



ALP & Exhibit A Approval Letter

Date: May 17, 2021
To: Agnes Fisher, Planner, Seattle Airports District Office
From: Robert Harrison, City Manager, City of Yakima
Robert Peterson, Airport Director, City of Yakima
Matt Rogers, Project Manager, Century West Engineering

Background

The updated Airport Layout Plan (ALP) for the Yakima Air Terminal-McAllister Field (YKM) consists of Sheets 1 through 17 dated October 2020. These documents were developed based on the conclusions of the 2020 Airport Master Plan study. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

This ALP approval is conditioned on acknowledgment that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. The FAA encourages appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States (FAA) will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is submitted for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires a normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

ALP

The ALP consists of Sheets 1 through 17. It was prepared in accordance with current FAA airport design standards, FAA Standard Operating Procedure 2.00. The last ALP for YKM was approved by FAA in 2015. Major changes in this 2020 ALP from the previous version include:

- Runway 09/27
 - Future runway length will increase to 7,800 feet, based on the future design aircraft (Embraer 175).
- Runway 04/22
 - Existing and future ARC is B-II.
 - Existing design aircraft is the Beechcraft Baron and future is the King Air 350.
 - Future runway length will increase to 4,000 feet and narrowed to 75 feet based on B-II standards.
 - Runway 22 end is reconfigured to mitigate a known hotspot and eliminate the aligned taxiway.
- Taxiways
 - Taxiway A is currently operating under a MOS that was developed to account for the Q400. This specifies a taxiway width of 64 feet, with 20-foot shoulders with the exception of Taxiway A5, which has a width of 75 feet with 35-foot shoulders.



- Taxiway A1 reconfiguration planned to create a 90-degree connector taxiway.
 - Future partial parallel taxiway is planned to connect Taxiway C to the Runway 27 end on the south side of Runway 9/27.
 - Taxiway B is reconfigured at the Runway 22 end to remove the aligned taxiway, and create 90-degree connector taxiways to Runway 22.
- Landside
- Future taxilanes are planned in the south landside area (formally known as South Airpark) to support future hangar development.
 - Future reconfigured apron, taxilanes, and fuel island in the northeast landside area (adjacent to McAllister Museum).
 - Future expansion of the Snow Removal Equipment (SRE) building.
 - Future reconstruction of the Terminal building and parking infrastructure.

Exhibit A

The Exhibit A – Airport Property Map consists of Sheet 17. It has been prepared in accordance with FAA Standard Operating Procedure 3.00 and developed based on the following:

- Airport parcels
 - Existing fee and easement parcels are based on recorded conveyance documents obtained through Airport and local records.
 - Future and ultimate airport property interests are shown based on the development plans and design standards shown on the ALP.
- Existing fee and easement parcels, as well as recorded encumbrance boundaries, were drawn as legally described in conveyance documents.
- A review of the Federal grant history and associated parcel naming convention was completed.

The last Exhibit A - Property Map was updated in 2015. Major changes in this October 2020 Exhibit A Update from the previous version includes:

- Updated existing property boundary.
- Updated property acquisition planned during the 20-year planning period, including the agricultural land west of Runway 4 between S. 36th Ave and airport property; agricultural land between Taxiway C and 16th Ave along Ahtanum Rd.

Signature Blocks

The FAA signature below acknowledges approval of the ALP and acceptance of the Exhibit A.

Federal Aviation Administration (FAA)

Agnes Fisher, Planner

City of Yakima

Robert Harrison, City Manager

Century West Engineering Corp.

Matt Rogers, Project Manager

City of Yakima

Robert Peterson, Airport Director