

Category 1: Airports with Regular Scheduled 737 Passenger Service

These are the airports you will most commonly find 737s operated by airlines like Southwest, United, Alaska, etc.

- **Burbank (BUR)** - Hollywood Burbank Airport
 - **Fresno (FAT)** - Fresno Yosemite International Airport
 - **Long Beach (LGB)** - Long Beach Airport
 - **Los Angeles (LAX)** - Los Angeles International Airport
 - **Oakland (OAK)** - Oakland International Airport
 - **Ontario (ONT)** - Ontario International Airport
 - **Orange County (SNA)** - John Wayne Airport (Orange County)
 - **Palm Springs (PSP)** - Palm Springs International Airport
 - **Sacramento (SMF)** - Sacramento International Airport
 - **San Diego (SAN)** - San Diego International Airport
 - **San Francisco (SFO)** - San Francisco International Airport
 - **San Jose (SJC)** - Norman Y. Mineta San Jose International Airport
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Category 2: Other Civilian Airports that Can Physically Handle a 737

These airports have runways long enough (typically over 6,000 feet, and often over 8,000 feet) and strong enough for a 737 to operate. They may see 737s for cargo, charters, private flights, aircraft storage, maintenance, or as emergency diversions.

Primary Cargo, Charter, and Aviation Industry Hubs

- **Mojave (MHV)** - Mojave Air & Space Port (Famous for aircraft storage, testing, and breaking)
- **Victorville (VCV)** - Southern California Logistics Airport (Major aircraft storage, maintenance, and cargo hub)
- **San Bernardino (SBD)** - San Bernardino International Airport (A major cargo gateway on the site of the former Norton AFB)

Commercial/General Aviation Airports (Can support 737 operations)

- **Carlsbad (CLD)** - McClellan-Palomar Airport
- **Monterey (MRY)** - Monterey Regional Airport
- **Redding (RDD)** - Redding Municipal Airport
- **Santa Barbara (SBA)** - Santa Barbara Municipal Airport
- **Santa Maria (SMX)** - Santa Maria Public Airport
- **Stockton (SCK)** - Stockton Metropolitan Airport

Large General Aviation & Reliever Airports

- **Buchanan Field (CCR)** - Concord, CA
- **Camarillo (CMA)** - Camarillo Airport
- **Chico (CIC)** - Chico Municipal Airport
- **Desert Resorts Regional (TRM)** - Thermal, CA
- **Hayward (HWD)** - Hayward Executive Airport
- **Livermore (LVK)** - Livermore Municipal Airport
- **Oxnard (OXR)** - Oxnard Airport
- **Sacramento Mather (MHR)** - Former Air Force Base, now a major general aviation and cargo airport.
- **Van Nuys (VNY)** - Van Nuys Airport (One of the busiest general aviation airports in the world)

Washington State

Category 1: Airports with Regular Scheduled 737 Passenger Service

These airports see regular commercial traffic on 737s from airlines like Alaska, Southwest, and Delta.

- **Seattle (SEA)** – Seattle-Tacoma International Airport (Primary hub)
- **Spokane (GEG)** – Spokane International Airport
- **Pasco (PSC)** – Tri-Cities Airport
- **Yakima (YKM)** – Yakima Air Terminal

Category 2: Other Civilian Airports that Can Physically Handle a 737

These airports have the runway length and strength for 737 operations for cargo, charters, testing, or as divert fields.

Major Cargo & Testing Hubs:

- **Moses Lake (MWH)** – Grant County International Airport (Former Larson AFB, now a major Boeing training and testing facility, and a cargo hub).
- **Everett (PAE)** – Paine Field (Home to Boeing's widebody assembly plant and has limited commercial passenger service, though often on smaller Airbus A220s and E175s. It regularly handles 737s for delivery, testing, and cargo).

Large Commercial/General Aviation Airports:

- **Bellingham (BLI)** – Bellingham International Airport
- **Pullman/Moscow (PUW)** – Pullman-Moscow Regional Airport
- **Wenatchee (EAT)** – Pangborn Memorial Airport

Notable General Aviation & Divert Airports:

- **Boeing Field (BFI)** – King County International Airport (One of the busiest 737 airports in the world for delivery, testing, and cargo, but no scheduled passenger service).
- **Renton (RNT)** – Renton Municipal Airport (This is where Boeing *builds* all 737s. The runway is short and used for initial production test flights before planes ferry to Boeing Field for further testing. It can only handle lightly loaded 737s).

Oregon

Category 1: Airports with Regular Scheduled 737 Passenger Service

These are the main commercial airports in Oregon that see regular 737 service.

- **Portland (PDX)** – Portland International Airport (Primary hub)
- **Eugene (EUG)** – Eugene Airport (Mahlon Sweet Field)
- **Medford (MFR)** – Rogue Valley International–Medford Airport
- **Redmond (RDM)** – Redmond Municipal Airport (Services Bend and Central Oregon)

Category 2: Other Civilian Airports that Can Physically Handle a 737

These Oregon airports have the physical infrastructure to support 737 operations outside of regular passenger service.

Major Cargo & Industrial Hub:

- **Portland (TRK)** - Troutdale Airport (A general aviation and industrial airport with a long runway that can handle large aircraft, including 737s for cargo and corporate travel).

Large Commercial/General Aviation Airports:

- **North Bend (OTH)** – Southwest Oregon Regional Airport
- **Pendleton (PDT)** – Eastern Oregon Regional Airport at Pendleton
- **Salem (SLE)** – Salem Municipal Airport (McNary Field)

Key Takeaways for Washington/Oregon:

- **Boeing's Shadow:** In Washington, **Boeing Field (BFI)** and **Renton (RNT)** are unique cases, being central to the manufacturing and delivery of the 737 itself. **Moses Lake (MWH)** is also critical for flight training and testing.
- **Cargo is Key:** Many of the airports in the "Category 2" lists, especially **Troutdale (TRK)** and **Moses Lake (MWH)**, are important cargo and logistics centers.
- **Infrastructure vs. Service:** Just like in California, having a long runway doesn't mean an airport has airline service. Airports like **Bellingham (BLI)** or **Salem (SLE)** are physically capable but do not currently have scheduled 737 passenger flights.