

CHOICES AHEAD FOR PAINE FIELD

We are developing a master plan to guide future development at Paine Field over the next 20 years.



What is the Paine Field Master Plan?

The Airport Master Plan is a long-range planning document that recommends strategies for developing airport land and facilities. The plan's goal is to prepare the County's airport to support the needs of the future. The plan will also ensure the airport balances our economic, environmental, and social values.

Who is involved?

The Master Plan is informed by Snohomish County residents, government agencies, chambers of commerce, the Airport Commission, civic groups, environmental organizations, business leaders, general aviation users, and others with an interest in the airport.

In addition to the direct input from the public and stakeholder groups, there are three committees working to help develop the Master Plan.

Stakeholder Advisory Committee

The Stakeholder Advisory Committee includes key aviation stakeholders such as major tenants, local businesses, general aviation users, representatives from the community, and technical experts.

Technical Committee

The Technical Committee provides input and review of technical documents and includes senior airport staff and the consultant team.

Steering Committee

The Steering Committee guides the County's goals and priorities for the airport; it includes members from Paine Field, the Port of Everett, and business leaders.

What's the project timeline?

- December 2002**
Paine Field Master Plan currently in effect was adopted by Snohomish County Council
- Early-mid 2021**
Began Master Plan update, including inventory of existing facilities, aviation forecasts, and facility requirements
- Late 2021-mid 2022**
Develop alternatives
- Q2 2022**
Community engagement
- Mid 2022-early 2023**
Evaluate alternatives, select a preferred alternative, and prepare implementation and financial viability plans
- Q1 2023**
Community engagement
- Spring 2023**
Finalize Master Plan



How can I share my input?

You've come to the right place. Throughout the planning process, we will seek your input into the planning process. This first online open house is structured primarily to share the results of our initial fact-finding efforts. You will learn what has been done so far, the work happening now, and what will be coming as we update the Paine Field Master Plan. This is just one of several open houses we will host during the master planning process. You can submit comments on this online open house until **2:00 p.m. PST on Monday, January 31, 2022**.

[Click here to jump straight to the comment form](#)

To navigate through this online open house, use the website navigation at the top or the buttons at the bottom of each page.

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DEMAND FOR SERVICE AT PAINE FIELD IS GROWING

The Paine Field Master Plan is a comprehensive study and describes the short-, medium-, and long-term development plans to meet future aviation demand over the next 20 years.

Demand for aviation in the Puget Sound region is growing

The Puget Sound region is one of the fastest growing in the United States. The area in which most Paine Field customers live added 500,000 people to its population between 2009 and 2019. We expect this growth to drive increased demand for many sectors of aviation activity. Paine Field accounts for 158,227 total jobs and \$59.9 billion in economic output as of 2018, compared to the statewide airport impact of 407,000 jobs and \$107 billion in economic impact, and Sea-Tac's impact of 151,000 jobs and \$22.47 billion in economic revenue. Paine Field is the largest economic driver in the County.

158,227 JOBS

CREATED BY PAINE FIELD*

\$59.9 BILLION

IN ECONOMIC OUTPUT*

500,000

POPULATION GROWTH IN THE AREA SERVED BY PAINE FIELD BETWEEN 2009 AND 2019

* as of 2018

Paine Field is changing

The recent start of passenger service means there have been major changes at the airport since 2019. Because there is little historic data to compare to, the Master Plan team reviewed the Puget Sound region's economy and air service market as well as other "secondary market" airports to forecast demand.

Boeing is the major employer at Paine Field, employing approximately 30,000 people. This workforce supports a variety of Boeing's operations, including aircraft fabrication and production, product development, and aviation safety and security and aircraft certifications. Other businesses at Paine Field include paint hangars, Boeing's customer delivery center, as well as aviation maintenance, repair and overhaul. Advances in aviation technology have also brought new players to the aviation manufacturing industry, with leaders in electric aviation like magniX and Eviation locating in Snohomish County.

FedEx has started operations at Paine Field, bringing increased air cargo service to the airport.



Sea-Tac is nearing its capacity

Recent studies indicate that Seattle-Tacoma International Airport (Sea-Tac) will likely reach capacity during the next 20 years. Sea-Tac is planning short term and long term projects to increase capacity, but Paine Field has the potential to attract additional passenger service and cargo activity as Sea-Tac becomes more crowded.

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WHAT WE'VE DONE SO FAR: INVENTORY & FORECASTS

Before developing alternatives for the Master Plan, it's important that we start with a foundation of understanding how Paine Field works today as well as current and future demand for services at the airport.

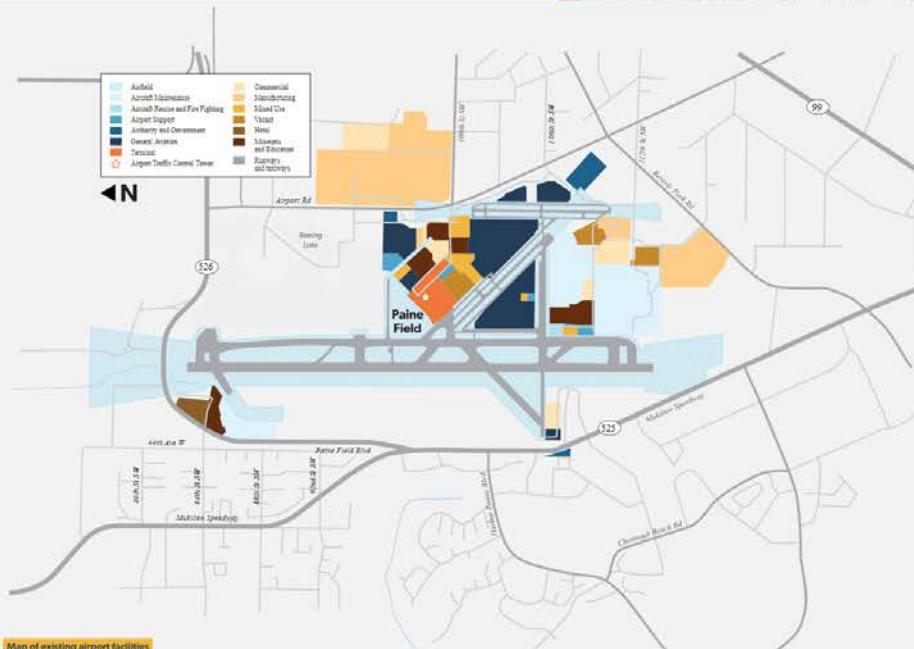
Inventory of existing conditions

Paine Field has served general aviation needs in Snohomish County for 85 years. It briefly offered commercial service in its earliest days before being converted into an air force base. In the 1960s, the Boeing Company built its Everett assembly plant, and by the 1970s Paine Field was a hub for manufacturing and general aviation. Paine Field Passenger Terminal, operated by Propeller Airports, began scheduled passenger commercial service in March 2019 with air service provided by Alaska Airlines and United Airlines to a variety of destinations. As of November 2021, Alaska Airlines is the current carrier providing commercial service.

The property on which Paine Field is located serves a number of uses, including commercial and general aviation activities, manufacturing, museums, lodging, educational and commercial facilities, and airport support services and facilities.



Map of existing road access to Paine Field



Map of existing airport facilities

Types of Aviation

Commercial Aviation
Commercial aviation refers to passenger flights. We measure commercial aviation in terms of enplanements – one enplanement is one passenger boarding a plane.

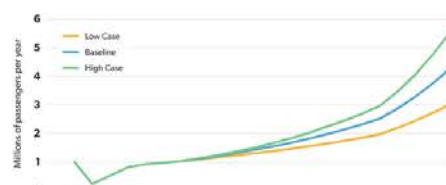
Air Cargo
Air cargo refers to shipping of goods by plane, whether on dedicated flights or in the belly of commercial flights.

General Aviation
General aviation is everything else and includes medical flights, firefighting operations, private/chartered flights, tourism, military flights, and recreation. Boeing's manufacturing and testing operations at Paine Field fall under this category.



Impact of Boeing

As one of the airport's major tenants, Boeing has a significant impact on operations at Paine Field. Boeing's facility in Everett is heralded as containing the largest manufacturing building in the world, and the plant is also the largest in the world by volume. Boeing Everett has a workforce of approximately 30,000 people. And it's not just Boeing: the area served by Paine Field is the center of commercial airplane production in the U.S., with 1,350 aerospace-related companies. Boeing has also inspired other aviation and aerospace-related companies. Boeing has also inspired other aviation and aerospace industry to base their operations at or near Paine Field, such as AJS, Collins, Korry, and electric aircraft leaders magniX and Eviation.



Forecast

Demand for passenger service at Paine Field is expected to grow to more than 4 million passengers by 2040.

Paine Field is forecasted to generate 4.3 million passengers per year by 2040, compared to about 1 million in 2019. We expect more rapid growth in the late 2030s as Sea-Tac capacity constraints become more pronounced. Continued population growth in the Puget Sound region will also drive growth.



The ongoing COVID-19 pandemic has had significant impacts on air travel. Both the pandemic and the recent change to start offering commercial service mean the past several years have been highly unusual for Paine Field, so we've taken extra steps in developing the forecast to ensure that it is accurate. For the forecast, we have assumed that air travel demand returns to 2019 levels in 2025.

What does this mean for Paine Field?

Over time, as traffic continues to grow at Paine Field, some of the existing facilities at the airport will need to be expanded or improved. Defining the facility requirements is the next step in the Master Plan process and will help us determine alternatives for the airport.

Factors such as aircraft size, traffic demand, and peak volumes are key drivers of facility needs. Based on those factors, we will use standards and recommended practices from the FAA and others to determine what types and sizes of facilities will be needed in the future.

The primary facilities that will be analyzed include

-  Airfield system, including runways, taxiways, and apron areas
-  Access roads to and from the passenger terminal
-  Corporate and private hangars
-  Passenger terminal
-  Air cargo facilities

At this point, we expect the following changes will need to be made in the next 20 years to meet the future needs of the airport.

Airfield system

- Improve taxiways to improve airfield capacity
- Rehabilitate various airfield pavements
- Expand deicing capabilities



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COMING UP: ALTERNATIVES DEVELOPMENT

We will develop several options for how the airport can change or grow over the next 20 years to accommodate demand.

Community input will help shape the criteria we use to evaluate the project. Some of those criteria will likely include:

- Do the alternatives meet the forecast demand?
- Do the alternatives improve operational efficiency?
- Do the alternatives have adverse impacts on the community?
- Do the alternatives meet FAA safety standards?
- Are there environmental improvements or impediments to the alternatives?
- What are the capital cost of the alternatives?
- Are the alternatives financially viable?

Late 2021—mid 2022
Develop alternatives

Mid 2022—early 2023
Evaluate alternatives, select a preferred alternative, and prepare implementation and financial viability plans

Spring 2023
Finalize Master Plan

WHAT'S NEXT?

What happens after the Master Plan?

There are several important steps that will need to take place after the Master Plan is completed before any significant changes occur at Paine Field. Planning and design will follow for those projects that are identified in the Master Plan and needed in the next three to five years. Additional detailed planning, environment reviews, and potentially further community consultation will all be required. The Master Plan also identifies potential funding sources for the future capital needs of the airport over the next 20 years, and securing those funds is critical before any project can begin.

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Leave a comment

* All fields are optional

FIRST NAME	LAST NAME
ADDRESS	
EMAIL	
COMMENTS	
☐ I'm ready to submit my comment	
SEND	

We want to learn more about you! Are you willing to answer some additional questions?

The purpose of these questions is to help us ensure we are reaching a broad, diverse group of people as part of this and future planning efforts. **All questions are optional, and responses are anonymous.**

* All fields are optional

What is your zipcode?

What is your age?

How do you identify? (check all that apply)

- ☐ Female
☐ Male
☐ Gender
☐ Gender(s) not listed here
☐ I would rather not say

Do you identify as Latinx or of Hispanic or Latino origin?

- ☐ Yes
☐ No
☐ I'd rather not say

How do you identify? (check all that apply)

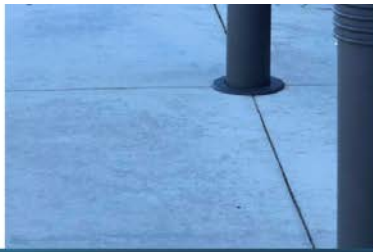
- ☐ Asian or Asian American
☐ American Indian/Alaska Native
☐ Black or African American
☐ Pacific Islander or Native Hawaiian
☐ White or Caucasian
☐ Other(s) not listed here
☐ I would rather not say

What is your annual household income?

What language(s) do you speak at home? (check all that apply)

- ☐ English
☐ Amharic
☐ Arabic
☐ Cantonese
☐ Korean
☐ Mandarin
☐ Oromo
☐ Russian
☐ Somali
☐ Spanish
☐ Tigrinya
☐ Vietnamese
☐ I would rather not say

If you selected "Languages not listed here", please tell us what language(s) you speak at home



If you will need accommodation for a disability in order to take part in Airport Master Plan activities, please check those that may apply:

- ☐ American Sign Language (ASL) interpretation
- ☐ Access for a wheelchair or similar device
- ☐ Visual assistance technology

How many people, including yourself, live in your household?

Select one...

SFNO

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