

Commercial Aviation Coordinating Commission

Washington State Transportation Commission

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January 15, 2020

Defining the Problem

“The legislature finds that with the **increase in air traffic operations**, combined with the **projections for the rapid expansion of these operations** in both the short and the long term, **concerns regarding the environmental, health, social, and economic impacts of air traffic** are increasing as well.

The legislature also finds that **advancing Washington's position as a national and international trading leader** is dependent upon the development of a highly competitive, statewide passenger and cargo air transportation system.

Therefore, the legislature seeks to **identify a location for a new primary commercial aviation facility** in Washington, taking into consideration the data and conclusions of appropriate air traffic studies, community representatives, and industry experts.” **SSB 5370**

Charter

The commission's goals are to recommend **a short list of no more than six airports by January 1, 2021**; identify the **top two airports by September 1, 2021**, and **identify the single preferred location by January 1, 2022**, by sixty percent majority vote. Research for each potential site must include the **feasibility of constructing a commercial aviation facility in that location and its potential environmental, community, and economic impacts**.

The Commission is also charged to project **a timeline for developing an additional commercial aviation facility that is completed and functional by 2040**. The Commission must **also make recommendations on future Washington State long-range commercial facility needs**.

...take into consideration data and conclusions of prior aviation policy documents, air space studies, and case studies of best practices. It will also consider the input of community representatives and industry experts. Options for a new primary commercial aviation facility in Washington **may include expansion or modification of an existing airport facility**.

...**delivery of the final report** to the legislature, no later than **January 1, 2022**

Guiding Principles

- 1. Environmental responsibility:** defined as the responsible interaction with the environment to avoid depletion or degradation of natural resources and allow for long-term environmental quality. The practice of **environmental sustainability** helps to ensure that the needs of today's population are met without jeopardizing the ability of future generations to meet their needs.
- 2. Economic feasibility:** defined as the degree to which the economic advantages of something to be made, done, or achieved are greater than the economic costs. **Can we fund it?**
- 3. Social equity:** defined as fair access to opportunity, livelihood and the full participation in the political and cultural life of a community.
- 4. Public benefit:** is defined as **benefiting the greater good**, or the broader public, over an individual entity or group.

Public Involvement

Proposed Goals:

- Provide a logical and factual framework for understanding the issues that must be addressed by the CACC and for being informed of the decisions made.
- Provide meaningful ways for people who will want to be included and provide input to the CACC.
- Assure that major stakeholders, such as local governments, the aviation industry, airports, and regional planning agencies have timely information to ensure meaningful input.

* Draft Public Involvement Plan is available for the commission to review for discussion at the next meeting.

Airport Site Selection Factors

- Available Land: A supplemental airport would require 1,000-2,000 acres, and a replacement, or more likely a SeaTac-equivalent sized airport could require as much as 4,600 acres.
- Existing Facilities: Runway length, available land on one or both ends of the runway, adequate space to add a runway.
- Environmental Constraints: Known concerns or protections for habitat and species, wetlands, weather patterns and similar topics.
- Proximity to Population Centers: Travel time calculations that demonstrate good access for citizens.
- Airport Sponsor: Governance; Local government commitment for both development and operation, and liaison with the public, local governments, industry and others.

**Airspace deferred item TBD at a later date.*

Technical Working Groups Overview

1. Land Use and Transportation
2. Physical Assessment of System
3. Market Demand

Defining the Challenge - Projected Growth

- Demand is increasing for commercial service, air cargo and general aviation
- The fastest aviation growth region is Puget Sound (King, Pierce, Snohomish, Kitsap, Thurston counties)
- Some aspects of aviation in the region are nearing capacity
- Measures of Capacity:
 - Commercial Aircraft Operations (take-offs and landings)
 - Passenger Enplanements
 - Air Cargo sorting facility square footage
 - Air Cargo aircraft parking
 - General Aviation storage (hangars)



Defining the Challenge - Growth Projections

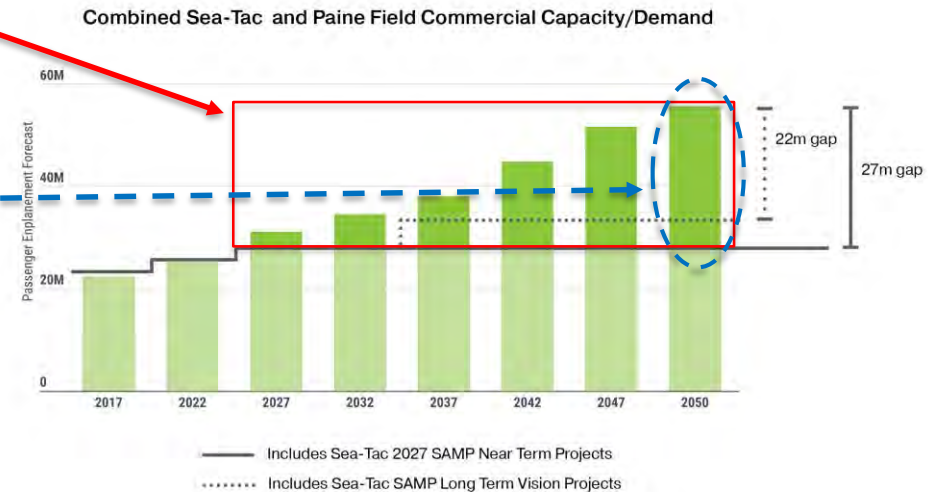
- Growth over the next 20 years
- Top five counties all exceed statewide growth projections
- Four of the five fastest growing counties are in the Puget Sound region

		2020 Population	2040 Population	20-year Percent Increase	20-year Numerical Change
	State	7,065,384	7,920,676	12.1%	855,292
1	King	2,110,642	2,439,025	15.6%	328,383
2	Snohomish	766,672	905,221	18.1%	138,549
3	Pierce	819,122	927,797	13.3%	108,675
4	Clark	472,573	540,963	14.5%	68,390
5	Thurston	266,796	312,061	17.0%	45,265

*Source: WA State Office of Financial Management; High, Medium and Low estimates available - Low-estimate numbers displayed

Defining the Challenge - Passengers

- Dissecting the Capacity Gap
 - Growing capacity gap over time.
 - Future gap in 2050?
 - SeaTac 2018 enplanements = 24,024,908
 - 2050 gap estimated between 22 and 27 million enplanements
 - Future gap the equivalent of SeaTac demand today
 - Another SeaTac size airport?
 - Will this one airport fulfill the capacity gap?
 - Do we plan to meet forecasted demand?



'Flight Plan' Expanded List

- A quick review of these sites by WSDOT Aviation reveals the following preliminary assessment of the airports identified in the Flight Plan for the purposes of a PRIMARY AIRPORT only.
- Several of these airports could fulfill other roles.

Airport	Runways	Acreage	Concerns
Arlington Municipal Airport	5332'	1200	North Seattle, Nearing Capacity, Runway length
Auburn Municipal Airport	3400'	111	Runway length, acreage, available land
Bellingham International	6700'	1200	Proximity to population
Boeing Field (King County Airport)	10007'	594	Acreage, available land
Bremerton National	6000'	1172	Runway length
McChord Air Force Base	10108'	3000	Military use
Moses Lake Airport (Grant County)	13503' and 10000'	4700	Proximity to population
Olympia Airport	5500'	1385	Runway length, Environmental
Paine Field (Snohomish County Airport)	9010'	1250	Environmental limitations
Port Angeles Airport (Fairchild International)	6347'	800	Proximity to population
Renton Municipal Airport	5382'	170	Runway length, Acreage, available land
Seattle-Tacoma International Airport	11900', 9426' and 8500'	2500	Capacity
Skagit/Bayview Airport	5478'	761	Proximity to population, runway length, acreage
Tacoma Narrows Airport	5002'	568	Runway length, acreage, available land

Key

- No significant concerns
- Possible to overcome concerns
- Unlikely overcoming concerns



Strategies

Strategies to consider:

- One very large SeaTac-size airport
- One or more existing airports, expanded and improved to provide commercial and freight service
- Expanding air service and air cargo capabilities to more locations across the state
- Incorporating aviation innovation into long-term strategies
- Providing recommendations for GA aircraft storage
- A combination of these



Solution Sets – Topics to Consider

- Commercial Passenger Service Solutions
 - International
 - Domestic
 - Regional
- Air Cargo Solutions
 - Belly Cargo
 - All Cargo (Freight)
 - Integrator Cargo
- General Aviation Solutions
 - Aircraft Storage
- Sustainability Solutions
 - Environmental factors
 - Future Technologies

What Are Our Predictions?

By 2050, we predict there will be a service gap of 27M passenger enplanements per year

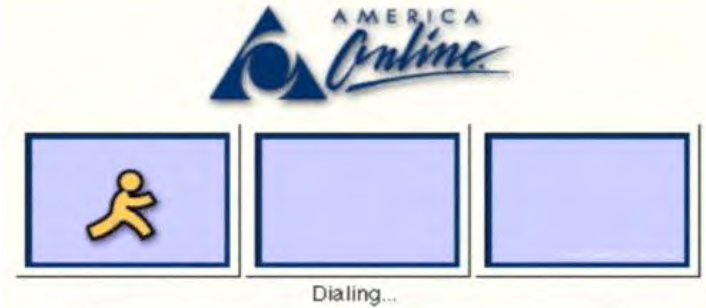
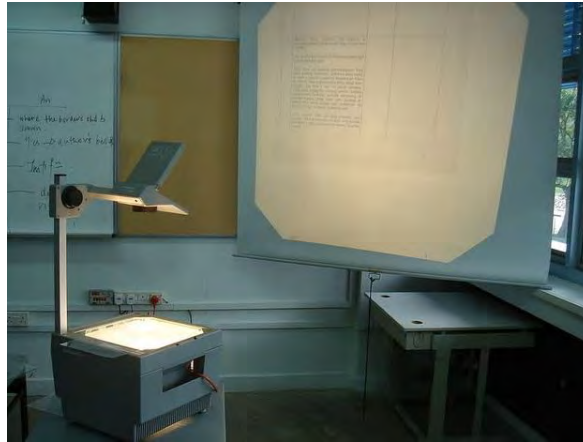
What assumptions drive that forecast?

- Existing capacity
- Environmental factors
- Airport infrastructure
- Aircraft technology
- Markets – freight and passenger



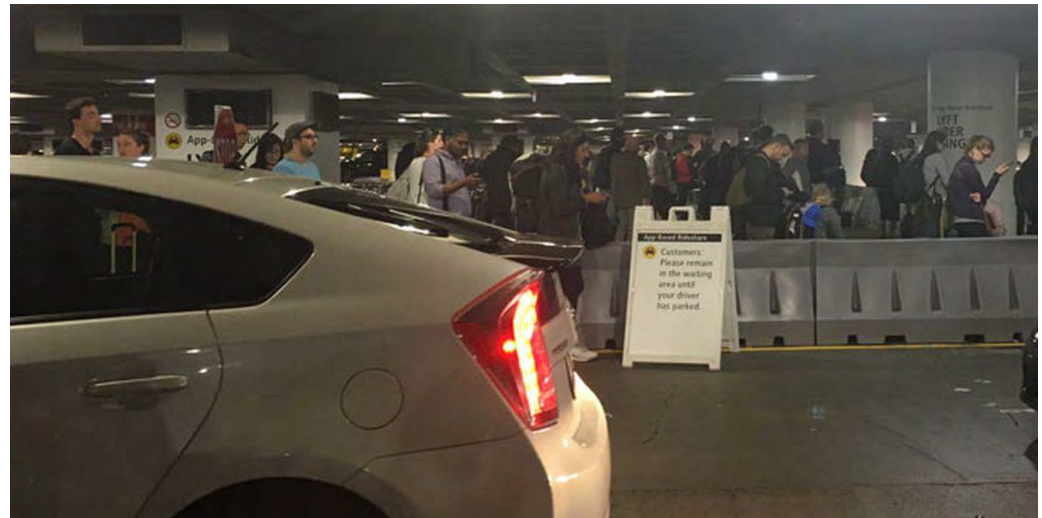
- Predicting the future isdifficult.

- What we think may happen in the future may not last or even occur at all





- **If this is today...how will travel by air change by 2040?**



A Sustainable and Resilient Strategy

- Technology
- Markets
- Environment

**How will these uncertainties
affect the work of the commission?**

Questions?

For additional information regarding the
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