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THURSDAY

LOCAL NEWS

Published: Saturday, January 10, 2009

Horizon Air sees flights from Paine Field by April

If the Alaska Air affiliate wants to fly out of Everett, county officials say they can't stop it.

By *Jerry Cornfield*
Herald Writer

EVERETT -- Passenger jet flights could be taking off from Paine Field as early as April, and there's little Snohomish County can do to stop them, elected leaders who oppose the flights said Friday.

Councilman Dave Gossett said he may not want to see commercial flights but "it's looking more and more likely to happen."

"We have obligations under federal law. We can't prevent a carrier from going there," he said. "Whether commercial service is at Paine Field is not a decision by the county. It is a decision by the carriers and we have had two carriers who have made the decision."

Councilman Brian Sullivan said foes are battling a "perfect storm" of circumstances compounded Thursday with Boeing's jarring announcement it won't be hurt by the start-up of commercial flights.

Horizon Air hopes to offer two flights to Spokane and four to Portland, Ore., daily as soon as April 1.*

They tout their plans in the current edition of Horizon Air Magazine, the monthly publication placed in seat pockets on all flights. The magazine reaches more than 432,000 travelers in Washington, Oregon, Idaho, Montana, California and western Canada, according to the company.

Formal negotiations on an agreement should be scheduled after the County Council is briefed on legal aspects of the talks, a closed-door discussion set for next week.

Meanwhile, Allegiant Air has also said it intends to operate flights to Las Vegas from Paine Field. However, the firm is not moving as fast as Horizon and apparently has not requested formal negotiations for an operating agreement.

Sullivan, who rallied opponents at a Town Hall meeting Thursday, conceded Friday the stars are aligning against them.

Pressures are growing not to fight so hard as to risk losing millions of dollars in Federal Aviation Administration money for runway improvements, he said.

Some parts of the community are growing frustrated with traveling to the Seattle-Tacoma International Airport and consider Paine Field a preferred alternative, he said. And federal leaders who might be able to keep commercial service out of the county-owned airport won't try, he said.

Add in the fact that some foes are switching sides and others have seen their strength sapped from years of fighting and, he said, "it's the perfect storm."

Opponents in city halls and neighborhoods aren't conceding yet.

"We stand ready. We're still making our case politically," said Mukilteo Mayor Joe Marine, who has united six south county cities against passenger flights.

The cities of Mukilteo, Edmonds, Lynnwood, Mountlake Terrace and Woodway have fought any suggestion of passenger service at the airport, which today primarily serves smaller private planes and Boeing operations.

They contend noise from more flights would harm neighborhoods and interfere with other business at the airport.

According to Snohomish County, there were 137,571 takeoffs and landings at the airport in 2008. That's an average of 376 a day.

Supporters of regular commercial service say it's busy already, so it will be hard to notice the additional Horizon and Allegiant flights.

Boeing, in a letter Thursday to Reardon, accentuated the point when it calculated it would not be "negatively impacted" by

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MONDAY



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the additional flights.

Marine pointed out Boeing did not take sides in the debate, which is good, but it didn't help the opponents' cause, either.

"They're not saying, 'Bring it on. We love it.' Would we rather have had them come out and say they wouldn't like it? Sure," he said.

A greater concern for Marine is if residents perceive commercial service as something that cannot be blocked.

"I hope they can stick with it. It is not a done deal," he said. "The one thing that will kill us is apathy."

Mukilteo is still readying to fight in court, if needed. They've set aside \$250,000 for the effort.

"Legally, we have nothing to challenge, yet," he said.

Reporter Jerry Cornfield: 360-352-8623 or jcornfield@heraldnet.com.

***Correction, Jan. 10, 2009:** This article originally misstated the number of daily flights slated for Spokane and Portland, Ore.

READER COMMENTS

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Good idea is long overdue

I don't blame residents surrounding the airport from being hesitant to the idea of passenger service at Paine. The simple fact of the matter is that there are already over 400 flights per day out of Paine Field. With that said, it would seem that 10-15 more from planes much quieter than the dream lifter or obnoxious Cessna planes would have little to no effect. The fear mongering taking place needs to stop.

As for spending tax money to build a terminal, if the county doesn't wish to participate I'm sure there are more than enough private parties who would gladly step up. I find this highly unlikely due to the loss of a revenue source that will occur on the counties behalf. Our leaders may not support it but they're certainly not stupid.

Opponents have long used the excuse that Boeing would not condone any kind of commercial service. I'm glad they have finally taken a stand and that argument has been quashed. That just may have been the nail in the coffin.

Sean Straub | Jan 17, 2009 11:10 pm | 0 replies | [View all](#) | [Post reply](#) | [Request removal](#)

Pain(e) Field

It's great entertainment to read the comments for and against commercial air flights at Paine Field. It never ceases to amaze me how people on both sides of an issue like this can claim the high ground while belittling those opposed to their position. It would surely be more pleasant to live near an airport with very limited flights yet the airport was there long before most of the homes you see today were built. Areas around large commercial airports do seem to have more of the less desirable elements in our society. However, if you look at hwy 99 you can see those elements exist today, strip clubs, prostitution, and high crime with gangs. Will a few commercial flights to Vegas, Portland or Spokane bring more jobs or improve commerce in the county? Probably not sufficient enough that anyone could provide an objective benefit analysis. Is the thought of driving to Pain Field for a trip to Vegas more desirable for those of us in Snohomish County than driving to Sea-Tac, you bet. Will anyone cancel their next trip if they have to drive to Sea-Tac, no. The federal funds are important to the county's overall prosperity and continued operation of Paine Field. Properly negotiated the addition of these two airlines to Paine Field should provide a cost benefit to the county taxpayers. Will the revenues be sufficient to cover the real and perceived impact on the neighborhoods, probably not. Is there a choice, probably not. Keep the letters coming!

Richard Orren | Jan 11, 2009 4:22 pm | 0 replies | [View all](#) | [Post reply](#) | [Request removal](#)

Do not use my taxes to pay a dime for Horizons needs!

DO NOT SUBSIDIZE HORIZON AIR UNLESS YOU ARE PREPARED TO SUBSIDIZE MY BUSISNESS! Build Horizon a terminal then I want you to build facilities for me.

OUR airport better be charging more money than Sea-Tac charges for the use of OUR airfield. The airport better be guaranteeing indemnity for the citizens of the county from the damages Horizon is going to cause us to be sued for!

We want the same air, noise, and light pollution monitoring that Sea-Tac has. We want Horizon to mitigate the damages from the air and noise pollution they cause.

The good news is that Alaska Air Group (Horizons parents) is hemorrhaging money and on its last legs. Hopefully Horizon will lose lots of money and be gone soon.

More good news: we can move up in the crime ratings! Why be number 55 in the nation in crime? This should get us in the top twenty! We will be able to offer more work for the prostitutes on Evergreen Way! That should make the North Everett Nitwits happy! ☐

Remember Horizon, you are unwelcome. Your half full airplanes leaving Paine are unwelcome. I wish you the worst of luck in your endeavor at Paine!

Henry Stephanson | Jan 10, 2009 10:25 am | 4 replies | [View all](#) | [Post reply](#) | [Request removal](#)

Tired of the bickering over commecial service at Paine Field

Residents, listen to yourselves!!

You complain about the cost of everything going up along with your taxes yet you sneer at an opportunity to bring tax revenue in and it's not even a stripjoint!! Planes fly in and out of Paine every single day. Tossing 15-30 takeoffs/landings simply isn't that big a deal. Think of it another way. Would you rather drive to Seatac to fly to Spokane or Portland? This is great opportunity yet there are some folks out here that just love to pick fights and spend the publics money doing so. If you're that unhappy about it, MOVE. The airport was here a lot longer than you. You chose where to live, now you complain? Get real residents. ☐

joel james | Jan 11, 2009 10:33 am | 0 replies | [View all](#) | [Post reply](#) | [Request removal](#)

DO NOT USE MY TAX MONEY TO FIGHT THIS!

Okay, I apologize for the all-caps subject line, but if the residents can scream about their taxes going to help Horizon, I can scream about my sales and B&O taxes being used to fight against them.

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I do not even work in the aviation industry, but I know that commercial operations at Paine field will help the local economy and bring more customers to the Airport & Casino Road areas. These areas are considered 'the slums' these days and need an economic kick in the pants. Further, it will increase the need for police patrols, improving security and (hopefully) disuade the problems with gangs and graffiti in the area.

As for the home owners, I can sympathize with their feeling that the noise of a commercial flight will negatively affect them - but YOU LIVE BY AN AIRPORT. What did you think they were going to do there... maybe hold outdoor concerts by the Everett Symphony?? If you don't want to hear airplane noise, don't live near an airport. If you don't want to hear road noise, move out in the middle of nowhere. And if circumstances change and you can't adapt, then sell your home and move to a different area.

There are way to many suburbanites who scream "N-I-M-B-Y" over things.

No disrespect intended - but geez people, listen to yourselves.
 Jeff Craig | Jan 10, 2009 11:30 am | 1 replies | View all | Post reply | Request removal

Welcome Horizon (and Allegiant, too)

This news is fantastic. Finally an alternative to the SeaTac monopoly. Snohomish County is finally maturing. This will create local jobs and provide a stimulus for companies to locate here.

Finally, for you nay-sayers, I live within 2 miles of the approach to 34L at Paine. So shut your NIMBY pie holes.
 Robert Elslip | Jan 10, 2009 2:49 pm | 1 replies | View all | Post reply | Request removal

Rail Link to Everett Airport from Bellingham

Not that I think this is a positive thing for anyone, but it is great for Bellingham residents. That way the quality of life issues can migrate south and residents in the Everett and the surrounding communities can deal with the impacts. BLInet.org has an excellent frame of reference for those trying to stop the efforts of Allegiant and/or large jet aircraft from coming to your town.

At least Horizon does not have the impacts Allegiant will bring.

The door is open and Everett will never be the same again if you cannot stop an airline's bid in regard to the environment. The FAA laws are old and need to be changed to protect communities. What next Allegiant Bremerton?

On a New York-to-Denver flight, a commercial jet would generate 840 to 1,660 pounds of carbon dioxide per passenger. That's about what an SUV generates in a month.

- USA TODAY 12/19/2006

Matt Paskus | Jan 10, 2009 12:01 pm | 1 replies | View all | Post reply | Request removal

Snohomish County is making a HUGE mistake

Lets face it...commercial air service destroys cities. Diminished property values lead to diminished taxes revenues for the cities and county. Neither a \$4 terminal tax nor hotel revenue will ever offset the loss of tax revenue you are about to suffer.

Face it, the people of Snohomish County just got screwed. Mill Creek , you are right under the East approach; Camano Island and Seven Lakes, you are right under the north approach (special thanks to John Koster!); Whidbey Island, get ready for an early wake up call as those 30 year old Dash 80s and MD-80s fly low on the westerly approaches. South county, you already know how this is going to damage you.

Interestingly almost everything airport proponents and their political pawns say is a blatant falsehood. I used to think they simply lacked intelligence (which they obviously do) but now I know that is coupled with a willful pattern of deception. From the supposed environmental benefits to the business benefits; this has nothing to do with increasing business in Snohomish County or helping the environment. This has to do with personal gain and personal greed.

How does airline service benefit business? The quick answer is it doesn't. The feasibility survey done by the county that concluded business would benefit was done by surveying the proponents of air service in the county. The respondents to the survey are a who's who of commercial air boosters. It is a joke. You can read it on Paine Fields website.

Nor will this bring any new-economy business to Snohomish County. Ever notice the push for air service came from a survey respondents like door salesman (Tisdell) and land developers (Skotland and Robinet)? These guys don't have a clue about the new information based economy. When they act like they do their ignorance shines far above their lack of intelligence. Think of it this way...do you want a door salesman setting policy in this county?

Furthermore air travel is bad business. Business travel has been steadily declining for years, and will continue to decline. Why should I fly to Mumbai or Boston when I can teleconference from my home? The answer is I shouldn't and I don't. I use Internet video and teleconferencing thereby saving money for my company and our shareholders. In addition I get the added benefit of being a good steward to the environment by teleconferencing!

The next time a dim bulb like the Mayor of Everett lies about the benefits to you tell him this: New economy business value quality of life more than the blight and pollution of an airport. Companies like Amazon, Google, and Microsoft use internet teleconferencing to communicate globally, not air travel! New economic companies locate as far as possible from airports!

What about the environment benefit lie? Science has proven that the environmental footprint of a car is thousands of times less than an airliner (including the soot/carbon belching Dash 80 propjets of Horizon). You cannot change the facts of science.

A recent study by Park Ridge, Illinois (O'Hare Toxic Air and Cancer Risk Pollution Study) discovered over 200 air toxic emissions emitted from airport property. The study shows unacceptable cancer risks from airport operations and flights at O'Hare which affects 98 communities in about a 32 mile radius of the airport, including Chicago proper.

Everyone gets to lose in this game. From Marysville to Monroe, to Tulalip to Stanwood, you are all going to get some of those wonderful toxins blown in to your lungs! Betcha can't wait!

I am surprised the cities have not filed suit. Growth in those cities was predicated upon a determination of the county to operate its asset in a predictable way. Determination is strong legal term. Thirty years after determining its role the county broke the promise it made to surrounding communities, the promise that predicated growth in the surrounding communities. The promise that it broke that will cause property owners tens' of millions of dollars in loss. The county has

changed it determination without addressing injury to the surrounding communities. Mukilteo, Edmonds, Lynnwood, and average Joes would be wise to file suit and get compensated for the damages resulting from the counties changed determination. The outcome is certain, they will win.

Everyone in the county will reap a negative benefit from the shiny new air terminal and the destruction it brings.

Not to worry though: Snohomish County is just living up to its reputation as a place not to do business in the new economy.

KING KLONNO (Bellevue)

King Klonno | Jan 10, 2009 1:47 pm | 0 replies | View all | Post reply | Request removal

We Should Welcome Commercial Flights At Paine Field

I support the beginnings of commercial flights out of Paine Field as something long overdue. The NIMBYs amongst us have made travel in and out of Snohomish County difficult long enough.

As someone who flies to California many times a year, getting to Sea Tac Airport from outside of Snohomish is quite daunting. Mercifully I can take the Shuttle Express van that has a regularly scheduled stop at Everett Station. That still means my husband has to take me to Everett Station, sometimes as early as 4:00 am. On those many three or four AM Shuttle Express rides I am usually one of five or six passengers - many of whom live in the South Everett area. For these passengers, if they were going to LA via Portland, a drive to Paine Field would be a cinch.

With the beginning of commercial service out of Paine Field I would be able to "puddle jump" to Portland and catch my flight to LA out of Portland - eliminating dragging my husband out of bed in the middle of the night to take me to the Everett Station for the long slog to SeaTac.

NIMBYs can sometimes be the most selfish people in a community and sometimes they can be very helpful - especially when a halfway house for sex offenders is planned for a neighborhood. Commercial flights out of Paine Field will help Snohomish County and the general economy and the NIMBYs are being at their most selfish worst.



Lydia Bishop | Jan 10, 2009 1:19 pm | 0 replies | View all | Post reply | Request removal

HOOORAY

It will be so nice to have the actual flight take more time than the drive to the airport...

Marilyn Hofmann-Jones | Jan 10, 2009 8:35 am | 0 replies | View all | Post reply | Request removal

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