

Commercial Aviation Coordinating Commission

Washington Airport Management Association

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Roger Millar, Secretary of Transportation

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Background and Recap

- Legislative direction formed the CACC: Substitute Senate Bill 5370, effective 7/28/2019
- During 2020 the Aviation Division staff conducted high-level planning and analysis, beginning with airports from both the 1993 'Flight Plan' and PSRC Regional Aviation Baseline Study
 - 19 existing airports analyzed
- In late 2020 Commission Members shared their input – six sites were identified for further consideration
 - Arlington Municipal Airport: Potential for additional General Aviation Capacity
 - Bremerton National Airport: Potential for Air Cargo Capacity and General Aviation Capacity
 - Paine Field: Potential for additional Commercial Passenger Service and Air Cargo Capacity
 - Sanderson Field: Potential for additional General Aviation Capacity
 - South Lewis County Airport: Potential for additional General Aviation Capacity
 - Tacoma Narrows Airport: Potential for additional General Aviation Capacity
- In 2021 the Commission received numerous webinar presentations on CACC Guiding Principles
- In late 2021 WSDOT Aviation hired Kimley-Horn to conduct an Aviation System Plan, Site Feasibility Study, and Statewide Aviation Sustainability Study
 - Analysis from the system plan is being shared with Commission Members as options to consider

Strategic Approaches

One very large Sea-Tac sized airport	Expand/improve one or more existing airports	<i>Both a large airport AND expand/improve existing airports</i>
<ul style="list-style-type: none">• Would likely require a greenfield solution• Would take X years to come on-line, possibly after Sea-Tac capacity threshold is exceeded• Would require a significant sponsor	<ul style="list-style-type: none">• Necessitates an existing facility or facilities that can truly accommodate projected demand• Lends itself to a phased solution• Requires coordinated action across several locations	<ul style="list-style-type: none">• <i>May require a greenfield solution</i>• <i>Lends itself to phased solutions</i>• <i>Would require coordinated action across several locations</i>• <i>Leverages near term capacity while pursuing a longer-term option</i>• <i>Allows more time to identify primary major facility needs while meeting immediate capacity shortfalls</i>

The Commission adopted the most resilient strategy of expanding existing airports and seeking a new airport greenfield site



Technical Analysis Observations

Technical analysis has provided interesting revelations:

- Expansion of **existing** airports to accommodate both passenger and cargo commercial aviation demand likely to require four or more airports
- Passenger and cargo air carriers need to be close to population centers
- Some possible sites unlikely to meet air carrier and passenger/shipper needs
- GA aircraft storage demand already exceeds supply in several locations and is projected to increase
- Highest/best use of existing airports has the potential to displace GA in some locations
- Revolving loan fund is a key funding source for hangars
- Jet-A fuel likely to remain for the foreseeable future and advancement of Sustainable Aviation Fuel (SAF) requires legislative and industry support
- Electric and alternate propulsion aviation sector still emerging/evolving



Other Observations

- Surveys indicate the public wants to responsibly increase capacity, **BUT**
 - Is less tolerant of negative environmental and health impacts
 - Increasingly supports social equity
- Technological advances show promise for reducing the environmental impacts of aviation
- The diverse and interactive nature of aviation capacity needs in Washington State are not addressed by a single site.
- Although the original legislative direction was for a new, large airport site, or expanding existing airport sites, current analysis indicates that neither of these solutions by themselves will solve the complex capacity challenges facing Washington State.
- Adverse environmental and health impacts from aviation may be more harmful than originally understood and need to be factored into the CACC's recommendations.

How the System Plan Will Inform CACC Deliberations

- Extensive technical analysis is necessary to develop and evaluate system-wide scenarios.
- The WSDOT-led Aviation System Plan project will aid the CACC by developing a comprehensive, system-wide strategy that develops options and opportunities to integrate both emerging aviation technologies and environmentally sustainable aviation practices.
- The system plan will provide the CACC with details and options for addressing capacity needs (existing and new airport sites).
- The decisions on which options to recommend to the legislature will be the responsibility of the CACC, not WSDOT or the System Plan.

Next Steps

- June 23, 2022 CACC Virtual Meeting
 - Passenger Air Service community catchment areas
 - Initial slate of possible greenfield sites
- September 2022 CACC Meeting
 - Shortlist of greenfield sites
 - Commission formal vote on two locations
- October 15, 2022 CACC recommendations to Legislature
- June 15 2023 CACC final recommendations to Legislature

Contact

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