

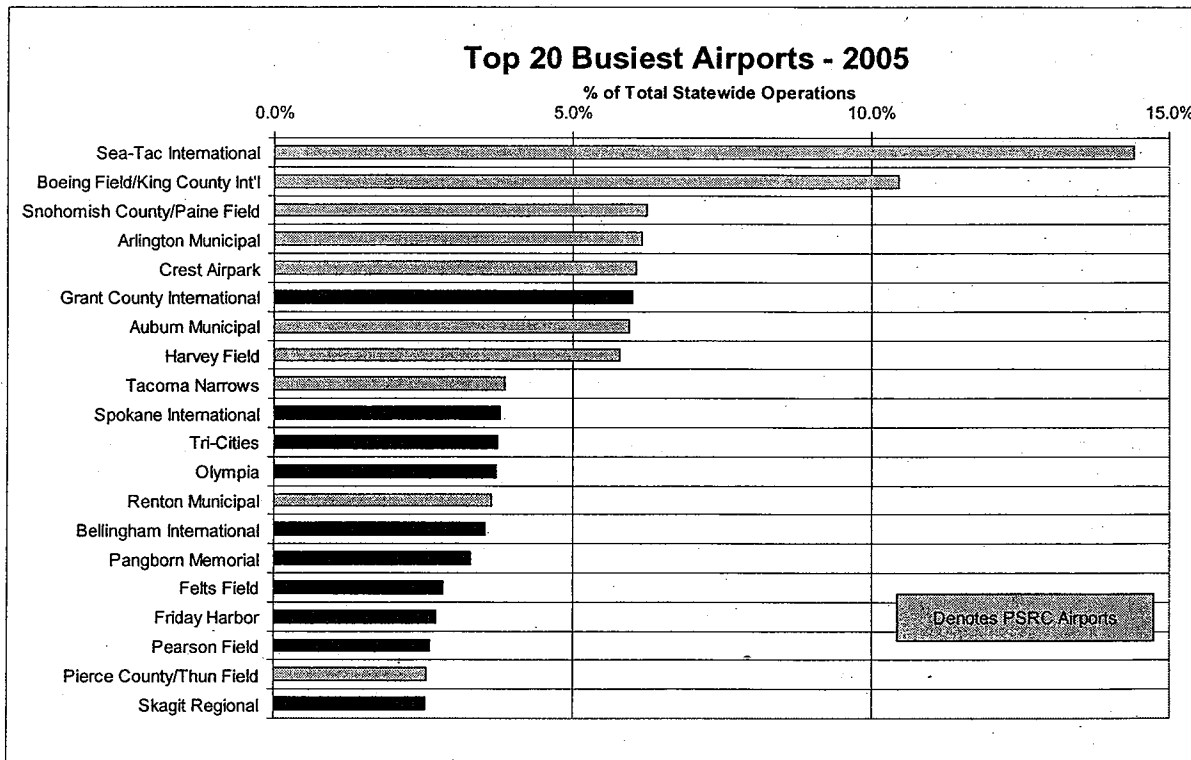


# Washington State General Aviation Update

General aviation (GA) activities are the backbone of the state's air transportation system, representing over 100 regional, community, recreation, remote and seaplane base airports in Washington. GA refers to all types of aircraft operations excluding scheduled airline or military flights. GA includes air cargo, charter, emergency services, recreational and business aviation. Over half of the GA airports in the state are listed on federal system and receive FAA funding.

## GA Stats in Washington State

- GA represents 80 percent of total aircraft operations.
- About 10,000 GA aircraft in the state.
- GA airports span a broad range of activity, with the number of based GA aircraft at individual airports ranging from less than 5 to over 500.
- In a 2001 analysis, general aviation airports, alone, generated 7,600 jobs, \$140,770,000 in wages and \$490,350,000 in total sales output.
- According to FAA classifications, state system consists of 11 Primary (busy commercial), 6 Reliever (high capacity GA), and 123 GA airports for a total of 140 public use facilities. However, all airports in Washington State can accommodate GA activity.



## GA in Puget Sound / King County

The Puget Sound Region is the most populated region and busiest aviation area in Washington. It encompasses King, Snohomish, Pierce and Kitsap counties.

### Based Aircraft in Central Puget Sound (2005)

Arlington Municipal	592
Snohomish County/Paine Field	571
Boeing Field/King County International	501
Harvey Field	326
Crest Airpark	325
Auburn Municipal	305
Renton Municipal	292

## Long-Term Air Transportation Study

Currently, the state is conducting the Long-Term Air Transportation Study (LATS) to determine what we have (Phase I), what we need (Phase II), and how to meet the needs (Phase III) regarding statewide GA and commercial aviation capacity. LATS will study existing conditions, system dynamics, performance, trends and market factors within the state's aviation system. Phase I wrapped up in September 2006, and Phase II is scheduled to conclude in July 2007. In Phase III, the Governor will appoint a ten-member airport planning council that will use Phases I and II findings to make recommendations on how to best meet the statewide commercial and GA capacity needs.

## Key Phase I GA Findings

- Only Seattle-Tacoma International Airport and Boeing Field are experiencing cargo capacity issues of 80 and 60 percent respectively.
- Six airports within Puget Sound have the least reserve capacity: Boeing Field, Kenmore Air Harbor (Lake Union), Seattle-Tacoma, Auburn, Harvey and Kenmore Air Seaplane Base (Lake Washington).
- General aviation aircraft parking and hangar storage for Washington airports has reached 85 percent of existing capacity.

## Key Phase II GA Findings (Draft)

- Over the past 18 years, growth in GA activity in Washington State has outpaced the U.S.
- The Puget Sound will remain the region with the highest concentration of GA activity (46% of based aircraft in 2030).
- Between 2005 and 2030, Washington's based general aviation aircraft are forecast to increase from 8,100 to 11,800, representing total growth of 45% (1.5% AAG).
- Washington GA aircraft operations will grow from 3.0 million to 4.5 million at a rate of 1.7% annually.
- Jets will be the fastest growing segment of GA in WA, as in the nation.
- Jets to grow at 10%; however, they only make up about 2% of WA's fleet mix.