

SHB 2295 - H AMD 705

By Representatives Slatter, Orcutt

ADOPTED AS AMENDED 02/07/2018

1 Strike everything after the enacting clause and insert the
2 following:

3 "NEW SECTION. **Sec. 1.** (1) The legislature finds that the
4 prospect of transitioning from aircraft powered by burning fuel to
5 aircraft powered at least partially by electrical propulsion promises
6 a variety of economic, social, and environmental benefits, including:

7 (a) Reduced fuel costs that make expanded commercial service of
8 smaller regional airports economically viable;

9 (b) Support for the type of dispersed and rural economic
10 development already envisioned elsewhere in state policy, including
11 through the state's participation in the western regional short-haul
12 air transportation compact under chapter 81.96 RCW or similar types
13 of multistate collaborative forums that currently exist through the
14 northwest region national association of state aviation officials;

15 (c) Reduced traffic on state roads as a result of short-haul
16 flights becoming price-competitive with driving;

17 (d) A redistribution of air traffic from overly busy hubs to
18 airports dispersed across the state that would otherwise operate
19 below capacity;

20 (e) Reduced greenhouse gas emissions from aircraft fuel use; and

21 (f) Reduced impacts on communities located adjacent to busy
22 airport hubs from decreases in aircraft noise and emissions of
23 conventional air pollutants.

24 (2) Therefore, it is the intent of the legislature to continue
25 Washington's leading role in the aerospace industry by encouraging
26 the development and adoption of aircraft whose propulsion is fully
27 or partially powered by electricity.

1 NEW SECTION. **Sec. 2.** A new section is added to chapter 47.68
2 RCW to read as follows:

3 (1) To support realization of the public benefits described in
4 section 1 of this act, the department shall solicit input from the
5 work group established in section 3 of this act and recommend goals
6 for encouraging the use of electric or hybrid-electric aircraft in
7 commercial air travel in Washington state to the legislature for
8 adoption. The recommended goals shall consider the interests of
9 industry and airports, and shall focus on maximizing growth in
10 Washington state regional commercial air service travel. The
11 department, in conjunction with the work group, shall develop and
12 recommend specific, measurable goals for the years 2030, 2040, and
13 2050, that reflect progressive and substantial increases in the
14 utilization of electric and hybrid-electric commercial aircraft.

15 (2) By January 1, 2025, and every two years thereafter, the
16 department must submit a report to the legislature consistent with
17 RCW 43.01.036 describing the state's progress towards achieving
18 goals adopted by the legislature as described in subsection 1 of
19 this section.

20 (3) By 2020, the department must require commercial service
21 airports and airlines operating in Washington state to track,
22 record, and report to the department annually the total number of
23 operations, miles flown, and number of passengers on aircraft that
24 are powered at least partially by electrical propulsion systems for
25 commercial service flights.

26
27 NEW SECTION. **Sec. 3.** A new section is added to chapter 47.68
28 RCW to read as follows:

29 (1)(a) The department must convene a work group to analyze the
30 state of the electrically powered aircraft industry and current
31 infrastructure to develop and recommend goals as described in
32 section 1 of this act and to develop a sustainable plan for
33 achieving the goals. The chair of the work group may be a consultant
34 specializing in aeronautics, and the work group must include

1 representation from the electric aircraft industry, the aircraft
2 manufacturing industry, the electric utility districts, the battery
3 industry, the department of commerce, the department of
4 transportation aviation division, the airlines pilots association, a
5 primary airport representing an airport association, and the airline
6 industry. The work group may include other members at the discretion
7 of the department.

8 (b) The work group must consider, at a minimum, and make
9 recommendations on the feasibility of electric or hybrid-electric
10 flight given federal aviation administration certification
11 requirements, the rate at which battery technology is advancing, the
12 necessary infrastructure requirements and capacity impacts at
13 primary airports, whether industry incentives are required and
14 feasible, possible public-private partnerships, impacts to revenues
15 generated from aviation fuel sales, educational requirements for
16 maintaining electric or hybrid-electric powered aircraft, whether or
17 not additional homeland security checkpoints would be required, the
18 public perception of the technology, cost comparison between the use
19 of fossil fuels versus electric or hybrid-electric engines in
20 powering aircraft, emissions reduction potential, and policies
21 needed to facilitate electric or hybrid-electric powered aircraft
22 use for commercial air travel in Washington state. The work group
23 must submit a report with its findings, recommended goals, and
24 recommended plan for achieving those goals to the transportation
25 committees of the legislature by December 1, 2019. The chair of the
26 work group must provide an interim report to the transportation
27 committees of the legislature by December 1, 2018.

28 (2) This section expires July 1, 2020.

29
30 **Sec. 4.** RCW 47.68.070 and 1984 c 7 s 344 are each amended to
31 read as follows:

32 The department has general supervision over aeronautics within
33 this state. It is empowered and directed to encourage, foster, and
34 assist in the development and sustainment of aeronautics in this

1 state, including aeronautics involving electrically powered
2 aircraft, and to encourage the establishment of airports and air
3 navigation facilities. It shall cooperate with and assist the
4 federal government, the municipalities of this state, and other
5 persons in the development of aeronautics, including aeronautics
6 involving electrically powered aircraft, and shall seek to
7 coordinate the aeronautical activities of these bodies and persons.
8 Municipalities are authorized to cooperate with the department in
9 the development of aeronautics and aeronautical facilities in this
10 state.

11
12 NEW SECTION. **Sec. 5.** This act may be known and cited as the
13 linking communities by encouraging regional aircraft electrification
14 act or known and cited as the LINK-AIR act."

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EFFECT: Requires the Department of Transportation and the established work group to recommend goals to the legislature for adoption and removes the requirement that the Department of Transportation adopt goals. Removes the requirement that a representative from the aviation caucus be included in the established work group. Expands the list of items the work group must consider to include capacity impacts at primary airports and emissions reduction potential.

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