

# ARLINGTON MUNICIPAL AIRPORT

KAWO

Elevation 142'

Arlington, WA

[Airport Website](#)

## Airport Overview

**Arlington Municipal Airport** (ICAO: KAWO, FAA LID: AWO) is a public airport located three miles (5 km) southwest of the central business district of Arlington, a city in Snohomish County, Washington, United States. It is owned and operated by the City of Arlington.

Arlington Municipal Airport covers an area of 1,189 acres (481 ha) which contains two asphalt paved runways: 16/34 measuring 5,332 x 100 ft (1,625 x 30 m) and 11/29 measuring 3,498 x 75 ft (1,066 x 23 m). A third paved runway on the north of the airport is abandoned. The airport also maintains three unmarked turf runways for used by gliders and ultralight aircraft.

For the 12-month period ending December 31, 2015, the airport had 133,492 aircraft operations, an average of 365 per day: 98% general aviation, 2% air taxi and <1% military. In July 2017, there were 513 aircraft based at Arlington: 366 single-engine, 19 multi-engine, 11 jet, 12 helicopter, 45 glider and 60 ultralight.



### Longest Runway

**RWY 16-34:**

5332 x 100'

### Lowest Published Approach Minimums

**RNAV (GPS) RWY 34:**

LPV DA: 335 (200) -  $\frac{3}{4}$

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Runway	Surface	Runway Length	Runway Width	LDA	GA/TCH
16	ASPH	5332	100	5332	3.0°/40'
34	ASPH	5332	100	5332	3.0°/36'
11	ASPH	3498	75	3498	3.5°/42'
29	ASPH	3498	75	3498	4.0°/40'

**NOTE: RWY 11/29: Rgt tfc**

### ATC

TOWER:

☐ Yes

☒ No

Notes: ARFF Index unpublished

### AF/D Notes of Interest

- Attended Mon–Fri 1600–0100Z.
- Fuel, phone 360–435–5700 for after hrs svc. 100LL fuel avbl 24 hr credit card svc.
- Alternate phone number for arpt: 360–403–3470.
- Winter wx ops and reporting Monday–Fri 1600–0100Z.
- Rwy 34 calm wind rwy.
- Gldr turf parl east of Rwy 16–34, full len dimensions 4000 x 145 ft.
- Rwy 11–29 turf lctd btn D2 and D3 dimensions 1400 x 100 ft.
- For addnl details & rules on local procs call 360–403–3470.
- For clearance delivery when ATCT is closed contact Seattle Approach at 206-214-4722.

### Terrain/Obstacles

- RWY 16: 92 ft. tree, 2287 ft. from runway, 200 ft. left of centerline, 22:1 slope to clear
- RWY 29: 176 ft. tree, 3967 ft. from runway, 465 ft. right of centerline, 21:1 slope to clear

### Safety Factors

- Uncontrolled airfield.
- Wildlife on and invof arpt.
- Glider ops at arpt daily.
- Ultralight and powered parachute ops daily west of Rwy 16–34.
- Occasional hot air balloon activity. TPA—1200(1058).
- TPA for ultralights 542(400), helicopters 642(500).
- Blackhole approach.

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### Approach Review

RWY 16	RWY 34	RWY 11	RWY 29
N/A	RNAV (GPS), LOC, NDB	N/A	N/A

### Reference Documents (Double-Click on icon to retrieve)

(AFD)			
			

### Accident/incident History

A search of available databases yielded 32 reports from FEB 2020 to FEB 2025. 17 of these reports were bird strikes involving small birds. Of the remaining 15 reports, only three were pertinent. All three pertinent reports were reports of NMACs. A sample report is depicted below.

**Sample Report:** I was flying into AWO. The winds favored Runway 29 as they were out of 270 at 10 knots with peak gusts of 21 knots. All aircraft had been landing [Runway] 29 all day. I was making all of my turn calls doing laps in the pattern and noticed that there was an aircraft in the patter behind me. They had no lights on, so I checked my Foreflight running on Sentry to see if they had an ADSB beacon and they did not show up. I made a few calls asking if anyone else was in the pattern and repeatedly made my calls Crosswind, Downwind, Base, and Final all landing Runway 29. I incorrectly assumed that anyone else with common sense would also be landing [Runway] 29 given the strong gusty conditions. On Final approach, out of the corner of my eye, I noticed an aircraft to my left coming in on Runway 34. At AWO there is a hot spot on the final approach where incoming airplanes could converge. We were less than 100 feet off a collision course if evasive action was not taken. The other aircraft made no modifications to their course and I immediately climbed 100 feet to avoid a potential collision. I decided to land long to taxi over and see who was flying the aircraft and under what conditions. The aircraft which had two people inside both wearing headsets. While taxiing past them I called their tail number on the radio and received no response. I believe that whoever was flying the aircraft was intentionally avoiding awareness that they were indeed flying and were doing so in a way that endangered me and others in the area.

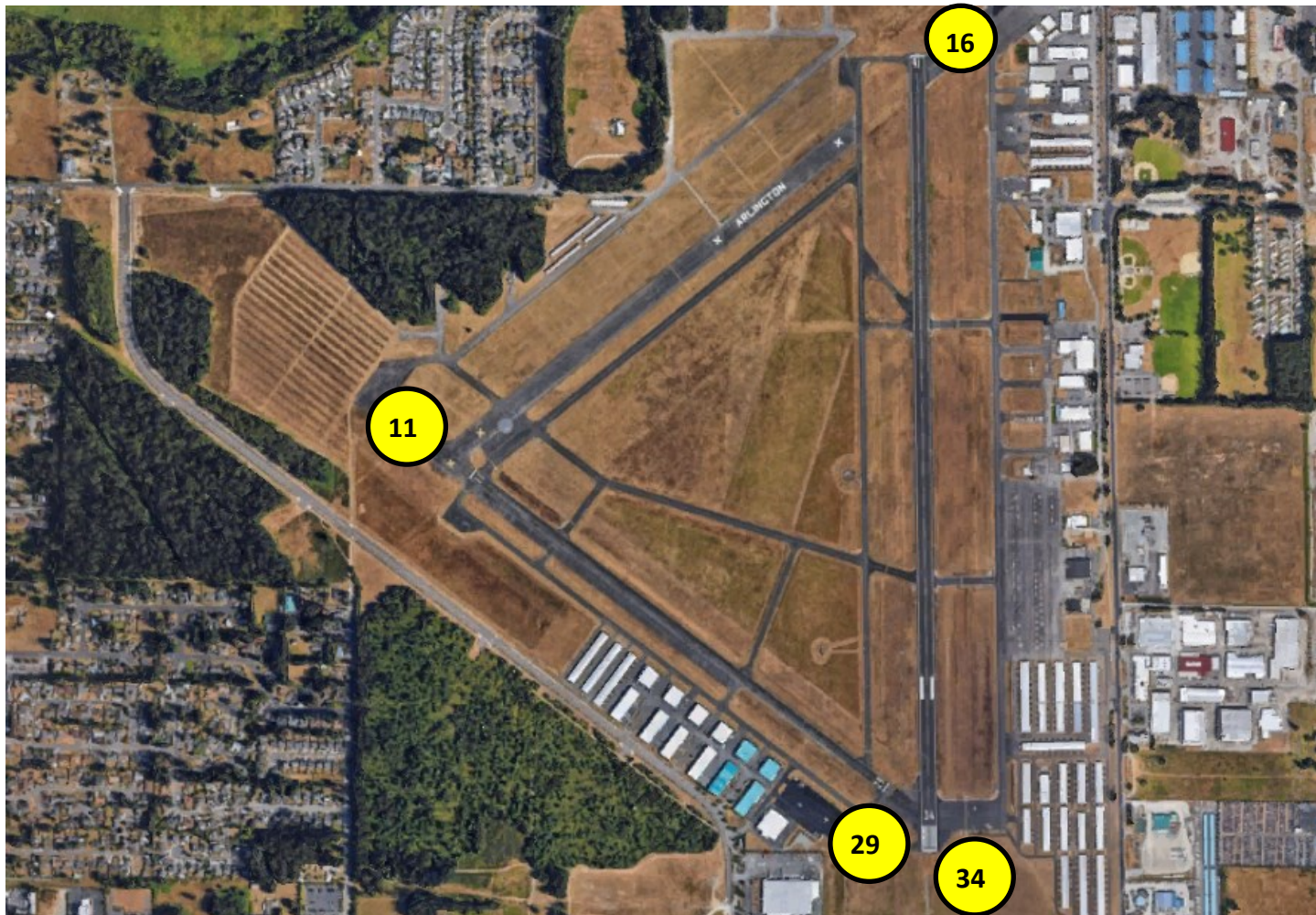


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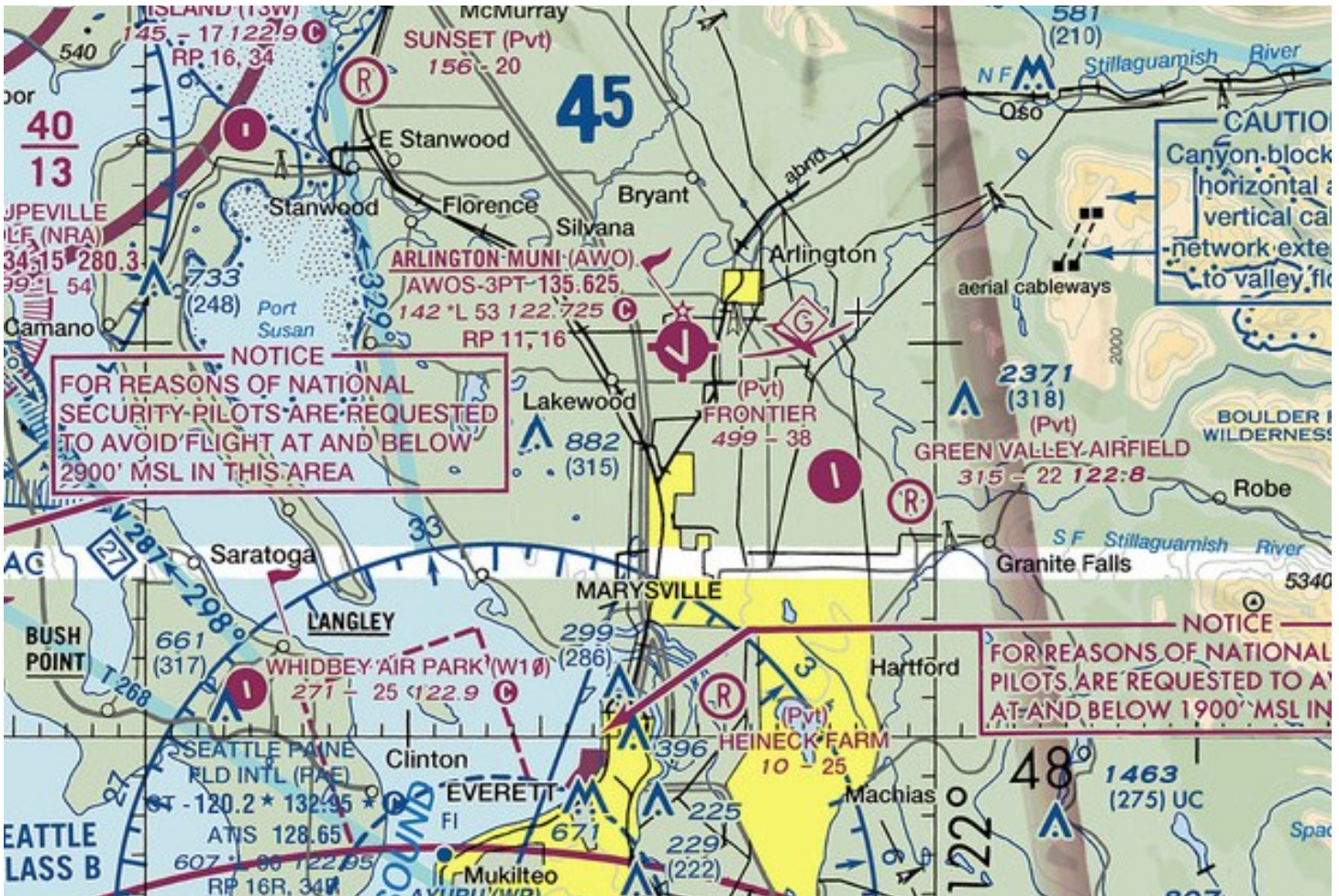
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### Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Non-Towered Airport	
Balloon and glider activity on and in vicinity of airport.	
Ultralight and parachute Operations	
Blackhole approach	