Long-Term Air Transportation Study

Update

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Presentation Overview

- What is the State's Interest in Aviation?
- What's Been Done to Address the Future?
- What is LATS?
- What Did We Learn in Phase I?
- What's Happening in Phase II?
- Public Outreach Efforts

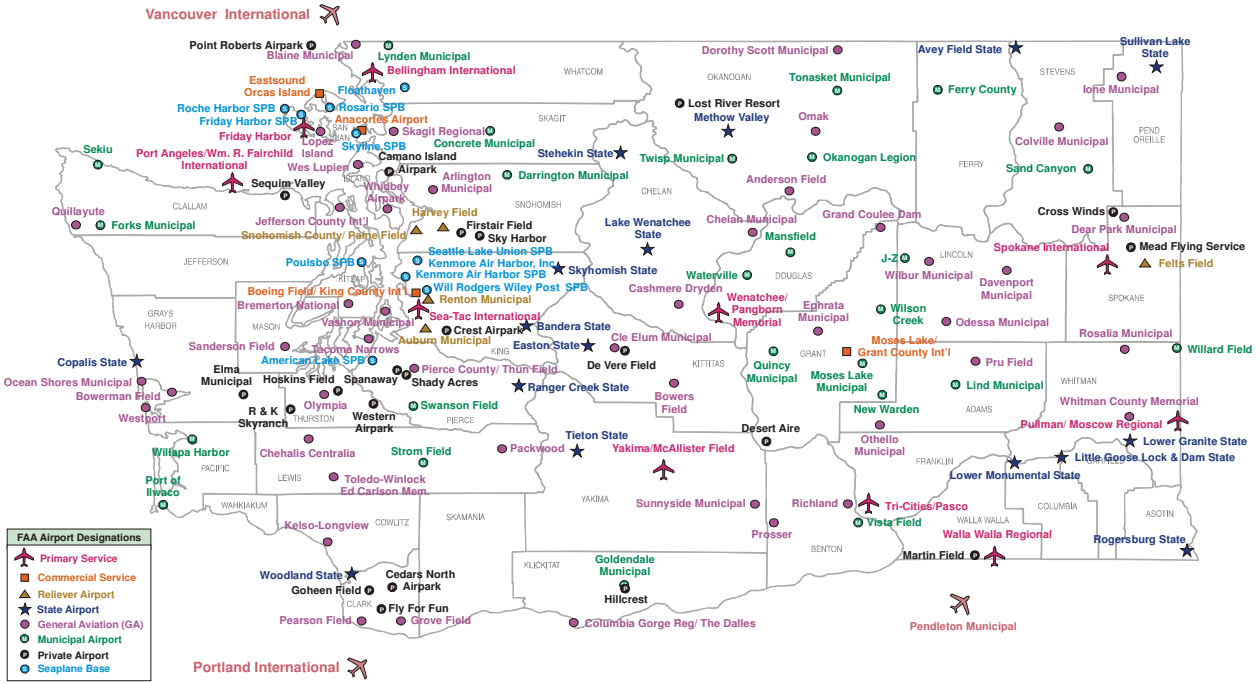
What is the State's Interest in Aviation?

State aviation policy recognizes the following as the state's interest in aviation:

- ***Preserve*** aviation facilities and services that provide access to national transportation system and support local economies.
- Transportation by air is ***safe***.
- ***Capacity*** exists to respond to growth, demand and access across the state, nation and world.
- Lessen negative ***environmental impacts*** of airports on people and nature.

What is the State's Aviation System?

- 140 public use airports
- 19 airports with passenger service
- 15 commercial service
- 4 reliever



What's Been Done to Address the Future?

- PSRC Flight Plan (1992) (EB 9401) Findings:
  - 3rd runway at Sea-Tac
  - Major supplemental airports – Paine Field eliminated as preferred alternative.
  - Requested state begin process to address long range airport capacity needs.

- Long-Term Air Transportation Study (LATS) (2005)
  - Authorized by Legislature through ESSB 5121 to determine current capacity and what will be needed to meet future demands to 2030.
  - Originally sponsored by Senators Keiser, Swecker, Poulsen, Schmidt and Haugen.

What the LATS Legislation Requires . . .

PHASE I	**WHAT WE HAVE**	▪Assess existing facilities ▪Develop a baseline ▪Introduce state classifications	Completed September 2006.
PHASE II	**WHAT WE NEED**	▪25-year activity forecast ▪Commercial market analyses ▪Air cargo forecast ▪High speed passenger rail assessment ▪Future capacity analysis ▪Summary of system requirements.	Currently underway; to be completed by July 2007.
PHASE III	**HOW WE MEET THE NEEDS**	Governor appointed planning council to provide recommendations for future airport strategies and statewide investments.	Will commence in July 2007; to be completed by July 2009.

What is Required in Phase I?

- Statewide assessment of existing airport facilities, passenger and air cargo transportation capacity.

- Studies both general aviation and commercial facilities with a primary focus on commercial.

- Includes air side, land side and airport service facilities; existing airport capacity and services and existing airspace capacity.

- Draft report submitted to the legislature, governor, Transportation Commission and RTPOs. (Also made available to the public.)

What is Required in Phase II?

- Statewide needs analysis of airport facilities, passenger and air cargo transportation capacity, and demand forecast over next 25 years. Based on passenger / air cargo operations and demand, airline planning, trends, etc.

- More detailed analysis on four special emphasis regions: Puget Sound, Southwest Washington, Tri-Cities and Spokane.

- Determine when existing commercial airports will reach capacity.

- Determine roles of state, MPOs, RTPOs, FAA and airport sponsors in addressing statewide needs.

- Conduct high-speed passenger rail study.

- Submit analysis to legislature, governor, Transportation Commission and RTPOs. (will also make available to the public)

What is Required in Phase III?

- Governor will appoint ten member aviation planning council after statewide assessment and analysis is completed.

- WSDOT shall provide all administrative staff support for council.

- Using the assessment and analysis, the Council will make recommendations on:
  - How best to meet the statewide commercial and general aviation needs.
  - Which regions of the state need airport facility and capacity improvements to meet needs before 2030.
  - placement of future commercial and GA airport facilities designed to meet the need for improved aviation planning in the region.

- Council to submit recommendations to legislature, governor, Transportation Commission and applicable RTPOs by July 1, 2009

Phase III - Planning Council

Legislation calls for council to be comprised of the following members:

- WSDOT Aviation Director
- Director of CTED
- Member of Transportation Commission
- Two members of general public
- FAA technical expert
- Commercial airport operator
- Member of GMA hearings board
- WAMA representative
- Airline representative

Funding

- FAA authorized $900,000 for Phases I and II.
- State funding includes $100,000 multi-modal fund for Phases I and II.
- Proposed 07-09 budget of $631,000 for Phase III.

What Did We Learn in Phase I?

Capacity Assessment

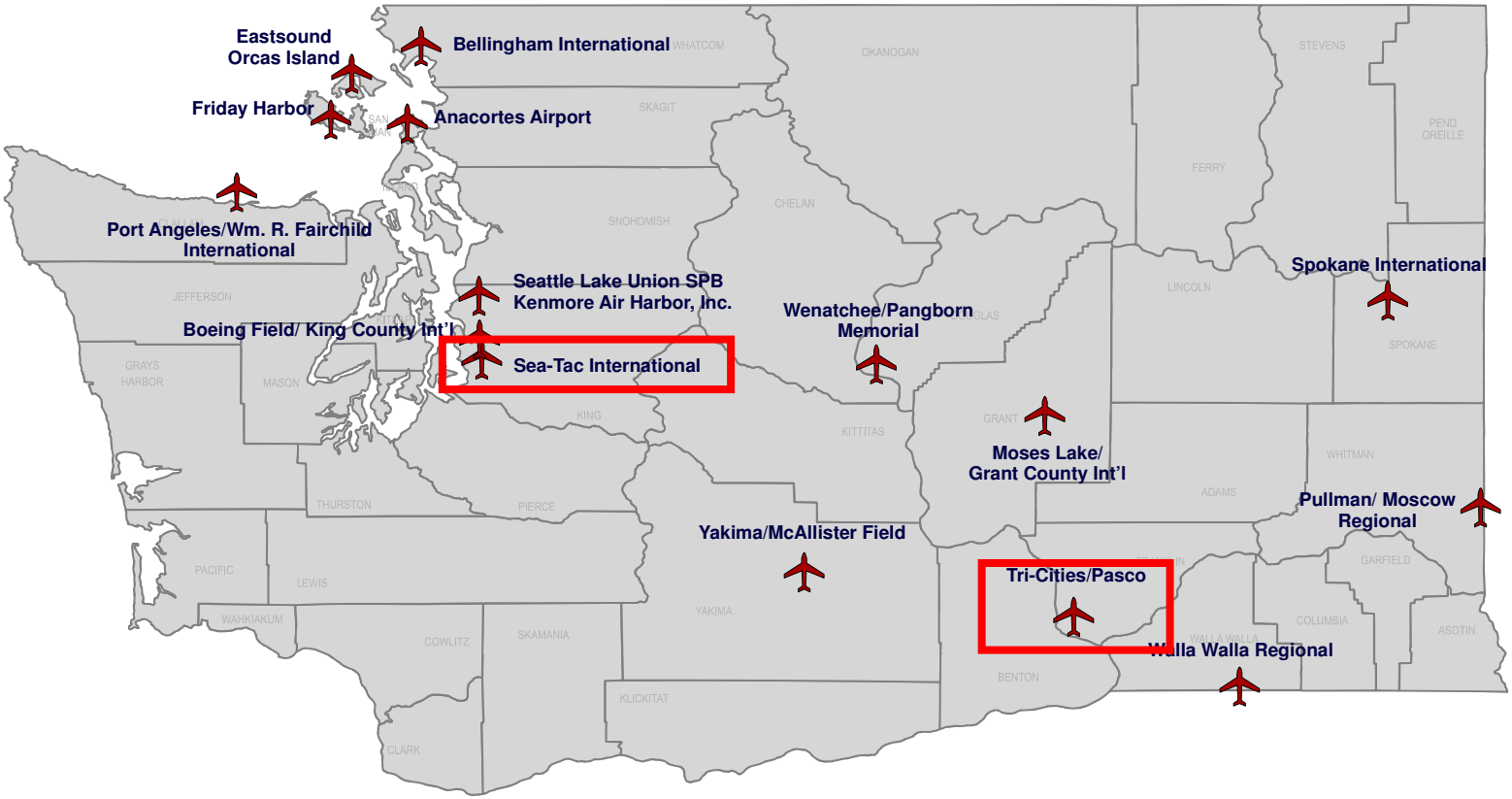
Facilities and Services Assessment

How Did We Measure Existing Capacity?

- Passenger Capacity
- Air Cargo Capacity
- Aircraft Storage Capacity
- Airport Operations Capacity

Passenger Capacity

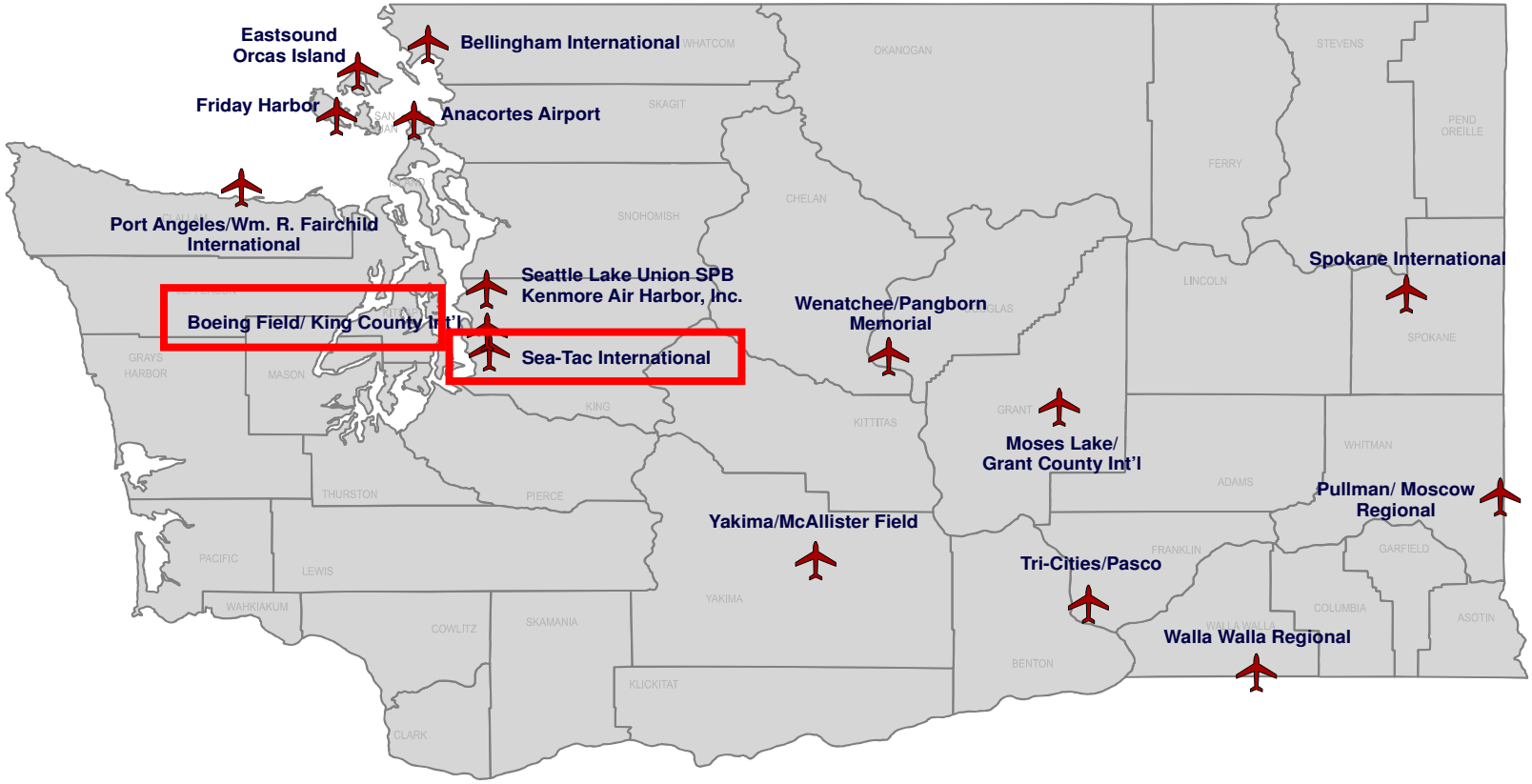
Only Sea-Tac and Tri-Cities found to exceed 60% capacity utilization.



Air Cargo Capacity

Cargo capacity at Washington State airports mostly underutilized

Exceptions are Sea-Tac (80%) and Boeing Field/King County Int'l (60%)



Aircraft Storage Capacity

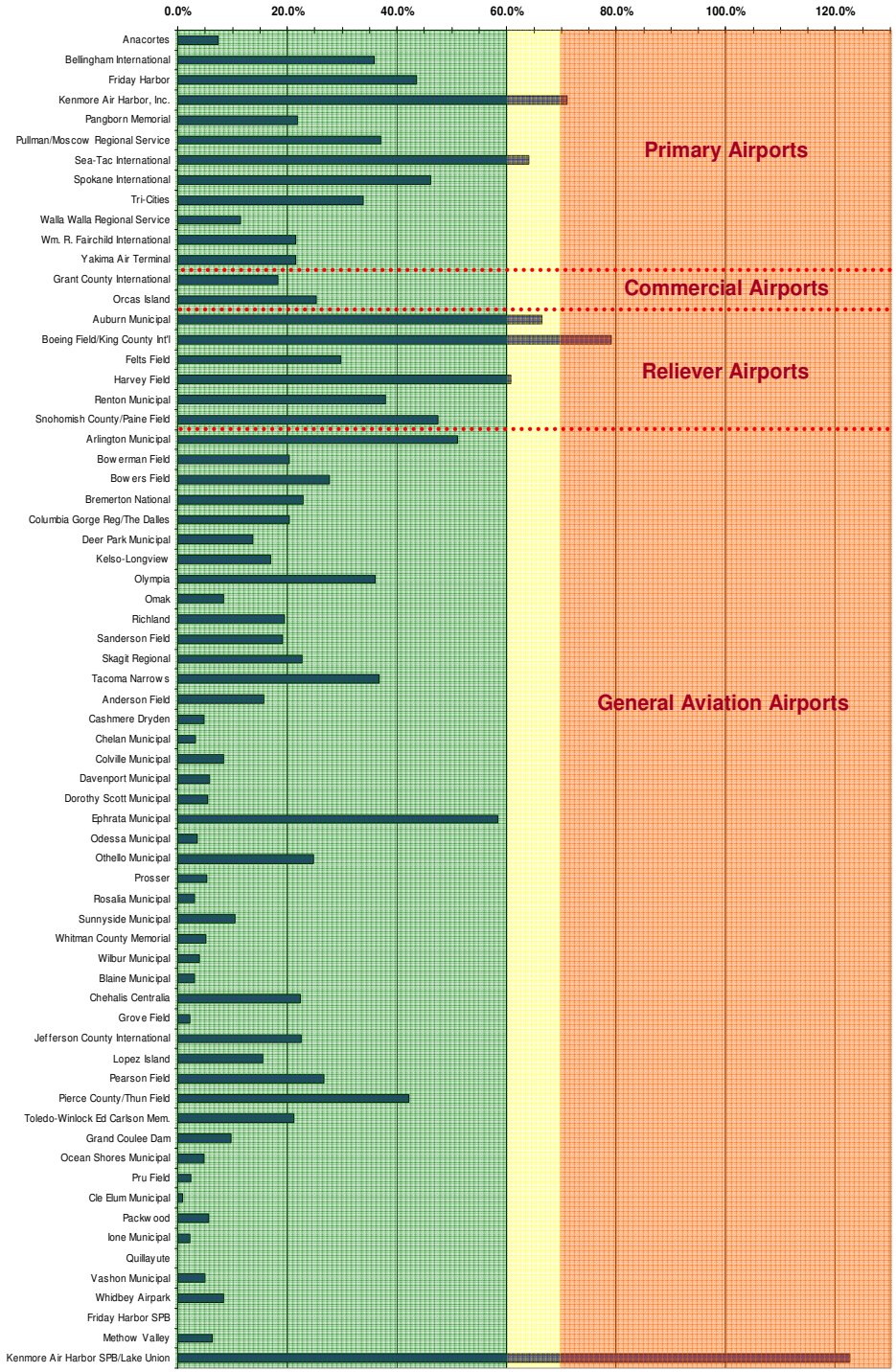
Aircraft parking and hangar storage has reached 85% statewide.

Several airports are close to reaching maximum utilization levels.

Aircraft Operations Capacity

Six airports at or approaching 60%

- Harvey
- Sea Tac
- Auburn
- Boeing Field
- Kenmore Air (Lake Washington)
- Kenmore Air (Lake Union)



How Do We Measure Facilities and Services Performance?

State Classifications . . .

. . . identify an airport's role and contribution to the local, regional, statewide and national air transportation system

Performance Objectives . . .

. . . address a variety of facilities and services based on the airport's function in the system.

Commercial Service

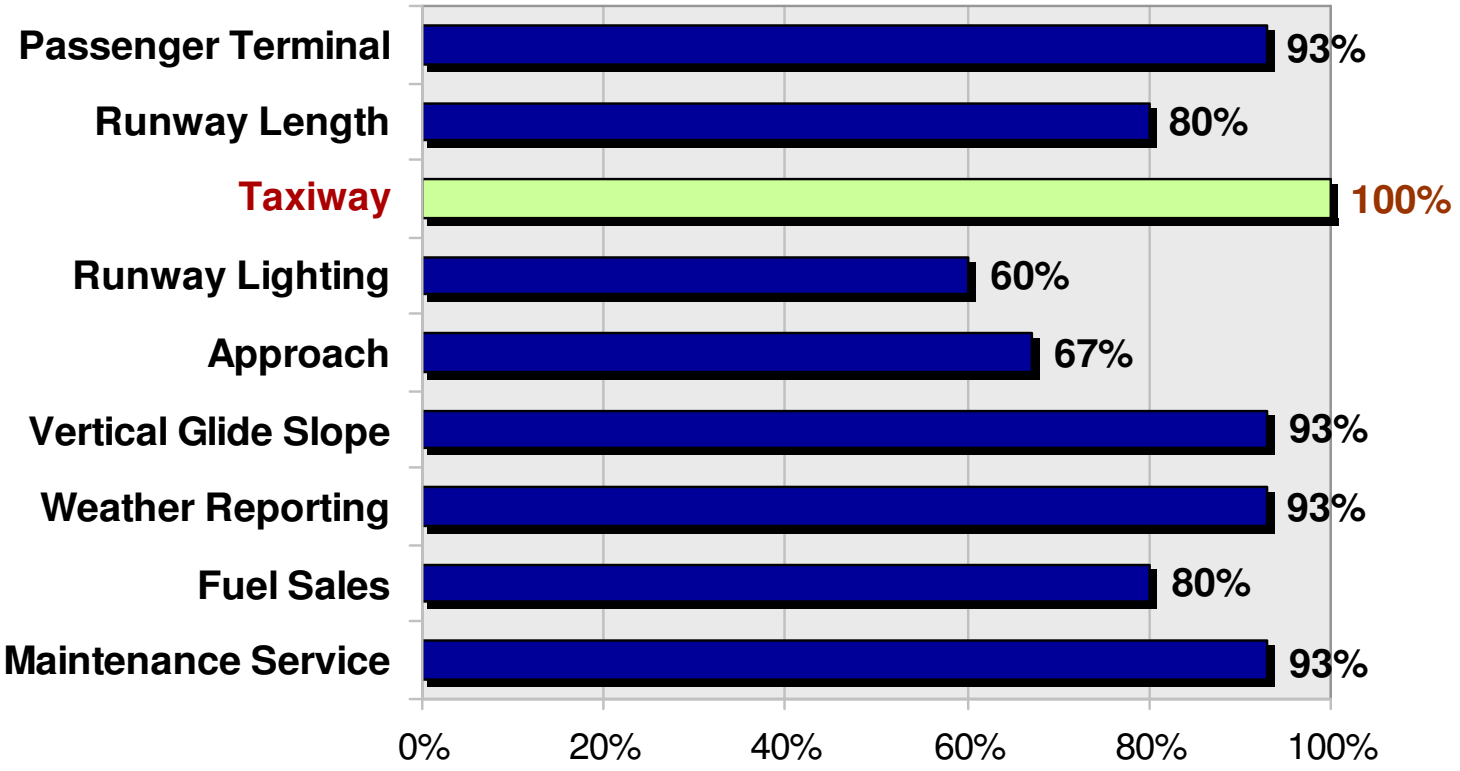
15 Airports

Commercial Service
15 Airports

Criteria	Explanation
Passenger Terminal	Yes
Runway Length	5,500 ft.*
Taxiway	Parallel
Runway Lighting	HIRL
Approach	Precision, or ½ mile visibility minimum
Visual Glide Slope Indicator	Yes
Weather Reporting	AWOS or ASOS
Fuel Sales	100LL and Jet A
Maintenance Service	Full Service FBO and major maintenance

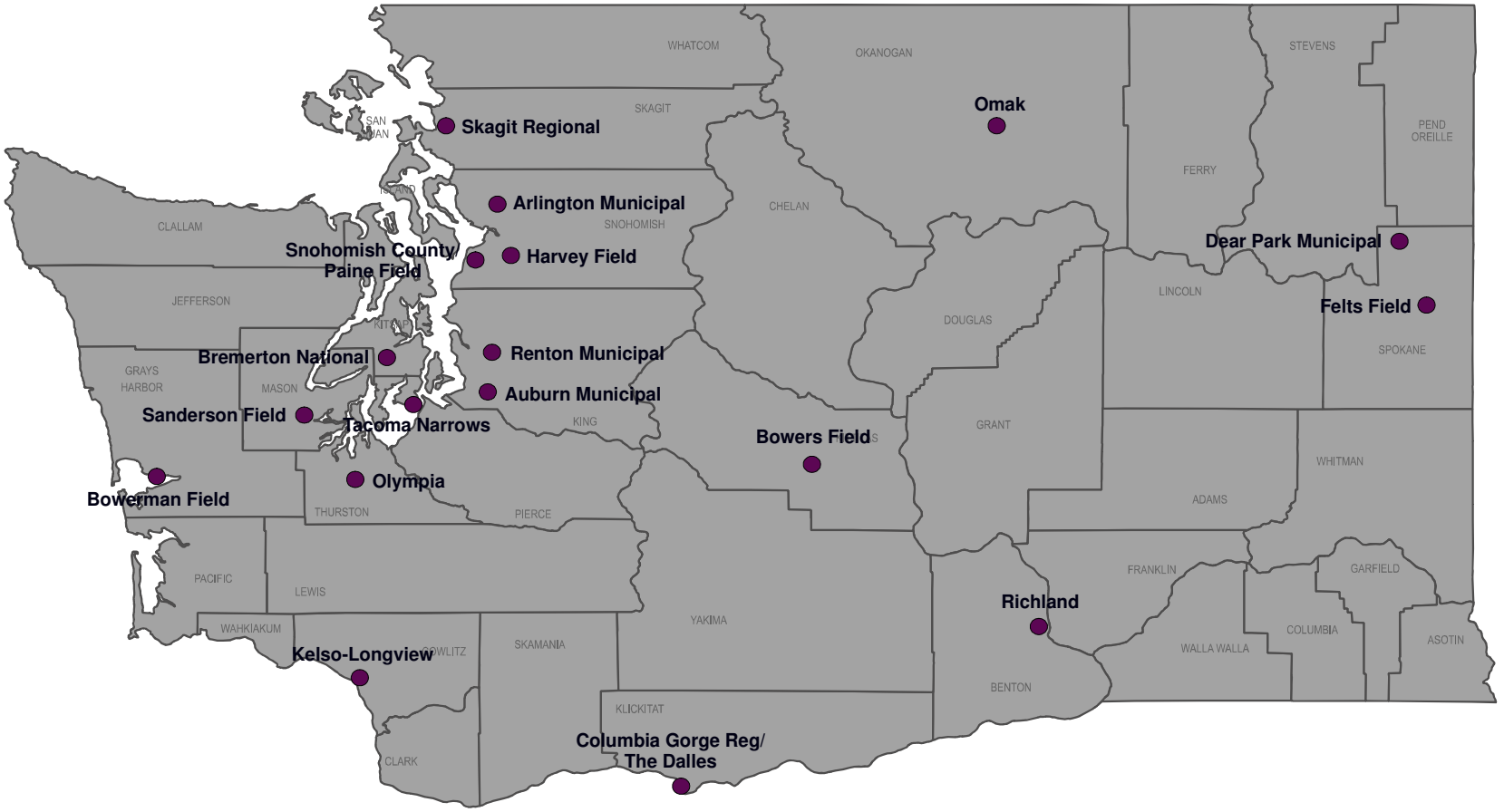
Results:

Commercial Service Airports Show Few Gaps in Facilities and Services



Regional Service

18 Airports



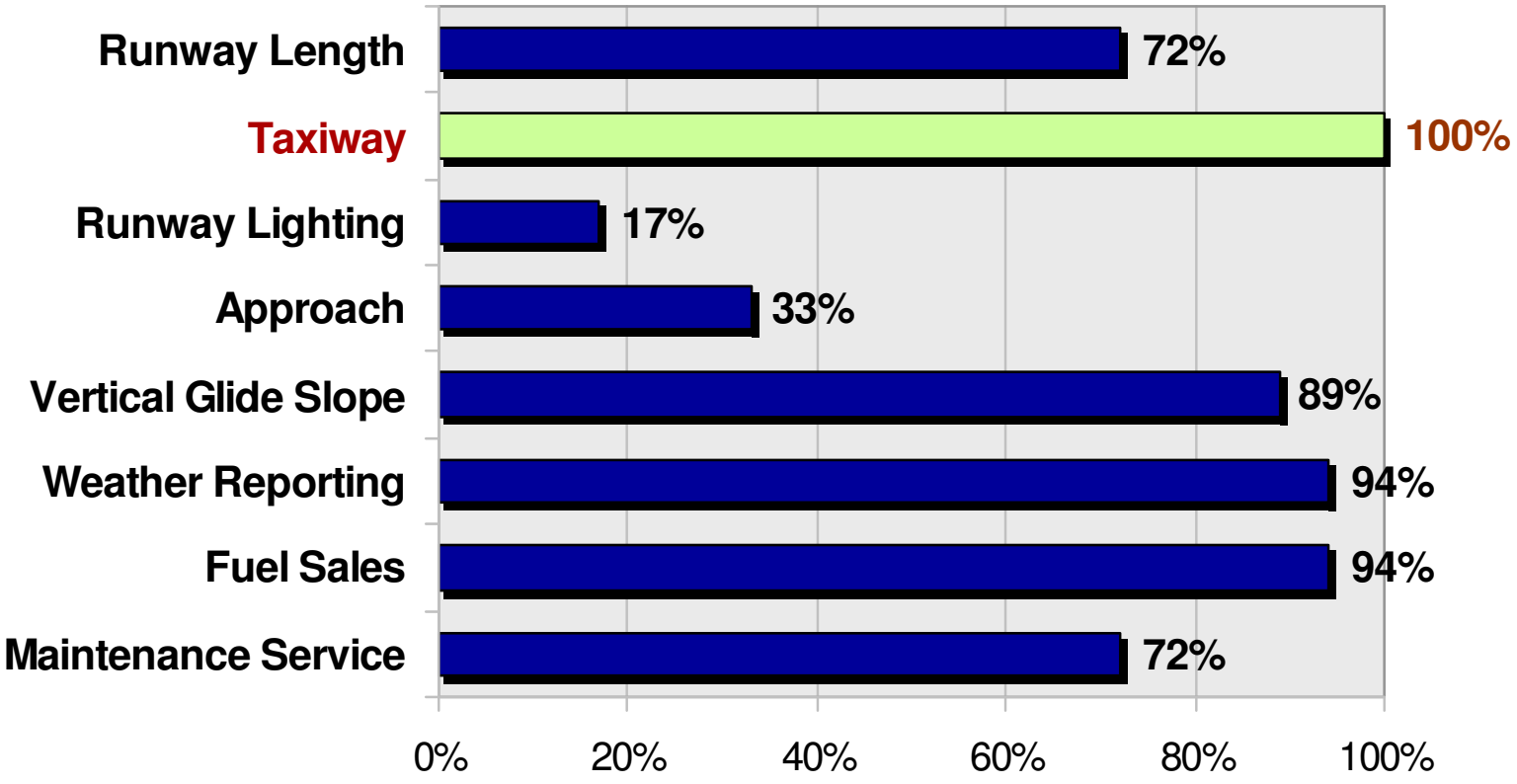
Regional Service

18 Airports

Criteria	Explanation
Runway Length	5,000 ft.*
Taxiway	Parallel
Runway Lighting	HIRL
Approach	Precision, or lower than ¾ mile visibility minimum
Vertical Glide Slope Indicator	Yes
Weather Reporting	AWOS or ASOS
Fuel Sales	100LL and Jet A
Maintenance Service	Full Service FBO and Major Maintenance Available

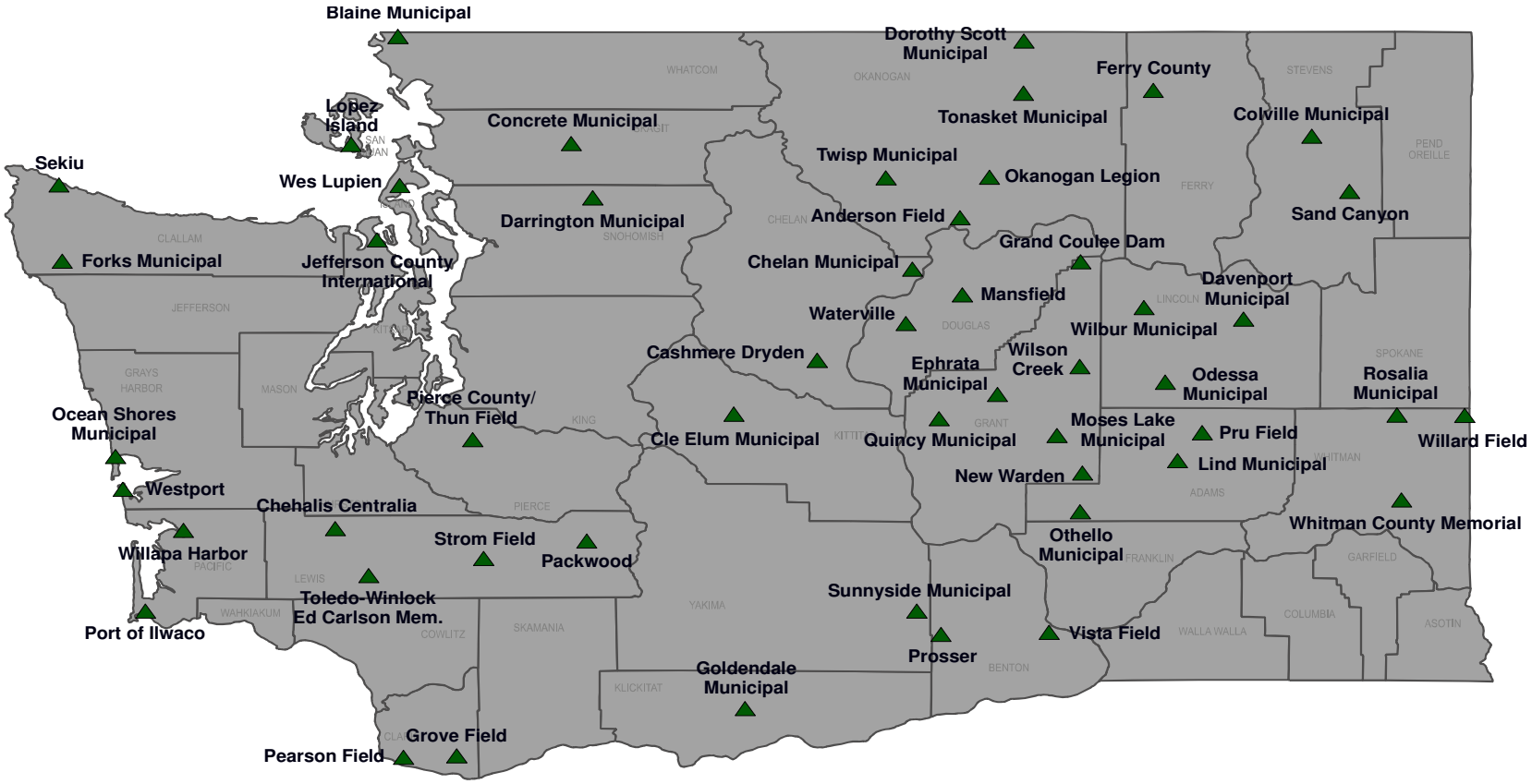
Results:

Regional Service Airports Show Gaps in Runway Lighting and Approaches



Local Community

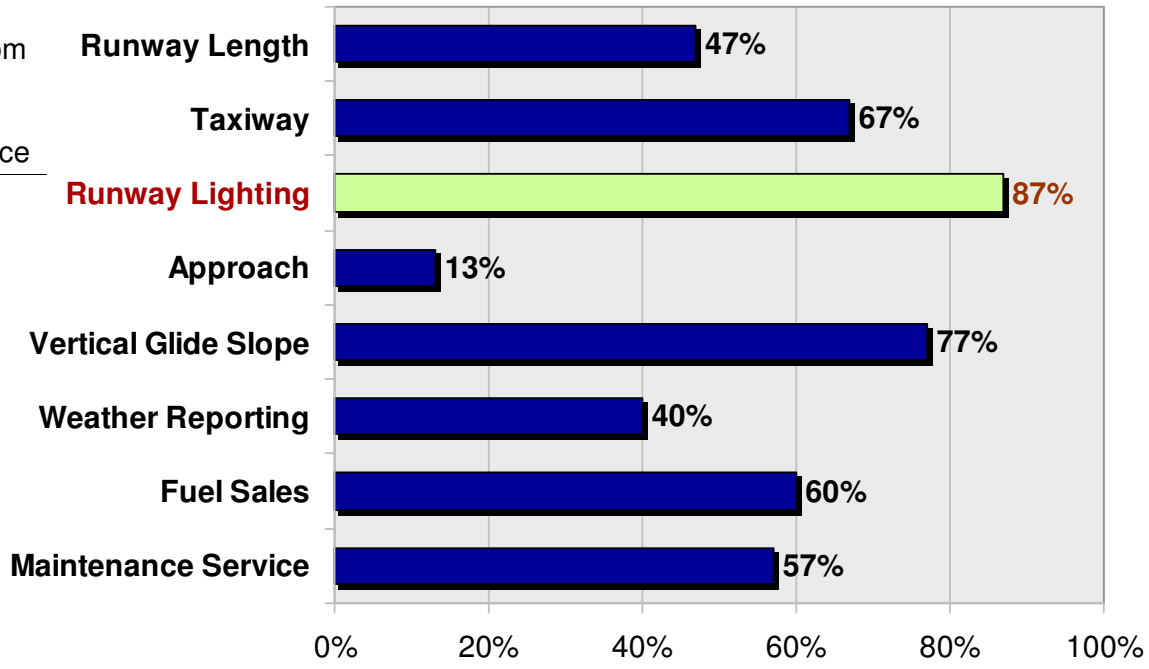
51 Airports



Results:

Larger Local Community Airports Show Gaps in Runway Length

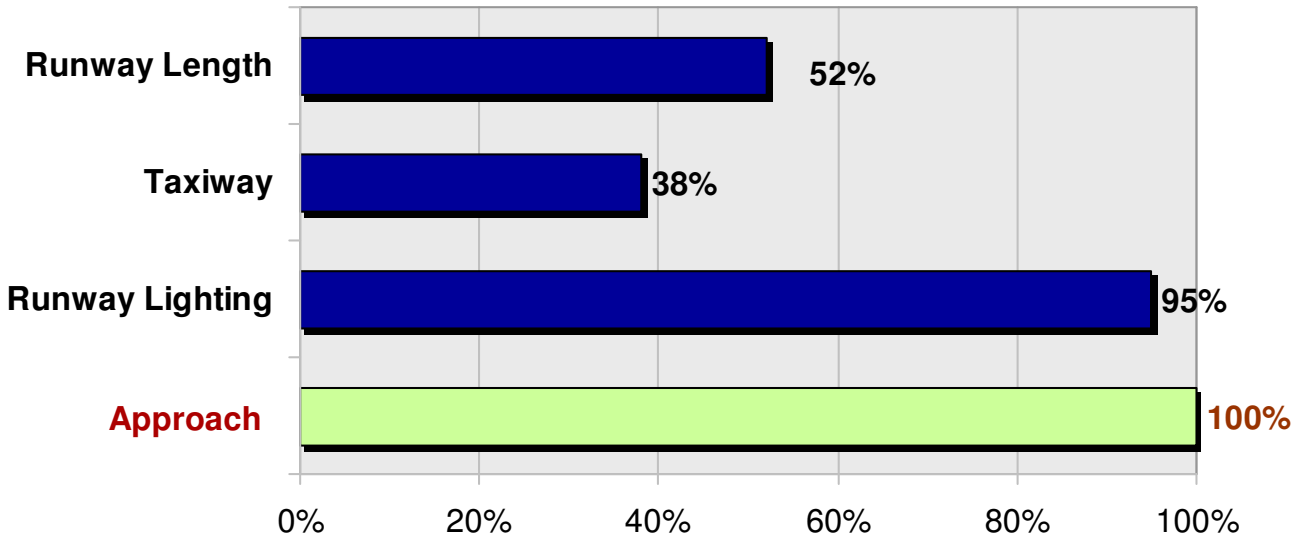
Criteria	Explanation
Runway Length	3,200 ft.*
Taxiway	Parallel
Runway Lighting	MIRL
Approach	Nonprecision, 1 mile visibility minimum
Vertical Glide Slope Indicator	Yes
Weather Reporting	Superunicom
Fuel Sales	100LL
Maintenance Service	Minor Service



Results:

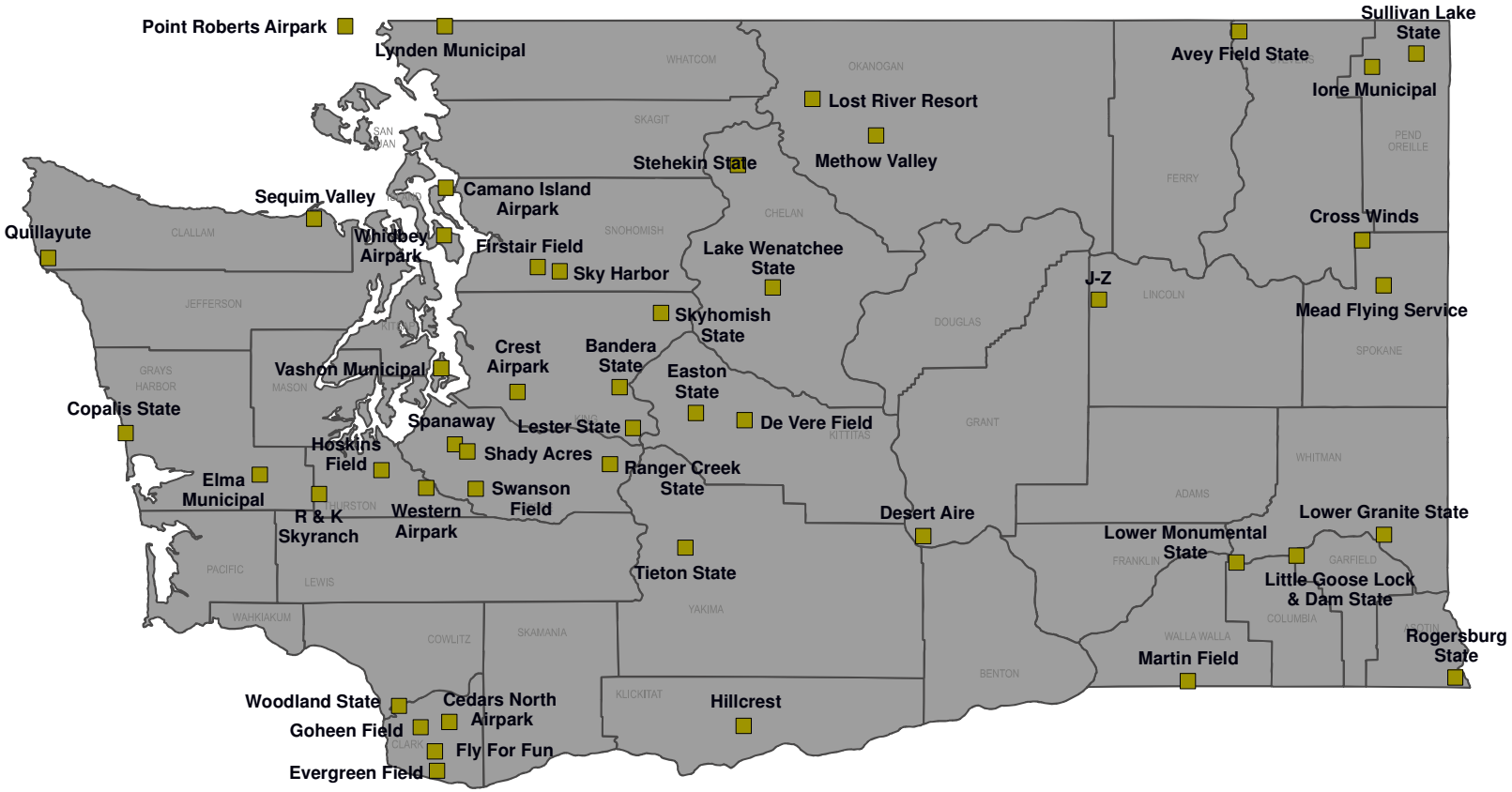
Smaller Local Community Airports Show Gaps in Runway Length and Turnarounds

Criteria	Explanation
Runway Length	2,800 ft.*
Taxiway	Turnaround at each end
Runway Lighting	Reflectors
Approach	Visual



Recreation or Remote

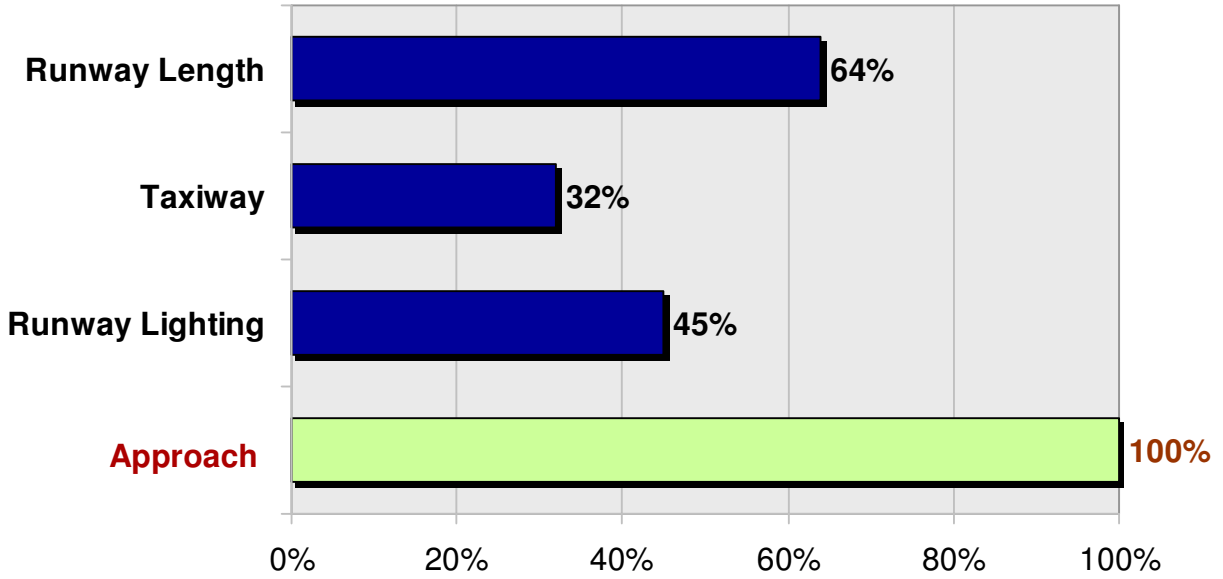
47 Airports



Results:

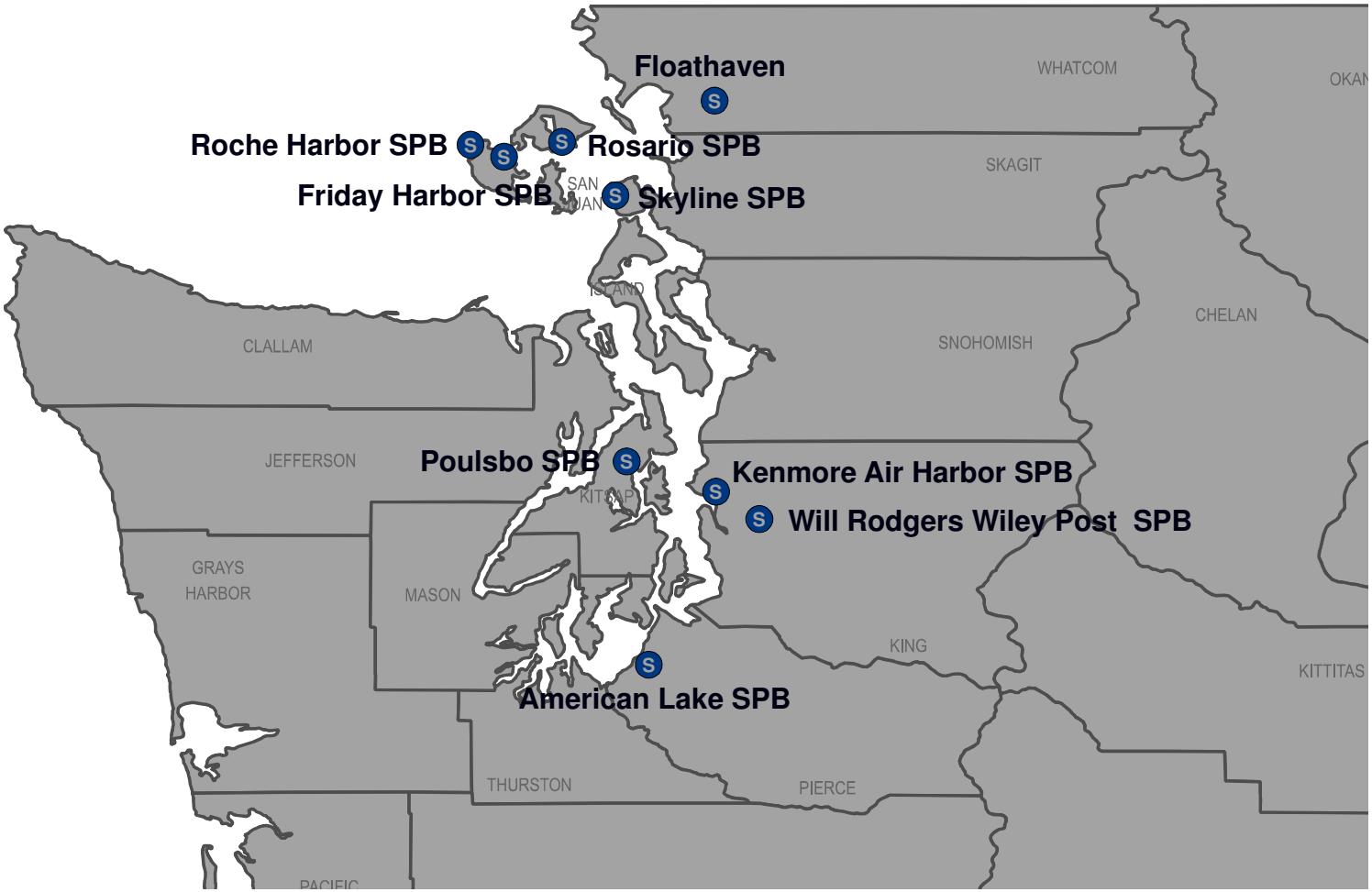
Recreation or Remote Airports Show Gaps in Turnarounds and Reflectors

Criteria	Explanation
Runway Length	2,400 ft.*
Taxiway	Turnaround at each end
Runway Lighting	Reflectors
Approach	Visual



Seaplane Bases

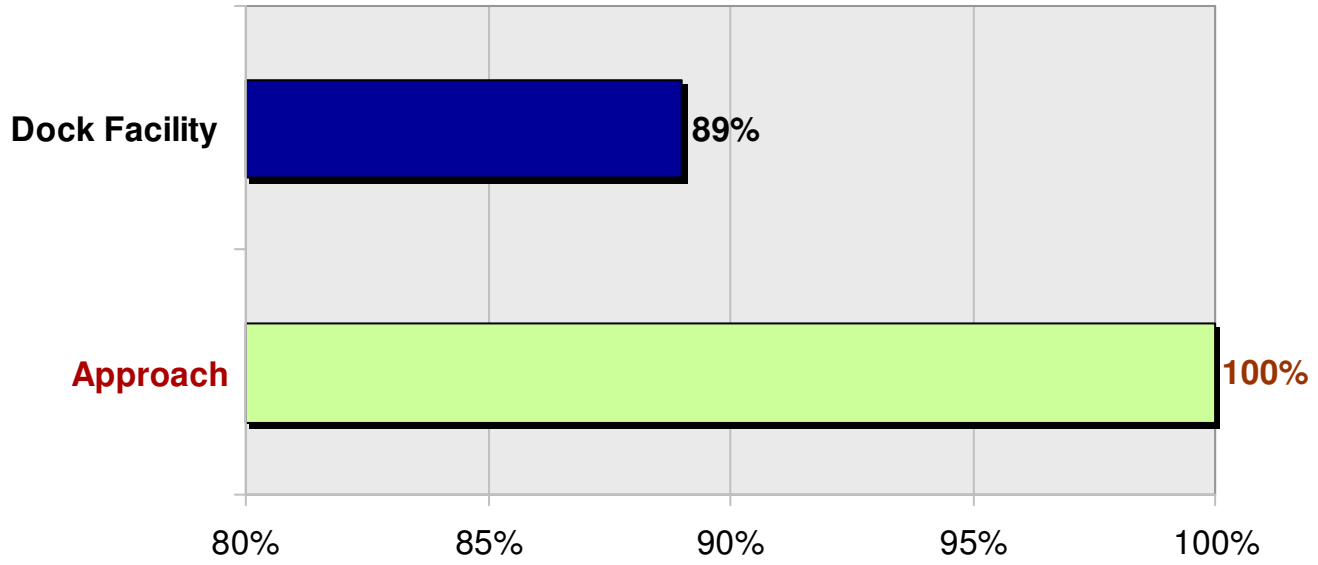
9 Airports



Results:

Seaplane Bases Meet Performance Objectives

Criteria	Explanation
Dock Facility	Yes
Approach	Visual



Phase II in Progress (Needs Assessment)

- **Airport Activity Forecasting:** Determine level of demand in 2030 for state, Special Emphasis Regions, RTPO regions, and individual airports.
  - **Draft forecasts for commercial and general aviation airports completed in February, and capacity facility analysis is underway.**

- **Market Analysis:** Determine full potential air travel demand at each airport community and its major markets; predict most probable realization of potential through each local airport.
  - **Review of national and statewide aviation trends and state social/economic analysis has been completed.**

- **Air Cargo:** Develop estimates of short, intermediate, and long-term air cargo activity levels including tonnage, carrier type, freighter fleet mix, and annual all-cargo aircraft operations.
  - **Air Cargo study began in February and will be completed by April.**

- **High-Speed Passenger Transportation Facilities and Services:** Identify and evaluate potential opportunities for implementing high-speed passenger services between airports, cities and activity centers.
  - **High Speed Passenger assessment will be completed by March.**

- **Public Outreach:** Solicit feedback from airports on forecasts results; provide project briefings to agencies and community groups as requested.
  - **Two regional meetings are scheduled for Spring on the east and west sides of the state.**

Public Outreach

- Held regional meetings in Seattle, Moses Lake, Chehalis and Spokane.
- Conducted in-depth interviews with key stakeholders.
- Offered an online survey on our Web site to solicit feedback.
- Published two newsletters.
- Briefings to advisory committee, legislature, governor's staff, aviation associations, MPOs/RTPOs, etc.
- Ongoing updates on dedicated Web site including press releases, key milestones, reports, presentations, etc.

More Information

- Read the Phase I Report at: WWW.WSDOT.WA.GOV/AVIATION

- Subscribe to the Aviation News Service for updates at AVIATION@WSDOT.WA.GOV

- Contact Nisha Marvel for more information: MARVELN@WSDOT.WA.GOV

Visit the LAT's Web site:

www.wsdot.wa.gov/aviation/LATS.htm