

Item no. 4a_supp
Meeting date: May 25, 2021

Commercial Aviation Coordinating Commission

Port of Seattle

DAVID FLECKENSTEIN
Commercial Aviation Coordinating Commission Chair
May 25, 2021

By Our Charter

The Commission's basic requirements:

1. **Recommend** a short list of no more than six airports by February 15, 2022
2. **Identify** the top two airports by September 15, 2022
3. **Identify** the **single preferred** location by February 15, 2023, by 60% majority vote

...include the **feasibility of constructing a commercial aviation facility in that location and its potential environmental, community, and economic impacts.**

...project a **timeline for developing an additional commercial aviation facility that is completed and functional by 2040.** The Commission must **also make recommendations on future Washington State long-range commercial facility needs for air passenger service, air cargo operations and general aviation.**

...take into consideration data and conclusions of prior aviation policy documents, air space studies, and case studies of best practices. It will also consider the input of community representatives and industry experts. Options for a new facility in Washington **may include expansion or modification of an existing airport facility.**

...**delivery of the final report** to the legislature, no later than **February 15, 2023.**

*** Airline industry recovery and demand post pandemic is still uncertain.**

Guiding Principles

- 1. Environmental responsibility:** defined as the responsible interaction with the environment to avoid depletion or degradation of natural resources and allow for long-term environmental quality. The practice of **environmental sustainability** helps to ensure that the needs of today's population are met without jeopardizing the ability of future generations to meet their needs.
- 2. Economic feasibility:** defined as the degree to which the economic advantages of something to be made, done, or achieved are greater than the economic costs. **Can we fund it?**
- 3. Social equity:** defined as fair access to opportunity, livelihood and the full participation in the political and cultural life of a community. **How do we ensure underrepresented individuals have a voice?**
- 4. Public benefit:** is defined as **benefiting the greater good**, or the broader public, over an individual entity or group.

CACC Recommendations (DEC 2020)

- **Initial list of six possible sites Arlington Municipal Airport, Bremerton National Airport, Snohomish County Airport/Paine Field, Sanderson Field (Shelton), Tacoma Narrows Airport (Gig Harbor), and Ed Carlson Memorial Field-South Lewis County Airport**
- **Phased implementation to meet near term demand utilizing 2-3 existing airports while pursuing a large airport site (most resilient path)**
- **Legislation to adjust the timeline of the CACC from 2022 to 2024.**
- **Continue the revolving airport loan program and the Community Aviation Revitalization Board (key component to address general aviation capacity)**
- **Further the development and use of Sustainable Aviation Fuel (SAF) within WA State**
- **Continue the efforts of the Electric Aircraft Working Group (EAWG) and WSDOT's overall efforts in emerging aeronautics technology**

Current Situation

As part of its Phase One December 2020 report, the CACC offered the following general conclusions

- **The most resilient strategy is to pursue both a large new airport and expand or improve existing airports.**
- **Locating a single large commercial airport must address**
 - **Physical requirements**
 - **Public sentiment**
 - **Size**
 - **Location**
 - **Multimodal transportation accessibility**
 - **Sponsor and airline interest**
- **Commitment from both airport sponsors and the aviation industry partners are key requirements**
- **The Commission must consider general aviation needs as well as air passenger service and air cargo**
- **Public involvement is critical to future siting decisions**

White Paper Overview: Setting the Stage for Phase Two

- **Airport Analysis of Six Sites**
- **Additional Opportunities for Meeting Capacity Across Washington State**
 - **Opportunities within the Puget Sound Region**
 - **Opportunities Elsewhere within Washington State**
- **Greenfield Sites**

Preliminary List of Six

The Commission developed a preliminary list of six existing airports with the potential to meet some of the projected demand for air passenger service, air cargo, or general aviation.

- Arlington Municipal Airport
- Bremerton National Airport
- Paine Field/Snohomish County Airport
- Sanderson Field/Shelton
- Tacoma Narrows Airport/Gig Harbor
- South Lewis County Airport/Toledo

Commission Member Feedback on Six Sites

- **Paine Field** identified as having potential for accommodating air passenger service:
 - Potential to provide a meaningful contribution: 71%
 - Good investment potential: 93%
 - Potential to address statewide capacity: 93%
- **Paine Field** and **Bremerton National** identified as having potential for accommodating air cargo:

	<u>Paine Field</u>	<u>Bremerton</u>
– Potential to provide a meaningful contribution:	84%	64%
– Good investment potential:	86%	38%
– Potential to address statewide capacity:	72%	43%

<u>General Aviation:</u>	<u>Meaningful contribution</u>	<u>Investment potential</u>	<u>Statewide capacity</u>
– Bremerton National Airport	100%	93%	93%
– Arlington Municipal Airport	100%	93%	92%
– Tacoma Narrows Airport	100%	79%	79%
– Sanderson Field	93%	72%	65%
– South Lewis County Airport	64%	58%	35%
– Paine Field/Snohomish County Airport	53%	57%	52%

Summary of White Paper Feedback

- **Paine Field has potential to accommodate additional air passenger service and air cargo**
- **Bremerton has potential for expansion to accommodate air cargo**
- **All six preliminary sites have potential for expansion to accommodate general aviation**
- **Several existing airports across the state have potential to accommodate additional air passenger service, air cargo and/or general aviation**

What We Know from the Public

- **Feelings are mixed depending on where someone lives**
- **Need to address noise, emissions and public health concerns**
- **Desire for more public engagement with communities involved**
- **Ongoing survey will provide a better understanding about what people feel is important**

Next Steps

- **Utilizing the current feedback and ongoing projects, estimate the “delta” regarding what additional capacity is required to meet demand**
- **Analyze the feedback/data as a result of the public engagement survey**
- **Execute the guidance from this legislative session**
- **Mid-June webinar on emerging aviation technology**
- **August webinar on public health and the environment and Commission meeting**
- **Develop the scope of work for the 2022 Washington Aviation System Plan Update**

For additional information regarding the
Commercial Aviation Coordinating Commission,
please visit:

www.wsdot.wa.gov/aviation/commission/home.htm