

AIRPORT MASTER RECORD

Data Source: https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

PRINT DATE: 6/21/2026
AFD EFF 06/11/2026

> 1 ASSOC CITY: PASCO 4 STATE: WA LOC ID: PSC FAA SITE NR: 26345.*A
 > 2 AIRPORT NAME: TRI-CITIES 5 COUNTY: FRANKLIN WA
 3 CBD TO AIRPORT (NM): 02 NW 6 REGION/ADO: ANM/SEA 7 SECT AERO CHT: SEATTLE

GENERAL

10 OWNERSHIP: PUBLIC
 > 11 OWNER: PORT OF PASCO
 > 12 ADDRESS: 3601 N 20TH AVE
 PASCO, WA 99301
 > 13 PHONE NR: 509-547-6352
 > 14 MANAGER: DONALD "BUCK" TAFT
 > 15 ADDRESS: 3601 N 20TH AVE
 PASCO, WA 99301
 > 16 PHONE NR: 509-547-6352
 > 17 ATTENDANCE SCHEDULE:
 ALL ALL 0800-2000

SERVICES

70 FUEL: 100LL A1+
 71 AIRFRAME RPRS: MAJOR
 72 PWR PLANT RPRS: MAJOR
 73 BOTTLE OXYGEN: NONE
 74 BULK OXYGEN: LOW
 75 TSNT STORAGE: HGR, TIE
 76 OTHER SERVICES:
 AFRT, AMB, AVNCS, CARGO, CHTR, INSTR,
 RNTL, SALES, SURV

OPERATIONS

Information on aircraft operations is available from FAA's Aviation System Performance Metrics <https://aspm.faa.gov>

FACILITIES

80 ARPT BCN: WG
 81 ARPT LGT SKED : SEE RMK
 BCN LGT SKED: SS-SR
 82 UNICOM: 122.950
 83 WIND INDICATOR: YES-L
 84 SEGMENTED CIRCLE: YES
 85 CONTROL TWR: YES
 86 FSS: SEATTLE
 87 FSS ON ARPT: NO
 88 FSS PHONE NR:
 89 TOLL FREE NR: 1-800-WX-BRIEF

18 AIRPORT USE: PUBLIC
 19 ARPT LAT: 46-15-53.8140N ESTIMATED
 20 ARPT LONG: 119-07-09.8400W
 21 ARPT ELEV: 410.3 SURVEYED
 22 ACREAGE: 2,235
 > 23 RIGHT TRAFFIC: 21R, 03R
 > 24 NON-COMM LANDING: NO
 25 NPIAS/FED AGREEMENTS: NGPY
 > 26 FAR 139 INDEX: I B S 05/1973

RUNWAY DATA

> 30 RUNWAY INDENT:
 > 31 LENGTH:
 > 32 WIDTH:
 > 33 SURF TYPE-COND:
 > 34 SURF TREATMENT:
 35 GROSS WT: S
 36 (IN THSDS) D
 37 2D
 38 2D/2D2
 > 39 PCN:

	03L/21R	03R/21L	12/30
	7,707	4,423	7,704
	150	75	150
	ASPH-G	ASPH-F	ASPH-G
	GRVD	NONE	GRVD
	150.0	52.0	150.0
	200.0	85.0	200.0
	400.0	108.0	400.0
		150.0	
		13 /F/B/X/T	

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:
 > 42 RWY MARK TYPE-COND:
 > 43 VGS: 44 THR COSSING HGT.:
 45 VISUAL GLIDE ANGLE:
 > 46 CNTRLN-TDZ:
 > 47 RVR-RVV:
 > 48 REIL:
 > 49 APCH LIGHTS:

	HIGH		MED	
	NPI - G / PIR - G	BSC - G / BSC - G	NPI - G / NPI - G	- / -
	P4L / P4L	/	P4L / P4L	/
	49 / 54	/	54 / 47	/
	3.00 / 3.00	/	3.00 / 3.00	/
	- / -	- / -	- / -	- / -
	R - / T -	- / -	- / -	- / -
	Y /	/	Y /	/
	/ MALSR	/	/ MALSF	/

OBSTRUCTION DATA

50 FAR 77 CATEGORY
 > 51 DISPLACED THR:
 > 52 CTGL OBSTN:
 > 53 OBSTN MARKED/LGTD:
 > 54 HGT ABOVE RWY END:
 > 55 DIST FROM RWY END:
 > 56 CNTRLN OFFSET:
 57 OBSTN CLNC SLOPE:
 58 CLOSE-IN OBSTN:

	D / PIR	A(V) / A(V)	D / D	/
	/ 597	/	/	/
	TREE / POLE	/ TOWER	/ TREE	/
	/	/	/	/
	61 / 49	/ 79	/ 30	/
	2,550 / 1,900	/ 2,445	/ 1,312	/
	750R / 450L	/ 77L	/ 177L	/
	38:1 / 34:1	50:1 / 28:1	50:1 / 37:1	/
	N / N	N / N	N / N	/

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA):
 > 61 TAKE OFF DIST AVBL (TODA):
 > 62 ACLT STOP DIST AVBL (ASDA):
 > 63 LNDG DIST AVBL (LDA):

	7,707 / 7,707	4,423 / 4,423	7,704 / 7,704	/
	7,707 / 7,707	4,423 / 4,423	7,704 / 7,704	/
	7,707 / 7,707	4,423 / 4,423	7,704 / 7,704	/
	7,707 / 7,110	4,423 / 4,423	7,704 / 7,704	/

> 110 REMARKS

A 026 PPR UNSKED ACR OPNS WITH MORE THAN 30 PSGR SEATS CALL AMGR 509-547-6352.
 A 030 RWY 03R/21L NOT AVBL FOR PART 121/PART 380 OPS WITH SKED PAX CARRYING OPS MORE THAN 9 PAX SEATS AND NON-SKED PAX CARRYING OPS MORE THAN 30 PAX SEATS. NOT AVBL AS MOVEMENT AREA.
 A 033 RY 03R/21L SFC CRACKING.
 A 039 RWY 03L/21R PCR VALUE: 384/F/B/X/U
 A 039 RWY 12/30 PCR VALUE: 466/F/B/X/T
 A 057 RWY 21R 81 FT TWR 3036 FT & 900 FT LEFT; 37:1 SLOPE TO DTHR.
 A 070 AFT HRS FUEL CALL (509) 547-6271 WITH CALL-OUT FEE.
 A 081 WHEN ATCT CLSD ACTVT MALSR RWY 21R; MALSF RWY 30; REIL RWY 03L & 12; HIRL RWY 03L/21R; MIRL RWY 12/30 - CTAF. PAPI RWY 03L & 21R, 12 & 30 ON CONSLY. INCR/DECR INTST ALL RWY LGTS - CTAF.
 BIRD HAZARD; SEE SPECIAL NOTICE FOR WASHINGTON IN AIM PART 3A.
 A 110-001 TPA 1500' TURBINE PWRD ACFT; ALL OTRS 1000'.
 A 110-002 WATER FOWL ON & INVOF ARPT SPRING & FALL.
 A 110-006 TWY G, G1 & E2 LTD TO USE BY ACFT UP TO 100000 LBS AND LESS THAN 20 FT MAIN GEAR WID.

111 INSPECTOR: (F) 112 LAST INSP: 06/25/2025 113 LAST INFO REQ:

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