

		Seattle-Tacoma International Airport	King County International Airport	Spokane International Airport	Snohomish County Paine Field	Grant County International Airport	Bellingham International Airport	Pasco-Kennewick Tri-Cities/Wenatchee Pangborn Memorial/Walla Walla Regional Airports
PRIMARY CRITERIA								
Market Area	Distance from significant populations: <i>Primary = up to 100 miles Secondary = within 400 miles Tertiary = >400 miles</i>							
	Connectivity/Interlining <i>(airline, road feeder service, regional pickup and delivery)</i>							
	Freight Forwarders <i>(multinational, local, specialty)</i>							
	Distribution Services <i>(warehouses/distribution centers, cool chain, foreign trade zones)</i>							
Location	Fits Existing Network <i>(different for integrator, belly and line-haul freighter airlines)</i>							
	Close to Customers <i>(percentage of population [markets] within X miles or Y minutes of airport)</i>							
	Local Surface Access							
	Interstate Highway Connectivity							
Infrastructure	Runways <i>(length, strength, redundancy, approaches, minimums)</i>							
	Aircraft Parking and Ground-Handling Capabilities							
	Landside Facilities and Services <i>(terminals, flight information service, customs brokers, temperature control)</i>							
	Interstate Highway Access							
SECONDARY CRITERIA								
Financial Environment	Operating Costs <i>(landing fees, aircraft parking, facility leasing, fuel service charges)</i>							
	Transparency of Accounts <i>(paying only for services utilized)</i>							
	Economic Incentive Packages							
Operational Freedom	Permissions <i>(related to routes, frequencies, pricing, slot controls, curfews)</i>							
	Operational Flexibility <i>(aircraft change of gauge, self-handling or ability to select among competing agents, ability to transfer between aircraft, 24/7 operations)</i>							
	Ability to Use Intermodal Services							

Note: For a given criteria, four filled squares are best then diminishing from three, two, etc.