACILITIES*, provides generalized inventory information about the hangars and associated support buildings located on the Airport.

Table A4

AIRPORT BUILDING & HANGAR FACILITIES

Bldg.#/ Lot #	Building Type	Ownership	Number of Bays	Hangar Size	Condition/ Status
7/28	Commercial Hangar	Sponsor	1	60' x 60'	---
8/30-A	Commercial Hangar	Private	2	50' x 110'	---
11/32B	Commercial Hangar	Private	1	80' x 170'	---
12/33	Commercial Hangar	Private	1	40' x 80'	---
14/34A	Commercial Hangar	Private	1	40' x 100'	---
16/37	Commercial Hangar	Private	1	70' x 140'	---
20/39	Commercial Hangar	Private	1	80' x 80'	---
21/44	Commercial Hangar	Private	1	70' x 140'	---
28/48-A	Commercial Hangar	Private	1	50' x 60'	---
29/50	Commercial Hangar	Private	1	100' x 100'	---
30/51	Commercial Hangar	Private	1	89' x 120'	---
32/52	Commercial Hangar	Private	1	100' x 180'	---

Source: June 2002 Airport Layout Plan and Airport Personnel.



Table A4 (Continued)

AIRPORT BUILDING & HANGAR FACILITIES

Bldg.#/ Lot #	Building Type	Ownership	Number of Bays	Hangar Size	Condition/ Status
33/54	Commercial Hangar	Private	1	60' x 100'	---
39/58	Commercial Hangar	Private	1	80' x 130'	---
40/58	Commercial Hangar	Private	1	60' x 130'	---
---/49	Condo Hangar	Private	4	60' x 60'	---
41/60	Condo Hangar	Private	7	100' x 200'	---
42/60	Condo Hangar	Private	6	50' x 360'	---
45/63	Condo Hangar	Private	5	50' x 280'	---
46/63	Condo Hangar	Private	5	50' x 280'	---
---/399	Condo Hangar	Private	4	150' x 160'	---
37/57	Corporate	Private	1	60' x 100'	---
38/57	Corporate	Private	1	70' x 80'	---
44/62	Corporate	Private	1	120' x 140'	---
43/59	Corporate	Private	1	60' x 70'	---
---/59	Corporate	Private	1	60' x 70'	---
77/400	Hangar	Private	4	80' x 240'	---
78/400	Hangar	Private	4	80' x 240'	---
79/400	Hangar	Private	4	100' x 120'	---
80/400	Hangar	Private	4	100' x 120'	---
81/401	Hangar	Private	4	80' x 240'	---
82/401	Hangar	Private	4	80' x 240'	---
83/401	Hangar	Private	4	100' x 120'	---
84/401	Hangar	Private	4	100' x 120'	---
---/402	Hangar	Private	4	80' x 240'	---
---/402	Hangar	Private	4	80' x 240'	---
---/402	Hangar	Private	4	100' x 120'	---
---/402	Hangar	Private	4	100' x 120'	---
3/23	Navy Hangar	Sponsor	1	24' x 72'	---
4/23	Navy Hangar	Sponsor	1	80' x 121'	---
66/001A	T-Hangar	Private	16	50' x 355'	---
63/001B	T-Hangar	Private	20	50' x 440'	---
60/001C	T-Hangar	Private	24	50' x 525'	---
70/2	T-Hangar	Private	11	45' x 255'	---
68/3	T-Hangar	Private	14	50' x 295'	---
65/4	T-Hangar	Private	13	50' x 295'	---
62/5	T-Hangar	Private	12	50' x 255'	---
59/6	T-Hangar	Private	13	45' x 270'	---
69/7	T-Hangar	Private	12	50' x 295'	---

Source: June 2002 Airport Layout Plan and Airport Personnel.



Table A4 (Continued)

AIRPORT BUILDING & HANGAR FACILITIES

Bldg.#/ Lot #	Building Type	Ownership	Number of Bays	Hangar Size	Condition/ Status
67/8	T-Hangar	Sponsor	6	60' x 200'	---
64/9	T-Hangar	Sponsor	12	50' x 270'	---
61/10	T-Hangar	Sponsor	12	50' x 270'	---
58/11	T-Hangar	Sponsor	12	50' x 270'	---
57/12	T-Hangar	Sponsor	15	30' x 430'	---
56/13	T-Hangar	Sponsor	15	30' x 430'	---
55/14	T-Hangar	Private	8	50' x 200'	---
53/15	T-Hangar	Private	8	50' x 200'	---
51/16	T-Hangar	Private	8	45' x 200'	---
49/17	T-Hangar	Private	26	50' x 540'	---
54/18	T-Hangar	Sponsor	12	45' x 250'	---
52/19	T-Hangar	Sponsor	12	50' x 250'	---
50/20	T-Hangar	Sponsor	12	50' x 250'	---
22-24/45	Condo T-Hangar	Private	20	50' x 470'	---
25-26/46	Condo T-Hangar	Private	20	50' x 470'	---
47/64	T-Hangar	Private	16	50' x 470'	---
48A/64	T-Hangar	Private	16	50' x 470'	---
48B/65	T-Hangar	Private	10	50' x 470'	---
85/200	Ultralight Hangar A	Private	3	35' x 300'	---
86/200	Ultralight Hangar 1	Private	10	25' x 420'	---
87/200	Ultralight Hangar 2	Private	14	25' x 350'	---
88/200	Ultralight Hangar 3	Private	17	25' x 250'	---
89/200	Ultralight Hangar 4	Private	11	25' x 250'	---
90/200	Ultralight Hangar 5	Private	9	25' x 240'	---

Source: June 2002 Airport Layout Plan and Airport Personnel.

The layout and location of the various airport buildings and hangar types were illustrated in Figure A3, entitled *EXISTING AIRPORT LAYOUT*. A detail view of the terminal/hangar development area, which includes building numbers that are keyed to Table A1, is also presented on the following illustrations, entitled *EXISTING LANDSIDE DEVELOPMENT AREA DETAIL (EASTSIDE)* and *EXISTING LANDSIDE DEVELOPMENT AREA DETAIL (WESTSIDE)*. In addition, according to information obtained from Airport Staff, there are approximately 40 people on the current “T-hangar wait list” for aircraft storage facilities, with an existing turnover rate of about 18 months, and the overall hangar occupancy rate for the Airport is near 100%.



Aprons. There are two primary aircraft parking aprons that serve Arlington Municipal Airport. The largest apron area is located on the east side of Runway 16/34, adjacent to Taxiway “A”, with direct access to Taxiway “A2” connector. This apron, which consists of approximately 10.9 acres, can accommodate the tiedown of 82 aircraft. In addition, glider trailer parking is accommodated on one of the closed access taxiways located to the north of this apron that has direct access to Taxiway “A”.

The second apron area is located adjacent to the approach end of Runway 29, with direct access being provided to Taxiway “C”. This apron area, which consists of approximately 2.0 acres, can accommodate the tiedown of 28 aircraft and also accommodates a helipad/parking position and fueling station for a medevac helicopter that is based at the Airport.

Airport Office Building. The current airport management office, consisting of approximately 1,425 square feet, is centrally located on the east side of the Airport, adjacent to the existing general aviation apron area, and includes an adjacent automobile parking area with approximately 69 spaces. It should also be noted that there are current plans to redevelop and expand the existing facility to accommodate the office and staff relocation of Washington State Department of Transportation (WSDOT) Aviation Division personnel. This proposed facility expansion will include 3,118 square feet for Airport Staff, 3,509 square feet for the WSDOT Aviation Division, and 2,173 square feet of common space. The common space will include approximately 960 square feet for a meeting room and a separate pilot lounge.

Historic Aircraft Hangars. According to the City of Arlington website, the Airport was originally constructed in the 1930s through funding provided by the Work Progress Administration (WPA) to increase the number of airstrips across the country for defense purposes. In 1940, the Navy leased the airstrip from the Town of Arlington to initiate the development of a U.S. Naval Auxiliary Air Station, which included the construction of numerous aviation-related facilities and structures. Several of these facilities still exist today and are contributing elements within the existing Historic District at the Airport. Two of these historic structures (a large aircraft hangar and Class “C” Overhaul building), which are located on the east side of the Airport and adjacent to the large general aviation apron area, have recently been leased and are programmed for development improvements to accommodate various aviation and aviation-related uses.



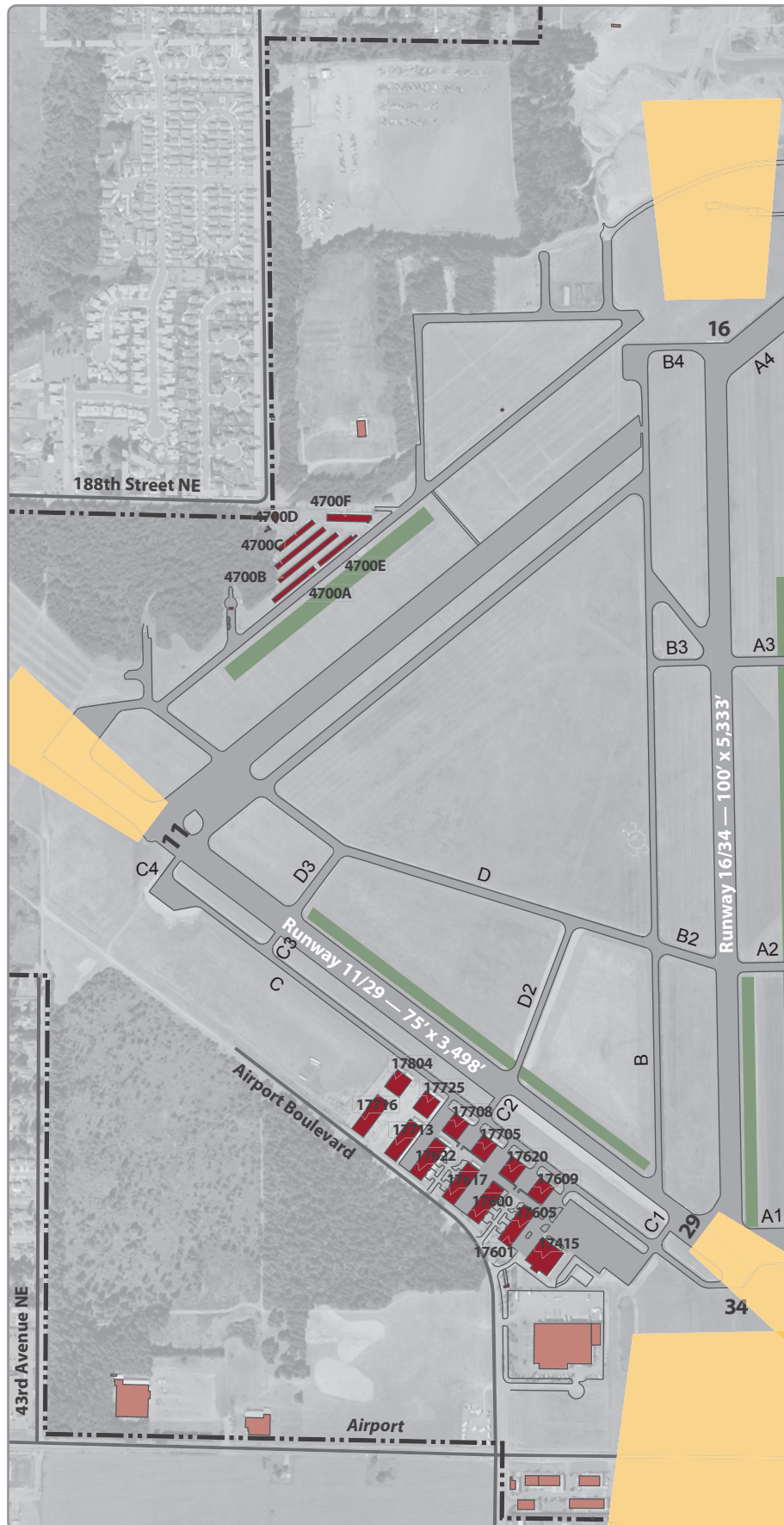
**AIRPORT BUILDING LEGEND**

Bldg No.	Lot No.	Building Name
17928	023	Navy Hangar
18008	023	Navy Hangar
18204	026	Airport Office
18218	027	Restaurant
18228	028	Hangar
18306	30-A	Out of the Blue Aviation
18620	30-B	Universal Aerospace Building
18640	032A	Universal Aerospace Building
18650	032B	Hangars
18530	033	Phoenix Rotocraft
18712	034A	Aviation Covers, Inc.
18620A	037	Cascade Aviation
18722	041	The Point Church Offices
18781	040	Stoddard Hamilton
18660	038	Stoddard Hamilton
18701	039	Hangar
18810	044	Hangar
18820	045	Aeronautical Testing Services
18820	045	Wrangell Electronics
18824	046	GPS Surveying
18824A	046	
18826	047	Castle and Cooke
18928	048A	Aviation Inspection & Repair
19003	050	Metal Motion
19002	051	Metal Motion
19007	053	Vacant
19010	052	Hangar
19018	054	Private Hangar
19018A	054	Para-Phernalia
19124	056	Global Machine Works
19026	055	Arlington Glass
19128A	057	Private Hangar
19128	057	Private Hangar
19130	058	Maxwell Propulsion System
19132	058	Hangar
19203A	060	Cascade Engine Service
19203	060	Condo Hangar
19200	059	Private Hangar
19208	062	Private Hangar
19210	063	Condo Hangar
19212	063	Condo Hangar
19218	064	T-Hangar
19220	064	T-Hangar
19222	065	T-Hangar
17804	017	T-Hangar
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

FIGURE A4Existing Landside Development
Area Detail (Eastside)

Source: Aerial: Aero-Metric, Inc, August 2008.
 Source: Base Map: Arlington Municipal Airport Parcel/
 Lot Map & Revised 2005 Airport Layout Plan.





AIRPORT BUILDING LEGEND

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

FIGURE A5
Existing Landside Development
Area Detail (Westside)



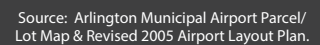
Source: Aerial: Aero-Metric, Inc, August 2008.
Source: Base Map: Arlington Municipal Airport Parcel/
Lot Map & Revised 2005 Airport Layout Plan.



Aviation-Related Development. Arlington Municipal Airport is unique in the sense that, not only does it host a nationally recognized annual aviation event, the Arlington Fly-In, but it also has sufficient property to accommodate both aviation and aviation-related development areas. Currently, these development areas consist of the Airport Industrial Park and future Airport Business Park, but also include property for the Arlington Fly-In. The following illustration, entitled *ANCILLARY AIRPORT DEVELOPMENT AREAS*, identifies each of these specified development areas.

- *Arlington Fly-In.* Each year, Arlington Municipal Airport hosts the annual Arlington Fly-in, which has grown over the past 40 years to become the largest general aviation fly-in event in the western United States and the third largest in the country. Aircraft from all over the State, as well as the U.S. and Canada, attend this event, which includes a litany of historic/warbird aircraft, experimental aircraft, aerobatic aircraft, ultralights, and hot air balloons. Programs and events consist of numerous exhibits, educational services, and aerobatic performances. The event takes place on the northwest portion of the Airport, adjacent to the ultralight runway.
- *Future Airport Business Park Development.* There are current plans to develop an Airport Business Park, consisting of approximately 124 acres, within the southwest quadrant of airport property. The project includes commercial, business support services, offices, research and development manufacturing, light manufacturing, and aviation uses along the Runway 11/29 flightline. Lots would range in size from less than two acres to combinations of 15 acres or more. Phase One development of the Business Park, consisting of the engineering of storm drainage design for the entire site and complete infrastructure plans for Phase One, has been completed.
- *Airport Industrial Park Development.* According to current lease data provided by airport management, there are approximately 130 businesses located on airport property that lease land and/or facilities from the City of Arlington. Approximately 25% of these businesses involve aviation or aviation-related uses. The remaining businesses consist primarily of non-aviation uses located within the Arlington Airport Industrial Park. The Industrial Park consists of approximately 102 acres and is located east of 59th Avenue NE, within the northeast quadrant of the Airport. Additionally, the Airport has recently completed a reclamation project for a previous mill site within the northwest quadrant of the Airport that is set aside for use by the Arlington Fly-In and other events. The second mill site to the north is currently under lease.





Airlift Northwest Medevac Facility. According to information obtained from the company website, Airlift Northwest provides air medical services from five bases located within the Pacific Northwest, and Arlington Municipal Airport is the basing location for one of their Agusta high-performance helicopters. This twin-engine helicopter has an operational speed of 160 miles per hour, a range of 150 miles, and is certified for Instrument Flight Rules (IFR) in poor weather. Airlift Northwest operates from the west apron area located adjacent to the approach end of Runway 29 and, as previously described, maintains an exclusive use aboveground fueling facility on the apron area.

Aircraft Rescue and Firefighting Facility (ARFF). The Airport does not presently have an Aircraft Rescue and Fire Fighting (ARFF) facility on the field, in accordance with FAR Part 139 guidelines. However, fire protection services for the facility are provided by the City of Arlington Fire Department from Fire Station No. 47, which is located on airport property (near the intersection of 188th and 63rd) within the northeast quadrant of the Airport, at a distance of approximately 1,800 feet from Alpha taxiway. A future fire station (#48) is in the planning stages. This station will be located on airport property at the corner of SR531/172nd Street NE and 43rd Avenue.

Fuel Storage Facilities. Currently, aviation fuels are stored in four fuel storage facilities located on the Airport. Two of the sites are associated with commercial fuelers (i.e., ASOs) and the remaining two sites are operated by private fuelers. The first commercial fuel storage facility is located on the east side of the Airport, adjacent to Taxiway “A” and near the approach end of Runway 16. This facility consists of three 10,000-gallon underground tanks, of which two are utilized for 100LL AVGAS storage, and fuel is distributed as a 24-hour card access/self-service facility. The second commercial fuel storage facility is located on the west side of the Airport, at the southeast corner of the existing general aviation ramp, near the approach end of Runway 29. Jet-A fuel is distributed using a 2,500-gallon fuel truck from this facility by appointment only. One of the private fuelers is also located on this same general aviation ramp area, but at the northwest corner. This facility, which is owned and operated by the medevac helicopter operator on the field, consists of one 5,000-gallon aboveground storage tank containing Jet-A fuel. The one remaining private fueller is located northeast of the approach end of Runway 16 and consists of one 12,000-gallon underground tank, which is utilized for Jet-A fuel storage.

The two ASOs are responsible for fuel delivery and maintaining the storage tanks to current Environmental Protection Agency (EPA) standards. The City of Arlington receives a minimum fuel flowage fee of five cents per gallon of fuel sold, and the fuel sales records for the past five years, including partial year data for 2008, are presented in the following table, entitled *AIRPORT FUEL SALES, 2003-2008*. As can be noted, there was a slight decline (approximately 13.6%) in overall fuel



sales for 2007, after three consecutive years of double digit growth. However, fuel sales have declined by approximately 37% year-to-date for 2008, which is attributed to the substantial increase in fuel costs that has occurred throughout the year and the closure of the Silver State Helicopter facility.

Table A5
AIRPORT FUEL SALES, 2003-2008

Year	AVGAS (gallons)	Jet A (gallons)	Auto Gas (gallons)	Total (gallons)
2003	139,032 (86.3%)	10,205 (6.3%)	11,968 (7.4%)	161,205 (100%)
2004	128,186 (59.4%)	74,852 (34.7%)	12,718 (5.9%)	215,756 (100%)
2005	139,113 (50.2%)	115,464 (41.7%)	22,667 (8.1%)	277,244 (100%)
2006	185,454 (55.6%)	126,579 (37.9%)	21,549 (6.5%)	333,582 (100%)
2007	180,990 (62.8%)	89,041 (30.9%)	18,033 (6.3%)	288,064 (100%)
2008 ⁽¹⁾	66,383 (66.7%)	33,223 (33.3%)	--- (0%)	99,606 (100%)

Source: City of Arlington fuel records.

⁽¹⁾ Fuel sales reflect first seven months (January thru July) for 2008.

Automated Weather Observing System (AWOS-3). The Airport is served by an Automated Weather Observing System (AWOS), which is located in the airport infield area (west of Runway 16/34, north of Runway 11/29, and south of Taxiway “D”). This facility measures the following weather parameters: temperature, dew point, wind, altimeter setting, visibility, and sky condition. The AWOS provides a minute-by-minute update to airborne pilots via VHF radio frequency and by telephone (360-435-8045). The radio frequency for the Arlington Municipal Airport AWOS-3 is 135.625 MHz.

Existing Ground Access and Parking Facilities

Ground Access. Due to the Airport’s proximity with I-5, the facility is easily accessible to vehicles utilizing the existing state and federal highway system. SR531/172nd Street NE, which is located adjacent to the southern boundary of the Airport, provides direct access to I-5 located less than one and one-half miles west of the Airport. Access to downtown Arlington from the Airport, located approximately three miles to the northeast, is provided by 188th Street NE and 67th Avenue NE. Based on the functional classification of roadways presented in the City of Arlington Comprehensive Plan completed in December 2005 (i.e., 2005 Comp Plan), SR531/172nd Street NE is classified as a “State Highway” and is currently being engineered for a future widening project. The ultimate alignment of this roadway must be carefully coordinated with current FAA design criteria and regulations. In addition, the existing general aviation facilities located along the east side of Runway



16/34 are accessible to vehicles via 59th Avenue NE (classified as a “Collector Arterial” street), which also links SR531/172nd Street NE to 188th Street NE, which is also classified as a “Collector Arterial” street.

The southwest portion of the Airport is currently accessed by the “Phase One” development of Airport Boulevard, which serves the existing general aviation development located adjacent to the approach end of Runway 29. This roadway, which is classified as an “Arterial” street, is programmed for extension to connect with 188th Street NE, and will ultimately serve the future development of the Airport Business Park. The northwest portion of the Airport, which is presently utilized by the ultralight aircraft operators, is accessible via either 188th Street NE or 47th Avenue NE.

It should also be noted that Airport Staff has expressed interest in providing direct access around the north end of Runway 16/34 (potentially extending 188th Street NE to the east to connect with 59th Avenue NE) and the future alignment of this roadway must also be carefully coordinated with current FAA design criteria and future runway extension considerations.

Parking Facilities. There are several vehicular parking areas associated with the landside development (i.e., the aviation businesses, maintenance facilities, and aircraft storage facilities) located on the Airport.

Existing Airport Utilities and Services

A description of the existing utility infrastructure serving Arlington Municipal Airport was obtained primarily from contacting the individual utility companies directly, but also included information obtained from Airport Staff. The utilities and services described in this report include, but are not limited to, water, gas, sanitary sewer, storm water, electric power, telephone, communications, and FAA utilities/cables. A brief description of these utilities and services is presented in the following text and illustrated in the following figure, *EXISTING AIRPORT UTILITY SYSTEM LAYOUT*.

Water. The water system of Arlington Municipal Airport is made up of 6- to 12-inch water lines that are located throughout the airport boundaries. These water lines are found along 59th Avenue NE, east of 59th Avenue NE, west of 59th Avenue NE, 51st Avenue NE, 138th Avenue NE, 47th Avenue NE, west of 47th Avenue NE, and certain areas both east and west of 35th Avenue NE.

Gas. The Cascade Natural Gas Corporation provides Arlington Municipal Airport with its Natural Gas service through the Williams Pipeline. The Airport’s natural gas system is comprised of both two-inch and four-inch gas lines that are located in various areas. These lines can be found along 188th Street NE, 46th Avenue NE, 172nd Street NE, north of 172nd Street NE, 59th Avenue NE, west of 59th Avenue NE, 63rd Street NE, and 51st Avenue NE on the west side.



Sanitary Sewer. Arlington Municipal Airport’s sanitary sewer system consists of sanitary sewer lines that range from 6- to 12-inch sewer lines, with the 12-inch *sewer main line* running along 67th Avenue NE.

Storm Water. Arlington Municipal Airport has no requirement for a “Central Storm Water System”; therefore, there are no pipes installed in the Airport that are capable of handling storm water runoff and control. However, the Airport does have several “stand alone” entities that manage the storm water to a considerable degree. These “stand alone” entities are mainly infiltration systems that include drywells, ditches, trenches etc. In an engineering study of the Arlington Airport Storm Water performed by URS corporation, it is estimated that: “No runoff would be expected from the Airport during the 100-year, 24-hour rainfall event.”

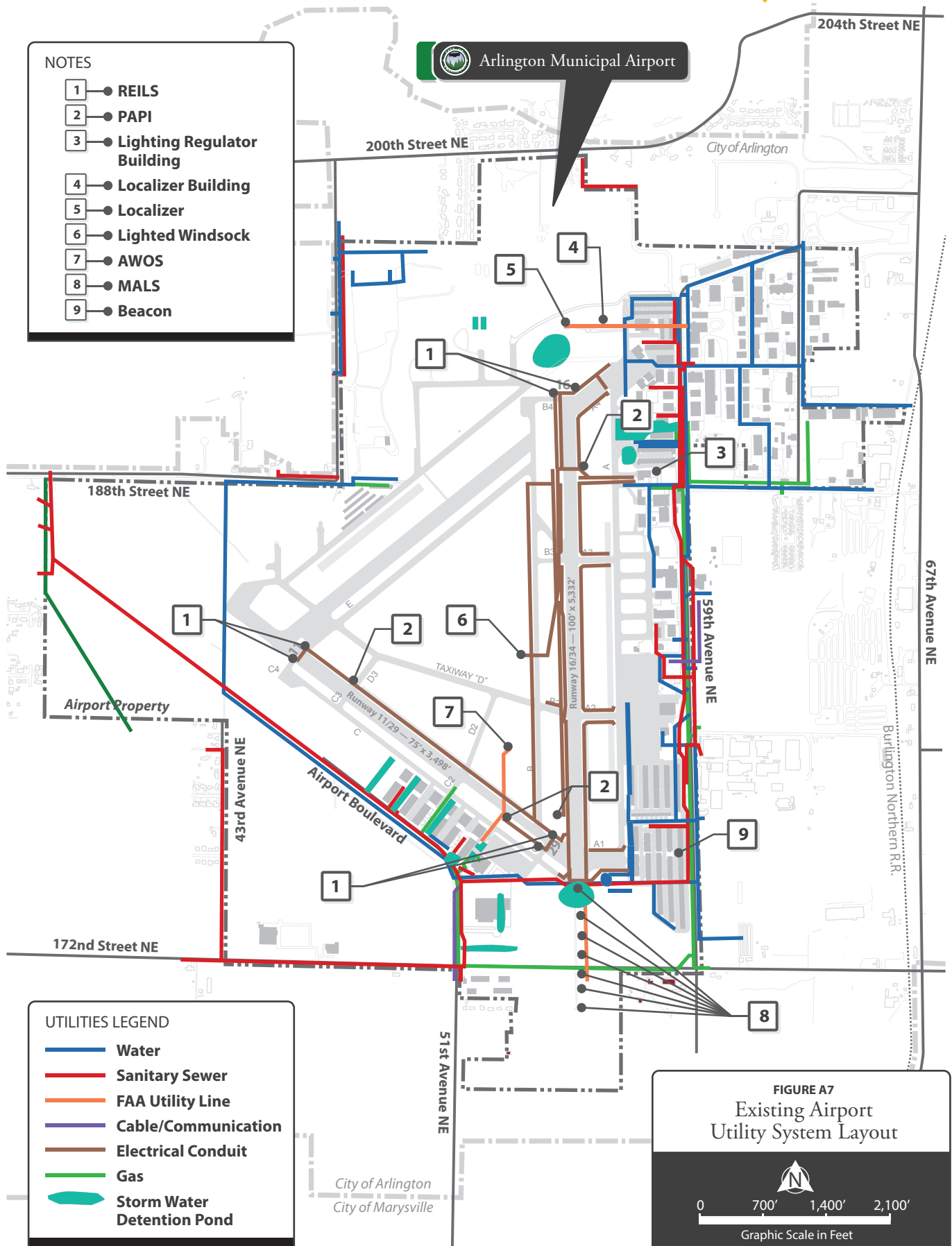
Electric. The electrical service to Arlington Municipal Airport is provided by the Snohomish County Public Utility District (PUD). Out of the other 27 PUDs in Washington, the Snohomish County PUD is the largest one serving approximately 310,000 customers in Snohomish County. According to the Snohomish County PUD website, they are the “second largest publicly owned utility in the Pacific Northwest and the twelfth largest in the nation in terms of customers served. The PUD’s service area consists of 2,200 square miles, including all of Snohomish County and Camano Island.”

In addition to PUD’s electrical system, Arlington Municipal Airport has its own electrical system. This system contains the beacon, REILs, PAPIs, AWOS, Runway 16/34 edge lights, MALS, localizer lights, conduit crossings, electrical vault, and lighted windsock.

Telephone. Telephone service to Arlington Municipal Airport is provided by Verizon. Verizon also provides the Airport with DSL and internet service; however, there is no DSL service on the west or north sides of the Airport. In addition to Arlington Municipal Airport, Verizon also provides service to customers throughout Snohomish County, as well as the rest of the State of Washington.

Communications. Another available source of communication for Arlington Municipal Airport is Comcast. Currently, there are multiple Comcast lines located just outside the airport boundaries, but only one line protrudes it. The Comcast line runs along 51st Avenue NE beginning at the airport boundary and extends along 51st Avenue NE approximately 1,000 feet. The Comcast service available in the Arlington area provides telephone service, DSL, internet service, digital voice (unlimited nationwide direct calling), and cable.





FAA Utilities/Cables. There are only three FAA owned structures within airport boundaries: the Automated Weather Observing System (AWOS); the localizer antenna; and, the Medium Intensity Approach Lighting System (MALS). The AWOS is located near the area where Runway 11/29 and Runway 16/34 meet. The localizer antenna is located approximately 760 feet north of the edge of Runway 16/34. The MALS is located at the end of Runway 16/34

Solid Waste Disposal. Arlington Municipal Airport currently has two modes of disposing its solid waste. The first mode is through contracting Waste Management in the Northwest Region. Waste Management collects the solid waste of both residential areas and commercial industries within the city of Arlington, as well as multiple areas in Washington. However, Waste Management has several limitations on the waste that it collects. According to their website, the waste limitations are as follows:

- **Computers, TVs**
- **Fluorescent Bulbs & Tubes**
- **Motor Oil**
- **Hazardous Waste**
- **Liquid Paint**
- **Needles, Syringes**
- **Yard Trimmings**
- **Concrete, Rocks, Dirt**
- **Cooking Oil**
- **Loose or Hot Ashes**
- **Loose Cat Litter**
- **Unbagged Animal Waste**
- **Loose Packing Pellets**
- **Unbagged Sawdust**

Another mode of solid waste disposal, available to the Arlington Municipal Airport, is the Snohomish County Transfer Station located approximately 1.16 miles north of the Airport. Solid waste transported to this station may be self hauled or hauled by a private contractor. It may also be useful to note that this *public works* transfer station, in Snohomish County, also safely collects and properly disposes of hazardous waste.

Fiber Optic. There is no current Fiber Optic System located within airport boundaries; however, the Airport is looking to own their own Fiber Optic line with the assistance of either AT&T or Comcast. They plan to begin installation of the Fiber Optic Cable by the end of September 2008 and finish in the latter part of the year 2009 or early part of the year 2010, once adequate funds have been accumulated. The cable will be routed only to the main office building located toward the south end of Runway 16/34.



Airspace System/Navigation and Communication Aids

As with all airports, Arlington Municipal Airport functions within the local, regional, and national system of airports and airspace. The following narrative provides a brief description of the Airport's role as an element within these systems.

Air Traffic Service Areas and Aviation Communications

Within the continental United States, there are some 22 geographic areas that are under Air Traffic Control (ATC) jurisdiction. Air traffic services within each area are provided by air traffic controllers in Air Route Traffic Control Centers (ARTCCs). The ARTCCs provide air traffic service to aircraft operating on IFR flight plans within controlled airspace, and primarily during the en route phase of flight. The airspace overlying Arlington Municipal Airport is contained within the Seattle ARTCC jurisdiction and this coverage area includes the airspace in portions of Washington and Oregon.

Terminal Radar Approach Control (TRACON) facilities utilize air traffic controllers and radar to direct aircraft during the departure, descent, and approach phases of flight that are transitioning to or from the en route phase of flight. Once an arriving aircraft is within the destination airport's airspace, and that airport has an airport traffic control tower (ATCT), the aircraft is handed off by the TRACON to the local air traffic controller. At Arlington Municipal Airport, Seattle ARTCC provides approach and departure services for the Airport. Aircraft that are approaching or departing an airport are subject to air space and air traffic control designed to serve one primary purpose, the safe separation of one aircraft from another. There are two basic flight regimes: those operating under Instrument Flight Rules (IFR) that depend on air traffic controllers for separation and those operating under Visual Flight Rules (VFR) that depend primarily on the "see and be seen" principle for separation. Aircraft operating under VFR conditions may contact the ARTCC, the TRACON, or the local airport traffic control tower (ATCT) and request traffic advisory services. Traffic advisory service is used to alert pilots of other air traffic known in the vicinity of, or within the flight path of, the aircraft.

The primary means of controlling aircraft employed by air traffic controllers is computerized radar systems that are supplemented with two-way radio communications. Altitude assignments, speed adjustments, and radar vectors are examples of techniques used by controllers to ensure that aircraft maintain proper separation. The specified lateral and vertical separation criterion for aircraft used by controllers is as follows:

- **Lateral Aircraft Separation: three miles (radar environment)**
- **Lateral Aircraft Separation: five miles (non-radar environment)**
- **Vertical Aircraft Separation: 1,000 feet (below 29,000 feet) and 2,000 feet (29,000 feet and above)**



Arlington Municipal Airport can be found on the Seattle sectional aeronautical chart. Aviation communication facilities associated with the Airport include an Aeronautical Advisory Station (UNICOM) and Common Traffic Advisory Frequency (CTAF) on frequency 122.7, Seattle Approach and Departure on frequency 128.5/306.9, and Arlington Municipal Airport Automated Weather Observing System (AWOS) on frequency 135.625 (360-435-8045).

Airspace

Local airspace surrounding Arlington Municipal Airport is designated as Class E airspace. The configuration of each Class E airspace area is tailored to individual airports. Generally, Class E airspace consists of the immediate controlled airspace at airports without control towers, and is intended to provide a transition area for instrument approaches. Radio communications and transponders are not required to operate under Visual Flight Rule (VFR) conditions; however, Instrument Flight Rule (IFR) flights must be capable of communicating with Air Traffic Control (ATC), currently Seattle Center, and must be Mode C Transponder equipped (capable of reporting altitude). The floor of the Class E airspace at Arlington Municipal Airport is established at 700 feet above ground level (AGL).

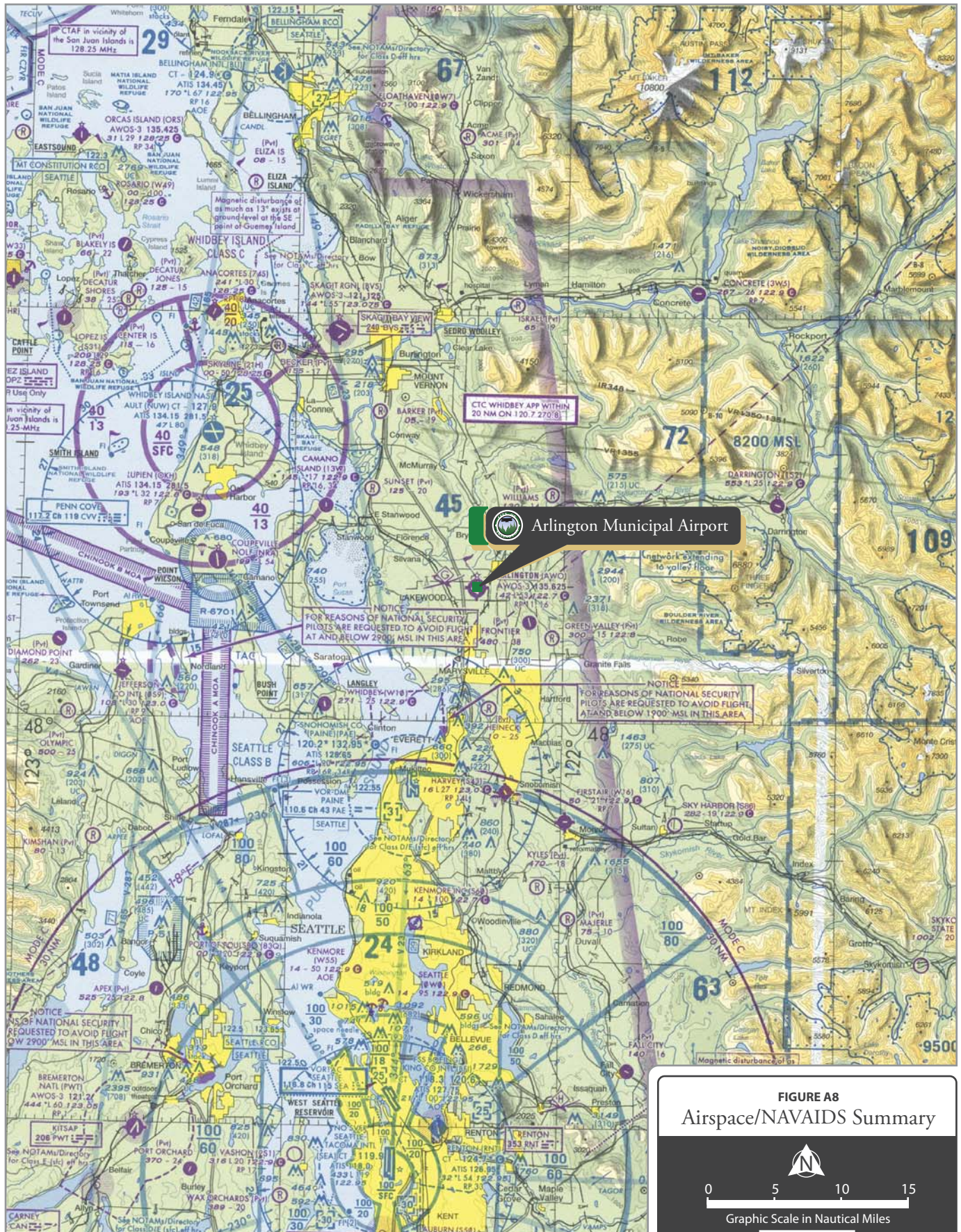
Navigational Aids

A variety of navigational facilities are currently available to pilots around Arlington Municipal Airport, whether located at the field or at other locations in the region. Many of these navigational aids are available to en route air traffic as well. The navigational aids (NAVAIDS) available for use by pilots in the vicinity of Arlington Municipal Airport are VOR/DME and NDB facilities.

A VOR/DME system is a Very High Frequency Omnidirectional Range Station with Distance Measuring Equipment transmitting very high frequency signals, 360 degrees in azimuth oriented from magnetic north. This DME equipment is used to measure, in nautical miles, the slant range distance of an aircraft from the navigation aid. The Paine VOR/DME (110.6) is located approximately 16 NMs south of the Airport, and the Penn Cove VOR/DME (117.2) is located approximately 19 NMs west of Arlington Municipal Airport.

A VORTAC (VHF Omnidirectional Range/Tactical Air Navigation) is a ground-based electronic navigation aid transmitting very high frequency signals, 360 degrees in azimuth oriented from magnetic north, with equipment used to measure, in nautical miles, the slant range distance of an aircraft from the navigation aid. A VORTAC provides VOR azimuth, TACAN azimuth, and TACAN distance measuring equipment (DME) at one site. Currently, there are no VORTACs within the vicinity of Arlington Municipal Airport.





A non-directional beacon (NDB) is an L/MF radio beacon transmitting non-directional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine his bearing to or from the radio beacon and track to or from the station. The operation of the NDB is very simple; however, precisely flying an NDB approach can be difficult. Therefore, NDB approach minimums are typically specified higher than other types of non-precision approaches. The Skagit/Bay View NDB (240.0) is located approximately 21 NMs northwest of the Airport, the Lopez Island NDB (356.0) is located approximately 37 NMs northwest of the Airport, and the Renton NDB (353.0) is located approximately 40 NMs south of Arlington Municipal Airport. Additionally, the Waton NDB (382.0), located approximately five NMs south of the Airport, serves as a Locator Outer Marker/Initial Approach Fix for the NDB or GPS approach to Runway 34.

There is also a network of low-altitude published federal airways (i.e., Victor airways), in the vicinity of Arlington Municipal Airport, which traverse the area and span between the regional ground-based VOR/DME and VORTAC equipment. Victor airways include the airspace within parallel lines located four nautical miles (NMs) on either side of the airway and extend 1,200 feet above the terrain to, but not including, 18,000 feet AMSL. When an aircraft is flying on a federal airway below 18,000 feet average mean sea level (AMSL), the aircraft may be operating within Class B, C, or E airspace. In addition, several existing visual navigational aids are located on the Airport and available to pilots. These include a rotating beacon, located within the southeast quadrant of the Airport (east of the approach end of Runway 34), a lighted wind cone, and a segmented circle. Each runway end for Runways 16/34 and 11/29 is also equipped with PAPIs, which provide descent guidance for the visual segment of the approach. The PAPIs at each end of Runway 16/34 are configured for a 3.0-degree glide path angle, while the Runway 11 PAPI is configured for 3.5 degrees and the Runway 29 PAPI is configured for a 4.0-degree glide path angle.

En route VFR traffic operating at Arlington Municipal Airport may utilize all of the previously mentioned en route NAVAIDs in addition to dead reckoning and visual navigation. Upon entering the terminal area, the abovementioned visual NAVAIDs provide additional guidance to the runway ends and touchdown zones. Aircraft operating within the airport traffic pattern follow a right-hand traffic pattern for Runways 16 and 11, and a standard left-hand traffic pattern for Runways 34 and 29. Aircraft separation in the terminal area is maintained visually by pilots.

There are presently two published straight-in instrument approach procedures at Arlington Municipal Airport, which are listed in the following table entitled *INSTRUMENT APPROACH PROCEDURES*. Each of the procedures has various ceiling and visibility minimums specified, depending on the category of aircraft.



Table A6

INSTRUMENT APPROACH PROCEDURES

Approach	Designated Runway	Ceiling Minimum (AGL)	Visibility Minimums
LOC	Runway 34	469' AGL	$\frac{3}{4}$ -Mile ⁽¹⁾ , 1 $\frac{1}{4}$ -mile ⁽²⁾ , 1 $\frac{1}{2}$ -mile ⁽³⁾
NDB or GPS	Runway 34	729' AGL	$\frac{3}{4}$ -Mile ⁽¹⁾ , 2-miles ⁽²⁾ , 2 $\frac{1}{4}$ -mile ⁽³⁾

Source: U.S. Terminal Procedures, Northwest (NW), Vol. 1, July 31, 2008 to August 28, 2008.

⁽¹⁾ Authorized for use by Category A and B aircraft.

⁽²⁾ Category C aircraft.

⁽³⁾ Category D aircraft.

Existing Airport Traffic Pattern & Noise Abatement Procedures

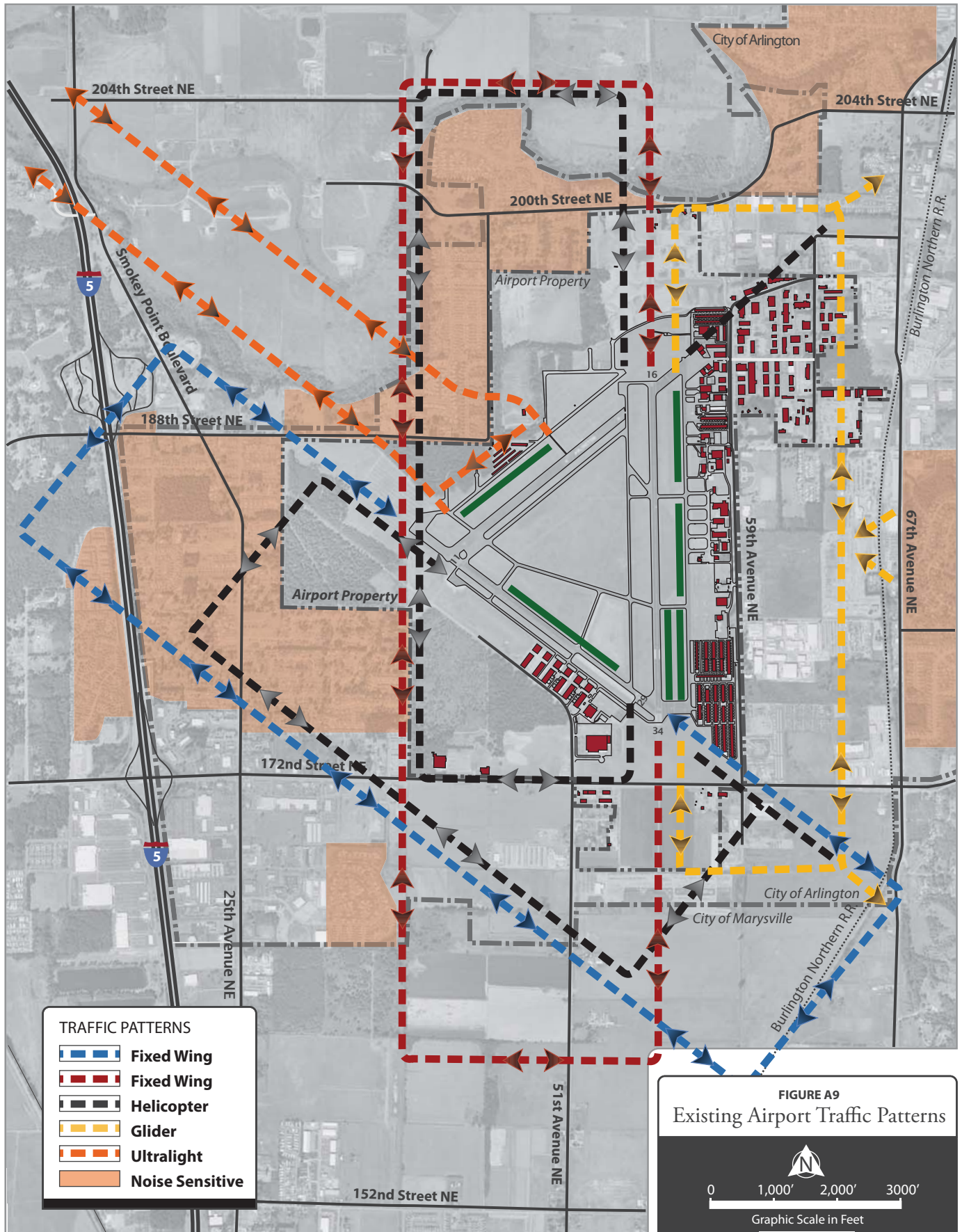
Aircraft operating within the Airport's defined traffic pattern follow a right-hand traffic pattern for Runways 16 and 11, and a standard left-hand pattern for Runways 34 and 29, to minimize the overflight of residential areas within the vicinity of the Airport. The approximate³ boundary location of these established patterns and noise sensitive areas is presented in the following figure entitled *EXISTING AIRPORT TRAFFIC PATTERNS*.

In addition to the defined traffic patterns, the following published noise abatement procedures are implemented on a voluntary basis by Airport Staff at Arlington Municipal Airport:

- **Avoid overflight of noise sensitive areas**
- **Practice IFR approaches during visual meteorological conditions**
- **Follow published missed approach procedures**
- **Fly airport traffic pattern rectangle as outlined in the AIM and Arlington air traffic pattern maps**

³ The specified boundary areas for the patterns are identified as approximate as a result of deviations that can be required due to wind/weather conditions, pilot proficiency, and/or aircraft performance requirements.





Airports Inventory

An airport service area evaluation has been prepared, which identifies surrounding airports relative to Arlington Municipal Airport [within an approximate 35-nautical mile (NM) radius] and assesses their existing role, airside facilities/services, and operational data. Seven public owned/public-use airports (Snohomish County Airport/Paine Field, Darrington Municipal Airport, Jefferson County International Airport, Concrete Municipal Airport, Anacortes Airport, Skagit Regional Airport, and Port of Poulsbo Marina Moorage Seaplane Base); ten privately owned/public-use airports (Camano Island Airfield, Whidbey Air Park, Harvey Field Airport, Firstair Field Airport, Wes Lupien Airport, Sky Harbor Airport, Kenmore Air Harbor Inc. Seaplane Base, Skyline Seaplane Base, Kenmore Air Harbor Seaplane Base, and Seattle Seaplanes Seaplane Base); and, two military-use airports [Coupeville Naval Outlying Field and Whidbey Island Naval Air Station (Ault Field)] have been identified for analysis and are presented in Figure A10 entitled *SURROUNDING AIRPORTS INVENTORY (35-MILE RADIUS)*. In addition, Table A7, entitled *PUBLIC-USE/MILITARY AIRPORTS WITHIN 35-MILE RADIUS*, summarizes and compares the information compiled for the 17 surrounding public use airports (including publicly and privately owned) and two military airports with the existing data for Arlington Municipal Airport. This information, while intended primarily for information purposes only, will be utilized to assess the varying degrees of influence that surrounding airports have on Arlington Municipal Airport's demand for aviation-related services.

The 17 public-use airports and two military airports are described as follows:

Camano Island Airfield (13W). Elevation of 145 feet AMSL and coordinates of 48° 15' 25.36" N, 122° 26' 12.57" W. This airport consists of one paved runway (Runway 16/34), which is 1,750 feet long, 24 feet wide, and constructed of asphalt. This airport has no published instrument approaches. For 2007, Camano Island Airfield recorded 1,500 operations and currently has 11 based aircraft (single engine). The services at this airport include tiedown positions for transient aircraft and major airframe and powerplant repair service. The available facilities include a Common Traffic Advisory Frequency (CTAF) and a wind indicator. Camano Island Airfield is located approximately 13 NMs northwest of Arlington Municipal Airport.

Whidbey Air Park (W10). Elevation of 271 feet AMSL and coordinates of 48° 01' 03.04" N, 122° 26' 15.82" W. This airport consists of one paved runway (Runway 16/34), which is 2,470 feet long, 25 feet wide, and constructed of asphalt. This airport has no published instrument approaches. For 2007, Whidbey Air Park recorded 14,273 operations and currently has 20 based aircraft (17 single engine, 2 multi-engine, and 1 ultralight aircraft). The services at this airport include tiedown positions for transient aircraft. The available facilities include a CTAF and a wind indicator. Whidbey Air Park is located approximately 14 NMs southwest of Arlington Municipal Airport.



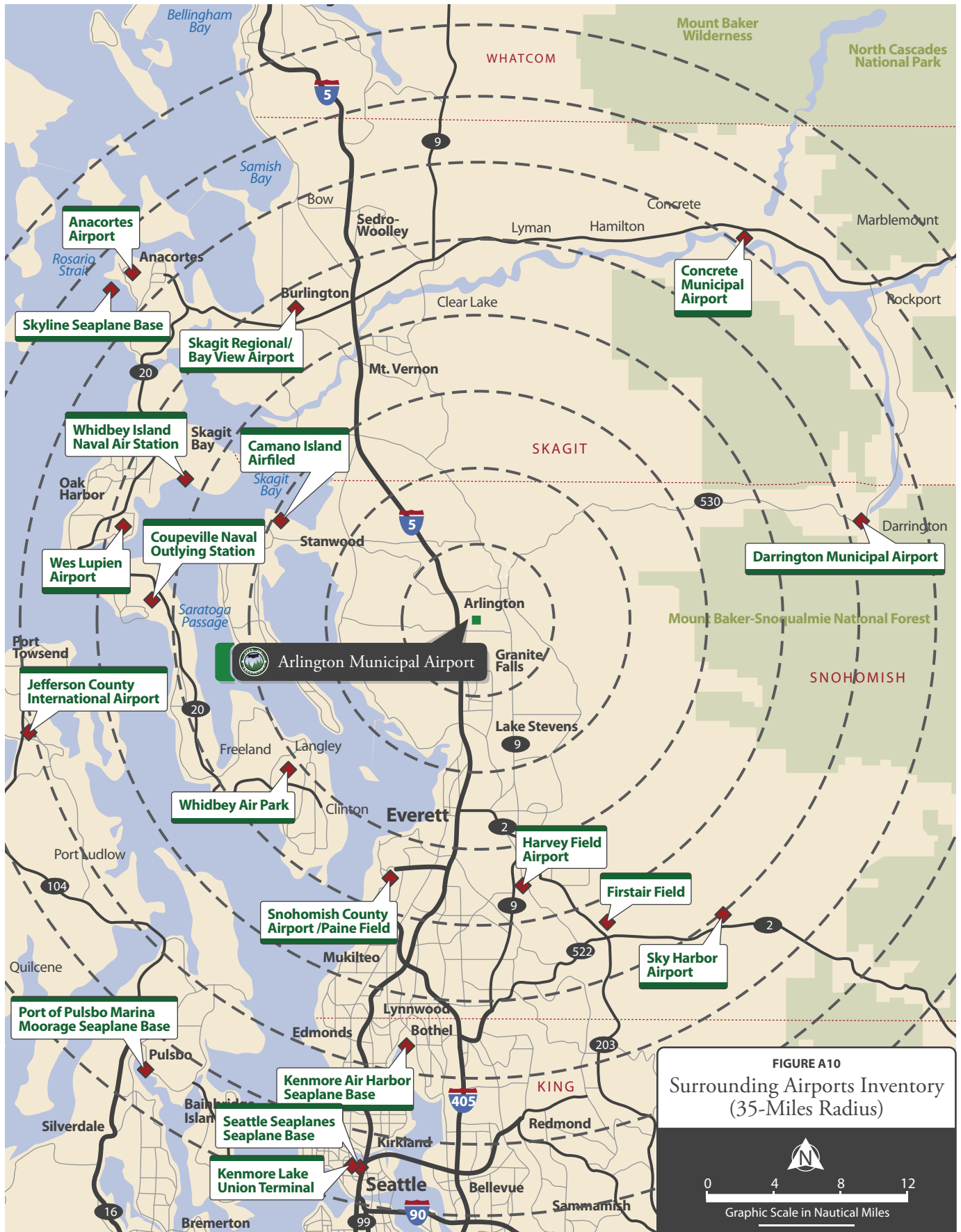


Table A7

PUBLIC-USE/MILITARY AIRPORTS WITHIN 35-MILE RADIUS

Airport Name	City	Distance to Arlington Municipal	Airport Identifier	Aircraft Storage	Total Based Aircraft	SE	ME	Jet	HC	UL	GL	Average Operations Per Day	Airport Ownership	Airport Use	ATCT	Instrument Approach
Camano Island Airfield	Stanwood	13 NMs NW	13W	Tiedowns	11	11	0	0	0	0	0	4	Privately Owned	Public	No	No
Whidbey Air Park	Langley	14 NMs SW	W10	Tiedowns	20	17	2	0	0	1	0	39	Privately Owned	Public	No	No
Harvey Field Airport	Snohomish	15 NMs S	S43	Tiedowns	333	312	8	0	6	4	3	381	Privately Owned	Public	No	No
Snohomish County Airport (Paine Field)	Everett	16 NMs S	PAE	Hangars, Tiedowns	615	554	34	13	13	0	1	204	Snohomish County	Public	Yes	Yes
Firstair Field Airport	Monroe	19 NMs S	W16	Tiedowns	74	68	4	1	0	1	0	50	Privately Owned	Public	No	No
Coupeville Naval Outlying Field	Coupeville	19 NMs W	NRA	---	---	---	---	---	---	---	---	---	U.S. Navy	Private	No	No
A.J. Eisenberg Airport	Oak Harbor	21 NMs W	OKH	Tiedowns	24	21	3	0	0	0	0	54	Privately Owned	Public	No	Yes
Darrington Municipal Airport	Darrington	23 NMs E	1S2	Tiedowns	6	3	0	0	3	0	0	6	Town of Darrington	Public	No	No
Sky Harbor Airport	Sultan	23 NMs SE	S86	---	3	3	0	0	0	0	0	2	Privately Owned	Public	No	No
Whidbey Island Naval Air Station (Ault Field)	Oak Harbor	23 NMs NW	NUW	---	---	---	---	---	---	---	---	---	U.S. Navy	Private	Yes	Yes
Kenmore Air Harbor Inc. Seaplane Base	Kenmore	25 NMs S	S60	Tiedowns	60	60	0	0	0	0	0	132	Privately Owned	Public	No	No
Jefferson County International Airport	Port Townsend	27 NMs W	0S9	Tiedowns	105	96	8	0	0	1	0	136	Port of Townsend	Public	No	No
Concrete Municipal Airport	Concrete	27 NMs NE	3W5	Tiedowns	45	44	1	0	0	0	0	16	City of Concrete	Public	No	No
Skyline Seaplane Base	Anacortes	29 NMs NW	21H	Buoy	---	---	---	---	---	---	---	1	Privately Owned	Public	No	No
Anacortes Airport	Anacortes	29 NMs NW	74S	Tiedowns	85	79	4	0	2	0	0	40	Port of Anacortes	Public	No	No
Skagit Regional Airport	Burlington/ Mt. Vernon	29 NMs NW	BVS	Tiedowns	151	137	3	10	0	1	0	159	Port of Skagit Co.	Public	No	Yes
Port of Poulsbo Marina Moorage Seaplane Base	Poulsbo	32 NMs SW	83Q	---	---	---	---	---	---	---	---	1	Port of Poulsbo	Public	No	No
Kenmore Air Harbor Seaplane Base	Seattle	33 NMs S	W55	---	---	---	---	---	---	---	---	97	Privately Owned	Public	No	No
Seattle Seaplanes Seaplane Base	Seattle	33 NMs S	0W0	---	4	4	0	0	0	0	0	7	Privately Owned	Public	No	No

Sources: Website airnav.com, FAA Form 5010-1, *Airport Master Record*, and Airport Staff.Notes: SE: Single Engine HC: Helicopter ME: Multi-Engine UL: Ultralight Jet: Business Jet GL: Glider
--- Data not available.

Harvey Field Airport (S43). Elevation of 16 feet AMSL and coordinates of 47° 54' 17.12" N, 122° 06' 08.85" W. This airport consists of one paved runway and one turf runway. Runway 14L/32R is 2,671 feet long, 36 feet wide, constructed of asphalt, and equipped with nonstandard Low Intensity Runway Lights (LIRLs). Runway 14R/32L is 2,671 feet long, 100 feet wide, and is a turf runway.

This airport does not have any published instrument approaches. For 2005, Harvey Field Airport recorded 139,160 operations and currently has 333 based aircraft (312 single engine, 8 multi-engine, 6 helicopters, 4 ultralights, and 3 gliders). The services at this airport include fuel sales, major airframe and powerplant services, tiedown positions for transient aircraft, aircraft charters, instruction, rentals, sales, and a parachute jumping area. The available facilities include a CTAF/Unicom and wind indicator. Harvey Field Airport is located approximately 15 NMs south of Arlington Municipal Airport.

Snohomish County Airport/Paine Field (PAE). Elevation of 606 feet AMSL and coordinates of 47° 54' 22.83" N, 122° 16' 53.63" W. This airport consists of three paved runways: Runway 16R/34L, Runway 11/29, and Runway 16L/34R. Runway 16R/34L is 9,010 feet long, 150 feet wide, constructed of grooved asphalt, and equipped with High Intensity Runway Lights (HIRLs). Runway 11/29 is 4,514 feet long, 75 feet wide, constructed of asphalt, and is equipped with MIRLs. Runway 16L/34R is 3,000 feet long, 75 feet wide, constructed of asphalt, and is equipped with MIRLs.

This airport currently has five published instrument approaches [ILS OR LOC - Runway 16R, VOR/DME - Runway 16R, VOR - Runway 16R, RNAV (GPS) - Runway 16R and 34L]. For 2007, Paine Field recorded 74,385 operations and currently has 615 based aircraft (554 single engine, 34 multi-engine, 13 business jets, 13 helicopters, and 1 glider). The services at this airport include fuel sales, major airframe and powerplant services with bottled oxygen, tiedown positions and hangar storage for transient aircraft, aircraft charters, instruction, rentals, sales, air freight, and avionics services. The available facilities include a control tower, CTAF/Unicom, and a lighted wind indicator. Snohomish County Airport (Paine Field) is located approximately 16 NMs south of Arlington Municipal Airport.

Firstair Field Airport (W16). Elevation of 50 feet AMSL and coordinates of 47° 52' 16.91" N, 121° 59' 42.88" W. This airport consists of one paved runway (Runway 7/25), which is 2,087 feet long, 34 feet wide, and constructed of asphalt marked with runway reflectors. For 2008, Firstair Field Airport recorded approximately 18,169 aircraft operations and, currently, has 74 based aircraft (68 single engine, 4 multi-engine, 1 jet, and 1 ultralight aircraft). The services at this airport include fuel sales, tiedown positions for transient aircraft, major airframe and powerplant service, instruction, CTAF, and aircraft rentals. The available facilities include a wind indicator. Firstair Field Airport is located approximately 19 NMs south of Arlington Municipal Airport.



Coupeville Naval Outlying Field (NRA). Elevation of 199 feet AMSL and coordinates of 48° 11' 00.00" N, 122° 38' 00.00" W. This military airport consists of one paved runway (Runway 14/32), which is 5,400 feet long, 200 feet wide, constructed of concrete, and is equipped with MIRLS. This Naval Air Station does not have any published instrument approaches. Currently, there are no operations and based aircraft data available. The available facilities include a rotating airport beacon and a wind indicator. Coupeville Naval Outlying Field is located approximately 19 NMs west of Arlington Municipal Airport.

Wes Lupien Airport (OKH). Elevation of 193 feet AMSL and coordinates of 48°15' 05.50" N, 122° 40' 25.20" W. This airport consists of one paved runway (Runway 7/25), which is 3,265 feet long, 25 feet wide, constructed of asphalt, and is equipped with nonstandard LIRLS. This airport has no published instrument approaches. For 2005, Wes Lupien Airport recorded approximately 19,799 aircraft operations and, currently, has 24 based aircraft (21 single engine and 3 multi-engine aircraft). The services at this airport include fuel sales, tiedown positions for transient aircraft, minor airframe and powerplant service, air freight service, aircraft cargo service, charter aircraft service, and aircraft instruction. The available facilities include a rotating airport beacon, CTAF/Unicom, wind indicator, and segmented circle. Wes Lupien Airport is located approximately 21 NMs west of Arlington Municipal Airport.

Darrington Municipal Airport (1S2). Elevation of 553 feet AMSL and coordinates of 48° 15' 31.01" N, 121° 36' 36.73" W. This airport consists of one paved runway (Runway 10/28), which is 2,491 feet long, 40 feet wide, constructed of asphalt, and is equipped with MIRLS. This airport has no published instrument approaches. For 2007, Darrington Municipal Airport recorded approximately 2,310 aircraft operations and, currently, has six based aircraft (three single engine aircraft and three helicopters). The services at this airport include tiedown positions for transient aircraft. The available facilities include a rotating airport beacon, CTAF, and a lighted wind indicator. Darrington Municipal Airport is located approximately 23 NMs east of Arlington Municipal Airport.

Sky Harbor Airport (S86). Elevation of 282 feet AMSL and coordinates of 47° 52' 14.37" N, 121° 47' 32.43" W. This airport consists of one turf runway (Runway 7/25), which is 1,930 feet long and 100 feet wide. This airport has no published instrument approaches. For 2008, Sky Harbor Airport recorded approximately 600 aircraft operations and, currently, has three based aircraft (single engine aircraft). The available facilities include a Unicom, CTAF, and a wind indicator. Sky Harbor Airport is located approximately 23 NMs southeast of Arlington Municipal Airport.

Kenmore Air Harbor Inc. Seaplane Base (S60). Elevation of 14 feet AMSL and coordinates of 47° 45' 17.35" N, 122° 15' 33.46" W. This airport consists of two water runways, Runway 16/34 and Runway 18/36. Runway 16/34 is 10,000 feet long and 1,000 feet wide, and Runway 18/36 is 3,000 feet long and 1,000 feet wide. This seaplane base does not have any published instrument



approaches. For 2007, Kenmore Air Harbor Inc. Seaplane Base recorded 48,300 operations and currently has 60 based aircraft (single engine). The services at this seaplane base/airport include fuel sales, major airframe and powerplant repairs, tiedown positions for transient aircraft, charter aircraft service, aircraft sales, aircraft instruction, and aircraft beaching gear. Available facilities include a wind indicator and CTAF/Unicom. Kenmore Air Harbor Inc. Seaplane Base is located approximately 25 NMs south of Arlington Municipal Airport.

Jefferson County International Airport (0S9). Elevation of 108 feet AMSL and coordinates of 48° 03' 13.71" N, 122° 48' 38.32" W. This airport consists of one paved runway (Runway 9/27), which is 3,000 feet long, 75 feet wide, constructed of asphalt, and is equipped with MIRLs. This airport has no published instrument approaches. For 2007, Jefferson County International Airport recorded 49,100 operations and, currently, has 105 based aircraft (96 single engine, 8 multi-engine, and 1 ultralight aircraft). The services at this airport include fuel sales, tiedown positions for transient aircraft, major airframe and powerplant service, aircraft instruction, and aircraft rental. The available facilities include a rotating airport beacon, CTAF/Unicom, lighted wind indicator, and a segmented circle. Jefferson County International Airport is located approximately 27 NMs west of Arlington Municipal Airport.

Concrete Municipal Airport (3W5). Elevation of 267 feet AMSL and coordinates of 48° 31' 47.42" N, 121° 45' 29.70" W. This airport consists of one paved runway (Runway 7/25), which is 2,609 feet long and 60 feet wide. This airport has no published instrument approaches. For 2007, Concrete Municipal Airport recorded 5,766 operations and, currently, has 45 based aircraft (44 single engine and 1 multi-engine aircraft). The services at this airport include tiedown positions for transient aircraft, glider services, aircraft instruction and aircraft sales, and the available facilities include a CTAF and a wind indicator. Concrete Municipal Airport is located approximately 27 NMs northeast of Arlington Municipal Airport.

Skyline Seaplane Base (21H). Elevation of zero feet AMSL and coordinates of 48° 28' 59.37" N, 122° 41' 04.63" W. This airport consists of one water runway (Runway NW/SE), which is 5,000 feet long and 2,500 feet wide. This seaplane base has no published instrument approaches. For 2005, Skyline Seaplane Base recorded 230 operations and, currently, does not have any based aircraft. The services at this seaplane base/airport include buoy positions for transient aircraft, and the available facilities include a CTAF and a wind indicator. Skyline Seaplane Base is located approximately 29 NMs northwest of Arlington Municipal Airport.

Anacortes Airport (74S). Elevation of 241 feet AMSL and coordinates of 48° 29' 56.37" N, 122° 39' 44.62" W. This airport consists of one paved runway (Runway 18/36), which is 3,015 feet long, 60 feet wide, constructed of grooved asphalt, and is equipped with MIRLs. This airport has no published instrument approaches. For 2005, Anacortes Airport recorded 14,500 operations and



currently has 85 based aircraft (79 single engine, 4 multi-engine, and 2 helicopters). The services at this airport include fuel sales, tiedown positions for transient aircraft, major airframe and powerplant service, charter aircraft service, air freight, and air ambulance service. The available facilities include a rotating airport beacon, CTAF, wind indicator, and a segmented circle. Anacortes Airport is located approximately 29 NMs west of Arlington Municipal Airport.

Skagit Regional Airport. Elevation of 144 feet AMSL and coordinates of 48° 28' 15.200" N, 122° 25' 15.100" W. This airport consists of two paved runways, Runway 04/22 and Runway 10/28. Runway 04/22 is 3,000 feet long, 60 feet wide, constructed of asphalt, and equipped with LIRLs (with a compass rose located in the stopway of the southwest end). Runway 10/28 is 5,477 feet long, 100 feet wide, constructed of asphalt, and equipped with MIRLs. This airport also has three published instrument approaches (Runway 10 NDB and GPS/Runway 28 GPS). For 2007, Skagit Regional Airport recorded 58,035 aircraft operations and 151 based aircraft (137 single engine, 3 multi-engine, 10 jets, and 1 ultralight aircraft). The services at this airport include fuel sales, major airframe and power plant repairs, tiedown storage for transient aircraft, agricultural aircraft services, flight instruction, aircraft rental, aircraft maintenance, and aircraft sales. The available facilities include a rotating airport beacon, Unicom, lighted wind indicator, and a segmented circle. Skagit Regional Airport is located approximately 24 NMs northwest of Arlington Municipal Airport.

Port of Poulsbo Marina Moorage Seaplane Base (83Q). Elevation of zero feet AMSL and coordinates of 47° 44' 02.34" N, 122° 38' 50.53" W. This airport consists of one water runway (Runway 13/31), which is 12,000 feet long and 4,000 feet wide. This seaplane base currently has no published instrument approaches. For 2007, Port of Poulsbo Marina Moorage Seaplane Base recorded 300 operations and, currently, does not have any based aircraft. The available facilities include a CTAF. Port of Poulsbo Marina Moorage Seaplane Base is located approximately 32 NMs southwest of Arlington Municipal Airport.

Kenmore Air Harbor Seaplane Base/Lake Union (W55). Elevation of 14 feet AMSL and coordinates of 47° 37' 44.35" N, 122° 20' 19.46" W. This airport consists of one water runway (Runway 16/34), which is 5,000 feet long and 500 feet wide. This seaplane base has no published instrument approaches. For 2007, Kenmore Air Harbor Seaplane Base recorded 35,500 operations and does not currently have any based aircraft. The services at this seaplane base/airport include fuel sales and aircraft charter services. The available facilities include a CTAF and a wind indicator. Kenmore Air Harbor Seaplane Base is located approximately 33 NMs south of Arlington Municipal Airport.

Seattle Seaplanes Seaplane Base (0W0). Elevation of 14 feet AMSL and coordinates of 47° 37' 39.35" N, 122° 19' 54.46" W. This airport consists of one water runway (Runway 18W/36W), which is 9,500 feet long and 300 feet wide. This seaplane base has no published instrument approaches. For 2008, Seattle Seaplanes Seaplane Base recorded 2,600 operations and, currently, has four based



aircraft (single engine). The services at this seaplane base/airport include minor airframe and powerplant service, charter aircraft service, aircraft instruction, and aircraft sales. The available facilities include a CTAF and a wind indicator. Seattle Seaplanes Seaplane Base is located approximately 33 NMs south of Arlington Municipal Airport.

The following is a list of the 11 privately owned/private-use airports located within the 35-mile radius of Arlington Municipal Airport (includes distance to Arlington Municipal Airport):

- **Frontier Airpark (WN53) – five NMs southeast**
- **Green Valley Airfield (WA25) – seven NMs southeast**
- **Williams Airpatch Airport (89WA) – nine NMs northeast**
- **Sunset Airport (15WA) – ten NMs northwest**
- **Barker Airport (WA07) – 15 NMs northwest**
- **Israel's Farm Airport (WA56) – 21 NMs north**
- **Becker's Landing Airport (WN18) – 23 NMs northwest**
- **Diamond Point Airstrip (2WA1) – 31 NMs west**
- **Acme Field Airport (WA12) – 33 NMs north**
- **Decatur (Jones) Airport (WA18) – 32 NMs northwest**
- **Center Island Airport (78WA) – 33 NMs northwest**

Summary

The information presented above would indicate that those airports located closer to Arlington Municipal Airport, and providing similar facilities and services, will tend to exert a greater influence on the demands at the Airport. For instance, Snohomish County Airport/Paine Field (which has a control tower, offers instrument approaches, and provides multiple aircraft service and storage options) will influence the demands at Arlington Municipal Airport more than will Harvey Field Airport (which does not have a control tower nor offers instrument approaches), even though both airports are located a similar distance from Arlington Municipal Airport and the Seattle metropolitan area. However, there are many other factors and influences on the Airport than those presented by surrounding airports, which will be detailed in greater degree in the next chapter.

Airport Environs

Arlington Municipal Airport is located within the city limits of Arlington; however, the City of Marysville and some un-incorporated portions of Snohomish County are also in close proximity. Because the operation of an airport influences surrounding land use, and surrounding land use has an influence on the operation of an airport, it is critical to document the existing and proposed land use types in the area near the Airport. The following text and illustrations describe existing land use and zoning within the Arlington Municipal Airport environs.

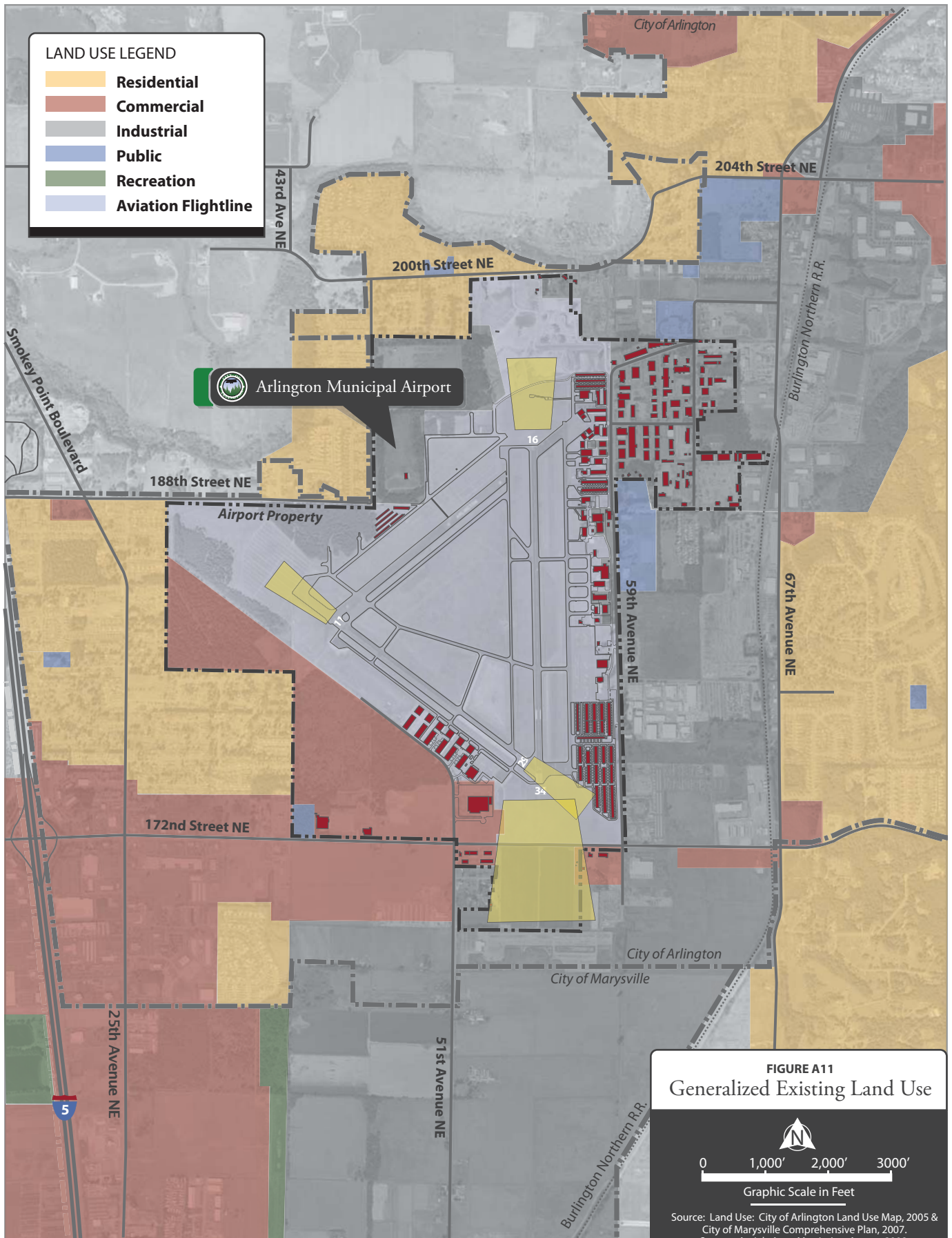
Existing Land Use

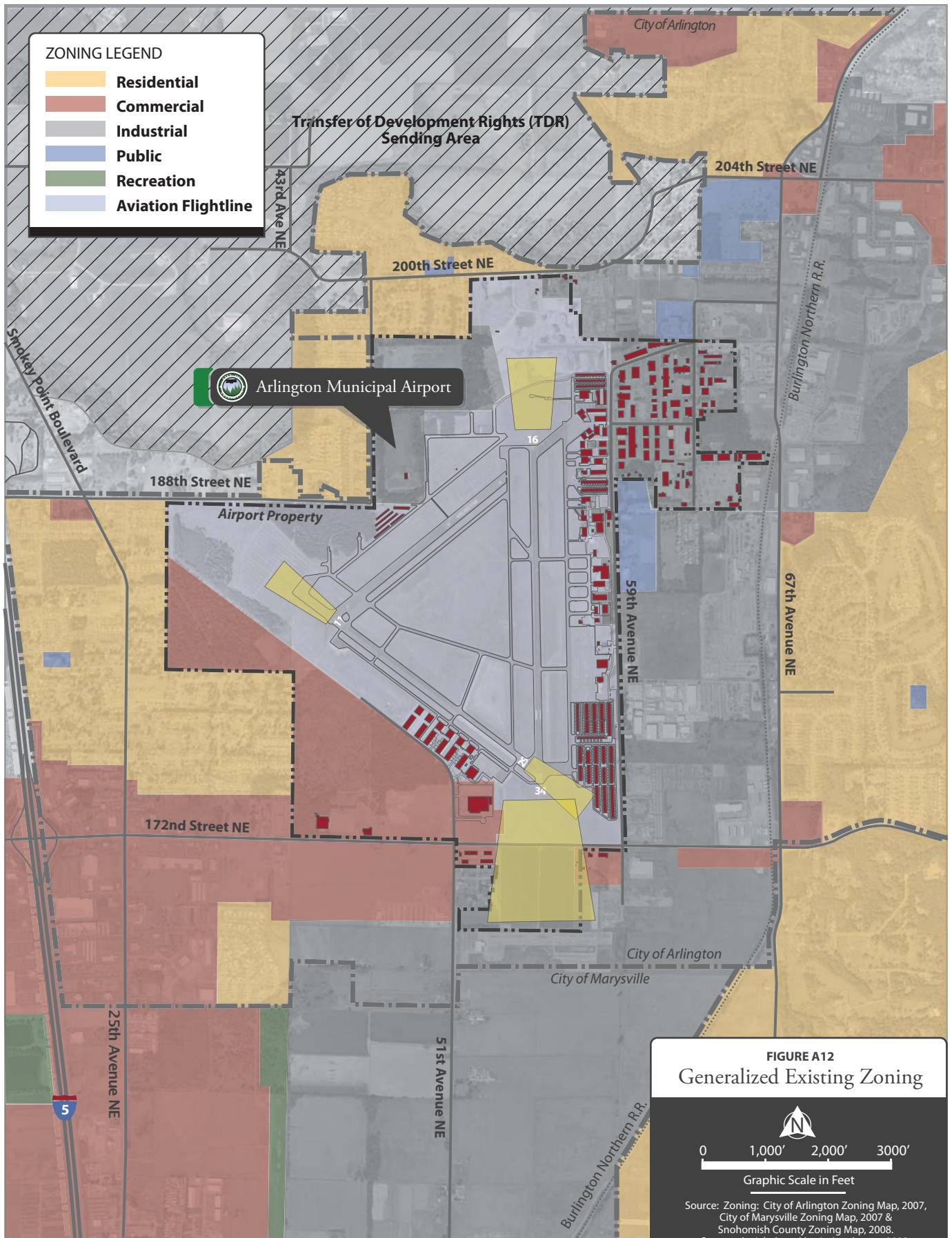
Arlington Municipal Airport is located approximately three miles southwest of the Arlington CBD and 1/3 of a mile east of Arlington (Smokey Point) HC, but contained within the corporate boundaries of the City. The Airport presently consists of approximately 1,189.0 acres and includes some industrial, commercial, and public facility uses, in addition to the existing aviation operational areas. The Airport is also surrounded by a variety of land uses allocated to agriculture/open space. Residential land uses are primarily located adjacent to airport property along the northern and western boundaries, with a small area located south of the Airport. A large area of residential land use is also located east of 67th Avenue NE, and extends both north and south of SR531/172nd Street NE. The majority of industrial development within the vicinity of the Airport is concentrated east, located west of 67th Avenue NE and continuing northeasterly towards the Arlington CBD, and there is one area of existing industrial development located within the northwest quadrant of the Airport. The majority of commercial, office, and business park development is located south and west of the Airport and concentrated along SR531/172nd Street NE, near the I-5 interchange. Generally, the area south of the Airport is dominated by agricultural land uses with a mixture of rural residential. It should also be restated that the airport environs not only overlay land uses within the City of Arlington, but also portions of the City of Marysville to the south, as well as portions of Snohomish County to the north and to the southeast. The following figure, entitled *GENERALIZED EXISTING LAND USE*, illustrates the current land use patterns in the vicinity of Arlington Municipal Airport.

Existing Zoning

The City of Arlington has an adopted zoning ordinance and map to guide the development of property within the Arlington corporate boundary within the defined Urban Growth Area Boundary and, Figure A12, *GENERALIZED EXISTING ZONING MAP*, provides a graphic summary of the land use zoning pattern in the area surrounding the Airport. The area illustrated encompasses the







City of Arlington and portions of the City of Marysville and Snohomish County, with the map depicting the generalized zoning for each jurisdiction.

Zoning is the public regulation of the use of land. It involves the adoption of ordinances that divide a community into various districts or zones. Each district will allow a certain use of land within that zone such as residential, commercial, and industrial (and many others). Typical zoning regulations address things such as the height of a building, number of people that can occupy a building, lot area, setbacks, parking, signage, and density.

Review of the existing zoning designations near the Airport reveal that the Airport is currently recognized within the *Land Use Code* of the City of Arlington as a combination of Aviation Flightline (AF), Business Park (BP), Light Industrial (LI), and commercial. The AF zone was created to allow only aviation-related uses to be developed proximate to the Airport's runways and taxiways. In addition, a large area of industrial zoning is located directly east of the airfield between 59th Avenue NE and 67th Avenue NE. East of 67th Avenue NE, zoning consists of various densities of residential use. Office, commercial, and business park zoning is located south and west of the Airport while, north of the Airport, zoning consists of residential with small pockets of industrial and commercial.

In addition, the City of Arlington has established airport overlay zoning regulations (i.e., an Airport Protection District) that limits both the height and types of development within the area surrounding the Airport in the interest of the health, safety, and general welfare of the City, and to promote and preserve the function and utility of airport and aircraft activities within appropriate areas. The use of the land within an airport overlay zone affects the safe and efficient operation of that airport and aircraft that use that airport, as well as affects the influences from airport operations such as noise, vibrations, fumes, dust, smoke, fuel particles, and other annoyances. It should also be noted that the guidelines of the Airport Protection District (APD), which includes provisions for both height restrictions and land use restriction zones associated with aircraft noise near airports, are specified within Chapter 20.38.060 of Title 20-Land Use Code/Airport Protection District Boundaries. The City of Marysville is also in the process of updating their Smokey Point Master Plan to include recognition and compliance with the existing land use compatibility guidelines specified for Arlington Municipal Airport. This process includes coordination with the City of Arlington, in conjunction with their agreement of site plan reviews to ensure airport compatibility and their inter-local agreement that limits residential development south of the Airport. In addition, this agreement provides for the City of Arlington to:

- **Purchase or negotiate aviation easements**
- **Opportunity to review future development proposals for 100:1 airspace penetrations**
- **Confirmation of compliance with FAA airspace forms (Form 7460-1)**



- **Ensure that proposed projects comply with existing land use overlay zoning requirements**

It should also be noted that the planning departments of each jurisdiction have, historically, worked closely together to promote compatible land use development in conjunction with the Airport.

The *Airport Protection District Map* for Arlington Municipal Airport, which is presented on the following illustration, consists of four APD Subdistrict [i.e., *Airport Protection Subdistricts A, B, C, & D*]. As specified by the City of Arlington Land Use Code, the four subdistricts are listed as having the following components and performance standards:

- *Airport Protection Subdistrict A:* This subdistrict is comprised of the following five (5) Airport Safety Zones: Runway Protection Zone (RPZ) Zone 1, Inner Safety Zone (ISZ) Zone 2, Inner Turning Zone (ITZ) Zone 3, Outer Safety Zone (OSZ) Zone 4, and Sideline Safety Zone (SSZ) Zone 5. The specified performance standards area as follows:
 1. No structures, devices or other objects shall be placed or erected that make it difficult for pilots to distinguish between airport lights and other lights, result in glare in the eyes of pilots using the Airport, impair visibility in the vicinity of the Airport, or otherwise endanger the landing, takeoff, or maneuvering of aircraft.
 2. No bulk above ground storage greater than 6,000 gallons of flammable or hazardous substance will be permitted unless it is associated with an aviation business.
 3. Except for aeronautical events such as the Arlington Fly-In, the public assembly of people and other uses or activities, whether permanent (such as multi-family, hospitals, schools, churches, etc.) or temporary (such as circuses, carnivals, or other outdoor entertainment events or religious assembly not exceeding five days in duration), which allow public concentrations of people, shall be prohibited within Subdistrict A, but allowed in all other parts of the AP District, so long as such uses do not adversely affect airport operations, safety in air navigation, or penetrate the FAR Part 77 Surfaces.
 4. No use, building, or structure shall be permitted or constructed within the Runway Protection Zone 1, except accessory activities such as off-street parking facilities, low growing landscaping or agricultural crops, mini-storage, agricultural storage buildings, and/or other similar activities (as approved by the Airport Manager and if they are allowed by the underlying zone).





A graphic scale bar showing distances in feet. The scale is marked at 0, 1,500', 3,000', and 4,500'. Above the scale is a north arrow pointing upwards.

5. Densities, both residential and nonresidential, shall not exceed those listed in Table 20.38-1: Density Limits within the APD.
6. The following uses shall be prohibited in the referenced Zones: (i). High Intensity Uses within Subdistrict A RPZ Zone 1, ISZ Zone 2, and ITZ Zone 3. The densities in Table 20.38-1: Density Limits within the APD shall not be exceeded. If the density is averaged over a large parcel, the structures shall be located outside the restricted zones. (ii). Emergency services such as police stations, fire stations, emergency services operations, and other similar uses within the RPZ Zone 1 and ISZ Zone 2.
7. Special function uses shall be prohibited under the airport traffic pattern.
8. No use shall be made of any land that will cause electrical interference with navigational signals or radio communications at the Airport or with radio or electronic communications between the Airport and aircraft or aircraft to aircraft.
9. No use, building, or structure shall emit emissions of fly ash, dust, vapor, gases, or other forms of emissions that may conflict with any planned operations of the Airport.
10. Except as necessary, and incidental to airport operations and as listed in Subsection 4, no buildings, structures, or objects of natural growth shall be constructed, altered, maintained, or allowed to grow so as to project or otherwise penetrate the airspace surfaces.
11. In the areas to the east, southeast, and southwest of the Airport where the natural terrain rises, the acceptable height and aviation easement will be based on the height of the tallest tree native to the area as depicted in *USDA, Soil Conservation Service, Soil Survey of Snohomish County Area, Washington, July 1983*. The native tree identified is a Douglas Fir, with a maximum height of 166 feet.
12. No structure or other object shall penetrate the FAR Part 77 Surfaces, unless such structure or object would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height and would be located in an area of established development where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation or penetrate the FAR Part 77 Surfaces.
13. Other uses or activities determined to be incompatible with aviation, aviation safety, or any activity that has a potential or would require a Temporary Flight Restriction (TFR) or interfere with airport traffic patterns and operations shall be prohibited.



14. All requirements of subdistricts B, C, and D.

- *Airport Protection Subdistrict B:* This subdistrict is defined by the Arlington Municipal Airport traffic pattern, and the specified performance standards were identified above as #'s 7 through 13. Also, subject to all requirements of Subdistricts C and D.
- *Airport Protection Subdistrict C:* This subdistrict is defined by the FAA AC 150/5200-33A, entitled *Hazardous Wildlife Attractants on or Near Airports*, which includes guidelines for the type of aircraft operating at Arlington Municipal Airport and the specified performance standards were identified above as #'s 8 through 13. Also subject to the requirements in Subdistrict D.
- *Airport Protection Subdistrict D:* This subdistrict is comprised of the following Federal Aviation Regulation (FAR) Part 77 Imaginary Surfaces: (1) Primary Surface, (2) Approach Surface, (3) Horizontal Surface, (4) Transitional Surface, and (5) Conical Surface. The specified performance standards were identified above as #'s 9 through 13.

Environmental Conditions Inventory

The consideration of environmental factors during the airport planning process is necessary to provide the airport sponsor with enough information to help expedite any subsequent environmental processing that may be required in support of airport development projects. In addition, the City of Arlington has adopted a specific zoning category within Chapter 20.88 of their Title 20-Land Use Code, entitled *Environmentally Critical Areas*, which defines the general provisions of six environmental areas: (1) Fish and Wildlife Conservation Areas, (2) Frequently Flooded Areas, (3) Geologically Hazardous Areas, (4) Streams, Creeks, Rivers, Lakes and Other Surface Waters, (5) Wetlands, and (6) Aquifer Recharge Areas. A brief description of the various impact categories is identified in the text below.

Noise and Compatible Land Use

Noise is generally defined as unwanted sound and, as such, the determination of acceptable levels is subjective. The basic unit in the computation of day-night sound level (DNL) is the Sound Exposure Level (SEL). An SEL is computed by adding the decibels adjusted dB(A) level for each second of a noise event above a certain threshold. For example, a noise monitor located in a quiet residential area [40 dB(A)] receives the sound impulses of an approaching aircraft and records the highest dB(A) reading for each second of the event as the aircraft approaches and departs the site. Each of these one-second readings is then added logarithmically to compute the SEL.



The computation of DNL involves the adding, weighting, and averaging of each SEL to achieve the DNL level in a particular location. The SEL of any single noise event occurring between the hours of 10:00 p.m. and 7:00 a.m. is automatically weighted by adding 10 dB(A) to the SEL to account for the assumed additional irritation perceived during that time period. All SELs are then averaged over a given time period (day, week, year) to achieve a level characteristic of the total noise environment. DNL levels usually are depicted as grid cells or contours. Grid cells are squares of land of a specific size that are entirely characterized by a noise level. Contours are interpolations of noise levels based on the centroid of a grid cell and drawn to connect all points of similar level. Contours appear similar to topographical contours and form concentric “footprints” about a noise source. These footprints of DNL contours drawn about an airport are used to predict community response to the noise from aircraft using that airport.

Air Quality

The U.S. Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for six criteria air pollutants: carbon monoxide (CO), ozone (O₃), particulate matter (PM₁₀), sulfur dioxide (SO₂), oxides of nitrogen (NO_x), and lead (Pb). According to the EPA, all areas of Washington are designated as areas of attainment for all National Ambient Air Quality Standards. Generally, the FAA uses the number of passengers and number of aviation operations as an indicator of potential air quality concerns. These numbers help decide whether the project requires further air quality analysis. The FAA’s *Air Quality Procedures for Civilian Airports and Air Force Bases* states, “If the level of annual enplanements exceeds 1,300,000 (or 2.6 million annual passengers), the level of general aviation and air taxi activity exceeds 180,000 operations per year or a combination thereof, a NAAQS assessment should be considered.”

All plans and specifications for any projects will be required to follow guidelines outlined in Advisory Circular 150/5370-10E, *Standards for Specifying Construction of Airports*, which is the FAA’s guidance to airport sponsors concerning protection of the environment during construction. Compliance with all applicable local, state, and federal air quality regulations and permitting requirements will be the responsibility of all contractors.

Water Quality and Wetlands

Wetlands are basically defined as areas inundated by surface or groundwater with a frequency sufficient to support vegetation or aquatic life requiring saturated or seasonally saturated soil conditions for growth and reproduction. According to the National Wetlands Inventory, there is one wetland located on the Airport, in addition to the several streams and freshwater ponds associated with Stillaguamish River, located less than two miles north of the Airport. Portage Creek is a tributary to Stillaguamish River, and is located less than one mile north of the Airport. A freshwater pond wetland is located on the northwest side of the Airport, which is shown below on



Figure A14, *WETLANDS MAP*. It should also be noted that the City of Arlington utilizes the Washington State Department of Ecology (DOE) wetland classification system, as specified in the DOE Publication #93074; and, the specified buffer widths, replacement ratios, and avoidance criteria shall be based on these various criteria.

If any proposed projects would impact these wetlands, the Airport will coordinate with the U.S. Army Corps of Engineers and some further environmental analysis may be necessary. Should there be any mitigation measures required, contractors would be required to follow guidelines outlined in the FAA's AC 150/5370-10A to minimize the impacts to the environment, including wetlands.

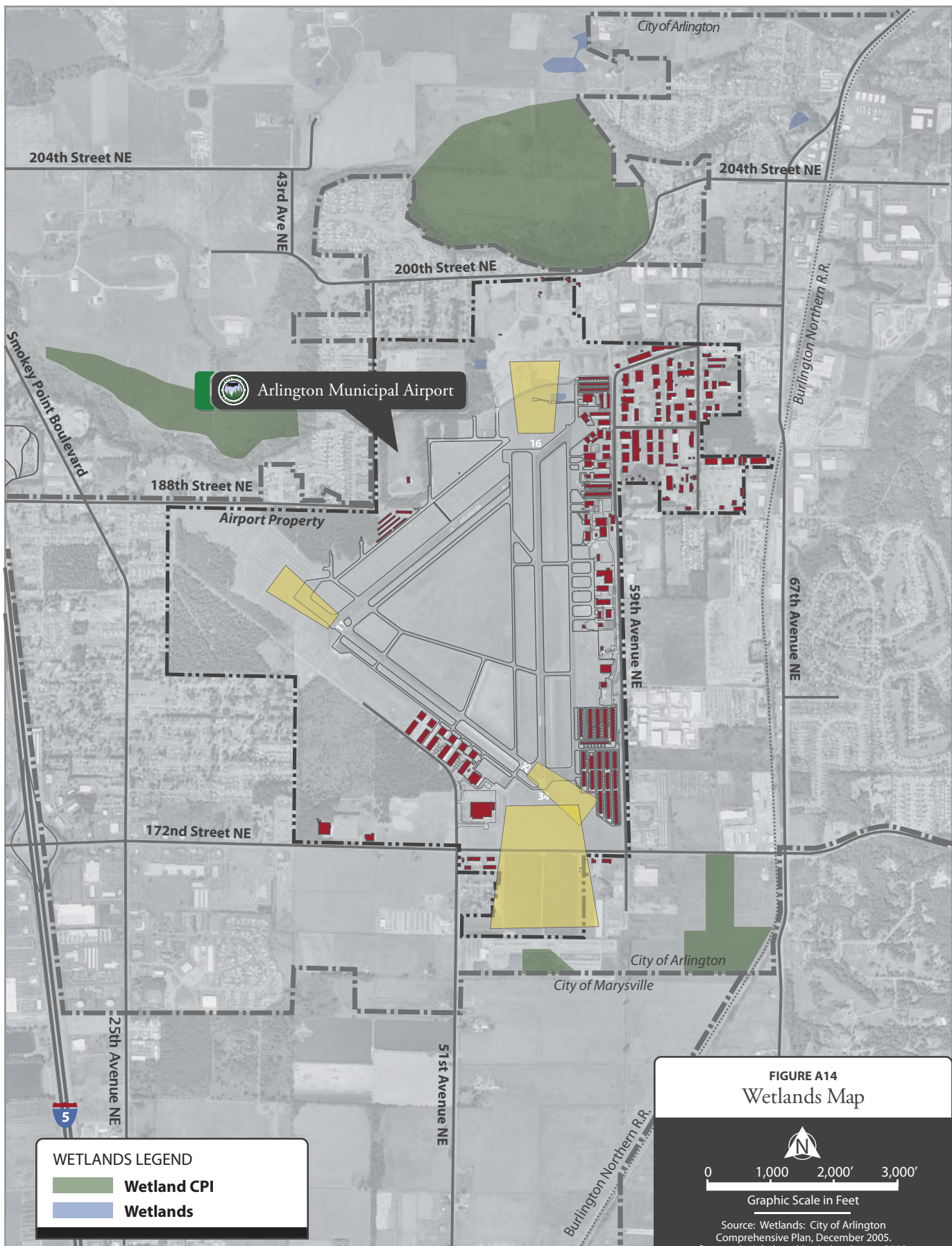
An aquifer is an underground formation, part, or group of formations that contains sufficient permeable, saturated material that yields significant quantities of water to springs and wells. According to the 2005 *City of Arlington Comprehensive Plan*, and as shown in Figure A15, *AQUIFER RECHARGE AREA AND CITY WELLS MAP*, airport property is entirely located within the Marysville Trough groundwater aquifer. The 2001 *Biological Assessment* for the Arlington Airport Business Park indicated that groundwater exists at varying depths, and some are at a relatively shallow depth. As noted previously, the City of Arlington has existing zoning regulations to protect public aquifer recharge areas by preventing land uses or development that is incompatible with these critically defined areas. Additionally, the East Stanwood Plateau groundwater aquifer is located to the north of the Airport, along Stillaguamish River, and the Getchell Plateau groundwater aquifer is located to the east.

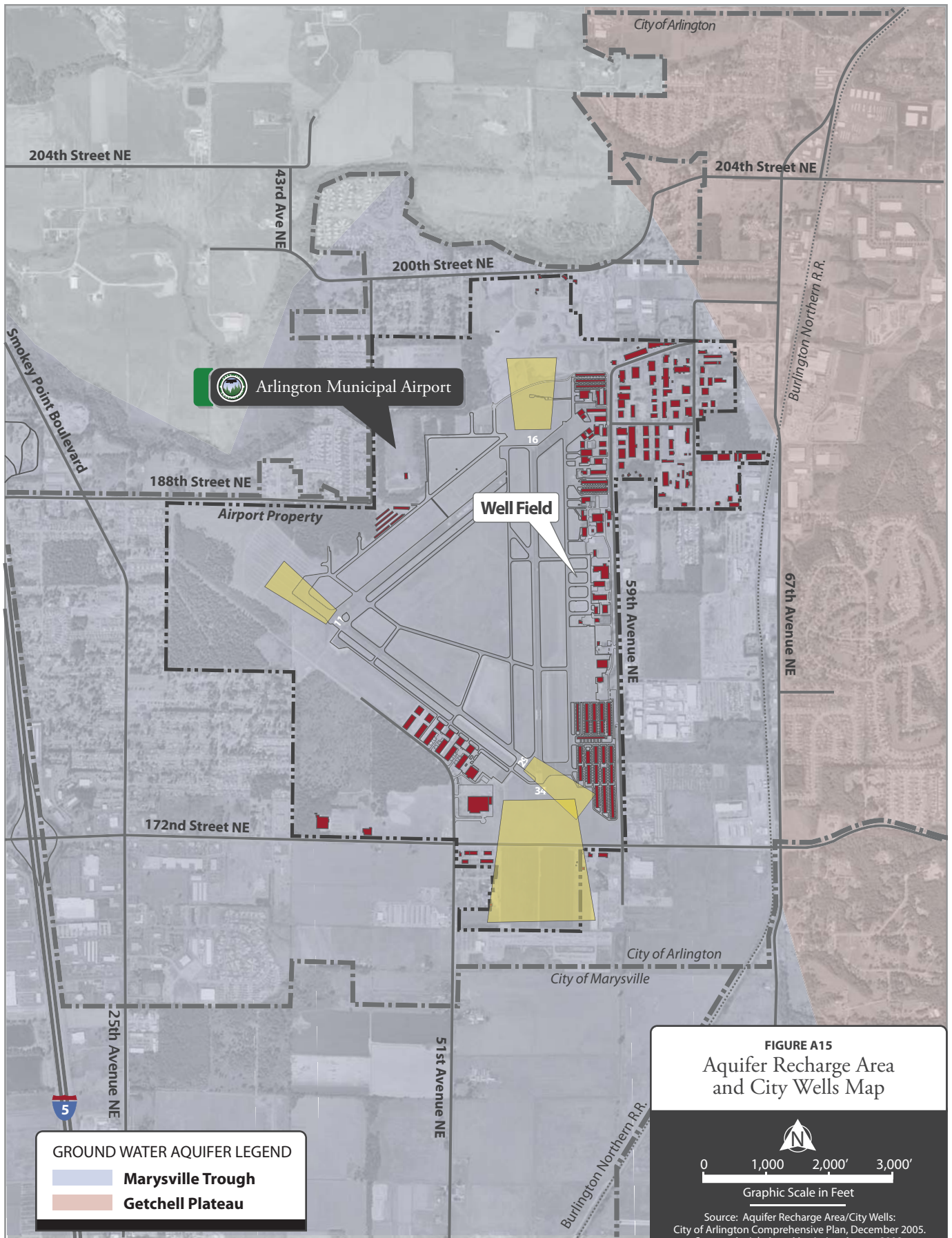
Historical, Architectural, Archaeological, and Cultural Resources

According to information obtained from the City of Arlington website, Arlington Municipal Airport has enjoyed a rich history in the evolution of aviation that dates back to the early 1930s. The facility was originally constructed through funding provided by the Work Progress Administration (WPA) to increase the number of airstrips across the country for defense purposes. This intended operational role of the Airport came to fruition in 1940, when the Navy leased the airstrip from the Town of Arlington to initiate the development of a U.S. Naval Auxiliary Air Station. The ongoing development, redevelopment, and evolving mission of the Air Station continued until the close of World War II in December 1945, resulting in the construction of numerous aviation-related facilities and support structures, of which several still exist today. Due to the continued growth and expansion of the Airport complex, this MP Update includes a task, using National Register guidelines, to update the current eligibility determination of the contributing elements within the Historic District at Arlington Municipal Airport.

Section 106 of the National Historic Preservation Act requires federal agencies, or their designated representatives, to take into account the effects of their undertakings on historic properties, which include archaeological sites, buildings, structures, objects, or districts. Based upon initial research







and meetings with the Washington Department of Archaeology and Historic Preservation (DAHP), to discuss boundary adjustments for the Airport's existing Historic District, it appears that some minor adjustments will likely be made to the district (i.e., the bore siting range will be added to the district with the Navy Hangar and Class "C" Overhaul building, but the remainder of the buildings identified in the 2005 inventory will not be included in the district). The updated boundary of the Historic District is presented in the following illustration, entitled *NATIONAL HISTORICAL REGISTER PROPERTY BOUNDARY MAP*, and the National Register Update is included in Appendix One. Additionally, should any construction activity expose buried archaeological material, work would stop in that area and both the FAA and the Washington State Historical Society will be contacted.

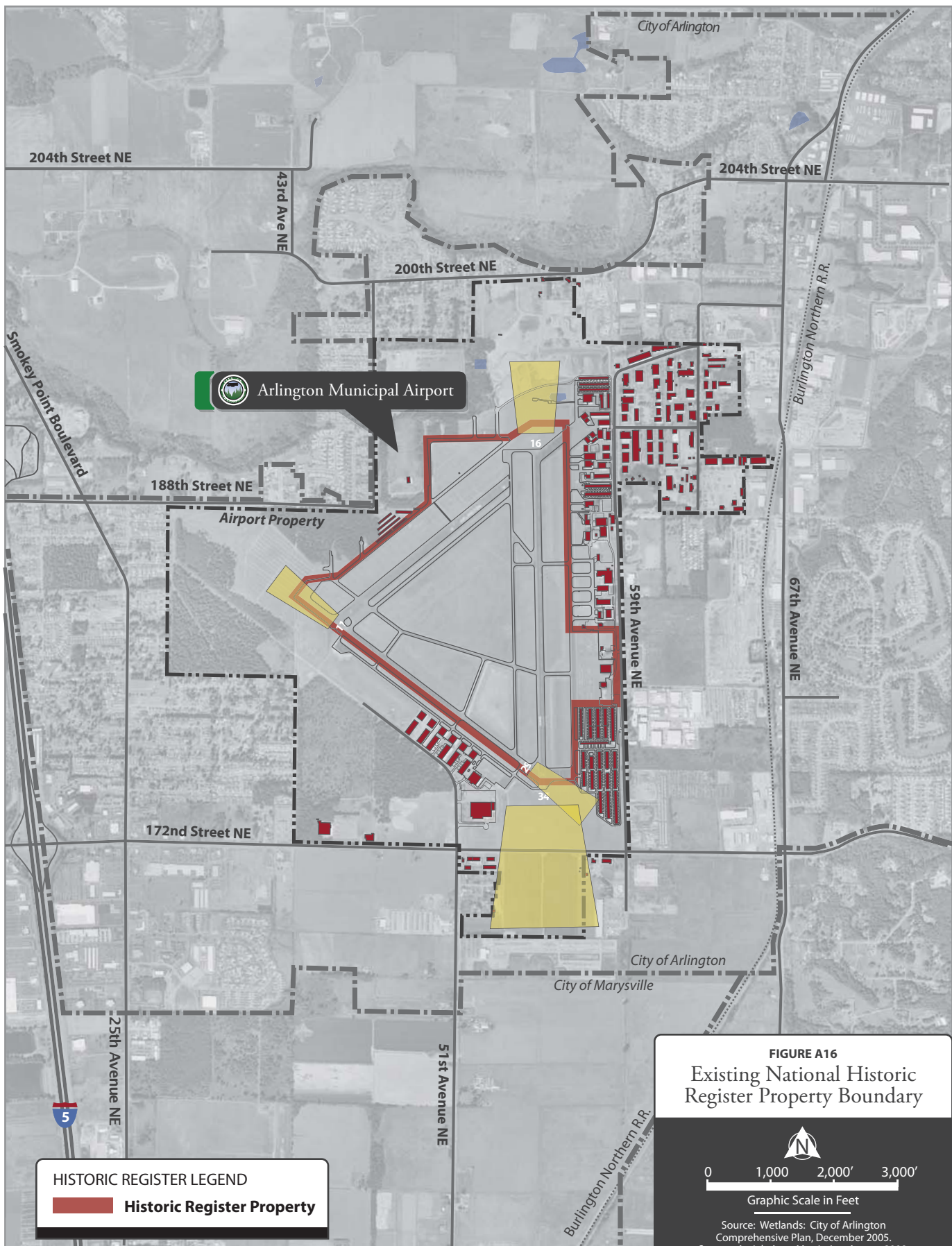
Section 4(f) Property

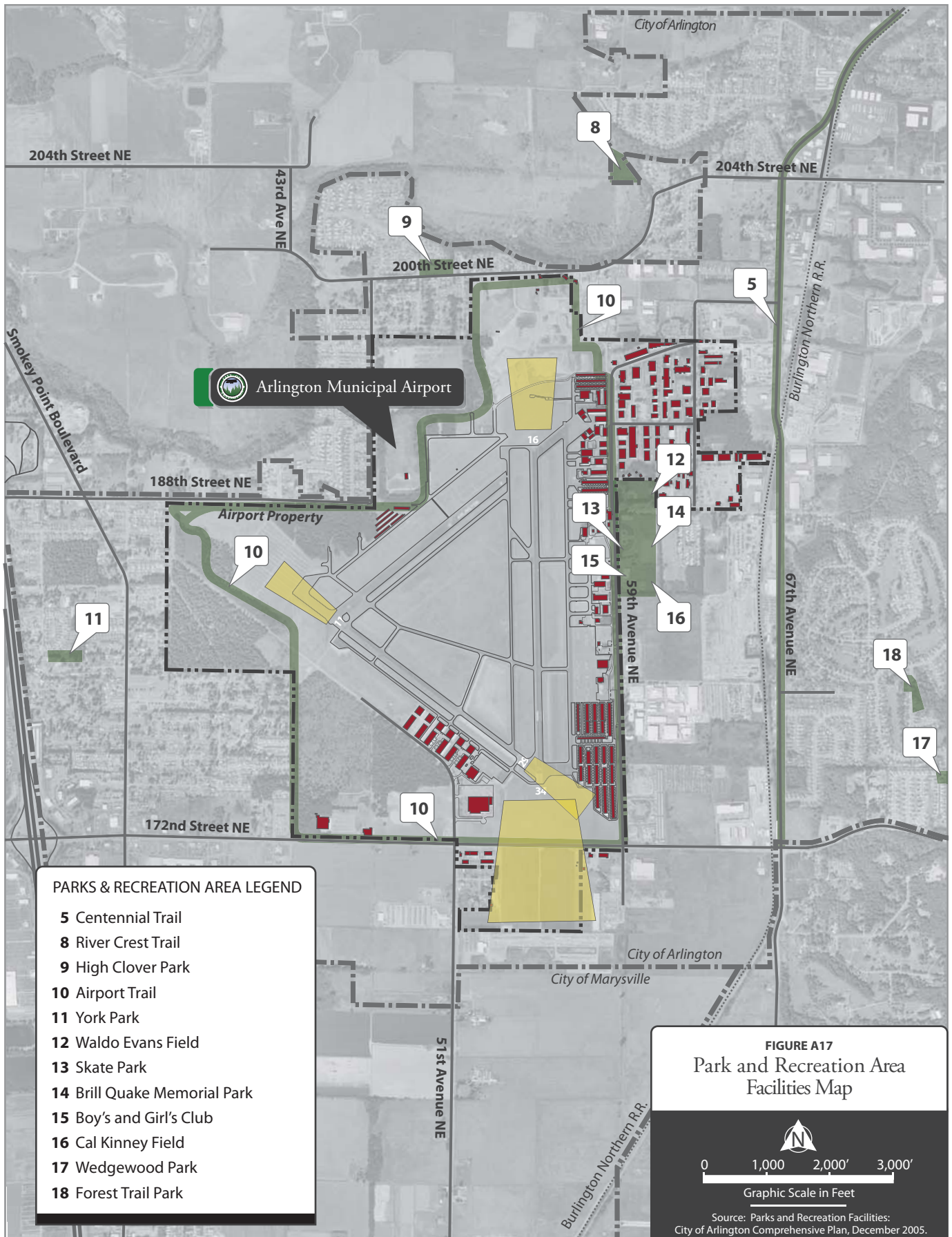
Section 4(f) of the Department of Transportation Act (recodified at 49 USC, Subtitle I, Section 303) provides that no publicly owned park, recreation area, wildlife or waterfowl refuge, or land of a historic site that is of national, state, or local significance will be used, acquired, or affected by programs or projects requiring federal assistance for implementation. Several parks are located within the airport vicinity. Cal Kinney, Waldo Evans Field, and Bill Quake Memorial Park are located less than one mile to the east of airport property. York Park is located one mile west of the Airport, High Clover Park is located approximately one mile north/northwest of the Airport, and Gissberg Twin Lakes Park is located approximately two miles to the southwest. It is important to note that the Portage Creek Wildlife Reserve is located less than one mile north of the Airport. In addition, the Airport Trail is a designated walking/biking trail that encircles the perimeter of the Airport (generally following the right-of-way of existing roadways), and the City has budgeted for the installation of airport history signage along the trail. Figure A17, *PARK AND RECREATION FACILITIES MAP*, shows existing parks/recreation areas, Airport Trail, and wildlife reserve areas within the airport vicinity.

Threatened and Endangered Species

The Endangered Species Act, as Amended, requires each federal agency to ensure that any action authorized, funded, or carried out by such agency is not likely to jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of habitat of such species. According to the U.S. Fish and Wildlife Service (USFWS), there are 44 endangered and threatened species located within the state of Washington. Table A8, *STATE OF WASHINGTON THREATENED & ENDANGERED ANIMALS*, and Table A9, *STATE OF WASHINGTON THREATENED & ENDANGERED PLANTS*, lists the candidate threatened and endangered species (under the *Endangered Species Act*). Before any projects could be undertaken, the Airport will need to determine if these threatened and endangered species are located on airport property, within the proposed project area. If the species are found to be present, and depending on potential impact,







an Environmental Assessment (EA) or Environmental Impact Statement (EIS) may have to be prepared prior to project implementation.

Table A8

STATE OF WASHINGTON THREATENED AND ENDANGERED ANIMALS

Common Name	Scientific Name	Status
Albatross, short-tailed	<i>Phoebastria (=Diomedea) albatrus</i>	E
Bear, grizzly lower 48 States	<i>Ursu arctos horribilis</i>	T
Butterfly, Oregon silverspot	<i>Speyeria zerene hippolyta</i>	T
Caribou, woodland Selkirk Mountain population	<i>Rangifer tarandus caribou</i>	E
Curlew, Eskimo	<i>Numenius borealis</i>	E
Deer, Columbian white-tailed Columbia River DPS	<i>Odocoileus virginianus leucurus</i>	E
Lynx, Canada lower 48 States DPS	<i>Lynx canadensis</i>	T
Murrelet, marbled CA, OR, WA	<i>Brachyramphus marmoratus</i>	T
Otter, southern sea	<i>Enhydra lutris nereis</i>	T
Owl, northern spotted	<i>Strix occidentalis caurina</i>	T
Pelican, brown	<i>Pelecanus occidentalis</i>	E
Plover, western snowy Pacific coastal pop.	<i>Charadrius alexandrinus nivosus</i>	T
Rabbit, pygmy Columbian Basin DPS	<i>Brachylagus idahoensis</i>	E
Salmon, chinook Puget Sound	<i>Oncorhynchus (=Salmo) tshawytscha</i>	T
Salmon, chinook fall Snake R.	<i>Oncorhynchus (=Salmo) tshawytscha</i>	T
Salmon, chinook lower Columbia R.	<i>Oncorhynchus (=Salmo) tshawytscha</i>	E
Salmon, chinook spring upper Columbia R.	<i>Oncorhynchus (=Salmo) tshawytscha</i>	T
Salmon, chinook spring/summer Snake R.	<i>Oncorhynchus (=Salmo) tshawytscha</i>	T
Salmon, chum Columbia R.	<i>Oncorhynchus (=Salmo) keta</i>	T
Salmon, chum summer-run Hood Canal	<i>Oncorhynchus (=Salmo) keta</i>	T
Salmon, coho Lower Columbia River	<i>Oncorhynchus (=Salmo) kisutch</i>	T
Salmon, sockeye U.S.A. (Ozette Lake, WA)	<i>Oncorhynchus (=Salmo) nerka</i>	T
Sea turtle, green except where endangered	<i>Chelonia mydas</i>	T
Sea turtle, leatherback	<i>Dermochelys coriacea</i>	E
Sea-lion, Steller eastern pop.	<i>Eumetopias jubatus</i>	T
Sea-lion, Steller western pop.	<i>Eumetopias jubatus</i>	E
Steelhead Puget Sound DPS	<i>Oncorhynchus (=Salmo) mykiss</i>	T
Steelhead Snake R. Basin	<i>Oncorhynchus (=Salmo) mykiss</i>	T
Steelhead middle Columbia R.	<i>Oncorhynchus (=Salmo) mykiss</i>	T
Steelhead upper Columbia R. Basin	<i>Oncorhynchus (=Salmo) mykiss</i>	T
Trout, bull U.S.A., conterminous, lower 48 states	<i>Salvelinus confluentus</i>	T
Whale, humpback	<i>Megaptera novaeangliae</i>	E
Whale, killer Southern Resident DPS	<i>Orcinus orca</i>	E
Wolf, gray Lower 48 States, except where delisted and where EXPN. Mexico	<i>Canis lupus</i>	E

Source: U.S. Fish & Wildlife Service, *Threatened & Endangered Species System*, Washington.



Table A9

STATE OF WASHINGTON THREATENED AND ENDANGERED PLANTS

Common Name	Scientific Name	Status
Catchfly, Spalding's	<i>Silene spaldingii</i>	T
Checker-mallow, Nelson's	<i>Sidalcea nelsoniana</i>	T
Checkermallow, Wenatchee Mountains	<i>Sidalcea oregano</i> var. <i>calva</i>	E
Desert-parsley, Bradshaw's	<i>Lomatium bradshawii</i>	E
Howellia, water	<i>Howellia aquatilis</i>	T
Ladies'-tresses, Ute	<i>Spiranthes diluvialis</i>	T
Lupine, Kincaid's	<i>Lupinus sulphureus</i> (=oreganus) ssp. <i>Kincaidii</i> (=var <i>kincaidii</i>)	T
Paintbrush, golden	<i>Castilleja levisecta</i>	T
Stickseed, showy	<i>Hackelia venusta</i>	E

Source: U.S. Fish & Wildlife Service, *Threatened & Endangered Species System*, Washington.

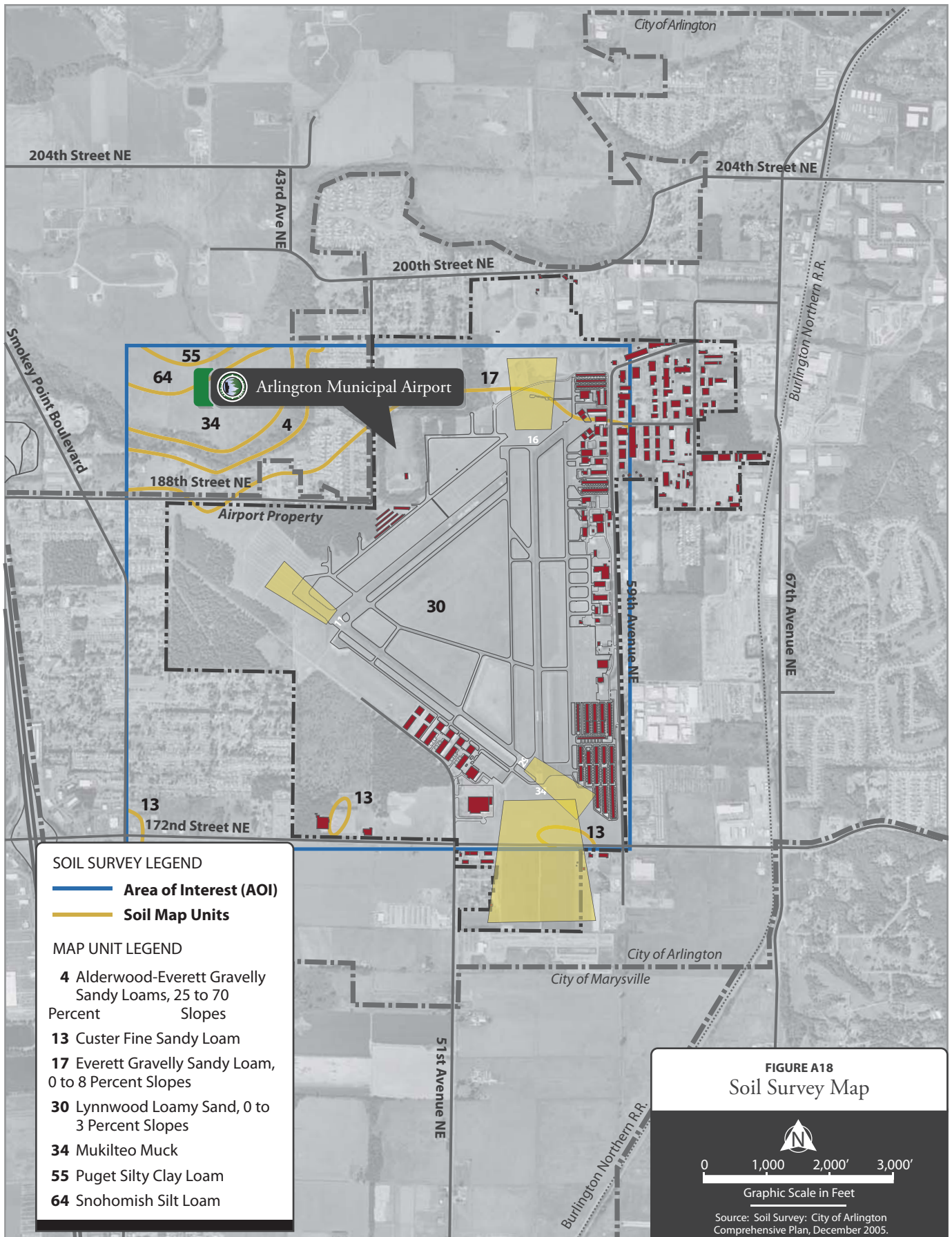
Farmland

According to the National Soil Survey by the National Resources Conservation Service (NRCS), there are several areas of land on and surrounding the Airport that are considered to be prime farmland and farmland of statewide importance.

The north sections of land within airport property are composed of Alderwood-Everett gravelly sandy loams (25 to 70 percent slopes), Everett gravelly sandy loam (zero to eight percent slopes), Mukilteo muck, Puget silty clay loam, and Snohomish silt loam. The soil type found in the central area of airport property is Lynnwood loamy sand (zero to three percent slopes), and the soil type located variously in the southern portion of airport property is Custer fine sandy loam. Custer fine sandy loam and Mukilteo muck are considered to be prime farmland if drained, and are located in the northwestern and southern sections of airport property. Soils that are considered prime farmland if irrigated include Everett gravelly sandy loam and Lynnwood loamy sand, and are located in the northern and central portions of the Airport. Puget silty clay loam and Snohomish silt loam are considered prime farmland if drained and either not frequently flooded or protected from flooding during the growing season. Puget silty clay loam and Snohomish silt loam are located in the northwestern sections of airport property.

Consultation with the U.S. Department of Agriculture (USDA) and the NRCS is required to determine if the Farmland Protection Policy Act (FPPA) applies to the land to be converted from non-agricultural use as a result of the any of the proposed projects. Figure A18, *SOIL SURVEY MAP*, shows existing soils located within airport property.





Floodplains

Executive Order 11988 directs federal agencies to take action to reduce the risk of flood loss; minimize the impact of floods on human safety, health, and welfare; and, restore and preserve the natural and beneficial values served by floodplains. The Airport is not located within a 500-year floodplain. However, as shown in Figure A19, *FLOOD PLAIN MAP*, areas northwest, north, and northeast of the Airport along Stillaguamish River, are located within the 100-year and 500-year floodplain.

Financial Inventory

The primary goal of this task is to gather materials that summarize the financial management of the Airport. In addition, it is important to develop an understanding of the financial structure, constraints, requirements, and opportunities for airport activities as related to the development of a capital improvement program. The documents that have been gathered and reviewed for this financial inventory will be used to formulate a reasonable and financially sound Capital Improvement Program (CIP) with which to fund projects identified in the master planning process.

An airport is both a public service and a business, and must be operated as both. Financial assistance to public airports is often provided by the city, county, state, federal, and private sources where available. In return, an airport provides jobs, promotes development, and supplies economic benefits to the area that it serves, as well as providing a major element of the public transportation system. This is the public service component. From a business standpoint, an airport has the ability to generate certain revenues and, therefore, the obligation to do so. The most successful and satisfactory method of accomplishing this is through a combination of fair and equitable fees and charges associated with the use of airport facilities. It is a federal requirement that airport generated revenues be used at an airport. Airport revenues can be derived from leases, rental rates, airfield fees and charges, airlines, cargo operators, and other operating revenue.

In consideration of these issues, Arlington Municipal Airport's financial statements have been gathered for fiscal years 2003 through 2007. An initial review of the financial documentation for the Airport (see Table A10 below) indicates that the facility has operated with a positive cash flow, excluding depreciation, for each of the past five years. Therefore, the Airport is self-supporting, with income from the City of Arlington not being needed to subsidize operating expenses. In addition, the Airport, which is owned and operated by the City of Arlington, has the primary responsibility for developing the financing program. Major sources of revenue for the Airport include hangar leases and ground space leases.



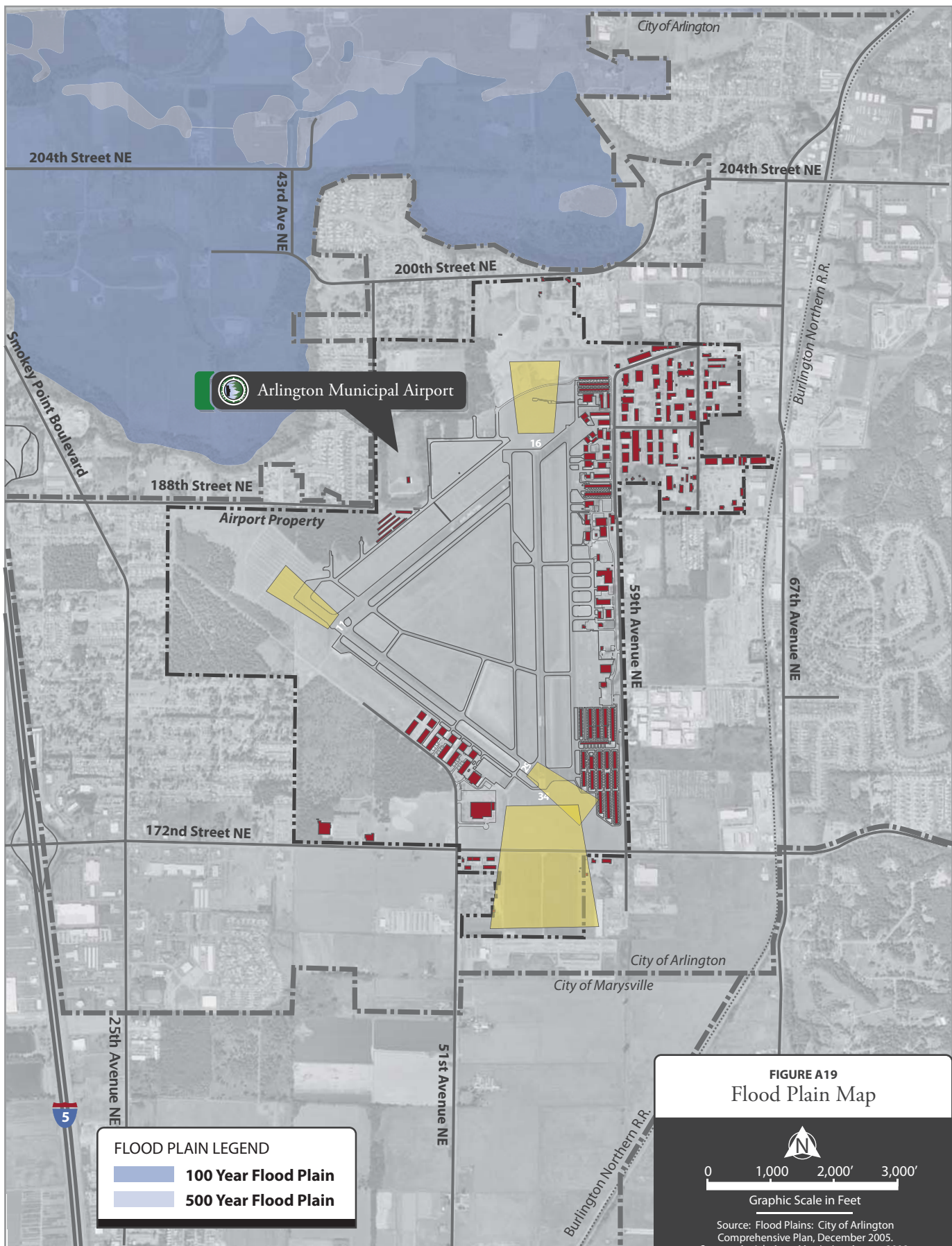


FIGURE A19
Flood Plain Map

Table A10

REVENUE AND EXPENSE SUMMARY, 2003-2007

Year	Operating Revenues	Non-Operating Revenues⁽¹⁾	Operating Expenses⁽²⁾	Non-Operating Expenses	Net Income/(Loss)
2003	\$1,886,503.68	\$195,289.85	\$1,453,344.60	\$278,648.24	\$349,800.69
2004	\$1,924,818.25	\$825,601.39	\$1,471,200.15	\$277,776.64	\$1,001,422.85
2005	\$1,949,229.92	\$2,191,385.85	\$983,038.99	\$2,090,746.60	\$1,066,830.18
2006	\$2,159,038.42	\$635,187.03	\$1,910,370.84	\$398,835.46	\$485,019.15
2007	\$2,705,590.92	\$590,440.88	\$925,098.68	\$451,915.69	\$1,919,017.43

Source: City of Arlington financial records.

⁽¹⁾ Total includes both State and Federal grants.

⁽²⁾ Total does not include depreciation expenses.

As a general note, the City of Arlington has received seven Airport Improvement Program (AIP) grants from the FAA since 2003, which have totaled \$3,662,263.00 that have been applied to various taxiway construction, reconstruction, and maintenance projects, including this MP Update.

