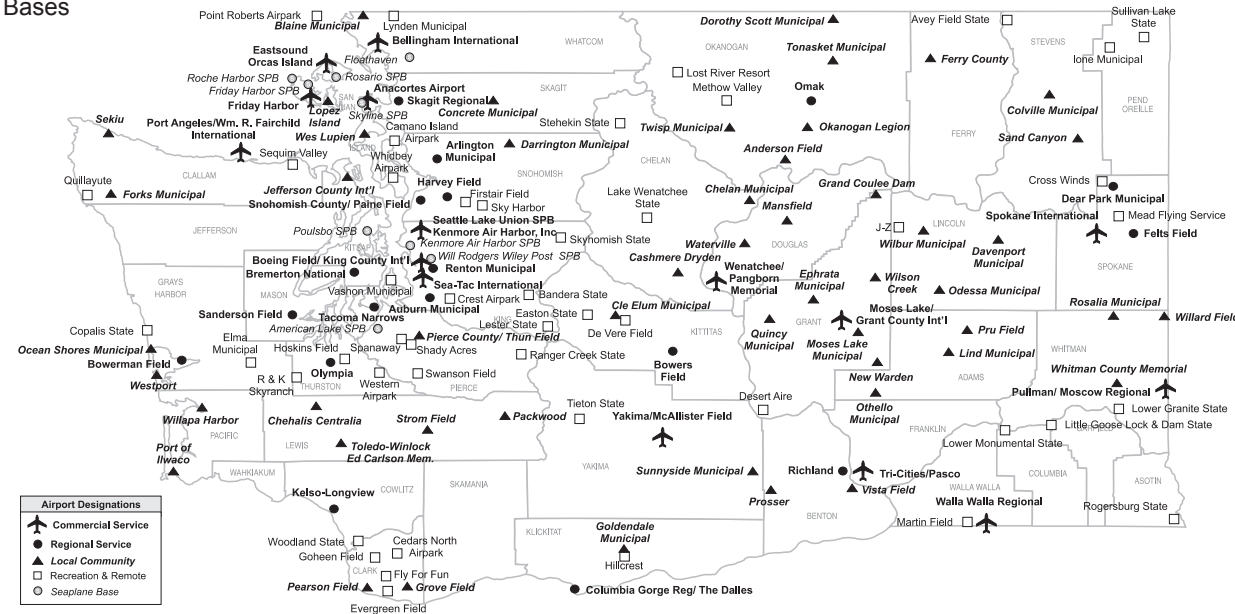


## Proposed State Airport Classifications

In 2004, a 22-member workgroup was established to identify a classification system for Washington State aviation facilities. The proposed classifications are designed to identify the role that each airport plays in the overall system. The five classes developed include:

- Commercial Service Airports
- Regional Service Airports
- Local Community Airports
- Recreation or Remote Airports
- Seaplane Bases



## Request a LATS Briefing for Your Group

WSDOT Aviation welcomes opportunities to update public agencies on the Long-Term Air Transportation Study (LATS). Briefings are an ideal way for WSDOT to enhance LATS outreach, answer key questions and obtain important feedback. To schedule a presentation for your public agency group, please contact Nisha Marvel at (360) 651-6310 or [marveln@wsdot.wa.gov](mailto:marveln@wsdot.wa.gov).



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# Long-Term Air Transportation (LATS) Update

## Phase I of Long-Term Air Transportation Study Complete, Phase II Underway

WSDOT Aviation's Phase I inventory of the state's 140 public use airports has been completed, providing a comprehensive review of essential airport facilities/inventory data for the Long-Term Air Transportation Study (LATS). In addition to providing an overview of LATS and the methodology used to assess airports, the Phase I report introduces a draft state classification system and presents the current airport facility and capacity assessment results. Some Phase I findings include:

- Only the Sea-Tac and Tri-Cities passenger terminals exceed the 60% threshold for utilization at peak hour. The FAA identifies 60% as the point that an airport should begin planning for new facilities.
- Cargo capacity at Washington State airports is highly underutilized with the exception of Sea-Tac and Boeing Field, with utilization levels of 80% and 60% respectively.
- General aviation aircraft parking and hangar storage for all Washington airports has reached 85% of existing capacity statewide. Several airports, however, are close to reaching their peak capacity. Hangars are more desirable than aircraft tie downs for storage. In many instances, tie downs are available, but hangar wait lists have become prevalent across the state. Currently 650 individuals are waiting for an aircraft hangar facility.
- The busiest airports in Washington with the least reserve capacity, include three commercial service, (Boeing Field, Kenmore Air Harbor/Lake Washington and Sea-Tac) two regional (Auburn and Harvey), and one seaplane base (Kenmore Air Harbor/Lake Union) facility.

The Phase I work was completed in four and a half months and included an extensive statewide survey of airport inventory. The survey significantly expanded WSDOT's 2003 airport facilities database, including a number of new elements that now provide a more comprehensive overview of airport system physical inventory and capacity. An executive summary and the supporting technical report are available on the WSDOT's Web site at: [www.wsdot.wa.gov/aviation/LATS.htm](http://www.wsdot.wa.gov/aviation/LATS.htm).

Phase II demand forecasting analysis builds on the Phase I data base. During this 12 month Phase II study WSDOT Aviation will conduct long-range activity demand forecasts, a cargo assessment, commercial service airport market analysis, and a high speed passenger rail evaluation. In addition, future capacity estimates will be developed for each airport and compared to the forecast demand. The technical analysis and findings of Phases I and II will help identify which airports will meet, exceed or fall short of adequately serving the anticipated future demand.

WSDOT is traveling the state to present LATS Phase I findings.

- **Grant County International Airport**  
*Moses Lake, November 7, 2006*
- **Transportation Commission Meeting**  
*Olympia, November 14, 2006*
- **WSDOT/MPO/RTPO Coordinating Committee Meeting**  
*Sea-Tac, November 28, 2006*
- **Northwest Aviation Conference & Trade Show**  
*Puyallup, February 25-26, 2007*
- **CTED Planners' Forums**  
*April, 2007*
- **Washington Airport Manager's Spring Conference**  
*May, 2007*

## Did You Know? Activity Levels in 2005 at Washington Public Use Airports:

- There were over 14 million commercial airline passenger boardings in 2005.
- Takeoffs and landings at all general aviation airports exceeded 2 million in 2005.
- The top 15 busiest airports in Washington account for 56% of all landings and takeoffs.
- Only 17% of the airports in the state are designated as essential public facilities in city and county plans.

(Letter from John Sibold, Director, WSDOT Aviation)

## Dear Reader,

I am pleased that, after several months of hard work by WSDOT staff and consultants, we now have a solid foundation to begin planning for our future state aviation needs. Phase I of the Long-Term Air Transportation Study (LATS) has recently concluded with the release of the Airport Facility and Capacity Report. This report tells us where statewide airport capacity issues exist and how our current aviation facilities are functioning. I recently delivered this information to the Washington State Legislature, who authorized LATS in 2005 and is closely tracking its progress. We're now bringing highlights of the Phase I Report to you in this second edition of the LATS quarterly newsletter.

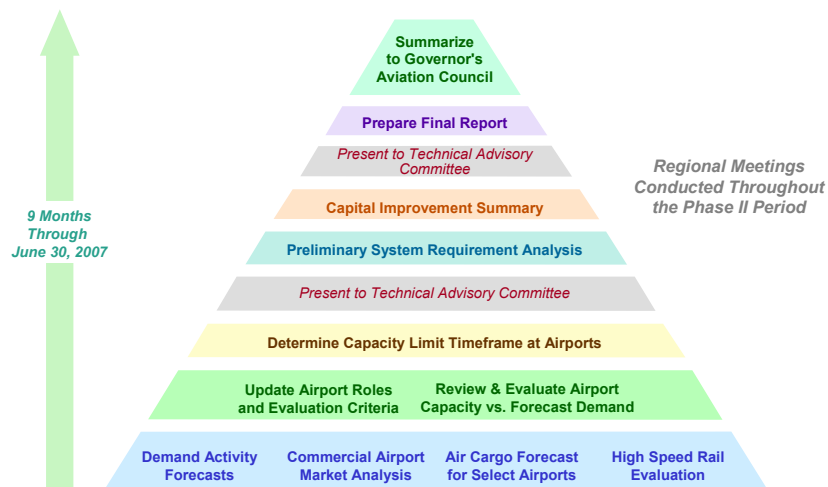
Also in this issue, you can expect to find highlights of our Phase I outreach efforts. It is vitally important that we engage the public throughout LATS, and we accomplished this in several different ways during Phase I. Of particular note were the stakeholder interviews and online survey. The stakeholder interviews involved a sampling of state aviation interests to gauge their knowledge of LATS and obtain feedback. The online survey was a much broader questionnaire open to the public. We received over 500 responses and obtained many important comments and questions. You can read more about these outreach efforts on the next page.

The work in Phase I gave us the needed baseline information that we will now use in Phase II to perform the 25 year forecasting and analysis. I encourage you to stay informed and involved in Phase II, as a governor-appointed aviation planning council will use both the Phase I and II data to make recommendations on long-term state aviation needs. You can stay informed as the study progresses by visiting the LATS Web page at: <http://www.wsdot.wa.gov/aviation/LATS.htm>. This site is interactive and designed to provide you with LATS resources, as well as give you a forum for input and comments. Nisha Marvel, our Communications Manager, is also available to answer any of your questions. You can reach her at (360) 651-6310, or e-mail her at [Marveln@WSDOT.WA.GOV](mailto:Marveln@WSDOT.WA.GOV).

Aviation is an essential part of our state's overall transportation system. Not unlike other transportation assets, airports must plan to meet future demand and new safety requirements while considering environmental impacts. As population continues to rise in the state there will be increasing competition for land uses that will require decision makers and the public to consider the overall benefits of future airport development for the state's economic well-being. Please stay tuned as we begin the next phase in this planning process to meet long-term state aviation needs.

Sincerely,  
John Sibold, Director  
WSDOT Aviation

## Broad Work Tasks in Order – Phase II



### AVIATION IN THE NEWS:

#### Basin Residents Hope To Land Air Service

*Tri Cities Herald*  
October 14, 2006  
<http://www.tri-cityherald.com/tch/local/story/8303080p-8199211c.html>

#### Hudson's Bay Neighborhood: Small planes not a pain

*The Columbian*  
September 27, 2006  
<http://www.columbian.com/lifeHome/lifeHomeNews/09272006news62748.cfm>

#### Blaine to Keep, Expand Airport

*The Bellingham Herald*  
October 10, 2006  
<http://news.bellinghamherald.com/apps/pbcs.dll/article?AID=/20061010/NEWS07/610100329&SearchID=73260337770566>

#### Extending Airport Runway Raises Concerns

*The Seattle Times*  
October 4, 2006  
<http://archives.seattletimes.nwsourc.com/cgi-bin/texis.cgi/web/vortex/display?slug=harvey04n&date=20061004&query=aviation+airports>

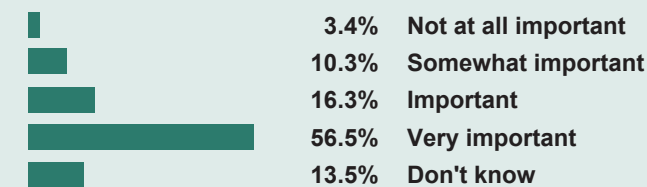
## Highlights From Stakeholder Interviews and Online Survey

During June and July, the LATS team interviewed thirty-two stakeholders around Washington State. The interviews included airport managers, state legislators, local elected officials, planners, aviation system users (cargo and passenger commercial airlines, pilots) and other key constituents involved in economic development and aviation planning. In addition, over 500 people responded in August to an online survey about LATS and statewide aviation issues.

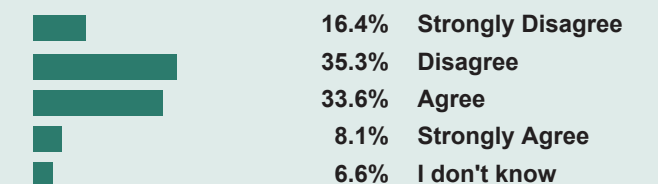
Sixty-six percent of the people interviewed and thirty-four percent of the people responding to the online survey knew about LATS. Ninety-nine percent of the people who responded to the online survey also were aware of the airports that serve their community including commercial service and general aviation (GA) facilities.

Similar concerns were echoed in both the interviews and the online survey responses about land use constraints, capacity issues and aviation funding. Respondents observed that growth and demand for development land are putting major pressures on airports. Noise, environmental, geographical and airport compatibility issues are also becoming increasingly problematic due to growth. Most respondents agreed that more needs to be done to preserve existing airports and land use laws and zoning should be strengthened to protect Washington airports.

When asked how important land use constraints are for securing the future of their airports, 56% said it was very important.

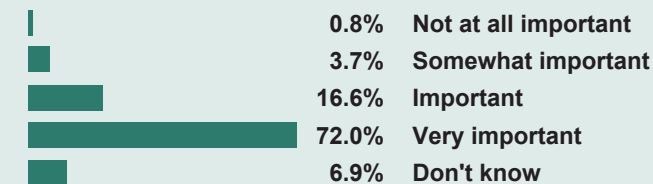


When asked if there was enough room at their local airport(s) to accommodate the expected growth in their region over the next 10 years, respondents were closely divided.

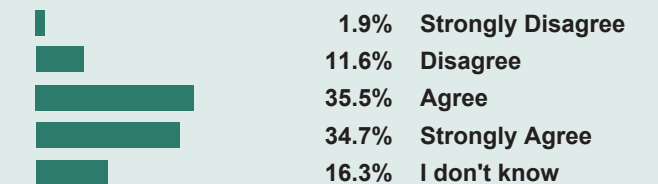


Stakeholders observed that federal and state grants are the lifeline for small, public-use airports. Because federal money is dwindling and state money is minimal, respondents reported that small airports are forced to meet ever increasing and changing federal mandates on safety and security without funding to support it. They note that state and federal money also is restricted to a short list of eligible airport development projects. Funds cannot, for instance, be used for general maintenance (janitorial, light fixtures). There is also trouble with the local match that airports are required to have in order to get these infrastructure dollars. The local match needs to be low.

When asked how important adequacy of local airport funding was for securing the future of their airports, 72% said it was very important.



When asked if there was community opposition to future expansion of their local airports over 70% of the respondents agreed.



There is a perception among many respondents that we are relying too heavily on a single airport, Sea-Tac. Respondents said that even with the third runway, Sea-Tac is expected to reach capacity within the next 15 years, but because of airport land constraints, it is increasingly difficult to site or expand a major commercial airport. There is also concern that the demands on small airports may dramatically increase as the use of next generation aircraft or VLJ's (very light jets), which will begin service in 2007, and other small general aviation aircraft become affordable allowing people to operate at any facility that provides a landing strip of at least 3000 ft.