

CHAPTER 17: WHAT'S NEXT?

In Phase II of the Washington State Long-Term Air Transportation Study (LATS), WSDOT and the study team have identified a series of key challenges and issues that will need to be addressed in order for the state aviation system to effectively meet the future air transportation needs of Washington residents, visitors, and businesses.

During Phase III, a ten member Governor's Aviation Planning Council will be convened to develop recommendations regarding specific policies and strategies to meet statewide commercial and general aviation needs. The policies and strategies will be based on the assessment and analysis completed during Phases I and II of the Long-Term Air Transportation Study (LATS). In order for the Council to fulfill this mandate, they will have to be well informed as to both the nature of the specific issues and the implications of alternative strategies that might be pursued in order to address these issues. It is the responsibility of the consultant team and WSDOT to provide the foundation and administrative support for the Council to develop well reasoned recommendations that reflect an understanding of the underlying issues, the advantages and disadvantages of alternative policies and actions, and an appreciation of the respective positions of Washington residents, businesses, and aviation stakeholders as they pertain to specific system challenges.

What are the Council's Objectives?

The Washington State Legislature tasked the Governor's Aviation Planning Council with three key responsibilities.

1. Make recommendations regarding how best to meet the statewide commercial and general aviation capacity needs.

A statewide aviation system planning approach will be used to address capacity needs. The statewide aviation system plan will be developed consistent with the requirements of the FAA as outlined in AC 150/5070-7, *The Airport System Planning Process* and in coordination with the Washington Transportation Plan (WTP).

The outcome of a system planning process is a coordinated and practical set of goals, policies and action items that:

- Provide a realistic assessment of aviation system needs and resources.
- Define the organizational structure, authority and responsibility for implementation.
- Identify interagency and public coordination needed to successfully put the plan into effect.
- Serve as an important contribution to the National Plan of Integrated Airport Systems (NPIAS).
- Provide guidance and input for the preparation of airport master plans and airport capital improvement plans.

2. Determine which regions of the state are in need of airport facility improvement and the long-range capacity needs at airports within the regions.

The foundation for this assessment has been provided through the analyses conducted and documented during Phase I and Phase II of LATS.

3. Make recommendations regarding the placement of future commercial and general aviation airport facilities.

The council will make recommendations concerning where facility improvements should be placed. Recommendations will address future airport placement, both by regions within the state and by categories of airports. Implementation strategies such as creation of a statewide capital improvement program, legislative proposals, and recommendations for the NPIAS may also be included.

What Are the Next Steps?

The Airport Planning Council will use information provided in Phases I and II to develop statewide strategies for meeting future aviation capacity needs. The formation of the council will mark the beginning of the third and final Phase of LATS. The council's recommendations will be presented to the Governor after a comprehensive 24 month review and evaluation process.

Project Milestones

- Council appointed in Summer 2007.
- Project team to initiate Phase III work in July 2007.
- Council convened in January 2008.
- Council recommendations forwarded to legislature by July 2009 .

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