Regional Airports Continue to Play A Vital Role in Meeting Aviation and Development Needs

Presentation to

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by

Dr. Stephen Hockaday
Pacific Aviation Consulting Inc.

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Regional Airports Continue to Play A Vital Role in Meeting Aviation and Development Needs

1. Many regions have multiple airport systems
2. Multiple airport systems have advantages
3. Regional airport need is well recognized
4. Airlines are developing regional airport service
5. Regional airports are developing airline service
6. Several airports are not fully utilized
7. Corps of Engineers identified several promising regional airport sites
8. Recent drop in demand gives time for studies

1. Many Regions Have Multiple Airport Systems

As regions grow, multiple airport systems develop:

Chicago – O'Hare, Midway

Dallas – DFW, Love Field

Los Angeles – LAX, Burbank, Long Beach, Orange County, Ontario

San Francisco – SFO, Oakland, San Jose

New York – Kennedy, La Guardia, Newark

Washington DC – Dulles, National, Baltimore

Low cost & regional airlines look for low cost and service advantages

2. Multiple Airport Systems Have Advantages

- **Reduce ground access time, cost, pollution**

- **Provide competition in price and service**

- **Provide a long-term solution that is not possible with a single airport**

- **Spread economic benefits across the region**

- **Improve regional aviation security**
  - A single airport is vulnerable (can be closed by a single event or threat)
  - A regional airport provides redundancy and can be designed to meet new security requirements

3. Regional Airport Need is Well Recognized

- **FAA forecasts that more than 19,000 airline operations per year will move from Sea-Tac to regional airports** *FAA Record of Decision, August 8 2001, Pages A9 – A11*

- **The Port of Seattle and PSRC both recognize the need for a supplemental airport in the long term**

  http://www.portseattle.org/seatac/projects/3runwayfaqs.htm

- **PSRC asked the state to undertake a long-range planning process** *http://www.portseattle.org/seatac/projects/3runwayfaqs.htm*

- **Airlines are developing service at regional airports**

4a. Airlines Are Developing Regional Airport Service Today

Helijet International

From: **Seattle**
(Boeing Field)

To: **Victoria, BC,**
Vancouver, BC.

4b. Airlines Are Developing Regional Airport Service Today

Kenmore Airlines

From: Seattle
 (Lake Union)

To: Victoria, BC,

 San Juans

 Oak Harbor

 Vancouver

 Gulf Islands

5. Regional Airports Are Developing Airline Service

Big Sky Airlines
Olympia Regional Airport

Port of Olympia Commissioner Bob Van Schoorl (left) walks with Big Sky Airlines President Kim Champney during a visit to the airport Thursday. South Sound market impresses airline boss. Big Sky leaders, port officials resume talks about air service.

6. Several Airports Are Not Fully Utilized

Examples:

- Arlington
- Boeing Field
- Bremerton
- McChord AFB
- Olympia Regional
- Paine Field

7. Corps of Engineers Identified Several Promising Regional Airport Sites

- **Stanwood**
- **Arlington**
- **Sanderson Field, Shelton**
- **Olympia**
- **McChord**

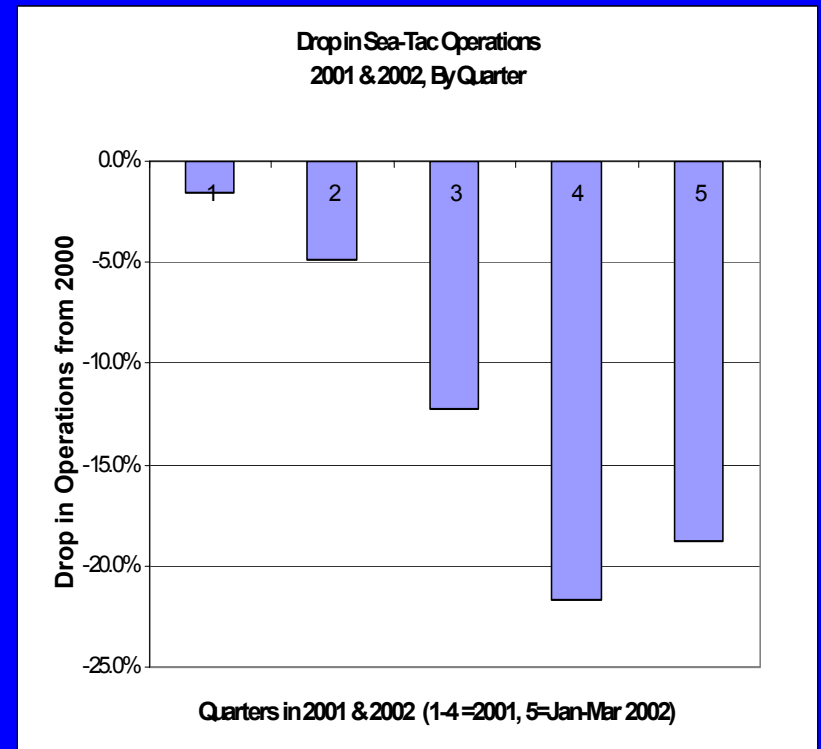*(Including sites outside the PSRC region)*

US Army Corps of Engineers, Memorandum for record (MFR) April 30, 2001

8. Recent Drop in Aviation Demand Gives Time for Needed Regional Studies

Seattle demand dropped rapidly (~ 20% in recent quarters)
7 years of growth was lost

The mix of airlines and aircraft types has changed dramatically

There is now time to update previous outdated regional studies

Drop in Sea-Tac Operations
2001 & 2002, By Quarter

Drop in Operations from 2000

Quarters in 2001 & 2002 (1-4 = 2001, 5 = Jan-Mar 2002)

Summary

- **A multiple airport system is better for the region and the State**

- **All major players realize that a supplemental regional airport will be required**

- **Many alternative regional airports or sites exist (not only in PSRC counties)**

- **New situation requires an updated regional study and gives time for the study**