

Paine Field is NOT ONE OF America's 100 Most Needed Airports

Introduction

As the United States enters the 21st Century, the Nation is poised for an historic era of airport development. Passage of the "Wendell H. Ford Investment and Reform Act for the 21st Century" (AIR-21) by Congress could have an impact similar to the creation of the Federal Interstate Highway System in the 1950s and 1960s. Just as highways brought prosperity to every corner of the Nation, air transportation is set to become an economic driver for the 21st Century. However, if this vision is to become reality, policy makers and business leaders must come to view the need for access to the aviation system as an imperative. A key element is an understanding that their airport is vital to this system.

There are over 3,500 public use airports in the United States designated by the FAA to be eligible for federal funds. If America is going to have a truly national air transportation system, on par with the interstate highway system, we must identify the key airports and ensure that they are capable to meet the demands of a new century.

While in many ways the future of air transportation has never been brighter, there are threats to the value, growth and prosperity of the aviation system. Of greatest concern are isolated groups of vocal airport opponents who fail to recognize the importance of universal access to the air transportation system. This growing trend is placing many airports in jeopardy.

A significant number of airports are facing restrictions on the operations of certain types of aircraft as a response by local communities to these anti-airport activists. Taken individually, these restrictions would be worrisome; when considered in the larger context of a national air transportation system, they are significant barriers to our nation's economic prosperity. Congestion and delays are symptoms of this problem.

In a recent report, the U. S. General Accounting Office (GAO) stated, "As airports grow and balance their growth with its effects on the environment, the primary environmental concern and challenge facing them now and for the foreseeable future is noise, specifically noise generated by aircraft operations."

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NATA's study on the public's attitude toward improving airports, released in May 2000, found that over three-quarters of those polled either supported or did not oppose improving these facilities. Unfortunately, the study also revealed that many people do not understand the benefits that aviation brings to their community. To the extent that local political leaders reflect their constituencies, the aviation industry must overcome this lack of knowledge if communities are to prosper and thrive through access to the national air transportation system.

* NATA is the National Air Transportation Association, the Voice of Aviation Business and a Washington D.C. lobbyist for the aviation industry.

It has also become evident that general aviation aircraft have become the travel method of choice for a growing number of air travelers. As the quality of service by the scheduled airlines has deteriorated, travelers are appreciating the value and flexibility that on-demand air charter and private aircraft provide. Due to congestion and the location of air carrier airports, many of these general aviation flights are conducted at smaller regional airports. Regrettably, access restrictions or insufficient facilities often limit the use of these airports to fully access the aviation system.

Because of the vital imperative to be linked to the air transportation system, communities and individuals suffer when air travel becomes difficult or unavailable. Based on specific criteria, the National Air Transportation Association has identified 100 most needed airports that are crucial to the future growth of aviation and our economy.

Criteria

Last summer, NATA put out a call to identify 100 airports that are most needed to have an air transportation system for all of America. It should be noted that while nominations were received for several major air carrier airports, these were not the focus of this effort. Likewise, nominations for closed military facilities were also received and, although not included in the list, these airports can be an important part of the future growth of aviation and merit separate consideration.

The six criteria are listed below with an illustrative airport.

FORECAST AIRPORT GROWTH – The expected demand for aviation services and the likely economic expansion of the area the airport serves. This includes demand for both commercial and non-commercial aviation services.

Indianapolis Mount Comfort Airport (MQJ) is the largest reliever airport for Indianapolis. Passenger and freight on-demand air charter business is at an all time high, with turbine operations having increased 230% in the past year. The expected demand for aviation services is strong with many on-demand air charter and corporate operators looking to use the facility as an alternate to Indianapolis International. A runway extension from 5,500 to 7,000 feet would help to meet this demand.

Improving the airport will result in economic expansion and substantial commercial development occurring in the vicinity of the airport.

UTILIZATION – The growing need for a wider variety of aircraft service and the impact a more capable airport would have on the region's future economic development.

Houston Southwest Airport (AXH) is situated near Houston, Texas, in Fort Bend County, an area with a projected employment growth rate of 9.5%. This growth in industries has resulted in greater demand for aviation service.

AXH currently requires the addition of a precision instrument approach in order to service the full range of business aircraft, making the facility and the area even more attractive to business looking to locate or grow nearby.

REGIONAL SIGNIFICANCE – An airport's essential role in the transportation goals of a state or metropolitan area and identification as an important component of state aviation plan.

Teterboro (TEB) is a vital general aviation access point for the New York metropolitan area. It is crucial to the utility of business aircraft in the area and serves as a much-needed reliever airport to the three major air-carrier facilities.

TEB is currently facing opposition on a number of fronts that would diminish the utility of this important facility and affect its regional significance. The Port Authority of New York is seeking a voluntary ban on Stage II aircraft and the imposition of a nighttime curfew. Legislation is being planned that would target TEB and other airports located in 20 urban areas with a ban on Stage II aircraft weighing less than 75,000 pounds.

INSUFFICIENT CAPACITY – An inability to serve the range of airport users that would reasonably be expected in the future under likely load and weather conditions, runway width and length constraints, ramp and hangar space limitations, inadequate instrument approaches, inferior lighting and taxiways, and obstructions.

Flying Cloud Municipal (FCM), located outside Minneapolis/St. Paul, currently has 3 runways, the longest of which is 3,900 feet. These are not adequate to serve the needs of many of today's business aircraft. A proposal has been advanced to lengthen one of the runways in conjunction with restriction on operations by Stage II aircraft. In addition to the runway, hangar space is also very limited and could be expanded if capacity were increased.

A number of corporations are located nearby that would likely use FCM if its capacity and capability are expanded. In addition, developing the Airport would attract traffic currently using Minneapolis-St. Paul International Airport.

ARBITRARY LIMITATIONS – Existing or proposed curfews, noise restrictions,

slot controls, weight limits, or other rules and regulations limiting access to the airport.

An ordinance recently enacted by Naples Municipal Airport (APF) to ban operation by Stage II business jet aircraft based on an erroneous cost benefit study is a prime example of arbitrary limitations. Placing such capricious limitations on the Airport will severely limit its ability to provide access to the national air transportation system and isolate the Naples community.

Juneau International Airport (JNU), a vital access point to the State Capitol, is under pressure to restrict air tour operations. Although a ballot initiative was defeated to place restrictions on these types of operations, supporters vow to continue attempts to obtain passage. If this had been enacted, it could have had a severe impact on other Airport users including on-demand air charter and air carriers. Because of the unique location and topography of Juneau, air access is a vital link for the City.

HOSTILE POLITICAL CIRCUMSTANCES – An organized public opposition to the airport, its continuing operation, or a necessary improvement that restricts present or future utilization of the airport and that is likely to reduce demand for aviation services.

Van Nuys Airport (VNY) in southern California faces repeated efforts by local citizens' groups, city government and other parties to place severe restrictions on operation. This is one of the busiest general aviation airports in the country. The current political environment places in doubt its future utility as an access point to the aviation system.

A lawsuit has been filed to lift a current restriction on the addition of any new Stage II aircraft from being based at VNY and limitations on aircraft not based at the Airport. If this "non-addition rule" is allowed to stand, it will have serious consequences for the San Fernando Valley and other airports that face similar proposals.

With these criteria as the basis, NATA presents the following as "America's 100 Most Needed Airports."

America's 100 Most Needed Airports

<u>Airport</u>	<u>ID</u>	<u>Location</u>
Addison	ADS	Dallas, TX
Airpark Dallas	F69	Plano, TX
Albert Whitted Airport	SPG	St. Petersburg, FL
Allentown Queen City	1N9	Allentown, PA
Altoona-Blair County	AOO	Altoona, PA
Anchorage Ted Stevens Int'l	ANC	Anchorage, AK
Aspen-Pitkin County	ASE	Aspen, CO
Aurora Municipal	ARR	Aurora, IL
Bader Field	AIY	Atlantic City, NJ
Bismarck Municipal	BIS	Bismarck, ND
Blue Grass	LEX	Lexington, KY
Boca Raton	BCT	Boca Raton, FL
Boeing Field	BFI	Seattle, WA
Boulder Municipal	1V5	Boulder, CO
Brainerd-Crow Wing Co.	BRD	Brainerd, MN
Brown Field	SDM	San Diego, CA
Burbank, Glendale, Pasadena	BUR	Burbank, CA
Casselton Regional	5N8	Casselton, ND
Centennial	APA	Denver, CO
Chesapeake Regional	CPK	Chesapeake, VA
Chicago Meigs	CGX	Chicago, IL
Concord/Buchanan Field	CCR	Concord, CA
Dallas Love Field	DAL	Dallas, TX
Daugherty Field	LGB	Long Beach, CA
David Wayne Hooks	DWH	Spring, TX
Daytona Beach International	DAB	Daytona Beach, FL
Eagle County Regional	EGE	Eagle, CO
Elkhart Municipal	EKM	Elkhart, IN
Fargo Hector International	FAR	Fargo, ND
Fayetteville Regional	FAY	Fayetteville, NC
Flying Cloud	FCM	Minneapolis, MN
Fort Worth Meachum Int'l	FTW	Fort Worth, TX
Frederick Municipal	FDK	Frederick, MD
Ft. Lauderdale Executive	FXE	Ft. Lauderdale, FL
Galveston Scholes Field	GLS	Galveston, TX
Genesee County Airport	GVQ	Batavia, NY
Georgetown Municipal	GTU	Georgetown, TX
Glenwood Springs Municipal	GWS	Glenwood Springs, CO

<u>Airport</u>	<u>ID</u>	<u>Location</u>
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Grand Strand	CRE	North Myrtle Beach, SC
Greenville/Spartanburg	GSP	Greenville, SC
Greenwood Lake	4N1	West Milford, NJ
Gunnison County	GUC	Gunnison, CO
Hanscom	BED	Boston, MA
Hawthorne Airport	HHR	Hawthorne, CA
Hayward Executive	HWD	Hayward, CA
Hemet-Ryan Airport	HMT	Hemet, CA
Hickory Regional	HKY	Hickory, NC
Hilton Head	HXD	Hilton Head Island, SC
Houston Southwest	AXH	Arcola, TX
Jackson	JAC	Jackson, WY
Johnson County Executive	OJC	Olathe, KS
Juneau Int'l Airport	JNU	Juneau, AK
Kansas City Downtown	MKC	Kansas City, MO
Lake Tahoe	TVL	South Lake Tahoe, CA
Lake Wales Municipal	X07	Lake Wales, FL
Lantana	LNA	Lantana, FL
Leesburg Municipal	JYO	Leesburg, VA
Long Island Macarthur	ISP	Islip, NY
Mansfield Lahm	MFD	Mansfield, OH
Mid-way Regional	4T6	Midlothian, TX
Morristown Municipal	MMU	Morristown, NJ
Mount Comfort	MQJ	Indianapolis, IN
Naples Municipal	APF	Naples, FL
Oakland North	OAK	Oakland, CA
Oneida County	UCA	Utica-Rome/Orlaskawy, NY
Opa-Locka Airport	OPF	Miami, FL
Ottumwa Industrial	OTM	Ottumwa, IA
Page Field	FMY	Ft. Myers, FL
Palwaukee	PWK	Wheeling, IL
Peachtree-DeKalb	PDK	Atlanta, GA
Pearson Field	VUO	Vancouver, WA
Penn Yan-Yates County	PEO	Penn Yan, NY
Portland/Hillsboro	HIO	Hillsboro, OR
Prescott Municipal	PRC	Prescott, AZ
Reid/Hillview	RHV	San Jose, CA
Renton Municipal	RNT	Renton, WA
Republic	FRG	Farmingdale, NY
Richards-Gebaur Memorial	GVW	Kansas City, MO

Airport	ID	Location
Riverside Municipal	RAL	Riverside, CA
San Carlos	SQL	San Carlos, CA
Santa Barbara Municipal	SBA	Santa Barbara, CA
Santa Monica Municipal	SMO	Santa Monica, CA
Sikorsky Memorial	BDR	Bridgeport, CT
Skypark	BTF	Woods Cross, UT
Solberg	N51	Readington, NJ
South Jersey Regional	VAY	Lumberton, NJ
Spirit of St. Louis	SUS	St. Louis, MO
Stewart International	SWF	Newburgh, NY
Taylor Co.	AAS	Campbellsville, KY
Teterboro	TEB	Teterboro, NJ
Torrance Municipal	TOA	Torrance, CA
Tweed-New Haven Regional	HVN	New Haven, CT
University Park	UNV	State College, PA
Van Nuys	VNY	Van Nuys, CA
Welke Airport	6Y8	Beaver Island, MI
West Houston	IWS	Houston, TX
Westchester County	HPN	White Plains, NY
Wiley Post	PWA	Oklahoma City, OK
Witham Field	SUA	Stuart, FL
Yampa Valley Regional	HDN	Hayden, CO

Recommendations

It is important to focus attention on these airports' significance to the Nation; however, the list of America's 100 most needed airports is not the same as America's most important airports. The list of airports is intended to identify where resources are needed to strengthen the most vulnerable parts of the national air transportation system. As each of these airports faces challenges to their growth and vitality, being identified in this manner highlights their value to America.

It is crucial that the federal government fight to oppose unreasonable access restrictions at airports because these restrictions prevent citizens of the community from benefiting from the natural resource of air transportation. If the Nation is to have a truly national aviation system, appropriate intervention is needed.

Congress has a role in setting a national policy that recognizes air transportation as a key component of economic growth. While the legislative process can be used to address specific local issues, the Nation would be better served if Congress instead provided overall guidance on aviation policy.

No effort to preserve airports will be successful without the help of the Federal Aviation Administration. The FAA is uniquely positioned to inform the public about the benefits of a national air transportation system and the need to develop and improve airports. The Agency should take a leadership role in requiring land-use planning, preventing unreasonable restrictions on operations and enforcing existing regulations and policies.

A significant number of these airports face local opposition because the community did not carefully plan the land-use surrounding the facilities. FAA can provide the technical expertise to address these land-use issues. It should also provide the national leadership to encourage local and state governments to enact land-use laws that protect airports and mitigate their impact on surrounding areas.

All policy makers must come to realize the importance of adequate aviation facilities in their communities. Few would suggest that not having an on-ramp to the interstate is good. Likewise, it is essential that communities have an airport capable of supporting a wide variety of aircraft. The aviation industry must in turn provide justification for why airports are needed that must go beyond the direct economic impact to address the value of access to the national air transportation.

Conclusion

The challenge is clear. Air transportation will be the business travel mode of choice for the 21st Century. Adequate airport facilities that meet the needs of a wide range of aircraft will have a significant impact on the economic well being of the Nation. The aviation industry must provide the public, policy makers and business leaders with justification for why airports are needed. These groups must in turn provide support for their airports if they want to realize aviation's full benefits. One would hope that they would all strive to make their airport one of the "100 Most Needed."

FOR IMMEDIATE RELEASE

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NATA RELEASES ROSTER OF 100 MOST NEEDED AIRPORTS

Alexandria, VA, December 19, 2000 — The National Air Transportation Association (NATA) released its list of the country's 100 Most Needed Airports.

The list was compiled based on submissions to NATA over the past four months and is a continuation of the Association's ongoing American Aviation Access Initiative (AAAI). AAAI is designed to focus attention on airports that need improvements or face opposition that threatens the community's access to the air transportation system.

"Although the future of air transportation has never been brighter, there are threats to the value, growth and prosperity of the aviation system," said NATA president Jim Coyne. "Of greatest concern are isolated groups of vocal airport opponents who fail to recognize the importance of universal access to the air transportation system."

NATA established six criteria for the airport nominations: forecast airport growth, utilization, regional significance, insufficient capacity, arbitrary limitations and hostile political circumstances. A significant number of the 100 Most Needed are facing restrictions on the operations of certain types of aircraft as a response by local communities to anti-airport activists.

NATA's study on the public's attitude toward improving airports, released last May, found that over three-quarters of those polled either supported or did not oppose improving these facilities. The study also revealed that many people do not understand the benefits that aviation brings to their community.

"Every time an airport closes or its operations are restricted, someone is denied access to our nation's air transportation system," said NATA president Jim Coyne. "All policy makers must realize the vital importance of adequate aviation facilities in their communities. And no effort to preserve airports will be successful without the help of the FAA."

MORE...

"Now that these airports have been identified, our goal is to assist them in facing

the challenges identified during the nomination process,” Coyne concluded.

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NATA, the **VOICE OF AVIATION BUSINESS**, is the public policy group representing the interests of aviation businesses before Congress and the federal agencies.

Editor’s Note: Attached to the electronic version of this press release is copy of the list of airports together with supporting documentation.

BUSINESS GROWTH AT PAINE FIELD

The Snohomish County Council's 2002 Economic Stimulation Plan directed a study of commercial air service to the airport in an effort to increase business at the airport.

The is good news and bad news.

The good news is that since the Plan was adopted three years ago there has been tremendous growth in business at the airport.

1. Boeing is building the 787 at the Everett plant because of the location close to Paine Field. Since June 2004, Boeing has hired almost 10,000 people in Washington state.
2. Goodrich's business has expanded in the past three years. Southwest Airlines has spent over \$ 65 million each of the last three years on Goodrich services and that is only one airline. Goodrich is building a 140,000 square foot building at Paine Field which will employ 80 people.
3. New Breed Logistics will build a 100,000 square foot warehouse near the Boeing plant which will employ about 100 people.
4. The Employment Resources Center, consisting of two new buildings, will locate on Paine Field.
5. The Hilton Garden Inn is open for business.
6. The Future of Flight Museum opened in December and expects 200,000 visitors a year.
7. Nash Creek Aviation has transferred its operations to Paine Field from Atlanta Georgia.
8. Stock Pot plans to build a \$80 million plant in the Seaway Center business park.
9. Fairfield Residential is planning 344 new apartment units along the Merrill Creek parkway.
10. The Jet Deck has been remodeled resulting in increased business.
11. Booie's celebrated the second anniversary of the opening of her espresso stand

This is only a sampling of the new business at and around Paine Field and all of this has occurred **without any commercial airline service!**

The bad news is that a great deal of time and money has been spent trying to justify commercial airline service at Paine Field. How much more business could have been brought to Paine Field if the same time and money had been spent on getting new business to come to Paine Field instead of trying to justify commercial airline service which is neither needed or wanted?

All is not lost now if efforts are directed to getting more businesses to locate at Paine Field and forgetting about commercial airline service.

PAINE FIELD NOISE REPORTS

Each month, a Monthly Noise Report is prepared which lists each noise related call to Paine Field. Below is a summary of these Noise Reports for the nine months ended January 31, 2006.

MONTH	TOTAL NOISE COMPLAINTS	COMMERCIAL JET NOISE COMPLAINTS	PERCENT COMMERCIAL JET COMPLAINTS
MAY	149	83	56%
JUNE	78	30	38
JULY	79	46	58
AUGUST	110	65	59
SEPTEMBER	61	26	43
OCTOBER	55	35	64
NOVEMBER	43	23	53
DECEMBER	60	35	58
JANUARY	54	31	57
TOTAL	689	374	54%
TOTAL FLIGHT OPERATIONS	111,049	2,500 (Estimate)	2.2%

Commercial jet airplanes represented 2.2% of Paine Field flight operations, but generated 54% of the complaints! One noise complaint was filed for about every 7 commercial jet flight operation. For all other airplane operations, one noise complaint was filed for every 290 occurrences!

Supporters of commercial airplane flights at Paine Field want to increase commercial jet occurrences from 8 to 10 a day to 40 to 45 a day which will greatly increase the number of noise complaints!

To report noisy commercial jet liners--

Call 425-353-2110 and follow prompts, or

Go to www.painefield.com/noise/noiseform.htm and fill out form

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