



Yakima Air Terminal-McAllister Field
2406 W. Washington Ave, Suite B
Yakima, WA 98903
(509) 575-6149
www.FLYYKM.com

To: The Honorable Mayor and Yakima City Council

From: Robert K. Peterson, Airport Director

Cc: Robert Harrison, City Manager

Date: Wednesday September 1, 2021

Re: City Council Adoption of Airport Layout Plan Update with Narrative Report

Yakima City Council adopted the Yakima Air Terminal-McAllister Field's Airport Master Plan in 2015, which highlights airport development over the short, intermediate, and long-term in order to meet future aviation demands. Since adopting this instrumental plan, the airport has witnessed tremendous growth in the form of passenger and cargo activities; ground transportation; aircraft operations, commercial and hangar development. Given this rapid growth, the Federal Aviation Administration (FAA) required the City to update the Airport Layout Plan (ALP) and provide a Narrative Report properly reflecting these changes.

On July 17, 2018, the City of Yakima contracted with Century West Engineering to assist the airport in updating the Airport Layout Plan to include obstruction data obtained from an Airport Geographic Information System (AGIS) survey. As part of the ALP update, the 2015 Airport Master Plan report was modernized to reflect current information with an up-to-date aviation demand forecast through 2040. The updated forecast demand was then incorporated into the plan's facility requirements, an updated alternatives analysis, and updated Capital Improvement Program (CIP). Specifically, the plan addressed the following crucial areas:

- Collected AGIS survey data to inform the ALP update and planning analysis;
- Updated aviation demand forecast of activity for FAA approval;
- Determined runway design codes for Runway 4/22, Taxiway B; and the appropriate applicable design standards;
- Determined airfield wide design codes, standards, geometry, operational flow, movement/non-movement, and parking needs;
- Addressed non-standard conditions and confusing geometry;
- Updated wind data analysis and runway FAA funding eligibility;
- Reviewed South Airpark and/or other development alternatives;
- Evaluated land acquisition opportunities; and
- Identified other facility upgrades or improvements to support capacity and operations.

Summary of Aviation Demands and Facility Requirements

Two critical components of the project evaluated the 20-year forecast, which projections are used to assess the type, timing, and allocation of future airport infrastructure, equipment, and service needs to support master plan facility recommendations, alternatives, and airport project funding strategies. Overall, the Yakima's aviation activity is projected to increase about one to two percent annually throughout the 20-year forecast period, which is highly influenced by Yakima's economy and future demands for aeronautical services. A summary of these activities is highlighted within *Table 1-1: 2020 Forecast Summary*.

Additionally, the plan looked at the existing facilities at Yakima and assessed their ability to accommodate the forecast activity levels. Any capacity deficiencies were identified as were actions needed to correct them. Issues addressed were the ultimate configuration of the airfield, the passenger terminal, air cargo facilities, aircraft hangar and apron areas, Fixed Base Operator (FBO) facilities, access and vehicle parking, utilities, and aviation support facilities. A summary of the facility needs is presented in *Table 1-2: Summary of Facility Requirements*.

Table 1-1: 2020 Forecast Summary

	Actual	Forecast			
	2018	2025	2030	2035	2040
Enplaned Passengers	73,300	81,600	87,200	91,800	92,600
Operations					
Commercial	7,422	8,660	9,310	9,990	10,630
General Aviation	30,217	31,980	33,310	34,690	36,130
Military	1,805	1,810	1,810	1,810	1,810
Total Operations	39,444 ¹	42,450	44,430	46,490	48,570
Based Aircraft	131	150	157	163	173

Source: 1. Total operations as reported by ATCT (hours of operation 0600-2200 daily).

Forecast – Mead & Hunt, Century West Engineering

Table 1-2: Summary of Facility Requirements

Actual	Conclusions
Airfield System	The wind coverage and capacity needs at YKM are met by a single runway. Runway 9/27, at 7,604 feet, does not provide the take-off length for the future design aircraft. A future runway length of 7,800 feet is recommended for the E175. Maintaining Runway 4/22 at a future length of 4,000 feet is recommended due to a variety of operational factors described in this narrative.
Passenger Terminal	The existing passenger terminal building needs to be expanded and upgraded to meet future needs. If renovations or replaced are deferred, terminal layout and maintenance issues may require action to be taken sooner to maintain an acceptable level of service.
Automobile Parking	The current public parking lot is adequate to meet current needs. Parking lot expansion is recommended if airline frequency increases. The overflow parking lot should be maintained for peak travel seasons and charter flights. It is also recommended that the rent-a-car ready/return and rental car parking area be expanded prior to this time.
Air Cargo	Although air cargo is forecast to continue to consist of feeder service using the C208, ATR-42, ATR-72, Beechcraft 1900, and E120 aircraft, additional space will need to be provided in the future, either by remarking existing pavement or by constructing new.
Based Aircraft Hangar Storage	With the growth in based aircraft that has been forecast, as well as the existing unmet demand for hangar space, additional area for hangar development will need to be made available for future development.
FBO and support facility expansion	Expanded FBO facilities are required to provide support for the general aviation community. These facilities will provide not only aircraft maintenance hangars, but also pilot lounge areas, area for fueling aircraft, and sufficient space for transient aircraft parking.
Fueling	The current system is adequate, assuming the private sector continues to upgrade their facilities and improve delivery as needed.
Snow Removal Equipment & Maintenance Building	Expand the existing facility to provide sufficient parking for the airports current number of snow removal equipment. Or relocate the maintenance facility to another site that better suits the needs of the airport.
Air Traffic Control Tower	To remedy the line of sight concerns, it is recommended that FAA increase the height of the tower to improve visibility for the Air Traffic Controllers.

Conclusion

Yakima Air Terminal-McAllister Field staff, Federal Aviation Administration, and Century West Engineering feel the Airport Layout Plan Update with Narrative Report was developed including valuable information from key stakeholders to provide the airport a functional product that encompasses all aspects of the community's needs as well as aviation users. The document is a key element, which will allow City officials and airport staff to make informative as well as timely decisions to meet growing demands. Upon receiving City Council's approval, the airport will work closely with elected officials, key community leaders, and aviation industry experts in further developing the Yakima community's primary economic engine.

The 2021 Airport Layout Plan Update with Narrative Report can be viewed at the following website: https://flyykm.com/wp-content/uploads/YKM-AMP_July-2021.pdf