

# **Washington State Aviation Planning Council**

Long-Term Air Transportation Study (LATS)

**Pearson Air Museum**  
Vancouver, WA

August 7, 2008

# Workshop Objectives

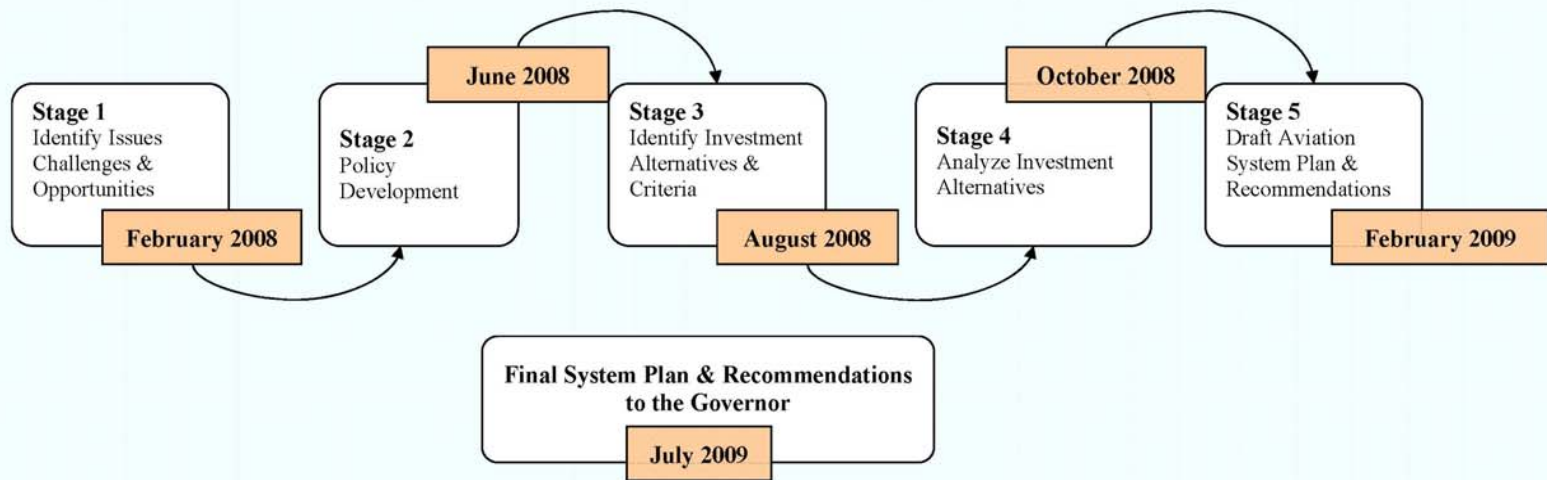
- **Review public input on policy recommendations**
- **Subcommittee reports on public policy review**
- **Use system information, issues, and key findings to identify strategic options to implement the air transportation system plan**

# Council Work Program

**Project Timeline**

2008												2009					
Stage 1				Stage 2			Stage 3		Stage 4			Stage 5					
Month	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Activity	(1) Meeting	(2) Workshop	(3) Workshop	(4) Workshop	(5) Meeting	*Regional Meetings	(6) Workshop	(7) Meeting	*Regional Meeting	(8) Meeting			(9) Workshop	*Online Survey		(10) Meeting	
Location	Seattle	Seattle	Seattle	Seattle	Spokane	Everett/Wenatchee	Vancouver	Seattle	Vancouver/TriCities	Spokane			TriCities	Statewide		Seattle	

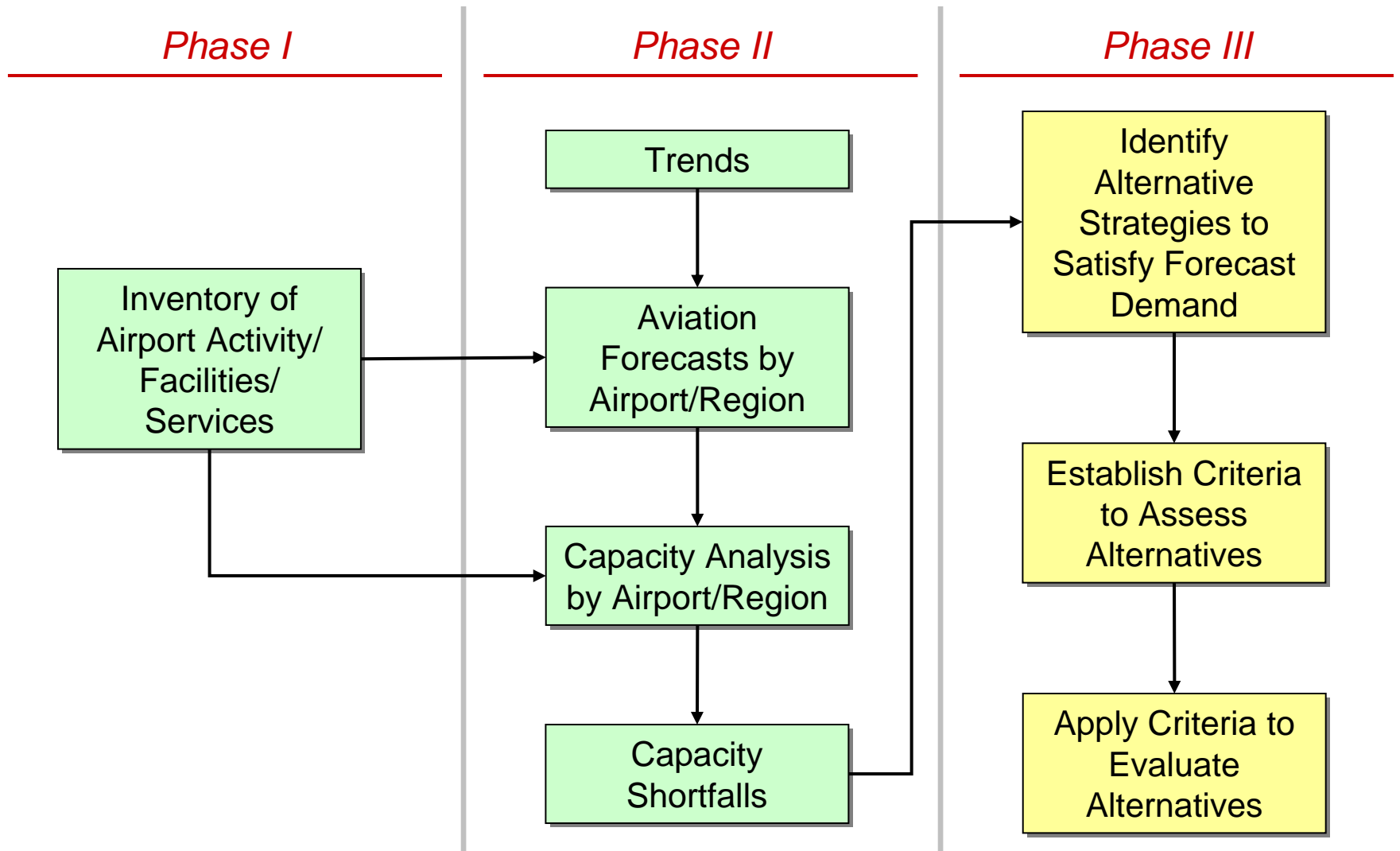
**Public Outreach and Participation Throughout the Project**  
 (Media Releases, Web Page, Regional Meetings, Stakeholder Briefings, Electronic Town Hall, Online Survey, E-News Briefings, etc...)



# Alternatives Framework Review

## Constrained Airports Hierarchy of Alternative Strategies

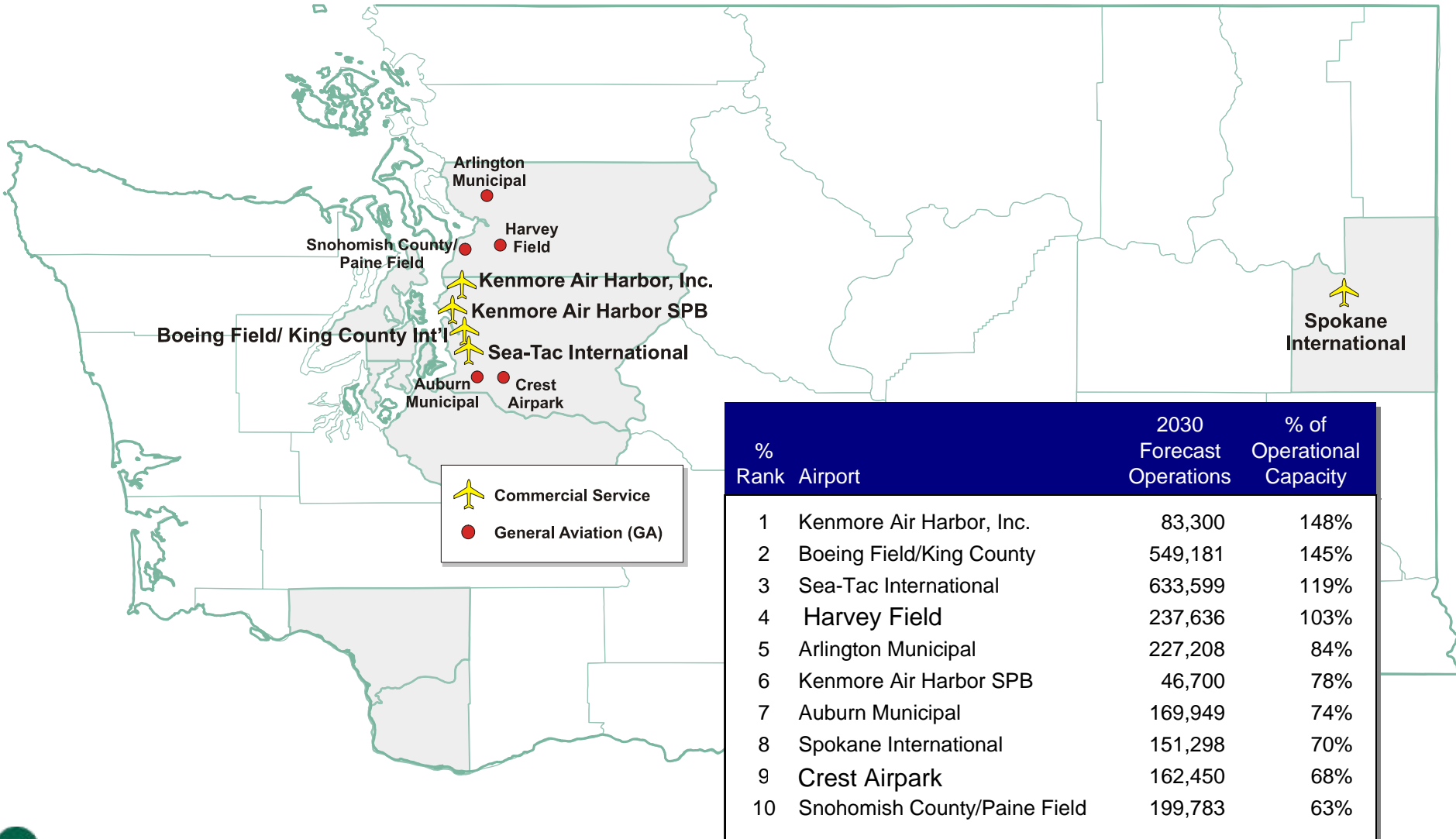
# What We've Done and Where We're Going



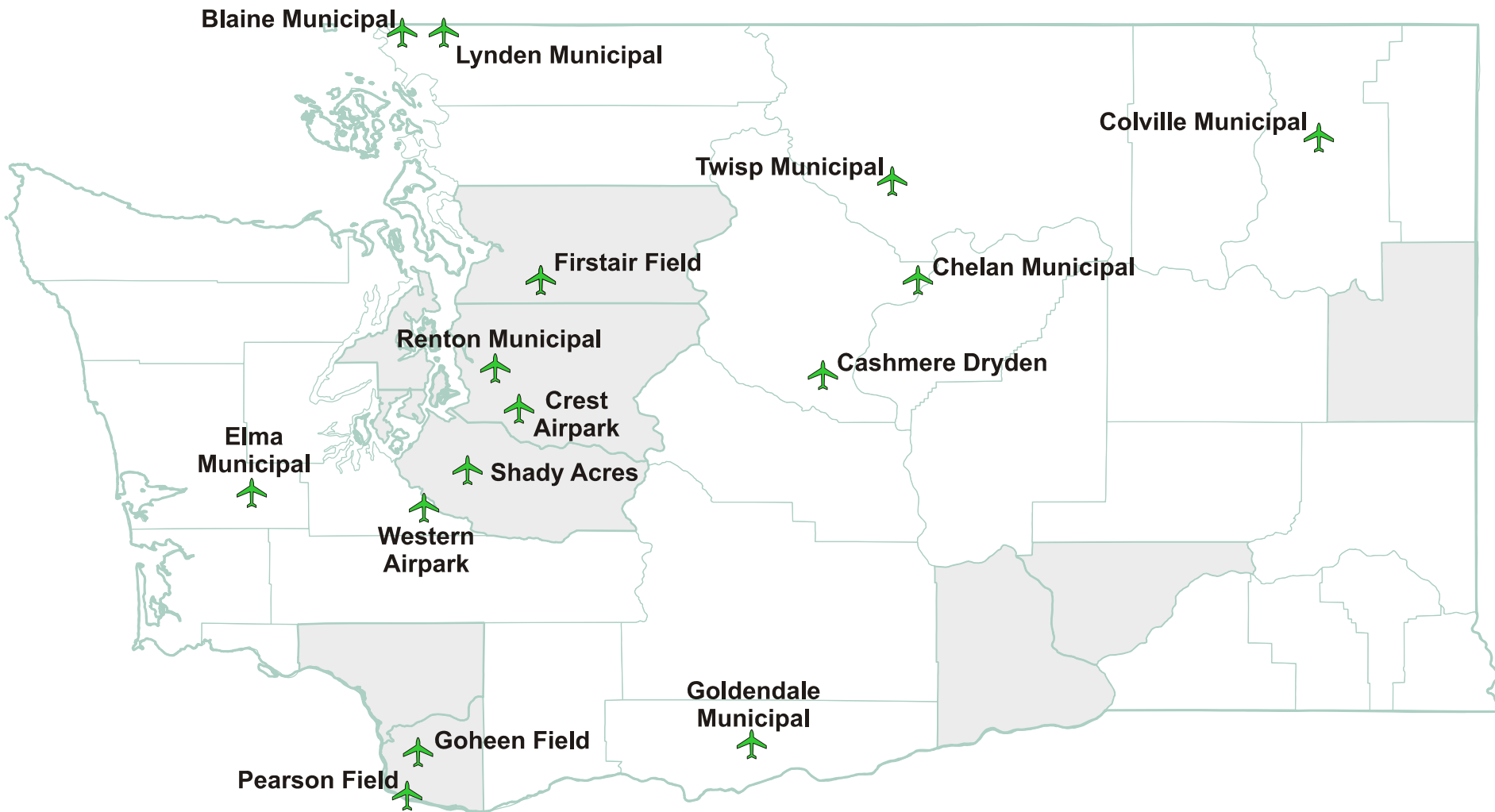
# Overview of Key Issues and Challenges

- **Significant capacity constraints are anticipated by 2030**
  - Airfield capacity constraints are expected to emerge at ten airports
  - Several of these are among the state's busiest airports including Sea-Tac, Boeing Field, and Harvey Field
  - Approximately one-quarter of Washington's public-use airports are expected to have aircraft storage capacity shortfalls by 2030
- **Passenger rail improvements will not provide meaningful capacity relief to the air transportation system**
- **Trends contributing to the loss of service at smaller commercial service airports are expected to continue through 2030**
- **The loss of private airfields, which are at higher risk of closure due to land use conflicts or sale for alternative use, could reduce available capacity in high-growth regions**

# Ten Airports are Forecast to Experience Airfield Capacity Constraints by 2030



# Fifteen General Aviation Airports Will Exceed Aircraft Storage Capacity by 2030

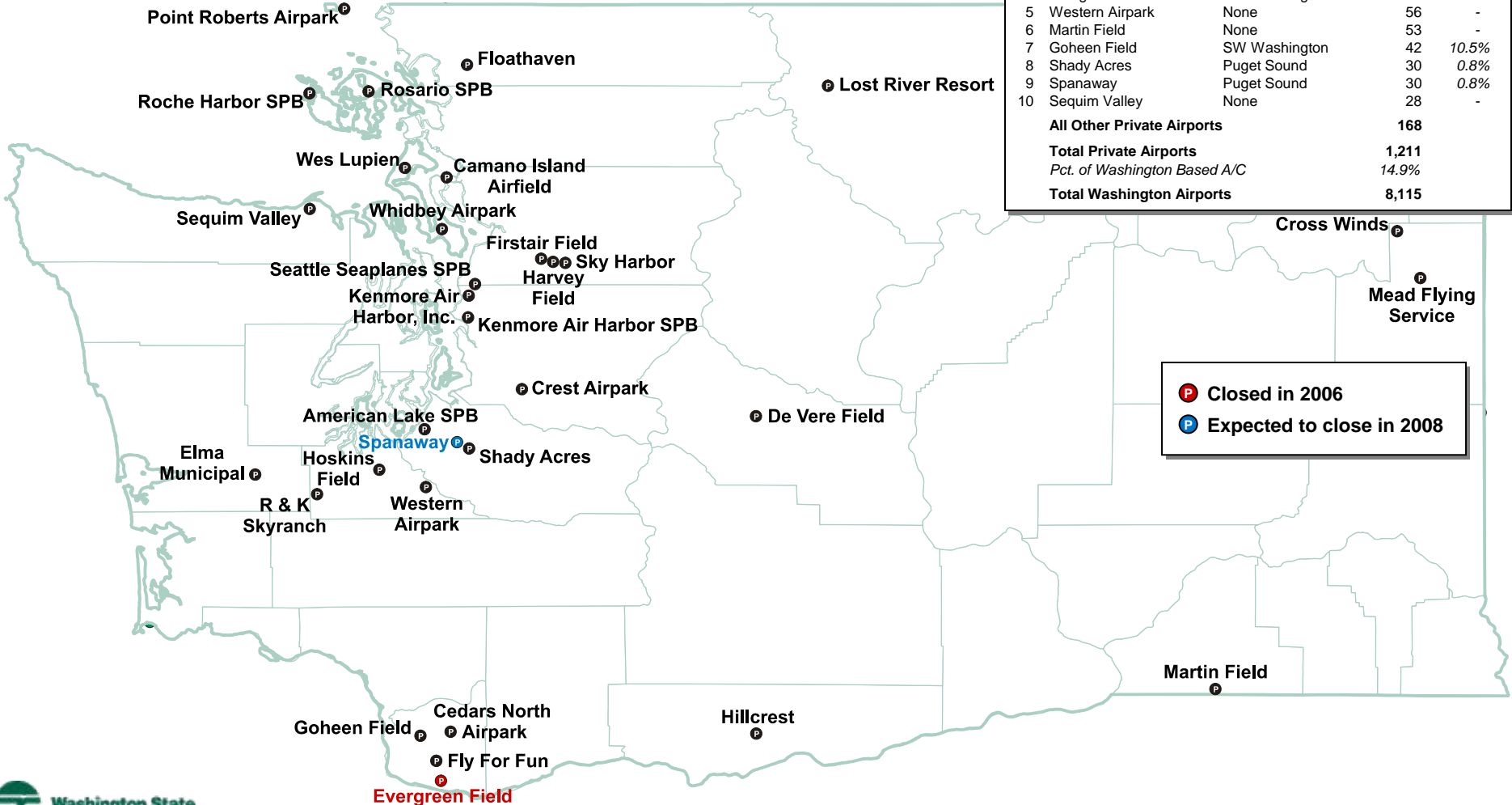


# Nine Commercial/Regional Service Airports Will Exceed Airfield, Terminal, and/or Aircraft Storage Capacity by 2030



# Private Airports Contribute Significantly to the State System, Especially in the Puget Sound and Southwest Washington Special Emphasis Regions

Rank	Airport	Special Emphasis Region	2005 Based A/C	Pct. of SER
1	Harvey Field	Puget Sound	326	8.6%
2	Crest Airpark	Puget Sound	325	8.6%
3	Kenmore Air Harbor, Inc.	Puget Sound	80	2.1%
4	Firststair Field	Puget Sound	73	1.9%
2	Evergreen Field*	SW Washington	60	-
5	Western Airpark	None	56	-
6	Martin Field	None	53	-
7	Goheen Field	SW Washington	42	10.5%
8	Shady Acres	Puget Sound	30	0.8%
9	Spanaway	Puget Sound	30	0.8%
10	Sequim Valley	None	28	-
<b>All Other Private Airports</b>			<b>168</b>	
<b>Total Private Airports</b>			<b>1,211</b>	
<i>Pct. of Washington Based A/C</i>			<i>14.9%</i>	
<b>Total Washington Airports</b>			<b>8,115</b>	



**P** Closed in 2006  
**P** Expected to close in 2008

# Many of the Smaller Commercial Service Airports in Washington State Have Lost a Considerable Amount of Air Service in the Last 10-15 Years

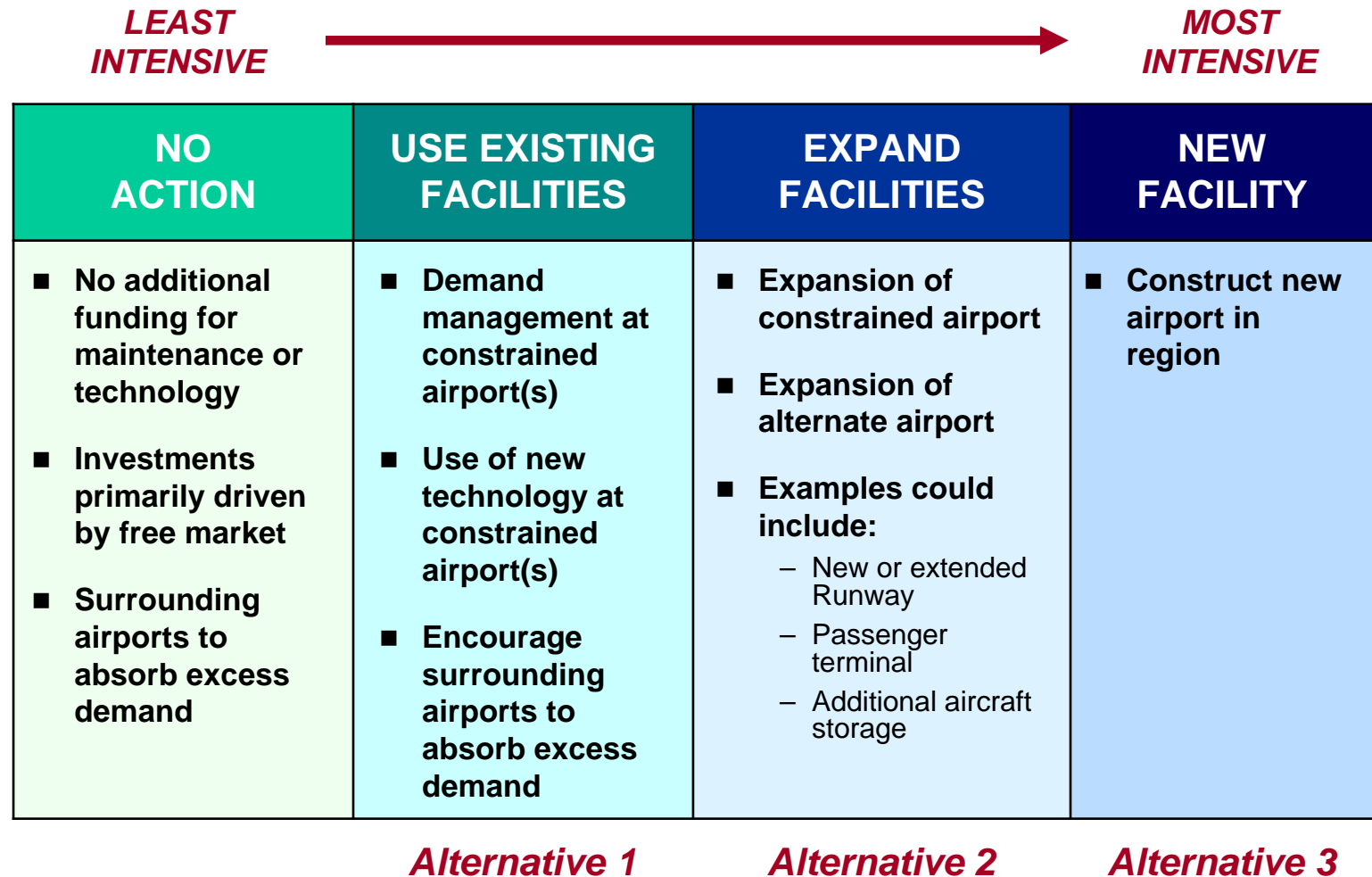
Percentage Change in Weekly Scheduled Seats  
August 1995 – August 2006

Airport	Percentage Change
Boeing Field	275%
Roche Harbor	114%
Rosario	114%
Westsound	114%
Sea-Tac	3%
Walla Walla	-11%
Spokane	-20%
Pasco	-23%
Oak Harbor	-25%
Moses Lake *	-35%
Wenatchee	-54%
Friday Harbor	-57%
Yakima	-57%
Pullman/Moscow	-61%
Seattle Lake Union SPB	-68%
Lopez Island	-71%
Kenmore	-80%
Port Angeles	-86%
Olympia	-89%
Center Island	-100%
Decatur Island	-100%
Blakely Island	-100%
Anacortes	-100%
Eastsound	-100%

- With the exception of Sea-Tac, Boeing Field and several San Juan Island airports, all other airports have lost scheduled capacity since 1995
- 6 airports have lost scheduled service entirely
- In many cases, competing carriers have exited the market completely, leaving a single carrier which has reduced flight frequency while substituting larger aircraft
- Proximity to airports with significantly greater service levels results in traffic “leakage”

Note: Moses Lake\* lost all scheduled service in October 2006. Source: Official Airline Guide

# Hierarchy of Alternative Strategies for Tackling Capacity Constraints/Shortfalls



# **Apply the Alternatives to Individual Airports**

# What Does No-Action Mean?

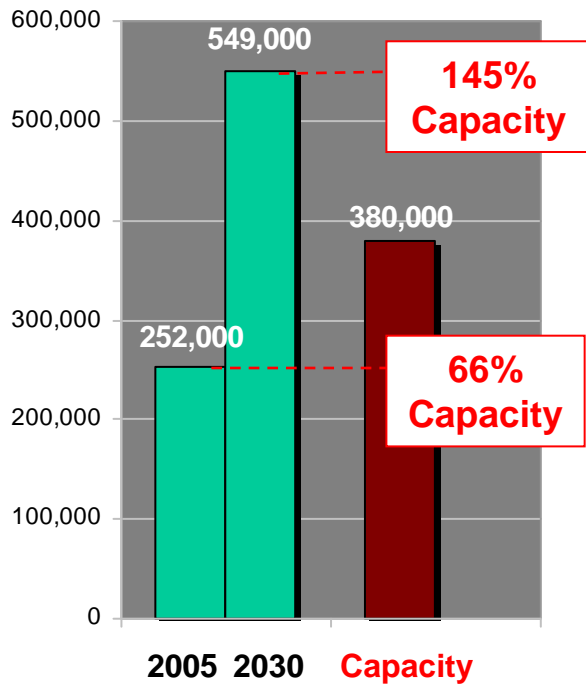


- **The State will not have an active role in system development.**
- **The State will continue with current programs at current funding levels**
  - System maintenance will be continued at present levels.
  - Some airports will be unable to either maintain existing infrastructure or add needed facilities.
  - Technological advances/improvements will be delayed.

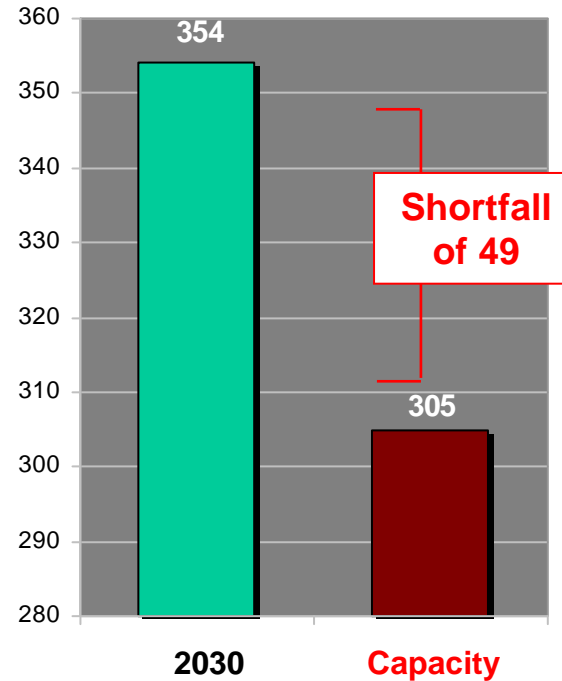
# Define the Issue

## “What is the Critical Capacity Constraint and When Will it be Reached?” - Examples

Current/Forecast Aircraft Operations vs. Airport **Airfield** Capacity at **Boeing Field** 2005 - 2030



Forecast Aircraft Storage Demand vs. Airport **Aircraft Storage** Capacity at **Auburn Municipal** 2030

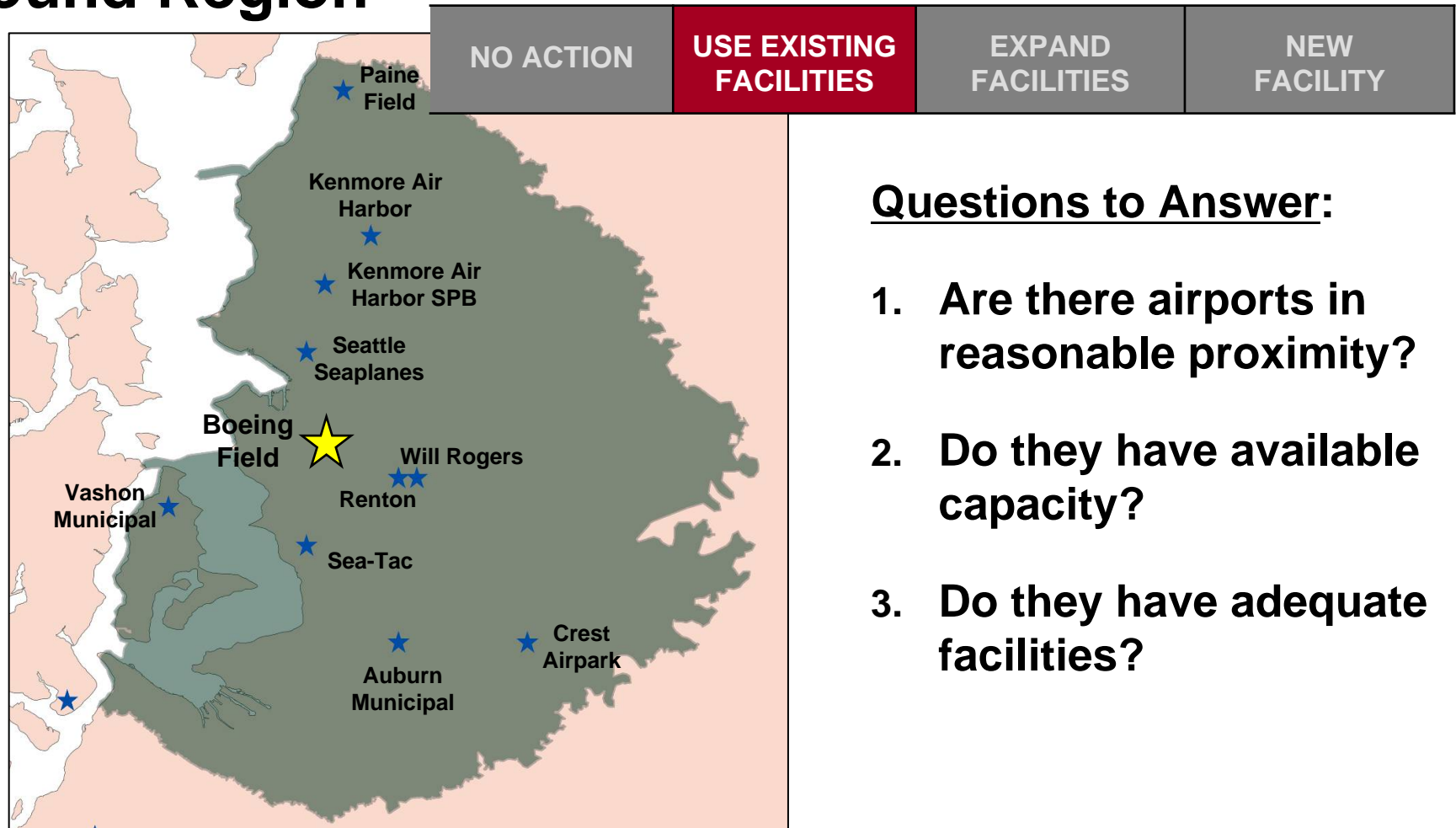


# Determine if the Constrained Airport can be Expanded



- **It is unlikely that the busiest airports (e.g. SEA, BFI, PAE, RNT) could expand to accommodate forecast demand**
  - They operate in an urban setting where no land is available for expansion
  - The cost of any expansion will be very high due to the need to purchase land
  - Most operate in congested airspace that is “shared” with other extremely busy airports
  - The political climate surrounding these facilities generally complicates projects. e.g. King County has restricted commercial service growth, The City of Renton has determined that airport expansion is not acceptable

# Are There Surrounding Airports That Could Alleviate the Capacity Shortfall? – Example Puget Sound Region



## Questions to Answer:

1. Are there airports in reasonable proximity?
2. Do they have available capacity?
3. Do they have adequate facilities?

# What do we mean by “Proximity”?

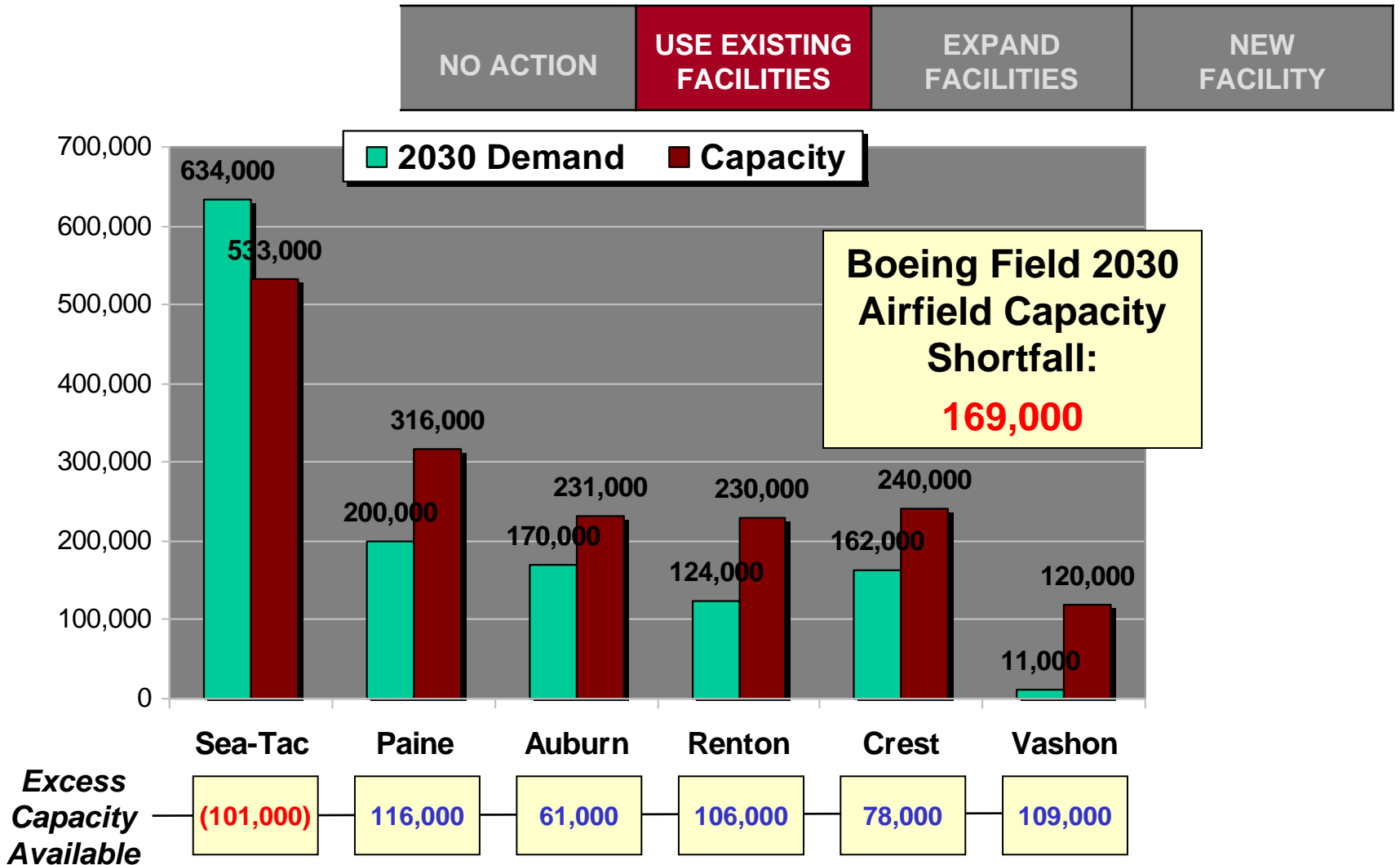
- **General aviation facilities within 30 miles**
- **Regional and commercial service within 90 miles**

# Surrounding Airports Within 30 Miles of Our Example

NO ACTION	<b>USE EXISTING FACILITIES</b>	EXPAND FACILITIES	NEW FACILITY
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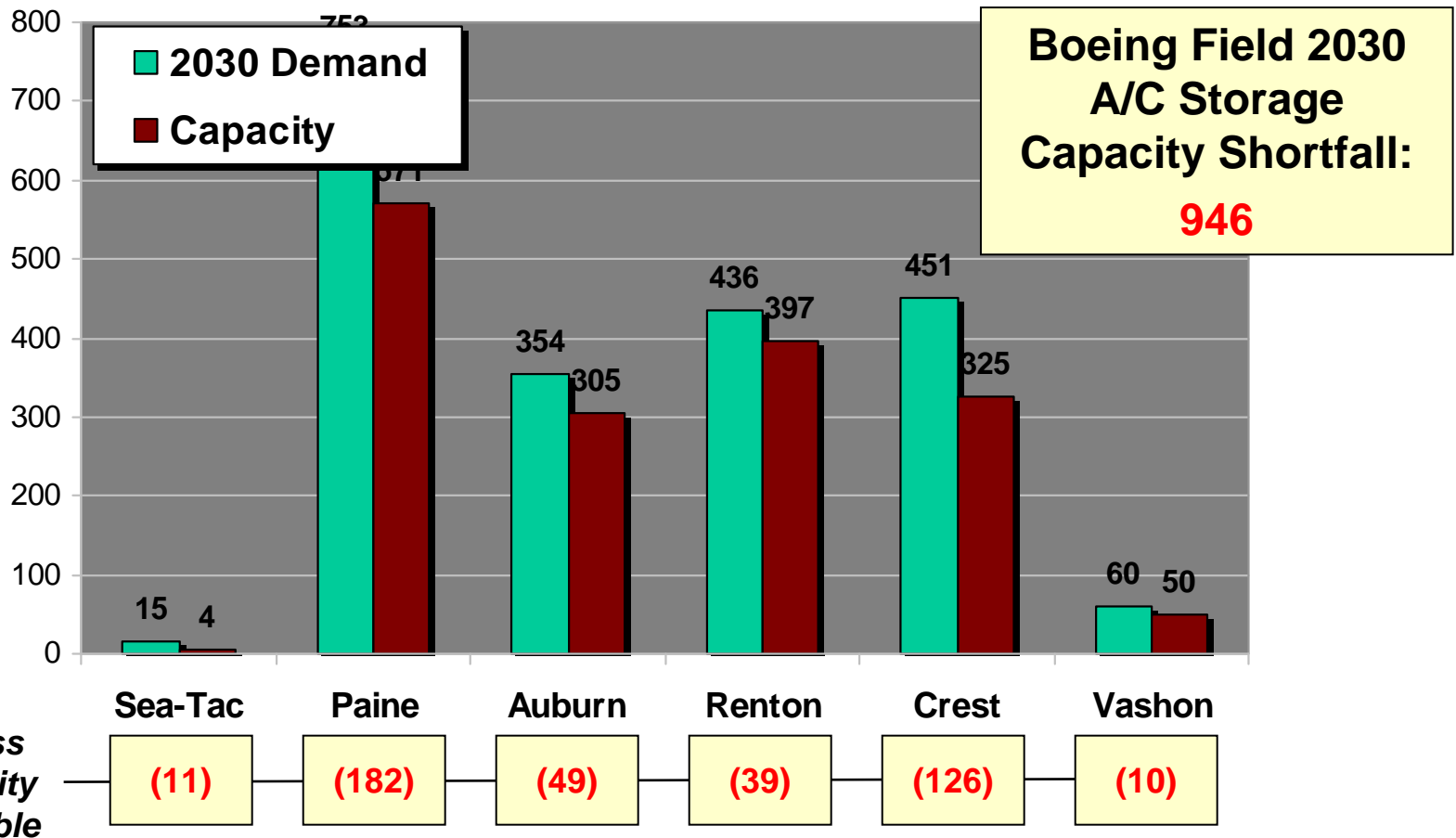
- **SeaTac International**
- **Kenmore Air Harbor, Inc**
- **Paine Field**
- **Auburn Municipal**
- **Renton Municipal**
- **Crest Airpark**
- **Vashon Island**
- **Kenmore Air Harbor SPB**
- **Will Rogers Wiley Post SPB**
- **Seattle Seaplanes SPB**

# Do These Surrounding Airports Have Available Airfield Capacity?



# Do Surrounding Airports Have Available Aircraft Storage Capacity?

NO ACTION	USE EXISTING FACILITIES	EXPAND FACILITIES	NEW FACILITY
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# Do Surrounding Airports Have the Necessary Facilities?

NO ACTION	USE EXISTING FACILITIES	EXPAND FACILITIES	NEW FACILITY
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	Sea Tac	Paine Field	Auburn	Renton	Crest Airpark	Vashon
Runway Length	✓	✓	⊘	✓	⊘	⊘
Available Land	✓	✓	✓	⊘	⊘	⊘
Jetfuel	✓	✓	✓	✓	⊘	⊘
FBO	✓	✓	✓	✓	⊘	⊘
Instrument Capability	✓	✓	⊘	✓	⊘	⊘

# Can a New Airport be Constructed?

NO ACTION	USE EXISTING FACILITIES	EXPAND FACILITIES	NEW FACILITY
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**Prior to moving forward on the development of a new airport several difficult issues would need to be addressed.**

- **What role would the airport serve in the system – replacement or reliever?**
- **What facilities would be provided at a new airport?**
- **Where would the airport be sited?**
- **Who would sponsor, own and operate such a facility?**
- **How would the surface access system be improved to serve the new airport?**
- **Is funding available?**

# Summary: Sequence of Capacity Threshold Decisions

- Determine the period during which capacity will become an issue.
- Determine whether current airports be used more efficiently to delay capacity issues.
- Determine whether the existing airports can be expanded  
OR
- Whether there are surrounding airports with capacity, storage, and facilities sufficient to address the capacity constraints
- Could/ Should there be a new airport constructed?

# External Factors that Influence Capacity and Expansion Decisions

- **Airline Fleet Changes**
- **Technological Advances**
- **Changing Environmental Regulations**
- **New Transportation Service Concepts (both air and other modes)**
- **Funding Availability**
- **Changes in Demand**
- **Changes in the Economy**

# Assessment Criteria – From Work Scope

- **The ability of the alternative to address legislation ESSB 5121 and Federal Aviation Regulations (FAR) Advisory Circular (AC) 150/5070-7 “The Airport System Planning Process”.**
- **The ability of the alternative to meet the goals of the state and council policy recommendations**
- **The impacts of the alternative on the region’s airspace.**
- **The likely impacts of the alternative on the regional surface access system.**
- **The ability of the alternative to be implemented based on logistical, political and other decisions made for the airport in their master planning or previous public participation processes.**
- **The cost of implementation.**

# Proposed Criteria

## (Based on Draft Guiding Principles and Draft Policies)

### System Stewardship and Preservation

- Does the alternative sustain the ability of Washington residents and communities to access Washington State's aviation system to move people and goods safely and securely?
- Does the alternative allow for interjurisdictional partnerships?
- Does the alternative safeguard Washington State's aviation system for future generations? Does it address the need for funding for strategic and targeted investment?

### Capacity

- Does the alternative address the overall long term capacity needs of the system
- Does the alternative maximize the efficiency and utility of the existing system?

### Safety

- Does the alternative maintain the safety of communities and the flying public?

# Proposed Criteria (Continued)

## (Based on Draft Guiding Principles and Draft Policies)

### Economic

- Does the alternative make the best use of existing resources?
- Does the alternative enhance the local economy and create jobs?

### System Access and Mobility

- Does the alternative take into account the different roles of airports serving Washington's diverse communities?
- Does the alternative coordinate with other transportation modes to assure cost effective transportation options for people and goods?

### Environmental Impact

- Does the alternative consider environmental and social impacts such as noise, air quality, water quality, impacts on adjacent communities, and climate change?
- Does the alternative allow for decision-making about the expansion or siting of airports through an open and public process that serves the broadest long term interest of the residents of Washington State and our national security?

# Discussion

- Does the framework for the alternatives make sense
- Does the process for analyzing the alternatives make sense
- Do the criteria make sense?

# Review of Public Comment on Draft Policies

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# Regional Public Meeting Outcomes

## ■ Attendance

- Mukilteo: 48
- Wenatchee: 4

## ■ How Comments Were Submitted:

- E-mail, mail or faxed comment letters: 21
- Informal open house comments (i.e. anonymous flip chart notes): 32
- Completed comment forms submitted: 10

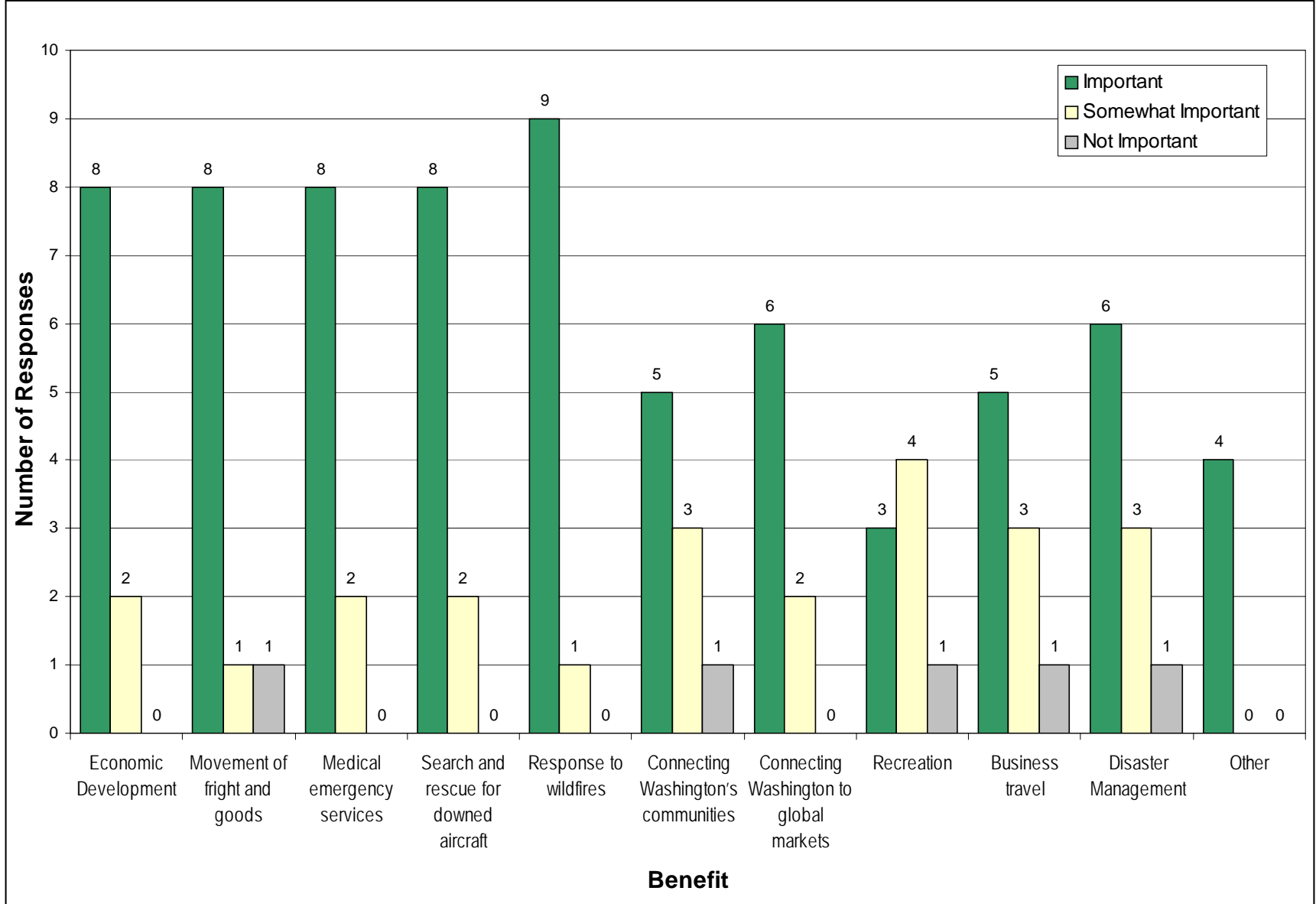
## ■ Agencies and organizations providing comment:

- Cowlitz-Wahkiakum Council of Governments
- Regional Commission on Airport Affairs
- Seattle Community Council Federation
- City of Vancouver
- City of Snohomish
- City of Edmonds
- Boeing
- King County International Airport

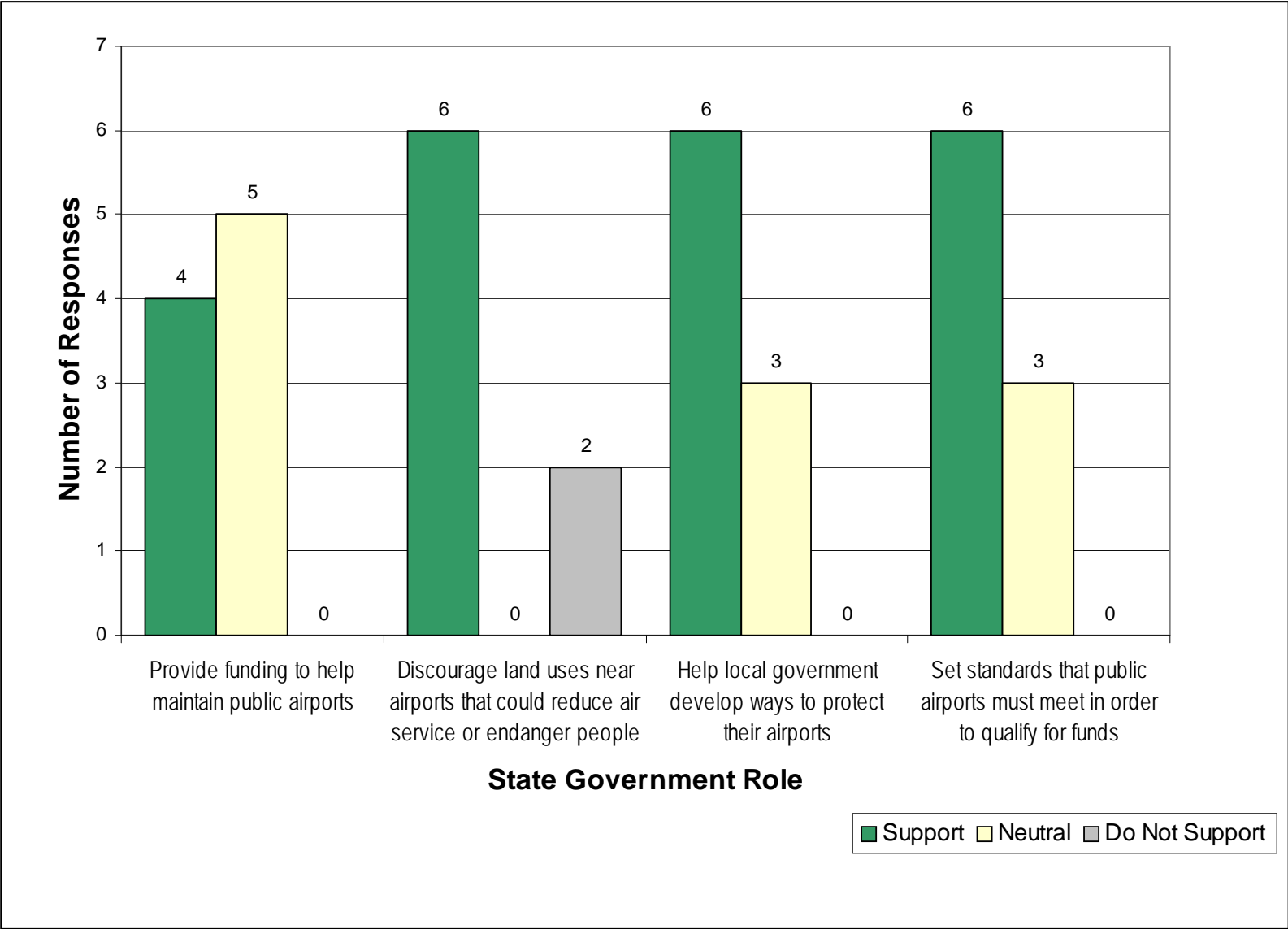
# Comment Highlights

- **“Voting” on draft policies indicated general support for the policies**
  
- **Comment highlights:**
  - Policies do not address addition of new capacity (specifically mentioned was construction of a new regional airport outside of King County)
  - Environmental policies do not adequately address noise, air pollution, or other adverse impacts on human health
  - Concern that draft policies are too focused on needs of aviation and airports, and not on human and community needs
  - Concern that land use policies put rights of airports above communities/property owners
  - Some uneasiness expressed about public-private partnerships; concern about tax payer exposure to risk

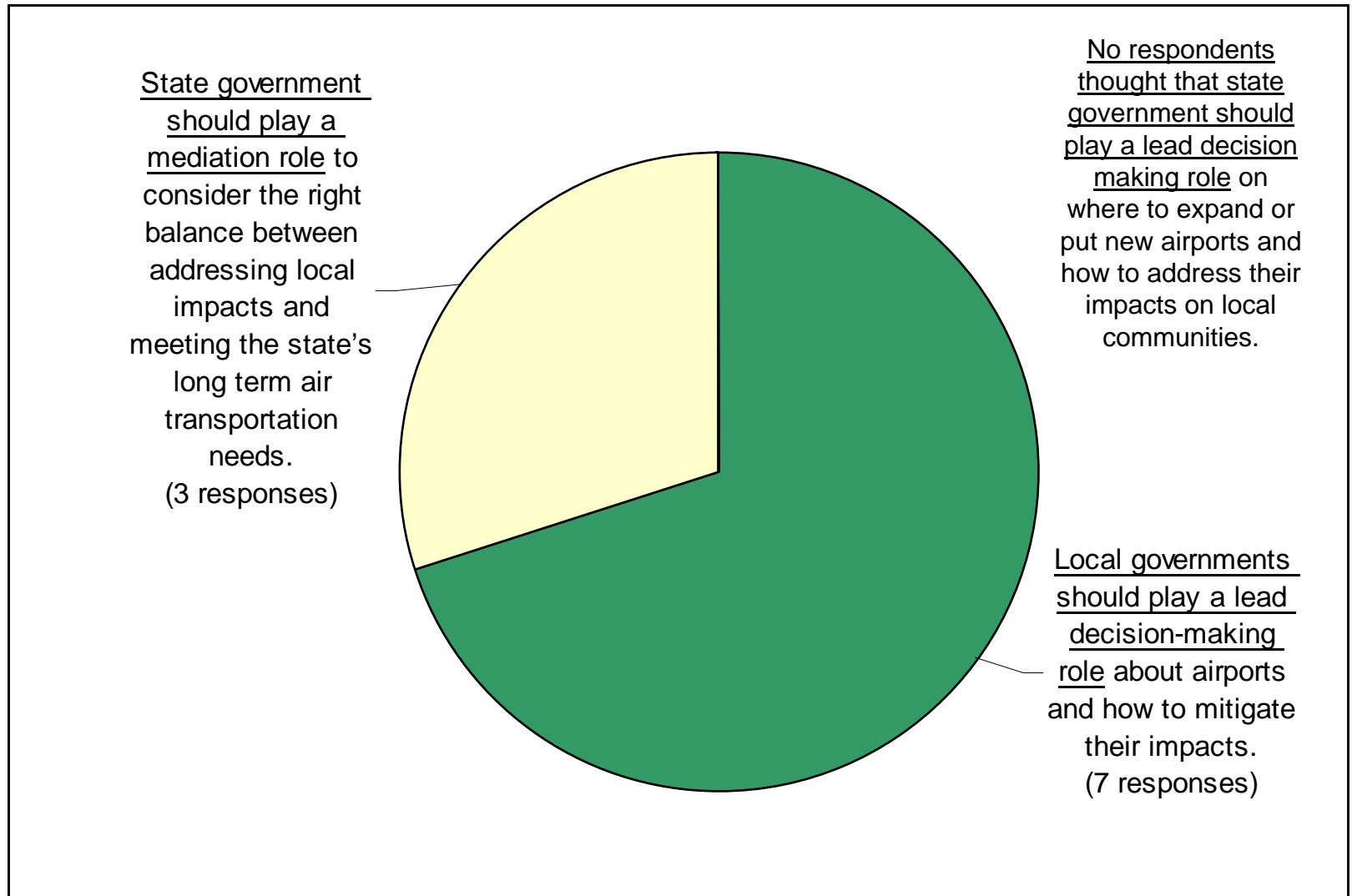
# How important do you feel each of the following benefits are to the overall well-being of the people in Washington State:



# What type of role do you think that state government should play protecting the long term air transportation needs of Washington State?



# How should decisions be made to build or expand airports?



# Next Steps: E-Town Hall

## ■ Purpose:

- Obtain feedback on problems and opportunities facing the aviation system to help inform development of System Plan Alternatives

## ■ How it will work:

- 150 participants per meeting (representative sample, geographically dispersed)
- 60 minutes long
- Interactive and moderated in an interactive chat environment
- Includes visual and graphic displays
- All communication is saved as data

## ■ Online discussions take place week of August 25

## ■ Feedback will be summarized and provided to Council in advance of next meeting

# Subcommittee Work Session

- Review public comment on draft policies
- Discuss amendments to policies in response to public comment
- Determine if additional subcommittee meetings are needed to consider public comment
- Report to full Council at 2:00 p.m.

## Tools:

- Policy handout
- Summary of public comment

# Subcommittee Work Session Reports

Neal Sealock  
Paul Roberts

# Next Steps

## ■ Council Meetings

- Meeting #7: Strategy Review  
September 4, 2008 – Seattle
- Meeting #8: Review of Strategic Options for Analysis  
November 6, 2008 – Spokane

## ■ Public Involvement

- Electronic Town Hall – week of August 25, 2008
- Regional Public Meetings – October 2008