



APPENDIX 21:

**Airport Survey
Responses; Value
to Community and
Potential Impacts**

Survey Responses: Airport Value to the Community / Impact to Community Resulting from a Lack of Capital Funding

Airport	NPIAS?	Federal Category	State Category	Impact to airport and community resulting from a lack of capital funding: From the airport's point of view, please explain the perceived or real impact associated with not meeting the capital needs of the airport to provide these aviation-related activities:	Airport value to community: From the airport's point of view, please provide examples of the success your airport and community have derived from providing these aviation-related activities:
Boeing Field	NPIAS	Commercial - Primary	Commercial	<i>KCIA is a land constrained airport with approximately 600 acres. The Airport will need to expand its resource base to meet aviation demand forecasts. Investment in the airport will need to come from the County or other sources. The airport cannot meet the capital requirements for expansion or redevelopment.</i>	<i>Based on the 2009 Economic Impact Study, the Airport supports 4,900 direct family wage jobs and 12,600 additional jobs with the region. The Impact Study is being updated and will be published in the 1st Quarter of 2014. The Airport contributes \$3.2 billion to the Washington State economy, including \$475 million in labor income and \$68 million in state and local taxes. Within the Duwamish Industrial Corridor, The Boeing Company employs over 13,000 family wage aviation related jobs.</i>
Friday Harbor	NPIAS	Commercial - Primary	Commercial	<i>Not meeting the needs of airport capital improvements hinders the ability of the airport to act as one of only two ways to travel to and from Friday Harbor. We have spent the last several years updating our infrastructure, but have a long way to go. The airport was built in 1985 and critical components are reaching the end of their life spans.</i>	<i>The town of Friday Harbor as well as San Juan Island benefit from the airport in numerous way. As we live on an Island there are only two ways to travel to and from the mainland. One of those is Friday Harbor airport. Starting from a small private airport operating from a cow pasture, the airport has grown to include up to date facilities including a terminal building, 90 hangars, 135 based aircraft, 50,000 annual operations and over 10,000 enplaned passengers annually. We provide fixed wing and helicopter medical transport, 3 scheduled and 2 based charter airlines as well as flight training and all of the jobs associated with the businesses and airport operations.</i>
Orcas Island	NPIAS	Commercial - Non Primary	Commercial	<i>This airport serves an island community. It is an essential service not comparable to those airports on the mainland. Failure to recapitalize and improve this airport irreparably damages the economic potential of this county and the ability of people to live here in safety and security.</i>	<i>This airport is one of 2 transportation arteries/modes connecting Orcas Island to the United States and Canada. It is the only transportation mode that provides fast, scalable, un-scheduled service to the mainland.</i>
Pangborn Memorial	NPIAS	Commercial - Primary	Commercial	<i>The inability to maintain or improve our infrastructure would result in a decrease in the level of service we are required to provide.</i>	<i>As an airport that provides both commercial and general aviation services, the ability for our community to utilize the nation's system of airports is significant. In 2013, over 100,000 people engaged in commercial air travel to or from our airport. Approximately 300 tons of air cargo is shipped/received via the airport each year. Aircraft designed to fight regional wildfires regularly use the airport as their base of operation.</i>
Pullman/Moscow	NPIAS	Commercial - Primary	Commercial	<i>Airport Capital needs for PMRA are critical to maintaining Air Service to the region and supporting business and corporate aviation.</i>	<i>Commercial Service provides the region with connectivity to the NAS. This service allows for the efficient travel for 2 Division 1 universities supporting academics, research and athletics. The Airport also supports a corporate fleet for a major Washington state manufacturer. GA support includes agricultural, recreational and US government contracted services</i>
Tri Cities	NPIAS	Commercial - Primary	Commercial		
Walla Walla	NPIAS	Commercial - Primary	Commercial	<i>We currently have (1) runway in really good shape that many aircraft can utilize. However, if we do not maintain our main taxiway, txy connectors and ramp it is all for not.</i>	<i>Commercial service is the most talked about in our community. Very little about GA except for those who utilize GA.</i>

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Yakima Air Terminal	NPIAS	Commercial - Primary	Commercial	<p><i>Please refer to item G above in reference to the terminal building. Another example of the aviation industry experiencing lack of capital funding would be for infrastructure in relation to utilities. Many airports throughout the nation might not have utilities lines such as water, sewer, electrical throughout the airfield to support the airport's aviation demands. New developments are hindered due to the lack of capital funding to kick start this process which impacts the growth of the aviation system. Major impacts are referenced to the General Aviation industry as funding to develop more hangars are limited and the infrastructure piece is a large portion of the development. Finally, recently the airport was required to remove its secondary Runway 4/22 from our CIP due to the ineligibility to receive funds as the runway didn't fall within the cross wind component requirements. Although this runway doesn't meet the FAA's requirements for funding it's still highly utilized within the aviation community for smaller aircraft operations. Specifically during the spring and fall months the winds are strong from the Southwest and allows for smaller GA aircraft as well as business jets to continue to operate in/out of our airfield. The PFC asphalt is aging and continues to ravel which is causing FOD issues of which maintenance staff are required to perform monthly FOD maintenance.</i></p>	<p><i>The operation and maintenance of the Yakima Air Terminal are important pieces of the local community as it provides numerous aviation services for our community. Further development of the local community has a direct impact on how many community passengers utilize the airport's facilities.</i></p>
Arlington Municipal	NPIAS	GA	Regional	<p><i>A large majority of the industry on and off the airport in and around the Arlington area relies on the airport for transportation needs as well as shipping and receiving goods. Business along the Flightline of the airport could not exist without adequate infrastructure to support their businesses. Without the capital needs of the airport being met the city, surrounding area and region would be greatly impacted in a negative way. (See section C for further impacts)</i></p>	<p><i>The Airport is largest economic developer in Arlington. The largest industrial zone in Arlington is located on airport property. The airport has a total economic output of \$144,200,000 per year. The airport creates 566 direct jobs and 411 indirect jobs, equaling 977 positions, with a total income of \$46,600,000 per year. The estimated annual spending by visitors who travel to the airport is \$2,732,700 per year, which creates 41 direct and indirect jobs. Airlift Northwest, an air ambulance/medical transport is based at the airport and responds to life critical situations throughout the Puget Sound. The annual Fly-in event is the largest event in the city. Other critical based activities include: aircraft manufacturing, personal transportation and charter/forest fire response.</i></p>
Auburn Municipal	NPIAS	Reliever	Regional	<p><i>The Auburn Municipal Airport experienced a large drop in revenue in recent years. While this revenue decline has leveled, the City of Auburn recognizes market trends which are affecting General Aviation airports like ours all across the country. These trends include declines in ownership and use of privately owned Type A-1 aircraft and increases in the business use of Type B-I and B-II aircraft. To capitalize on these aviation trends, the City of Auburn recognizes that capital funding is needed to upgrade certain services which will make our airport attractive to business users and will ultimately keep our airport viable into the future. Failure to make needed capital funding improvements now, will create an unexceptable drain on this valuable City asset in years to come.</i></p>	<p><i>The Washington State Department of Transportation, Aviation Division, states that the Auburn Municipal Airport generates a total economic impact of greater than \$41 million dollars annually to Auburn and our regional economy. As the 4th busiest general aviation airport in the State, Auburn is a critical element of our regional, state, and national transportation systems. The airport also provides a base for emergency and life flight operations.</i></p>
Bowerman	NPIAS	GA	Regional	<p><i>We are the only jet capable airport on the Coast that serves the aviation community's fuel needs. Because of our location and services we are able to serve general aviation as well as military and emergency personnel. Lack of funding to maintain our airport would force pilots to fly further for services or change their routes completely and ultimately mean loss of revenue for the airport. In addition, there is a diner located at the airport that relies heavily on the aviation traffic.</i></p>	<p><i>The only jet capable airport on Washington's Coast, we provide general aviation services to the local community in addition to tourists and military and emergency personnel. When Grays Harbor was cut off from the I-5 Corridor during the 2007 storm emergency supplies and personnel were flown in to Bowerman and patients were still able to be flown out to larger hospitals for care via NW Airlift. NW Airlift has made patient transfers at the airport in the past and takes on fuel frequently. The U.S. Military uses Bowerman for training exercises, fuel</i></p>

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Bremerton National	NPIAS	GA	Regional	<i>Airport growth would stagnate and opportunities would be lost that might otherwise had come to pass if airport capital needs were met. Lack of funding to improve critical infrastructure could lead to businesses eyeing the airport as a place for possible expansion or relocation to go somewhere else – equals lost opportunity.</i>	<i>There are several businesses in the local community which are served by corporate aircraft at Bremerton National. Without the airport, these executives would be required to land at Boeing Field and expend more time in transit. The addition of corporate hangars (5) at Bremerton National are indicative of the desire to relocate off other airports east of BNA.</i>
Columbia Gorge	Non-NPIAS	GA	Regional		<i>Support of the Columbia Gorge activities. Base of Life Flight and base for seasonal aerial fire fighting. Now developing first phase of Business Park of 35 acres and 17 lots.</i>
Colville Municipal	NPIAS	GA	Regional	<i>Without the needed funding for maintenance and improvements safety will be a major concern for airport users because of the deterioration of the runway and taxiway pavements. As it is now the Colville airport runway width and length limits it's capability of handling larger business type aircraft which, if so, would help with revenue generation for the airport and the city. Although there some larger aircraft that do use the airport for various business activities, because of a lack of funding which would fund the major widening and separation improvements to the runway and taxiway, the Colville airport will not be able to provide a facility that would safely support a slightly larger business/Med transport/Fire support type of aircraft, all of which are necessary to help with the local economy and community services. Major improvements aside, without needed funding it will be very hard for the city of Colville to provide the funding for the routine maintenance of the airport pavement. Wsdot aviation maintenance grants are VERY important to keeping the Colville Municipal airport a viable and safe airport within Washington State's aviation infrastructure.</i>	<i>The Colville airport has, and does, provided fixed wing and rotor wing access to Colville for medevac transport. It has been, and is, a base for firefighting support activities and Fish and wildlife surveys. It serves Law enforcement in search and rescue, border patrol and drug enforcement operations. Last but not least, it has played an important role in the areas business and personal GA use. Due to a past state Wsdot grant, a fuel system was installed which has made the airport a revenue generator for the city, bringing more aircraft into the area which has brought business and revenue into the area as well as to the city.</i>
Deer Park	NPIAS	GA	Regional	<i>Thus far we have been able to meet the capital improvement needs and thus provide a first class facility for flight instruction and business development. Were we to be unable to meet the needs, we would lose the services of fire fighting aircraft based at Deer Park during fire season.</i>	<i>The airport provides employment opportunities for nine individuals, plus transportation options for numerous off-site business enterprises. The recreational contribution of pleasure flights and glider activity also add to the economic vibrancy of the community. The fire fighting aircraft based at Deer Park during fire season provide rapid response to wildland fires in eastern and central Washington</i>

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Grand Coulee	NPIAS	GA	Regional	<p>Without capital funding to maintain our community airport the major employers would not be able to use the airport to complete their business activities, medical flights would not be able to land and takeoff impacting the citizens of our community, tourism would also suffer impacting many businesses. Keeping funding available for capital improvement projects to keep the airport in a safe operating condition is vitally important for our community.</p>	<p>The Bureau of Reclamation through its financial partnership with BPA, is in the midst of a complete long term over haul of the power plants at the Grand Coulee Dam. This increased level of business activity is anticipated to run at least 15 years. The USBR is the largest employer in the Grand Coulee Dam area. Indirectly the airport helps the largest employer, the USBR complete their mission of pumping water to the Columbia Basin Project and producing low cost electricity to the Pacific Northwest. Grand Coulee Dam has been designated by the federal government, a National Critical Infrastructure. Contractors doing work at the dam, Federal Agencies (i.e. BPA, Corp of Engineers, and Bureau of Reclamation) utilize the airport on a regular basis by bringing in staff on government and charter planes. By helping the major employers complete their mission, the entire local community benefits. The more complete the services vital to governmental success, the more local jobs are realized. The larger the federal employment base, the larger the corresponding service industry demand in the community. More employees means more residents, which translates to more fuel, food, housing, hardware supplies, furniture, appliances, automotive needs, sporting goods, etc. More residents imply more hospital visits, more students in schools, more community volunteers, and in general a healthy community. Visitors to the airport also spend money in the community. Our airport is key to economic growth in our community. The Grand Coulee Community has a hospital and medical facilities that are 55 miles in any direction from the nearest like medical service. As such, they utilize the airport with medevac flights on a frequent basis to the immediate and surrounding communities. The local medical community depends on the local airport facility. Frequently, in the summer months, our airport is utilized by fire fighting planes and helicopters. The airport not only provides an economic impact through business, government and tourism use, but it provides a valuable connection to emergency services for the safety and protection of area citizens.</p>
Grant County Intl	NPIAS	GA	Regional		
Harvey Field	NPIAS	Reliever	Regional	<p>Improving the airport to meet FAA airport design standards will assure the long term viability of the airport, for the 17 businesses located at Harvey Field and the 315 aircraft based here. Harvey Field is one of 5 "reliever" airports in the Puget Sound area providing a necessary alternative to Seattle Tacoma International Airport for General Aviation business and recreation flight operations. The next closest "reliever" airport is Paine Field, which has a two year waiting list for hangar space.</p>	<p>As mentioned above, 17 viable businesses are located at Harvey Field. These businesses provide 199 jobs and \$3.9 million annually in labor income. \$5.8 million in annual visitor spending generates 58 additional jobs in the community. Source: WSDOT Aviation Economic Impact Study 2012</p>
Olympia Regional	NPIAS	GA	Regional	<p>Deteriorating roads, Crosswind Runway and taxiways and aircraft hangars.</p>	<p>Economic impact study shows that the airport makes a significant contribution to direct, indirect and induced jobs, taxes and the regional economy.</p>
Omak Municipal	NPIAS	GA	Regional	<p>Inadequate utilities and fire protection have prohibited any measurable growth. We have turned away many prospective tenants and revenues that they would generate.</p>	<p>Our Airport is in valuable to our medical and wild land fire agencies. The long runway, abundant flying days, and central location, provide year round access to Okanogan county. This access has enticed business to locate with in the City of Omak's retail service areas.</p>
Renton	NPIAS	Reliever	Regional	<p>Airport is less efficient/effective in its role as a "supplier" for a major commercial aircraft manufacturer.</p>	<p>10,000+ family wage jobs in 2013 manufacturing the highest quality commercial and military aircraft for the last 70 years.</p>
Sanderson Field	NPIAS	GA	Regional		
Skagit Regional	NPIAS	GA	Regional		

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Southwest Washington Regional	NPIAS	GA	Regional	Severe limitation of economic support to the region served by SWRA, lack of growth in aviation and associated industries. Lack of support for the second busiest port - Port of Longview - on the Columbia River. Continued decline in the number of active pilots and pilots in training leading to a larger shortage of pilots to support business aviation and the airlines. Cowlitz County has the second highest unemployment rate in the region. Lack of capital to construct or reconstruct the needed facilities will further exacerbate the lack of jobs available in the region and county.	There are 28 companies/corporations which operate executive aircraft which have flown into SWRA over the last two years to do business in the region, including building or expanding facilities and adding jobs which have contributed to the economy of the region. In addition there have been a number of all types of aircraft which have brought business to the region but were not identified. SWRA has also contributed to the economy through contracts for services and products purchased as part of the operation and maintenance of the airport. Jobs and salaries of the businesses which operate on the airport accounted for more than 60 direct and indirect jobs.
Tacoma Narrows	NPIAS	GA	Regional	With the completion of the 2013 Runway Rehabilitation Project, this airport is well-positioned to meet future needs for the next six-eight years. The Master Plan Update, currently in progress, indicates that forecast growth may require a runway extension to meet the needs of future expected business jet traffic. Additional capital will also be needed to address apron pavement and aircraft parking needs. Older County-owned hangars prohibits will require rehabilitation and /or repurposing for larger aircraft over the next ten years. Capital investment is absolutely mandatory to both maintain and improve the ability of the airport to serve its tenants, pilots, and the local community. This airport meets NextGen requirements.	This airport is the primary jetport in the South Puget Sound and the primary general aviation facility of west Pierce County with over 48,000 operations annually. The location of the airport adjacent to the City of Gig Harbor and a major highway makes it an ideal gateway to the South Puget Sound Region. The airport offers both Jet A and 100LL fuel and serves a wide range of aviation businesses and flying clubs. Its approach facilities and federal contract tower provide a superb instrument-training environment. Its proximity to Joint Base Lewis-McChord (JBLM) provides an additional training facility for JBLM aviation units. It is the only Pierce County airport located west of the Tacoma Narrows bridge and therefore will serve a critical emergency response need in the event of a natural disaster or in the event of a need for relief or rescue efforts. An Aviation Exploring Unit was recently founded at the airport, encouraging youth participation in aviation. The airport supports several annual events: Wings & Wheels Aviation Event, Thanksgiving Basket Brigade, Harbor History Museum fundraiser, as well as several community marathons. The airport serves as the primary fly-in location for entertainers performing at either the Tacoma Dome or the Puyallup Fair. The airport is also expected to serve as the primary aviation facility supporting the 2015 U.S. Open in nearby University Place, WA. In 2010 dollars, WSDOT Aviation estimates the following economic impacts: Airport Businesses: \$3.9 million, 40 jobs; Visitor Spending: \$1.47 million, 22 jobs
William R Fairchild	NPIAS	GA	Regional	Failure to address obstruction issues may result in a new displaced threshold that further shortens the usable landing distance for Runway 26	Having an international airport is truly an asset to the community.
Cashmere - Dryden	NPIAS	GA	Community Service		
Ed Carlson Memorial Field	NPIAS	GA	Community Service	An airport with development potential with surrounding open land and well above the flood plain.	Existing business, manufacturing and recreation opportunities.

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Ephrata Municipal	NPIAS	GA	Community Service	Since all of the projects represented are associated with Airport Operational Pavement, if these projects are not completed, the Aviation activities cannot occur	There are significant Agriculture based businesses in this region, the ability for ag sprayers to operate in closer proximity to the crops due to our airport results in lower costs to the farmer. Higher profits at market results in more development and increased dispensable income to spend in the local economy. There are multiple medical evacuation flights in and out of our community annually. The airport saves lives. KEPH is located such that it experiences much better visibility than the surrounding region. Especially through the months of November – Mar. Many General Aviation and Commercial Cargo operations are diverted to KEPH. This promotes safety and continued movement of the cargo (gets picked up by runners out of Wenatchee and Moses Lake) The Civil Air Patrol has a major presence for both Search and Rescue and pilot training site for Cadets. This improves search and rescue capabilities in Eastern Wa as well as training the next generation of aviators. Big Bend Community College heavily utilizes Ephrata for its flight training program (both fixed and rotor wing). This not only facilitates increased capacity for flight training, but it has significant impacts in the area both from generating FTEs for the college as well as the monetary impacts of the students being in the area for the 2 year program. This airport is listed in the Grant County Emergency Response plan as a critical facility for Emergency response due to both the aviation access and the large facilities (hangars) that could be used for multiple types of shelters or staging areas. KEPH normally ranks within the top 10 in the nation with respect to soaring. The economic impacts of the day to day operations as well as the major regional events are significant for the community. KEPH also hosts multiple aerobatic events throughout the summer. Again, the economic impacts are significant.
Grove Field	NPIAS	GA	Community Service	The real impact is timing of when to do the capital improvement and have the financial ability to complete it. Since the Commission decided not to accept FAA money, the Port has had to rely on our Capital Budget to complete any airport improvements. The Capital Budget is used on all port capital projects, which covers the Port's industrial park and marina as well.	One of the biggest successes is our airport association (CWAA). The Port has partnered with them on their July fly-in festivities, as well as the Port's old time plane and car show (Wheels and Wings).
Jefferson County Intl	NPIAS	GA	Community Service		
Martin Field	Non-NPIAS		Community Service		We provide inexpensive flight training, we fly kids for free (young eagles) , we hold Fly Ins and community airport appreciation days, safety seminars, spot landing contests, people can come here to visit or just look at airplanes without the frustration of dealing with airport security. We welcome people. The airport is available to anyone in the case of emergency or catastrophic event, and we also pay a lot of taxes. We also host all EAA chapter 604 meetings.
Mears Field	Non-NPIAS		Community Service	None - The Airport will remain regardless of funding	More Business for the local community
Moses Lake	Non-NPIAS		Community Service	Closing of airport due to lack of capital to make necessary repairs to runway, taxiways; Relocation of 66 airplanes; Removal of 27 privately owned structure; Loss of flight training school; Loss of aerial two applicators; Loss of rental income	Alternate to grant county international airport provides private ownership hangars for individuals; Alternate source of transportation in event of emergency; Local base for crop disease and insect control by aerial applicators; Alternate training facility from grant county international away from wake turbulence; Provides close-in place for local business
Pearson Field	NPIAS	GA	Community Service	Capital funding in the form of AIP Entitlements and Grants has just recently become available from the FAA. The 2013 fog seal project did a lot to improve the longevity of the asphalt, but I believe we will be looking at a re-stripe in 2016 or 2017, and probably a resurface somewhere between 2018 and 2020. A good slurry seal over all of the asphalt areas may be successful in improving the longevity, but may be penny smart and pound foolish. This will require a keen engineer's eye to make that determination	General Aviation (all aviation except Part 121 commercial, based helicopter, or military. Runway length & width is 3,175' x 60' usable by 70% of all aircraft in the world. Only Airport with Instrument Procedures in Clark County (LDA). Closest airport to the Portland & Vancouver City Centers. National Plan of Integrated Airport System (NPIAS). 175 based aircraft, 14 th largest aircraft fleet in Washington. 50,000+ annual operations (busiest in SW Washington). 60%+ of all operations are business related, the remaining are recreational 30% of tenant aircraft are corporate or non-profit owned. Contributes millions of dollars to the local economy. Contributes to hundreds of aviation & non-aviation jobs. Serves as a base for a number of non-profit and educational Organizations. An emphasis on historic aviation. Pearson Field has one full service Fixed Base Operator (FBO) that provides aircraft maintenance, avionics maintenance, fuel, and a flight school.

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Pierce County / Thun Field	NPIAS	GA	Community Service	<i>Other than available tiedown space, the airport has maximized its revenue-generating opportunities. Aging hangars prohibits any increase in existing rental rates. Much of the airport pavement and infrastructure has reached or is approaching its useful life. Capital investment is absolutely mandatory to both maintain and improve the ability of the airport to serve its tenants, pilots, and the local community. Demand for hangar space exceeds the available supply. The lack of available funding has prevented additional hangar construction, diverting potential revenue to other airports. The current runway dimensions are 3650 x 60 while the minimum NextGen requirement is 4000 x 75.</i>	<i>This airport is the primary general aviation facility of east Pierce County with over 60,000 operations annually. It serves a wide range of aviation businesses and organizations, including Civil Air Patrol and EAA Chapter 326. It is the designated Emergency Management Aviation Headquarters for all east Pierce County and Cascade Mountains disaster, relief, or rescue efforts. The EAA Chapter is very active in homebuilding efforts and annual Young Eagles flying events, encouraging youth participation in aviation. The airport supports several annual events: Easter Bunny and Santa Claus Fly-In Events, Cubs & Classics Fly-In Event, Concerts, Car Shows, FBO Speakers Programs. The airport also serves as the primary fly-in location for the annual Northwest Aviation Conference and Trade Show each February. In 2010 dollars, WSDOT Aviation estimates the following economic impacts: Airport Businesses: \$25.3 million, 136 jobs; Visitor Spending: \$2.64 million, 40 jobs</i>
Port of Whitman Business Air Center	NPIAS	GA	Community Service	<i>Without continued Federal and State infrastructure assistance, the port would be hard pressed to afford major upgrades at the airport. The port subsidizes the airport as management costs exceed revenue.</i>	<i>The spray plane activity at the airport supports the local farming community within a 10-15 mile radius of the airport. The port built and private hangars also provide critical aircraft storage for local plane owners.</i>
Prosser	NPIAS	GA	Community Service	<i>There is not enough funds to keep up with maintenance and preservation of aging pavements. Specifically, the FBO Apron area is in need of reconstruction.</i>	<i>Balloon Rally brings community together. Location of Prosser Airport allows medical transport access to remote communities.</i>
Richland	NPIAS	GA	Community Service		<i>There is a stiff demand for hangar space, especially with the closure of Vista Field. The Airport can't accommodate demand due to lack of Taxilanes and hangars. Patrons are looking elsewhere, resulting in potential lost revenue</i>
Anderson Field	NPIAS	GA	Local Service	<i>Millions of dollars of fruit industry in the area benefit from our airport operation that help drive our local economy that and the availability of air medical transport are vital to our area</i>	<i>Agriculture has benefited immensely from helicopter operations and spray plane operations based at our airport The a large geographical area of population has also benefited from air medical services both fixed wing and helicopter</i>
Darrington Municipal	Non-NPIAS		Local Service	<i>It is all about safety. If we cannot resurface our runway and taxiway, it presents a potential liability for pilots.</i>	<i>There is, of course, an economic benefit that comes with visitors to our community. We also provide a facility for emergency situations that require flight availability, such as industrial accidents, forest fires, etc.</i>
Ferry County	Non-NPIAS		Local Service	<i>By not meeting the capital needs the infrastructure will unfortunately continue to deteriorate resulting in greater cost in the future.</i>	<i>The Airport is one of the means of transportation in and out of the community used by local pilots and visitors. Also the airport is a vital part of Med Star and Fire suppression.</i>
Lind Municipal	Non-NPIAS		Local Service	<i>Lack of funding will delay improvements to complete safety upgrades such as grading RSA and relocating the runway threshold to meet FAA standards. A funding shortage can also lead to lack of routine pavement maintenance completed at the airport thereby shortening the life of the asphalt and increase future costs for reconstruction of these areas.</i>	<i>The airport predominantly serves single-engine aircraft. Principal activities occurring at the airport include recreational and agricultural related activities. Current agricultural related activity is the predominant use of the airport and is primarily conducted by a local agricultural pilot. Big Bend Community college conducts flight training.</i>

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Mansfield	Non-NPIAS		Local Service	<p>Personal Transportation - Mansfield Airport is located just one block from downtown Mansfield. Recreational flying (powered, glider and ultralights) often use the airport during VFR weather as a stopping off spot from other originations. It's easy to walk into town and have breakfast or lunch, or to purchase something from the grocery or hardware store. Fair weather flying is important to this small community, set in a remote area of Douglas County. If the airport were not able to function satisfactorily, due to failure to meet capital improvement needs, there would be a negative impact on the economy of the community. Medical Air Transport - 3 years ago, the rotating beacon (which is located atop a grain elevator at the airport and is a well-known long-distance visual reference landmark by pilots flying across the state) was removed so it could be rebuilt, due to long-needed maintenance issues. While it was in the shop being renovated, I received a call from a Town Council member encouraging the completion of the renovation project soon so the beacon could be functioning at the airport again. The main reason he gave – the beacon is critical for medical air transport aircraft when traveling to Mansfield during night time. Mansfield does see these types of aircraft throughout the year which do perform life-saving missions. Without a viable airport, this essential service would not be able to function. Agriculture – Crop dusting companies have based their operations at an airport land-lease site at Mansfield for years. Most of the aerial agricultural spraying operations in Douglas County originate from Waterville or Mansfield. If funding shortfalls precluded the capital projects necessary to maintain good pavement</p>	<p>While I cannot provide concrete 'examples of success', the discussion in Section B, above, provides a description of the value which the airport provides for the community and the county. As with Waterville, Mansfield is a very small rural community. It is no longer served by rail, and is accessible by a two-lane state road. A viable, well-maintained airport provides opportunities for tourism dollars, helps maintain the provision of aerial agriculture spray operations for the county and enables the successful implementation of critical medical air transport services.</p>
Methow Valley State	NPIAS	GA	Local Service	<p>Methow (S52) was constructed by the Forest Service as the home of the North Cascades Smokejump Base. This historic facility provides critical staging area for natural resource emergency management, law enforcement, and recreational purposes for both helicopter and fixed wing aircraft. The airport is also a critical link in the east/west air route safety corridor which includes provided web camera, AWOS weather reporting, and Unicom frequency. It is vital that the success of this airport and the recent critical airport improvements such as the new airport lighting system and fencing system be supported by additional funds to rehabilitate the runway surface and complete other vital CIP scheduled improvements for this essential public facility.</p>	<p>The Forest Service's successful operations protect the community's natural resource interests which the airport improvements have played a vital role in supporting. The airport property also supports the Methow Valley Irrigation Districts (MVID) pumping station which supports local farming community. This airport is a Multi-modal success story of historic and national significance and is on the National Plan of Integrated Airport System (NPIAS).</p>
New Warden	Non-NPIAS		Local Service	<p>Simply stated the community in Warden is growing. Our port is being very aggressive in securing new business's to our town. In their sales pitch, they have been promoting the airport as an asset to their business. Without these funds, future and current business's may consider another community in their construction plans.</p>	<p>Pacific Coast Canola has completed their \$100 million canola oil producing plant and will utilize the airport. Washington Potato Company and Lamb Weston have expanded their operations and both use their King Airs into Warden. A local CFI has begun training future pilots in our area and has formed a flying club that consists of a Twin Comance, Cessna Skylane and Aviat Husky. Big Bend Community College utilizes our airport in their training and curriculum.</p>
Okanogan Legion	Non-NPIAS		Local Service	<p>The airport is a gateway for many tourist activities: Grand Coulee Dam, North Cascades Highway, cross country ski trails, snowmobile parks, mountain biking, fishing camping, hunting and hiking. The airport serves as an important hub to support aviation uses and attract new business.</p>	<p>Our airport provides full general aviation services. Most recently the City was able to install a cardlock system to enable 24 hour fueling. These services afford our community as a destination point and gateway to surrounding communities and directly affect our tourism. .</p>
Packwood	NPIAS	GA	Local Service	<p>Airport began as a state emergency airport. It serves a community/area that is remote and requires emergency transportation, search and rescue facilities and firefighting staging area.</p>	<p>Protection of life, property and safety to the community and transient visitors.</p>

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Port of Ilwaco	Non-NPIAS		Local Service	<i>Our airport provides access to our remote area in SW Pacific County. It allows for personal transportation and limited commercial activity. The absence of the airport would limit the ability of our residents and select businesses to access air related activities and services. The National Guard, Coast Guard and Air Patrol use the field from time to time for training purposes.</i>	<i>The airport supports both personal transportation and limited commercial activity for our remote area</i>
Pru Field	NPIAS	GA	Local Service		<i>The economy of Ritzville and the surrounding area is highly dependent on agriculture. Ag spray operations based at our airport are critical to protecting our crops and our economy remains strong. Further, as the City of Ritzville plans and prepares for growth, the airport will be a key component in serving business and corporate travelers offering quick access to community via use of the airport.</i>
Quillayute	NPIAS	GA	Local Service	<i>Quillayute is a general aviation facility that is used by the public for various aspects above. In the course of any given year, the users of the facility may be undertaking aviation operations associated with the above areas. Medivac may utilize the facility, but usually that only occurs if access to the Forks helipad is not available due to weather.</i>	<i>Quillayute provides access to the general aviation community, as well as occasional access to federal and/or state users. Having the larger, longer runway ensures both that access to the general aviation community as well as to emergency responders, contractors, etc.</i>
Quincy Municipal	Non-NPIAS		Local Service	<i>Quincy Municipal Airport is adjacent to a growing, rural area of Washington. The Port of Quincy has successfully developed a number of activities that are used by or of interest to major corporations. Improving our airport will make it easier for those firms and others to manage their interests and contribute to our economy.</i>	<i>Our airport has not had activity that has been tracked to the extent for us to answer this question.</i>
Rosalia Municipal	NPIAS	GA	Local Service	<i>The lack of capital funds has not really been an issue for the Town and airport. The real issue for the airport is the lack of revenue needed in order to complete needed non-eligible maintenance activities at the airport. The needs revenue for both match dollars and everyday maintenance to meet the grant assurances.</i>	<i>The airport provides a valuable resource to the community. 2 businesses are able to continue operating because of the relatively low cost of renting space at the airport. Fuels sales is another benefit the airport brings to the community. Fuel sales brings in needed revenue to the Town.</i>
Sand Canyon	Non-NPIAS		Local Service	<i>There is revenue for the City provided we develop the airport. Revenues would come from a valid Fixed Base Operation, hangar rentals, fuel sales, and pilot visitors spending money in the town of Chewelah.</i>	<i>At this point, the successes are limited to scenic flights for the community; an airport that itinerant pilots can fly to for golf, fishing and hunting; flight training; airplane maintenance and manufacture; DNR and hospital use.</i>
Seki	Non-NPIAS		Local Service	<i>Continued deterioration of facility which may impact safety at some point in the future</i>	<i>Very valuable for commercial work out at the west end; firefighting response; med-evac; ops center for emergency response</i>
Tonasket Municipal	Non-NPIAS		Local Service		

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Waterville	Non-NPIAS		Local Service	<p>Business and Corporate Travel - Waterville is the county seat of Douglas County. Out of town company representatives doing business at the County Courthouse, located about 4 blocks from the airport, sometimes fly in to the airport to conduct their business. Additionally, freight-forwarding companies, such as Airpac Airlines, occasionally utilize Waterville Airport as a local alternative destination when the local regional airport, Pangborn Memorial, located about 30 miles away in Wenatchee, is fogged in.</p> <p>Personal Transportation - The airport supports the activities of local, and out of area, personal recreational aviation. Although the economic impact to the Town of Waterville is hard to gauge, it is known that these aviation activities positively impact local commerce and bring exposure to the community, as the airport is located just a few blocks from downtown Waterville.</p> <p>Medical Air Transport - The airport is occasionally used by medical air transport companies to move local patients to critical care centers, either in Seattle or Spokane.</p> <p>Search and Rescue - Search and rescue aircraft also use the airport occasionally.</p> <p>Agriculture - One of the communities' larger employers, a welding service, is located at the airport and employs 10 people. And, it utilizes the airport facility to help support its business operation. Another company located at the airport provides aerial agricultural spraying. The two companies contribute significantly to the agriculture industry throughout Douglas County.</p> <p>Aerial Photography and Aerial Sightseeing - These activities are difficult to measure, but do occur occasionally at the airport.</p> <p><i>The above-noted activities, as depicted herein, provide a variety of benefits to</i></p>	<p><i>In the effort to respond to the preceding section, 'Impact', the value of the airport to the community, and the county, has been addressed. Beyond these derived values, we know, from talking with local business people and local government officials, that they appreciate and value having a viable airport in their community.</i></p> <p><i>- One example of successes in recent years has been the relocation of two families from western Washington who have retired to, and built homes in, Waterville because of the community having a viable airport. They are pilots who leased land at the airport and constructed hangars to house their aircraft. A small community such as Waterville benefits economically when two additional families relocate</i></p>
Westport	Non-NPIAS		Local Service	<p><i>The primary users of the airport are tourists visiting Westport, and business related traffic for seafood processors and yacht builder. Westport's economy is based on these three activities. Without capital funding the airport will reach a point where none of these activities are being supported which would greatly impact Westport's economy.</i></p>	<p><i>The Airport has been used by the shipyard and largest seafood processor to fly in potential customers to see their products and operations first hand. This has resulted in the sales of large yachts and contracts for seafood products.</i></p>
Wilbur	NPIAS	GA	Local Service	<p><i>Lack of capital funding has impacted the airport in that projects have been delayed or put on hold until more funding is available. Our airport has always been able to find the match money, so an increase in capital funding would mean more funding would be put toward projects on our SCIP. Lack of Capital funding simply delays and pushes projects back, making our airport and community less competitive.</i></p>	<p><i>The airport's own FBO operator/owner was recently recognized for his years of service in the aviation community. Greg works at the airport and lives just outside of Town. His contributions to the community were made possible by the continued upkeep and improvements at the airport. The airport provided a place for Greg to run his successful agricultural spraying business. Over the past 5 years he has passed his business down to his son who, to this day, owns and operates the business located on the airport.</i></p>
Willapa Harbor	Non-NPIAS		Local Service	<p><i>Lack of funding translates in to lower usage and a smaller economic contribution to the community.</i></p>	<p><i>We have hosted fly ins to introduce our airport and community to the outside world. Also a number of potential new business investors have used our airport to travel between Raymond and Portland/Seattle.</i></p>
Willard Field	Non-NPIAS		Local Service	<p><i>Because of the length of our runway, we are unable to provide service to larger aircraft at this time and therefore are limited in who we can attract to our airport.</i></p>	<p><i>Able to provide service for area farmers with aerial application. Employ four aircraft maintenance personnel in two businesses.</i></p>
Wilson Creek	Non-NPIAS		Local Service	<p><i>Lack of interest to use our facilities. We are Remote</i></p>	<p><i>Renting Space in building</i></p>

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Woodland State	Non-NPIAS		Local Service	<i>Extensive safety mitigation was conducted on this airport which included conducted a limited airspace review, structural analysis on aircraft hangars, and alternatives analysis for evaluating options for airport improvements. As a result, former hangar buildings were determined unsafe structurally and impacted airport landside and airspace safety zones. New electrical services and revised security fencing was installed along with new aircraft tie downs and increase vegetation management was implemented after complete removal of all existing hangars. Additional airspace obstruction and flood zone analysis through ALP alternatives selection is necessary to continue efforts to reduce safety and environmental risks at this airport. The airport is listed as having moderate vulnerability to climate impacts. (Climate Impacts Vulnerability Assessment Nov 2011). Trees along the Lewis River right bank provide floodplain roughness (slows yearly flood water) and reduces risk of erosion (eroding the airport away), and provide avian habitat. However these trees present airspace obstruction hazards and incompatible land use hazards (attracting wildlife to airport area). An ALP is needed to address alternatives for no-action, or action such as improved maintenance standards or complete removal with bank stabilization efforts. The airport is also a critical airport selected for WA National Guard emergency management staging objectives and currently provides routine emergency medical evacuation staging. Lack of capital funding prevents implementation of efforts to protect this community asset.</i>	<i>Airport provides access to remote communities, is used extensively for recreational access and emergency medical evacuations. Recent airport improvements support these essential activities.</i>
Lester State (Ultralights only)	Non-NPIAS		N/A	<i>River erosion resulted in loss of the airport. This airport was a vital link for emergency management access and an east/west route critical airport. The airport still has potential for helicopter access improvements vital for resource management efforts. Costs for mitigation likely insurmountable due to the sensitive nature of the Seattle/Tacoma watershed location and environmental concerns. Property valuation necessary to make a determination if it can be used to negotiate other suitable locations or trade for other airport resource needs. WSDOT Climate Impacts Vulnerability Assessment (Nov 2011) rates Lester as low vulnerability. (It can't be damaged much more as it is mostly eroded away currently)</i>	<i>Lester community has been largely extinct, however the location as an emergency management facility should be evaluated for watershed protection and management needs.</i>
Apex	Non-NPIAS		Rural Essential	<i>Apex has been used by the US Navy for troop transport by multiple Chinook helicopter operations. The US Army has also used our facility for training. We are the only public use airport located between Bremerton to the South and Port Townsend to the North.</i>	
Bandera State	Non-NPIAS		Rural Essential	<i>Bandera is used for emergency management staging and emergency medical evacuations. Facilities are inadequate including poor access and substandard storm water drainage facilities causing runway saturation and subsequent safety issues. Bandera is The airport is rated as having moderate vulnerability to climate impacts (Climate Impacts Vulnerability Assessment Nov 2011). Interstate 90 storm water runoff and close location to the Snoqualmie River results in high ground water levels which impact airport runway surface. Lack of capital funding prevents implementation of efforts to protect this community asset</i>	<i>Staging area for emergency management improves public safety at this airport.</i>
Cedars North	Non-NPIAS		Rural Essential		

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Copalis Beach State	Non-NPIAS		Rural Essential	<i>Loss of beach runway due to erosion impacts public access and local economies. Airport is a national treasure listed as the U.S's only FAA designated beach airport. Important access to beach community.</i>	<i>Significant local economy contributions through recreational access opportunities.</i>
Crest Airpark	Non-NPIAS		Rural Essential	<i>We are a designated emergency location incase Mt Rainer erupts or a flood. We also have Medical transport pick up when needed in the area</i>	<i>We provide jobs (Flight Instruction, mechanics etc.) We provide training for foreign students and local students. We have a ground school class for the Kent school district. We are an area where emergency medical airlifts can land and leave from.</i>
Desert Aire	Non-NPIAS		Rural Essential	<i>Local funding is limited. Lack of funding from the State aviation gas tax fund would contribute to a deterioration of the facility and reduce the value to the community as stated in the next paragraph. Our planned projects will improve our margin of safety by the users mentioned in the next paragraph, by upgrading our facility to meet all FAA Standard requirements. Our present project to reconstruct & widen the runway will reduce maintenance costs of crack repairs by building the new runway with a proper compacted rock base.</i>	<i>The Desert Aire airport is an essential public facility. It is a flight destination for many neighboring pilots who are attracted to Desert Aire by the award winning golf course, the excellent new marina on the Priest Rapids Reservoir, and to procure the best local fruits and wines from the Wahluke Slope. The airport is used by local corporations which serve the international community including vineyards, wineries, orchards, potato and alfalfa processing plants. It serves the Public Utility District dam and fish hatchery facilities. The airport plays a major role in supporting the emergency medical services and law enforcement. Our fly-in is a very popular community event. The recently installed EMS helicopter parking pad installed last year has already provided life-saving service on four different occasions.</i>
Easton State	Non-NPIAS		Rural Essential	<i>Critical emergency management staging airport. Recent emergency access phase 1 improvements conducted. Phase 2 utilities and communication facilities improvements critical to success of emergency management staging opportunities. Supports community and natural resource protection goals and provides access to remote communities for improved local economies. The airport is also a critical airport selected for WA National Guard emergency management staging objectives and currently provides routine emergency medical evacuation staging. Lack of capital funding prevents implementation of efforts to protect this community asset</i>	<i>Successful coordination with adjacent property owners DNR and private land owners resulted in improved access opportunities.</i>
Fly For Fun	Non-NPIAS		Rural Essential		
Forks	Non-NPIAS		Rural Essential		
Goheen	Non-NPIAS		Rural Essential	<i>Goheen Field currently has no commercial activity. We stopped selling fuel because Oregon airports can sell it much cheaper due to Washington Sales and other associated taxes. Very little aircraft maintenance is done here because most of the people on the field have home built aircraft that they maintain themselves. Flight instruction is limited to biennial flight reviews. Aircraft sales are virtually nil due to the current economy, high fuel costs, insurance and parts costs associated with aircraft ownership.</i>	<i>Goheen Field serves the Battle Ground and North Clark County area for transient aircraft. There are many visitors and business people who fly in and spend a day or two to conduct their business in the Battle Ground area or visit friends locally. During the time that the GI Bill was in effect, Goheen Field trained hundreds of pilots, but that died years ago and the field now is basically for recreational or business flying only.</i>
Hoskins Field	Non-NPIAS		Rural Essential		
Lake Wenatchee State	Non-NPIAS		Rural Essential	<i>Lake Wenatchee State Airport is a vital east/west route emergency management airport that is critical for routine yearly access for natural resource emergency management staging activities. Critical planning for utility, communications, and staging area improvement is needed. Irrigation facilities, obstruction removal are also essential for meeting published facility and activity performance objectives. WSDOT Climate Impacts Vulnerability Assessment (Nov 2011) rates this airport as having moderate vulnerability risk due to climate impacts. ALP will determine preferred alternatives to reduce vulnerability.</i>	

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Little Goose Lock and Dam	Non-NPIAS		Rural Essential	<i>Insufficient funds for necessary runway repairs and limited funds to conduct negotiations and necessary environmental reviews through requirements of the property owners (USACE) have resulted in increased risks to public users. Remote community access, emergency management access, and support for local economies have been limited as a result.</i>	<i>Community benefits from improved airport facilities for recreation and emergency access as well as the Granite Dam operations. Improvements also support local agricultural management access and local economies.</i>
Lower Granite State	Non-NPIAS		Rural Essential	<i>Insufficient funds for necessary runway repairs and limited funds to conduct negotiations and necessary environmental reviews through requirements of the property owners (USACE) have resulted in increased risks to public users. Remote community access, emergency management access, and support for local economies have been limited as a result. The airport is also a critical airport selected for WA National Guard emergency management staging objectives and currently provides routine emergency medical evacuation staging. Lack of capital funding prevents implementation of efforts to protect this community asset</i>	<i>Community benefits from improved airport facilities for recreation and emergency access as well as the Granite Dam operations. Improvements also support local agricultural management access and local economies.</i>
Lower Monumental State	Non-NPIAS		Rural Essential	<i>Insufficient funds for necessary runway repairs and limited funds to conduct negotiations and necessary environmental reviews through requirements of the property owners (USACE) have resulted in increased risks to public users. Remote community access, emergency management access, and support for local economies have been limited as a result.</i>	<i>Community benefits from improved airport facilities for recreation and emergency access as well as the Granite Dam operations. Improvements also support local agricultural management access and local economies.</i>
Lynden Municipal	Non-NPIAS		Rural Essential	<i>Without capital funding, the City would be unable to continue to offer these services to the community. Severe budget constraints to smaller cities limit the amount of general funds available to commit to a Municipal Airport. Ongoing operations and maintenance consume almost all of the resources. Without capital investment the airport infrastructure will deteriorate and no longer serve the community. The Lynden Airport continues to be viable only through regular outside grants from WSDOT.</i>	<i>The Airport provides opportunities for aviators to visit the community and take part in activities at the Northwest Washington Fairground. The airport provides an alternative landing site during for VFR landings in Whatcom County. The Lynden Airport supports agricultural and related farm equipment activity across the state. It also provides opportunities to introduce youth in the community to aviation throughout the year and during an annual Open House.</i>
Ranger Creek State	Non-NPIAS		Rural Essential	<i>This remote back country airport is critical to major east/west air route emergency access and its use protects vital natural resources through emergency management staging opportunities as well as recreational and remote community access. Recent airport improvements include significant emergency management access improvements through approval of the airport property owners, USDA Forest Service. Additional funding is necessary to complete long term planning and CIP objectives.</i>	<i>Recent increases in natural resource management access as well as recreational access have resulted from ongoing airport safety improvements such as obstruction removal, safety area improvements, and ground access improvements.</i>
Rogersburg State	Non-NPIAS		Rural Essential	<i>Airport expansion could improve ability for staging emergency management and recreational opportunities. Supports economic development.</i>	<i>Recent Cache Creek Fire Mitigation efforts established need for improved facilities. Recreational access to Snake River.</i>

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Sequim Valley	Non-NPIAS		Rural Essential	<i>A lack of funding may result in the airport struggling to stay open and viable on a long-term basis. This airport is privately owned but open to and very much used by the public.</i>	<i>In a 2003 WSDOT published a economic impact report on Sequim Valley Airport. which summarized on an annual basis, Sequim Valley Airport's tenants and its visitors in Clallam County, Washington contributed the following total annual economic benefit: Jobs(Employment)Labor Earnings(Payroll)Economic Activity(Sales Output) Totaling \$1,597,207. That number is likely higher today. Sequim Valley Airport is a vital and valued transportation link to the Sequim Area and North Olympic Peninsula. W-28 is used by many local pilots. There are approximately 30 aircraft that are based at W-28. In the last year we have observed corporate, air ambulance, U.S. Coast Guard Training, U.S. Army training, blood bank flights, numerous community aviation events, EAA Events, Avgas sales, scenic, flights, hot air balloon operations, skydiving, air taxi flights, aircraft maintenance, and repair Avgas sales over 10,000 gallons and the airport hosts a community web cam which is list on the State DOT site and used by many sources including pilots for current airport weather information, TV stations and the community. The airport would likely prove to be useful for forest fire operations and transportation in the event of an earthquake or significant local or national disaster.</i>
Skykomish State	Non-NPIAS		Rural Essential	<i>Limited airport preservation funds have delayed implementation of published facility and activity performance objectives. Storm water drainage and obstruction removal are top priorities. This airport is used for natural resource emergency management and medical evacuations. Improved facilities to accommodate safer access for the above are necessary. This airport has been listed as having moderate vulnerability to climate impacts. (Climate Impacts Vulnerability Assessment Nov 2011). High seasonal runoff increases risks of damage to the airport runway surface which commonly saturated causing soft and unsafe conditions.</i>	<i>Skykomish is routinely used for natural resource management including emergency forest fire fighting staging and medical evacuations. Recent utility improvements such as electrical, phone, and web camera have been vital to support the above functions. Additional recreational improvements such as tables and fire rings supports access to remote community goals and local economies.</i>
Spanaway	Non-NPIAS		Rural Essential		
Stehekin State	Non-NPIAS		Rural Essential	<i>Airport has significant geometry and airspace obstructions and is owned and located within the National Park System. Lack of funding through airport preservation funds has limited final evaluation of airspace impacts. An analysis has been started, however additional funds are necessary to finish analysis and prepare study findings in a report format to satisfy NPS request for clear delineation and proposal for obstruction mitigation. Obstructions and airport geometry mitigation will reduce current risks to public users. Stehekin is listed as having moderate vulnerability to climate impacts. (Climate Impacts Vulnerability Assessment Nov 2011). The NPS is also conducting planning to move park facilities out of known high risk flood zones. The airport is also a critical airport selected for WA National Guard emergency management staging objectives and currently provides routine emergency medical evacuation staging. Lack of capital funding prevents implementation of efforts to protect this community asset</i>	<i>Stehekin is a remote back country airport vital to the community. The Airport is not accessible by state highway system and only by local only (non-connecting) back country gravel roads. Access to the community of Stehekin is by water or air/water service. The airport is a critical east/west route emergency management staging area. Recent forest fire fighting efforts staged at the airport proved this airport as a valuable asset as part of the state's airport system instrumental in protecting the community of Stehekin's national park and tourist interests</i>

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Sullivan Lake State	Non-NPIAS		Rural Essential	Airport is vital link to access remote community, conduct natural resource management and emergency staging efforts including border security. Significant airport safety improvements have been conducted to preserve this airport including delineation of airport safety zones. Multimodal access improvements are necessary for emergency management staging, improved boat and seaplane access both emergency and recreational needs, and emergency medical evacuation facilities. The airport is also a critical airport selected for WA National Guard emergency management staging objectives and currently provides routine emergency medical evacuation staging. Lack of capital funding prevents implementation of efforts to protect this community asset	Recent improvements have reduced safety risks; however significant park and airport recreational use as well as natural resource management staging warrant increased safety improvements based on past accident rates within safety zones and close proximity to established park resources.
Swanson Field	Non-NPIAS		Rural Essential	With declining revenues from assessed value and other funding streams in the past 4 years all of our capital needs have been reduced and we have been dealing with the impacts and trying to manage our resources effectively. As this continues moving forward there will be significant impacts to our Airport Facility.	The Summer of 2013 there was a "Shooter Drill" that was within our Eatonville School District the Town was able to utilize our Airport as a laydown area and potential extraction point. This exercise had multiple jurisdictions from Pierce County Sheriff, Town of Eatonville police and Fire Departments, State Patrol Aviation Division, Pierce County Emergency Management .
Tieton State	Non-NPIAS		Rural Essential	Significant natural resource management including emergency staging operations are conducted at this airport yearly. Lack of capital funding and limited airport preservation funds have delayed implementation of necessary facility and activity performance objectives. Improved facilities for emergency evacuations, utilities, and water access are needed.	Recent fire management efforts in 2013 (18 days) staged at the airport proved vital to protecting area natural resources. Recreational use of the airport supports local economies.
Vashon Municipal	NPIAS	GA	Rural Essential	Jepordizes the value to community listed in C.	Provides a way off/on Vashon Island if ferrys not available and Provides a lighted Medivac Heliport
Kenmore SPB - Lake Union	Non-NPIAS	Commercial - Primary	Seaplane Base	As a water-based seaplane company with no paved runways or other similar infrastructure, we are not eligible for WSDOT capital improvement funding, therefore there is no impact.	Based on a 2012 WSDOT Economic Impact Study, Kenmore Air Harbor (S60) and Lake Union (W55) combine for \$70 million in annual economic impact from labor income, other spending by our business in the regional economy, and spending by visitors to Washington State that use our two airports.
Kenmore SPB - Lake WA	Non-NPIAS	Commercial - Primary	Seaplane Base	As a water-based seaplane company with no paved runways or other similar infrastructure, we are not eligible for WSDOT capital improvement funding, therefore there is no impact.	Based on a 2012 WSDOT Economic Impact Study, Kenmore Air Harbor (S60) and Lake Union (W55) combine for \$70 million in annual economic impact from labor income, other spending by our business in the regional economy, and spending by visitors to Washington State that use our two airports.
Poulsbo SPB	Non-NPIAS		Seaplane Base		The seaplane base most definitely has value for local businesses. Private operators often fly in and inject money into the tourism industry. In addition, other businesses use the seaplane base to fly in potential clients for factory tours.
Roche Harbor	Non-NPIAS		Seaplane Base	The airfield budget is from Landing fees and Homeowners Dues.	This depends who you talk to, and what day of the week.
Rosario SPB	Non-NPIAS		Seaplane Base		Tourism dollars impact entire community with Kenmore and Seattle Seaplane Service, accessibility to Seattle and island for commuters and business people.
Will Rogers Wiley Post SPB	Non-NPIAS		Seaplane Base		The Seaplane Base is located at the end of the Renton Municipal Airport and it is the only place in the lower 48 states that has a runway and a seaplane (float plane) base. Aircraft owners can land on the runway and change from wheels to pontoons and depart off the lake. Because of the unique location, the airport is home to several aircraft maintenance shops which specialize in float plane maintenance and overhauls with customers as far away as Alaska. This generates local and state sales taxes and provides jobs in the community.