

# Commercial Aviation Coordinating Commission

## Meeting Summary

Location: TEAMS Meeting

Date: April 29, 2021

Time: 8:30 a.m. – 12:00 p.m.

Attendees: David Fleckenstein, Tony Bean, Joseph Braham, Jeffrey Brown, Josh Brown, Rep. Tom Dent, Steve Edmiston, Arif Ghouse, Spencer Hansen, Warren Hendrickson, Robert Hodgman, Sen. Jim Honeyford, Shane Jones, Sen. Karen Keiser, Larry Krauter, Stroud Kunkle, Jim Kuntz, Rep. Tina Orwall, Robert Rodriguez, Robin Toth, Kerri Woehler, Bryce Yadon, Rita Brogan, Christina Crea, Max Platts, Terri Palumbo, and guests

Absent: Mark Englizian, Andrea Goodpasture, Sabrina Minshall, and Rudy Rudolph

### Welcome

David Fleckenstein welcomed everyone; Commission members and the members of the audience, to the April meeting of the Commercial Aviation Coordinating Commission (CACC).

### Updates

David gave updates on CACC activities

- the timeline extension
- feedback from jurisdictions
- public outreach
- seaplane base request
- white paper
- system plan scope of work

### Webinar: What Things Cost

Rob Hodgman started the webinar with a quick review of the February 2021, part 1 of 2 webinars. The discussion centered around funding opportunities; what are the possible sources of funding and how much could we possibly obtain. Today's Part 2 webinar discussed what things cost; an overview of past projects at airports in Washington state and challenges encountered accomplishing the project.

### Meeting

David Fleckenstein shared updates.

- CACC timeline extension granted through February 15, 2023
- Aviation staff will be speaking with the Federal Aviation Administration (FAA) regarding the Aviation System Plan which will only be partially completed in early 2023. We will have to make sure we can accomplish what we need to upfront regarding information important to the CACC's work. The information will be shared with the Commission to assist with the CACC's recommendations.
- Regarding feedback from airport sponsors, we did receive additional input from both Pierce and Lewis Counties. They have requested to be removed from any considerations for commercial operations. The information in the white paper from Commission members honors that request.

- PRR has been contracted to assist with the public engagement portion of the Commission’s work. The scope of the PRR work will include surveys, open houses, social media messaging and assisting staff with management of the website.
- A request to establish a seaplane base was shared with the Commission. David has not received any comments back from the members. His recommendation is that we incorporate this request into the Aviation System Plan update to separate it from the CACC’s core work.
- Commission members received a copy of the White Paper. A copy can be requested through Christina Crea or David. This paper provided additional information on each of the six preliminary airports to gain feedback from the Commission on what they believe is the best use for each of those airports. It also contained additional considerations for addressing capacity.

David asked legislators for their feedback regarding the CACC timeline extension.

- Senator Keiser commented they ran into a timeline problem on the Senate floor with the bill Representative Dent had submitted. Fortunately, he had put in a proviso in the budget providing for most of what was recommended.
- Representative Dent agreed, adding that the pandemic put a crunch in their timeline and the virtual session was very different, very difficult and they were unable to move the bill. With the proviso, this important work was able to be extended to get the answers we’re looking for.
- David commented the FAA has expressed some flexibility in working with us on the System Plan update.

Rob commented about the System Plan update. It is prescribed by FAA Advisory Circular and has a very distinct format for what the system plan includes. There will be some aspects of the system plan that will be in parallel with the work the Commission is doing, and we will try to take advantage of that opportunity. In addition, the FAA is supporting a statewide airport sustainability study as part of the system plan. This will also have some ties to what the CACC is trying to accomplish. The FAA is supporting an airport site feasibility study which will be specifically aligned with the Commission work.

### **Public Comment Period**

Christina Crea shared instructions for the public to share their comments, allowing each participant time to speak.

### **White Paper Overview: Setting the Stage for Phase Two**

Rob Hodgman led the overview going over phase one general conclusions. The White Paper included airport analysis of six sites, additional opportunities for meeting capacity across Washington State, and the possible need to consider greenfield sites.

Rob reviewed the six preliminary site analyses, then the Commission member feedback covering what each member believed each airport could assist with in providing opportunities to accommodate air passenger, air cargo, and general aviation demand.

### **White Paper Feedback and Round Table Discussion**

Rita Brogan and David Fleckenstein facilitated further discussion on the White Paper. The following questions were asked of the Commission members to see if there is a general consensus.

- Is the best near-term prospect for adding air passenger service and air cargo operations at Paine Field?
- Are none of the other five preliminary airports good candidates for adding air passenger service?

- Will a greenfield site be necessary if we want to meet the projected air passenger service and air cargo demand?
- Is there potential to create an airline hub in Spokane to move some passengers who would otherwise connect at Sea-Tac?
- How can investments in such things as electrification of aircraft and sustainable aviation fuel impact demand and airport expansion opportunities?

The Commission members gave their feedback. Rita asked to confirm the sense on the part of the Commission that the other five preliminary airports, not Paine Field, are not good candidates for air passenger service. Does anyone disagree? No one disagreed. She then asked if there is potential to create an airline hub in Spokane to move some of the passengers who would otherwise connect at Sea-Tac? There was some discussion indicating it was possible. She then asked the last question followed with some discussion by the members.

David led a round table discussion for Commission members to bring up topics.

- Larry Krauter wanted to hear from the Olympia Airport in regard to passenger or air cargo service. As a public use airport which has accepted federal funds it cannot turn away anyone who would like to serve the airport as a public scheduled or non-scheduled, air passenger or air cargo service. He wants to keep Olympia on the potential list of facilities that could be expanded to meet the needs that we are tasked with accommodating. He understands this could be a difficult conversation with the Port of Olympia.
- Jim Kuntz responded and asked that we continue to focus on the economics and markets. Fundamentally airplanes fly where people want to go.

### **Next Steps**

David shared the next steps for the Commission and staff.

- 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 a Commission meeting.
- Develop the scope of work for the 2022 Washington Aviation System Plan Update.

### **Adjourned**