Airport Layout Plan

6

AIRPORT LAYOUT PLAN

6.1 INTRODUCTION

This chapter presents the Airport Layout Plan (ALP) for the Yakima Air Terminal/McAllister Field (YKM). The ALP describes and graphically depicts recommended development for the airport. The recommendations shown on the ALP reflect input received from the City of Yakima, Yakima County, the City of Union Gap, the Federal Aviation Administration (FAA), airport stakeholders, and the general public. The analyses and findings of the previous chapters provided the technical and policy guidance for this plan's outcome as reflected in the ALP.

The following plans make up the set of drawings commonly referred to as the ALP:

- Sheet 1: Title Sheet
- Sheet 2: Airport Layout Plan
- Sheet 3: Airspace Plan - Runway 9/27
- Sheet 4: Airspace Plan, Outer Approach - Runway 27
- Sheet 5: Airspace Plan, Runway 4/22
- Sheet 6: Inner Approach Surface, Runway 9/27
- Sheet 7: Inner Approach Surface, Runway 4/22
- Sheet 8: Terminal and General Aviation (East) Plan
- Sheet 9: General Aviation (West and South) Plan
- Sheet 10: On-Airport Land Use Plan
- Sheet 11: Airport Community Land Use Plan
- Sheet 12: Airport Property Map Exhibit A

The plan sheets are found at the end of this chapter.

6.2 TITLE SHEET

The Title Sheet, Sheet 1, serves as an introduction to the Airport Layout Plan (ALP) drawing set, providing a location and vicinity map of the airport and an index of the drawings.

6.3 AIRPORT LAYOUT PLAN

The Airport Layout Plan, Sheet 2 graphically depicts both existing airport facilities and the airside and landside projects that have been recommended for the 20-year planning period. Specifically shown are;

1. The extension of Runway 9/27 to a total length of 8,847 feet allows the City to be prepared to provide a longer runway should future tenants required it. The runway extension is not currently justified within the time frame (20 years) covered by this master plan. It is included as a contingency should unforeseen demand develop or opportunities present themselves. The City will need to justify the project and conduct environmental analyses before construction can begin.
2. FAA criteria for a crosswind runway indicate that Runway 4/22 is not required to provide wind coverage or to serve demand. The City has indicated that it will continue to maintain Runway 4/22 as a BI (small) facility using non-FAA funding for as long as it is feasible. As the pavements deteriorate and the surface becomes unsuitable for aircraft operations in the future, closure of the runway will be considered.
3. Some access taxiways and taxilanes, most notably Taxiway C south of Runway 9/27, will be reconfigured to eliminate direct access to the runway and reduce the potential for runway incursions.
4. A new partial parallel taxiway is recommended on the south side of Runway 9/27 to direct runway crossings to the end of the runway instead of at the intersection. This project is will increase safety in operations. At the same time an additional parallel taxiway to access the South GA area is recommended to provide two-way traffic to the runway.
5. A new passenger terminal building should be constructed at the site of the existing building. This location allows for the continued use of the access and parking areas as well as of the concrete aircraft apron. The new terminal is required to serve existing as well as projected activity levels.

6. Acquisition of portions of the former Noland-Decoto property is recommended. This allows the T-hangars to be returned to service to accommodate forecast increases in general aviation demand and to provide the airport with an additional source of revenue.

6.4 FAR PART 77 AIRSPACE PLAN

The airspace plan for YKM is depicted on Sheets 3, 4, 5, 6 and 7. These sheets illustrate the imaginary surfaces defined in Federal Aviation Regulation (FAR) Part 77, Obstructions to Navigable Airspace as they apply to Runways 9/27 and 4/22. The surfaces shown should not be penetrated by objects of natural growth, man-made objects, or terrain. The airspace surfaces as applied to YKM are as follows.

6.4.1 Primary Surface

The primary surface is an imaginary surface centered on the runway centerline and extending 200 feet beyond each end of the runway. The primary surface width is based on the type of approach procedure available to the runway. The primary surface width for Runway 9/27 is 1,000 feet based on the precision instrument approach procedure to Runway 27. This dimension is applicable for both current and future conditions.

For Runway 4/22, the primary surface is, and will continue to be 250 feet since this is a visual runway.

6.4.2 Approach Surface

The approach surface is the imaginary inclined plane beginning at the end of the primary surface and extending outward to distances up to 50,000 feet, based on the type of approach procedure available to the runway end. The width and slope of the approach surface depend on the type of approach procedure available on the runway.

The approach slope to Runway 27 is based on the precision instrument approach. It begins 200 feet from the physical end of the runway and is 1,000 feet wide at that point. It extends outward for 10,000 feet and upward at a slope of 50:1 then outward for an additional 40,000 feet and upward at a slope of 40:1 at which point it is 16,000 feet wide.

The approach slope to Runway 9 is based on the non-precision approach procedure available. It begins 200 feet from the physical end of the runway and is 1,000 feet wide at that point. It extends outward for 10,000 feet and upward at a slope of 34:1 at which point it is 3,500 feet wide.

Visual approaches are available to Runway 4/22. The approach surfaces begin 200 feet from the end of the runway where they are 250 feet wide. They extend outward for 5,000 feet and upward at a slope of 20:1 at which point they are 1,500 feet wide.

6.4.3 Horizontal Surface

The horizontal surface is the imaginary plane 150 feet above the established airport elevation. The shape of the plane is determined by striking arcs from the end of each primary surface. The radius of each arc is based on the most demanding type of approach procedure planned for the runway. The individual arcs are connected by lines tangent to the arcs. At YKM, the airport elevation is 1,099 feet above mean sea level (MSL), so the Horizontal Surface is 1,249 feet MSL.

6.4.4 Conical Surface

The conical surface is an imaginary inclined plane beginning at the edge of the horizontal surface and extending outward at a 20:1 slope for a distance of 4,000 feet. At YKM the conical surface begins at 1,249 feet at extends outward and upward to 1,449 feet.

6.4.5 Transitional Surface

Transitional surfaces are the inclined planes extending outward from the primary surface, at a 7:1 slope until they intersect with the horizontal surface. They extend upward from the approach surface to the intersection with the horizontal surface.

In reviewing the FAR Part 77 Imaginary Surfaces drawing for YKM, it is seen that numerous objects penetrate the defined surfaces including trees, buildings and terrain. On the sheet, existing and potential obstructions have been identified and are noted and the obstruction removal plan is provided.

6.4.6 Inner Runway Approach Surfaces

The existing and future Inner Approach Plans and Profiles for the runway ends are shown on Sheets 6, and 7. These drawings depict the critical inner portions of the approach zones for the runway end. On the sheet, existing and potential obstructions to the approaches have been identified and are noted and the obstruction removal plan is provided.

6.5 TERMINAL AND GENERAL AVIATION AREA PLANS

The focus of Sheet 8 includes the passenger terminal, terminal access roadway and curbfront, automobile parking areas, and the aircraft parking apron. As shown on the plan, several improvements and additions are recommended for these facilities:

1. A new passenger terminal building is recommended for construction to the east of the existing building. This was shown to be the least expensive of any of the "new building" alternatives considered because it can be accomplished in a manner that allows continuous use of the existing terminal support facilities such as access, auto parking and aircraft parking.
2. The commercial aircraft apron area should be maintained to provide for up to 4 aircraft parking positions.
3. A new public parking area should be constructed west of the airport access road, south of West Washington Avenue. Approximately 200 new spaces will be provided in this lot.
4. At the time that the new terminal building is completed the airport administration offices will be moved to the new building.

Sheet 8 also includes details regarding the East General Aviation area. There are no changes envisioned for this area.

On Sheet 9 details are provided for both the West and South GA areas. In the West GA area the only change recommended is for the City to purchase the T-hangars and the portion of the Noland Decoto property where they are situated. This purchase will immediately provide approximately 30 affordable hangar positions to the GA community.

Also on Sheet 9, details on the eventual expansion of the South GA area are shown. This area will provide the majority of the future private GA expansion. As shown, the area is expected to continue to provide land for private box hangar development.

6.6 OFF-AIRPORT LAND USE

YKM is situated within the City of Yakima but two other political jurisdictions exist within the immediate area, Yakima County and the City of Union Gap. Sheet 10 shows that the land surrounding the airport is a mixture of residential, commercial, industrial and undeveloped. To assure that the airport remains compatible with the surrounding land, two critical factors must be considered: height hazards, as represented on the FAR Part 77 Imaginary Surfaces Plan, and the potential impact of aircraft noise.

At YKM the land use planning drawing considers these elements. The compatibility planning boundary for the geographic area encompassed by this land use plan represents a composite of the FAR Part 77 Imaginary Surfaces and the DNL 65 noise contour for the year 2030.

6.6.1 Height

Height requirements around the airport are defined by FAR Part 77, Objects Affecting Navigable Airspace. The Part 77 Surfaces surrounding YKM have been discussed and defined previously in this chapter. These drawings illustrate the airspace that needs to be kept clear of obstructions, including objects of natural growth, man-made objects, and terrain to assure safe, all-weather operations.

6.6.2 Noise

Aircraft-generated noise impacts are typically the primary source of concern between airports and surrounding land uses. Preparing and implementing plans for compatible land uses in the airport vicinity is strongly encouraged by the Federal Aviation Administration (FAA). In measuring noise impacts FAA has recognized that the threshold of significance is the 65 day-night sound level (DNL). FAA Advisory Circular 150/5020-1, Noise Control and Compatibility Planning for Airports, provides guidance in determining land uses that are compatible or incompatible with noise levels of various magnitudes around airports. The following discussion provides details on the methods used to model noise impacts in the vicinity of YKM as well as a discussion of the impacts that this noise has on the area.

6.6.2.1 Day-Night Sound Level

Noise is generally defined as unwanted sound, and as such the determination of what constitutes an acceptable level to any individual is subjective. In analyzing noise impacts from airports the day-night sound level (DNL) methodology is used to determine both the noise levels being experienced under existing conditions and the potential changes to noise levels that can be expected in the future. The basic building block in the computation of DNL is the Sound Exposure Level (SEL). An SEL for each aircraft type has been calculated by FAA and these data sets are included in the Integrated Noise Model (INM) software. The Integrated Noise Model (INM) has been specifically developed by the FAA to plot noise contours for airports. The original version was released in 1977, and the present Version 7.0.d was released in May 2013. The program is provided with standard aircraft noise and performance data.

The SEL levels included in the INM were computed by FAA by adding the decibel (dBA) level for each second of a noise event that is above a certain threshold. An “A”-weighted decibel is the sound level which is weighted in a manner that closely matches the ear's response. Such weighting reduces the influence of lower and higher frequencies relative to the middle frequencies, and is usually expressed in dBA units. To determine the basis for SEL’s the operation of an individual aircraft was monitored in a test environment and the highest dBA reading for each second of the event as an aircraft approached and departed was recorded. Each of these one-second readings was then added logarithmically to compute the SEL for that aircraft type. Figure 6-1 depicts the typical dBA values of noise commonly experienced by people. This illustrates the relative impact of single event noise in "A"-weighted level.

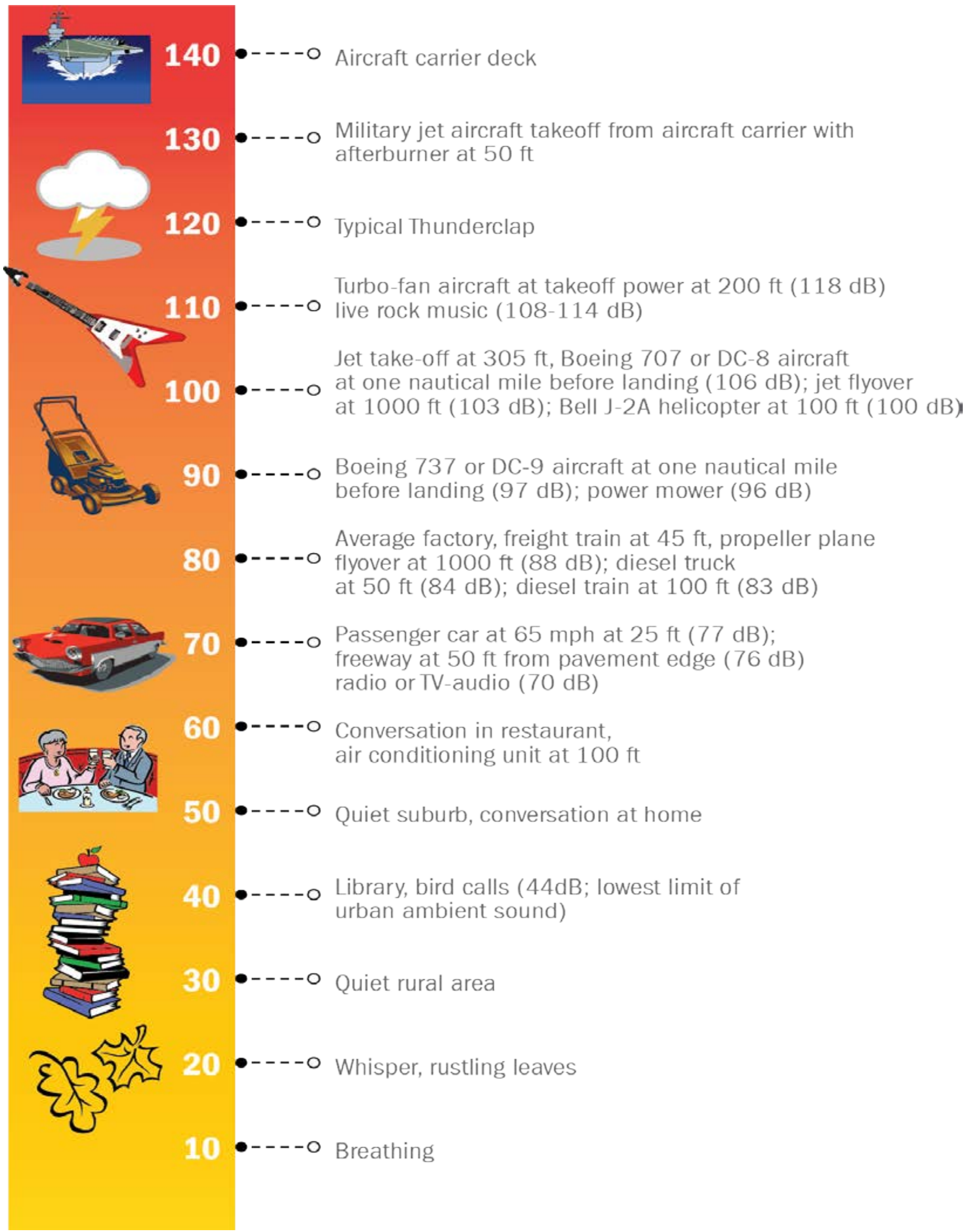


Figure 6-1: A Comparison of Common Noise Levels

It is important to note that SEL levels are not the metric used to assess noise impacts in the vicinity of an airport. Instead they are used to the calculate DNL levels. The FAA relies on DNL contours with levels above 65 as the threshold of significance at an airport. To define this threshold the SEL measurements are converted to DNL. This involves the addition, weighting, and averaging of each SEL to achieve a DNL level for a particular location. The SEL of single noise events that occur between the hours of 10:00 p.m. and 7:00 a.m. are additionally weighted by adding 10 dBA to the SEL to account for the assumed additional disturbance perceived during that time period. All SELs are then averaged to achieve a level characteristic of the total noise environment. Very simply, a DNL level for a specified area over a given time is approximately equal to the average dBA level that has the same sound level as the intermittent noise events. Thus, a DNL 65 dBA level describes an area as having a constant noise level of 65 dBA that is the approximate average of single noise events even though the area would experience noise events much higher than 65 dBA as well as periods of quiet. The main advantage of DNL is that it provides a common measure for a variety of differing noise environments. The same DNL levels can be used to describe either an area with very few high level noise events or an area with many low level events. DNL is thus constructed because it has been found that the total noise energy in an area is a good predictor of community response. Figure 6-2 graphically depicts the relationship between SEL events and the DNL levels.

DNL levels generally are depicted as noise contours. These contours are interpolations of noise levels based on the centroid of a grid cell and drawn to connect all points of similar noise levels. Contours appear similar to topographical contours and form concentric "noise footprints". The footprints of DNL contours as calculated by the INM are drawn about the airport and used to predict community response to the noise from aircraft using that airport.

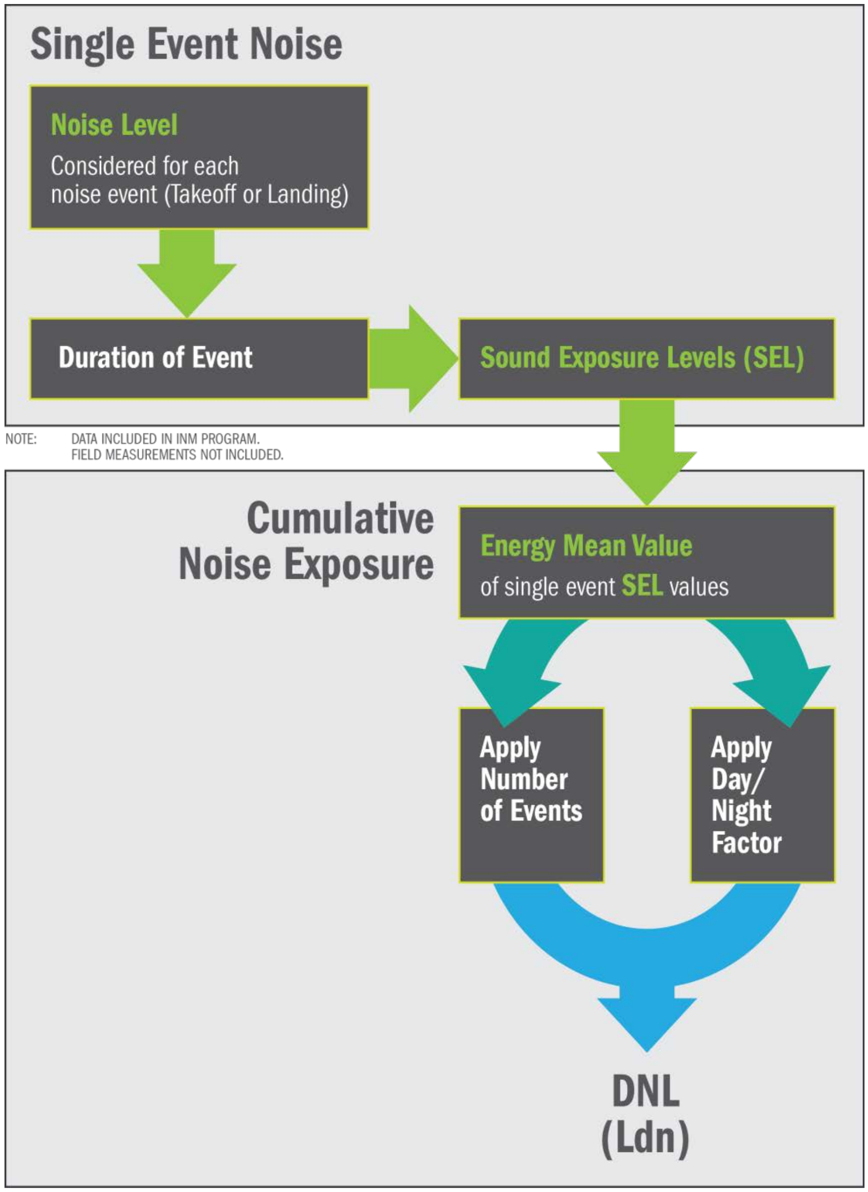


Figure 6-2: Converting SEL to DNL

6.6.2.2 Computer Modeling

The DNL noise contours shown in this report were generated using the Integrated Noise Model (INM), specifically developed by the Federal Aviation Administration (FAA) to plot noise contours for airports. The original version was released in 1977, and the present Version 7.0.d was released in May 2013. The program is provided with standard aircraft noise and performance data that can be tailored to the characteristics of individual airports.

The INM program requires the input of the physical and operational characteristics of the airport. Physical characteristics include runway coordinates, airport altitude, and temperature. Operational characteristics include aircraft mix, flight tracks, and approach profiles. Optional data that is contained within the model includes departure profiles, approach parameters, and aircraft noise curves. All of these options were incorporated in order to model the noise environment at YKM.

Physical Characteristics

The physical configuration of a runway system has obvious impact on the noise environment. Likewise, the direction of flight is a factor in noise exposure (take-offs generate more noise than landings) so defining the percentage of time that operations occur in each direction is key to understanding noise impacts. At YKM there are two runways but activity occurs primarily on Runway 9/27. No changes have been made to the orientation of the runway but the extended runway length was used to calculate the 20 years hence contour (year 2030). Aircraft use the ends of runways for operations based on wind direction and speed and air traffic control guidance. The percentage of time that operations occur on each runway end was determined through wind analysis and discussions with Airport Traffic Control Tower (ATCT) personnel.

Operational Characteristics

To model the existing and predicted noise impacts at YKM, the actual recorded activity levels obtained from ATCT and the airport for 2010 and the forecast operations levels for 2030 presented in the approved aviation demand forecasts presented in Chapter 3 were used.

Since different aircraft types generate different noise profiles it is important to define the types of aircraft that use the airport today and project those likely to use it in the future. The forecast of aviation demand included a detailed breakdown of annual activity by aircraft type and these were used to generate the noise contours.

Flight Tracks - In general, aircraft noise impacts are greater below the takeoff paths than at the arrival end of the runway. When landing, all fixed wing aircraft follow roughly the same approach slopes, thus noise differences depend mostly on the aircraft size and engine types. Also, because engines are set to low power levels on approach, the noise produced by the airframe from features such as wing flap and extended landing gear may be greater than the actual engine noise.

When taking off, fixed wing aircraft do not typically follow the same departure slopes. Within a couple of miles of the runway end, jets reach a higher altitude than do the more slowly climbing propeller aircraft and the noise level on the ground diminishes as they climb.

With this in mind, the path of the approach to (or departure from) a runway helps to define where noise impacts are experienced. The INM input includes flight paths for straight-in approaches to Runways 9 and 27 that are common to commercial aircraft, and circling approaches for other aircraft and touch and go paths for general aviation in training on all runway ends. These are based on both approach and departure plates, ATCT descriptions, and the City's policies.

Day/Night Traffic - The time of day when an operation occurs is important in determining the impact that the noise will have on a community. In the INM, night operations are assigned a 10 dB penalty to reflect the impact that noise has during these hours. Determination of the day/night traffic split for YKM was based on the current airline flight schedule and activity records from the ATCT. It is estimated that 95% of all operations occur during the day.

6.6.3 Land Use Compatibility

The Land Use Compatibility Matrix, Table 6-1, indicates those land uses that are compatible within the specific DNL noise contours. It identifies land uses as being compatible, incompatible, or compatible if sound is attenuated. The matrix reflects the fact that 65 DNL is generally recognized as the threshold of concern by FAA. The matrix acts as a guide for local land use planning and control and a tool to compare relative land use impacts. It must be remembered that the DNL noise contours do not delineate areas that are either free from noise impacts or areas that are subjected to noise impacts. In other words, it cannot be expected that a person living on one side of a DNL noise contour will have a markedly different reaction to the noise event than a person living nearby, but on the other side of the contour line. For this reason, when implementing noise compatibility programs the contours are used as a guide. Any attenuation programs are adjusted to include neighborhoods rather than individual properties.

What can be expected from analyzing the noise contours is that the general aggregate community response to noise within the DNL 65 noise contour, for example, will be less than the public response within the DNL 75 noise contour.

For this master plan 65, 70, and 75 DNL noise contours were generated to help determine land use impacts and compare the existing condition with that which can be projected for the future years. The area between the 65 and 70 DNL contours is where many types of land uses are normally unacceptable and where land use compatibility controls are recommended. The area located inside the 70 and 75 DNL noise contour is subjected to a significant level of noise and the sensitivity of various uses to noise is increased.

Table 6-1: Land Use Compatibility Matrix

	Yearly Day Night Noise Level (DNL) In Decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile Homes	Y	N	N	N	N	N
Transient Lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade - general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communications	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing - general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agricultural (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Marine and fishery resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	N	N	N

Source: Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5020-1 "Noise Control and Compatibility Planning for Airports

Numbers in Parentheses refer to the notes (Continued on Next Page)

Table 6-1: Land Use Compatibility Matrix (Continued)

The designations in this table do not constitute a Federal determination that any land use covered by the program is acceptable or unacceptable under federal, state or local law. The responsibility for determining acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with local authorities in response to locally determined needs and values in achieving noise compatible land uses.

Key to table

Y = land use and related structures compatible without restriction

N = Land use and related structures incompatible without restrictions

20, 30 or 35 = Land use and related structures generally compatible when measures to achieve 25, 30, or 35 dB attenuation incorporated into the design of structures

Notes:

1. When the community determines that residential or school uses must be allowed, measures to achieve outdoor or indoor noise level reduction of at least 25 dB to 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide 20dB, thus the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However the use of NLR criteria will not eliminate outdoor noise problems.
2. Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, and noise sensitive areas where noise levels are typically low.
3. Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
4. Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
5. Land uses are compatible provided that special sound reinforcement systems are installed.
6. Residential buildings required a NLR of 25.
7. Residential buildings required a NLR of 30.
8. Residential buildings not permitted.

6.6.4 Noise Impacts

The drawings that follow show the INM contours that were generated for the baseline conditions 2012 (Figure 6-3) and the 20 years hence conditions in 2030 (Figure 6-4). As can be seen, the future noise exposure is only marginally greater than the existing condition. In either the present or future case, there are no noise sensitive public use facilities in the area encompassed by the 65 DNL and there are no incompatible land uses anticipated for the airport within the time frame of the master plan.

At present, aircraft operations do not generate much attention in the airport vicinity since most are conducted by small, piston powered aircraft and noise levels exceeding DNL 65 are contained on airport property both today and in the 20-year future. Therefore, the airport's noise impact on the surrounding communities will change as a result of the recommended improvements.

LEGEND

Airport Property

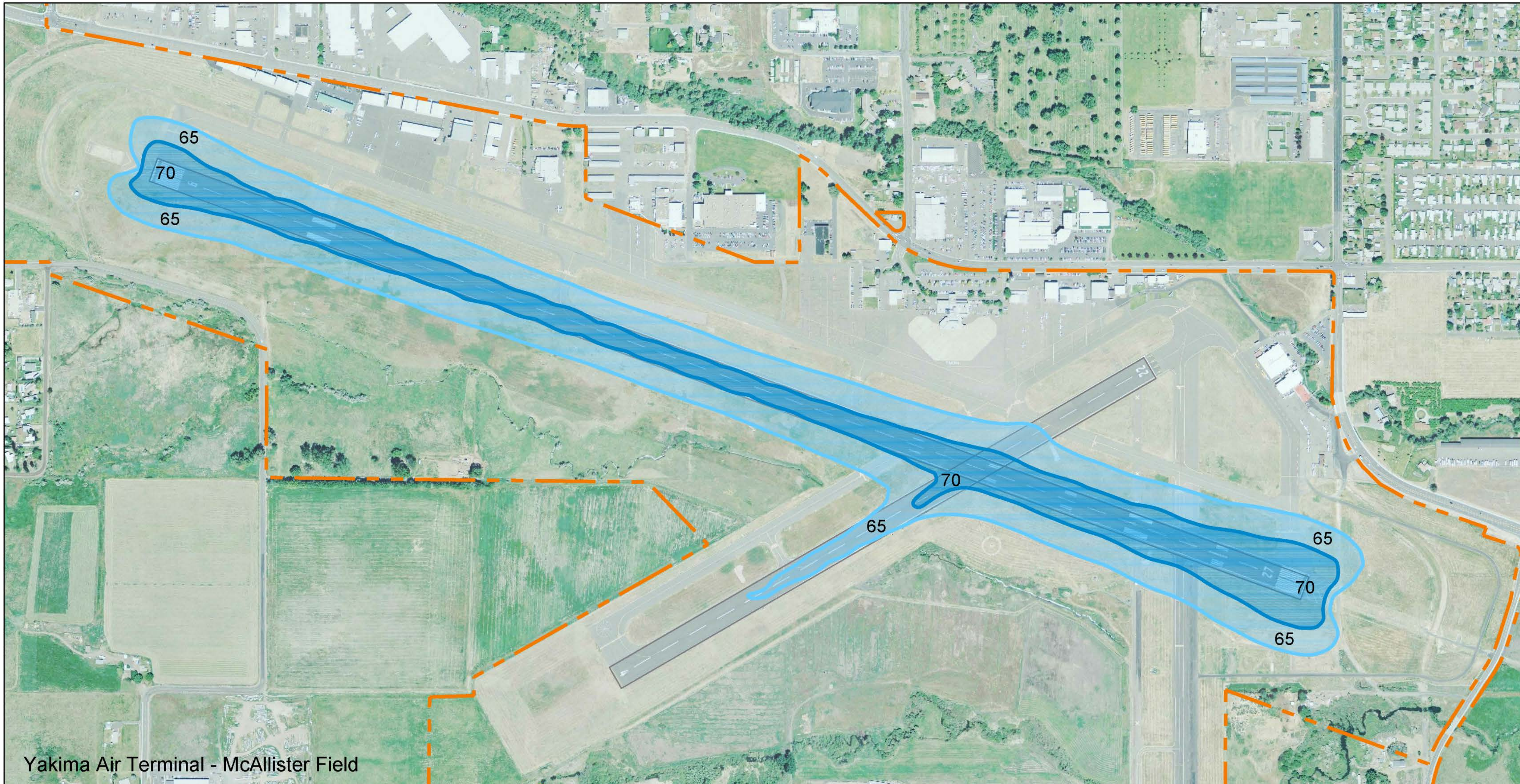
INM Contours

65 DNL Contour

70 DNL Contour

Noise Sensitive Facilities Identification		
Item	65-70 DNL	≥ 70 DNL
Housing Units	0 units	0 units
Noise Sensitive Facilities (Churches, Schools, Libraries, Nursing Homes)	0 units	0 units

Figure 6-3: Integrated Noise Model (INM) - Year 2012



LEGEND

Airport Property

INM Contours

65 DNL Contour

70 DNL Contour

Noise Sensitive Facilities Identification		
Item	**65-70 DNL**	**≥ 70 DNL**
Housing Units	0 units	0 units
Noise Sensitive Facilities (Churches, Schools, Libraries, Nursing Homes)	0 units	0 units

Figure 6-4: Integrated Noise Model (INM) - Year 2030

6.7 AIRPORT PROPERTY MAP

The Airport Property Map is shown on Sheet 12. The information on the map details the property acquisition history at the airport. The tabular information shows the parcel numbers, type of acquisition (fee simple or avigation easement), and the Federal program under which the property was purchased.

YAKIMA AIR TERMINAL McALLISTER FIELD

2015 Airport Layout Plan Drawing Set

AIP NUMBER: 3-53-0089-32

SHEET INDEX
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SHEET 2 OF 12: AIRPORT LAYOUT PLAN
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SHEET 4 OF 12: AIRSPACE PLAN - OUTER APPROACH, RUNWAY 27
SHEET 5 OF 12: AIRSPACE PLAN, RUNWAY 4/22
SHEET 6 OF 12: INNER APPROACH SURFACE, RUNWAY 9/27
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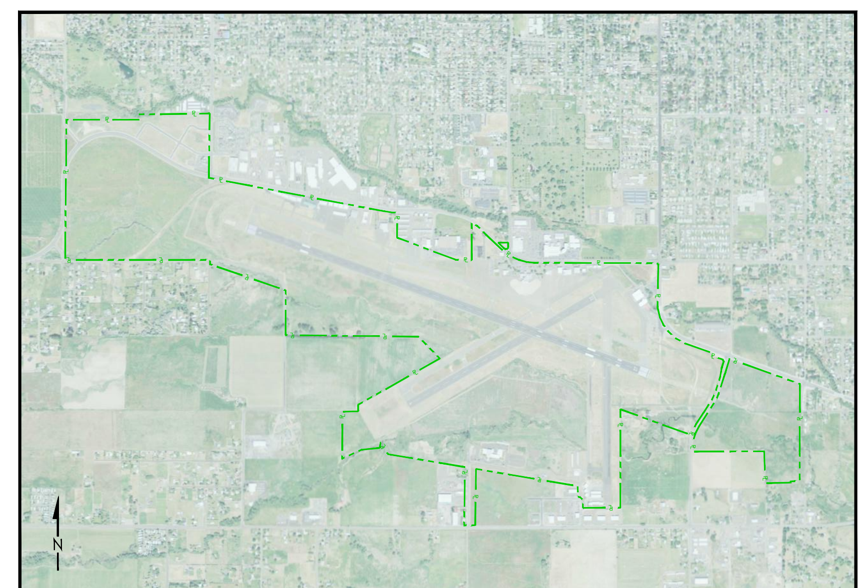
SHEET 9 OF 12: GENERAL AVIATION (WEST AND SOUTH) PLAN
SHEET 10 OF 12: ON-AIRPORT LAND USE PLAN
SHEET 11 OF 12: AIRPORT COMMUNITY LAND USE PLAN
SHEET 12 OF 12: AIRPORT PROPERTY MAP (EXHIBIT 'A')



YKM - Sheet 01 (Title Sheet).dwg

URS
1501 4TH AVENUE, SUITE 1400
SEATTLE, WA 98101
PHONE: (206) 438-2700

PROJECT MANAGER:	JJY	DRAFTED BY:	RLO
DESIGNED BY:	RLO	CHECKED BY:	JJY

#	REVISION	COMPANY	BY	DATE
-	-	---	---	--/--/----

YAKIMA AIR TERMINAL/McALLISTER FIELD
AIRPORT MASTER PLAN

TITLE SHEET

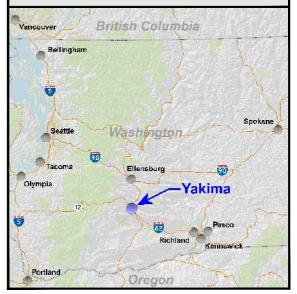
SCALE:

DATE: MARCH 2015

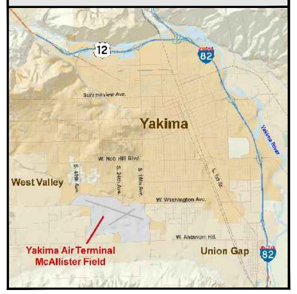
AIP NUMBER: 3-53-0089-32

SHEET NUMBER: 1 OF 12

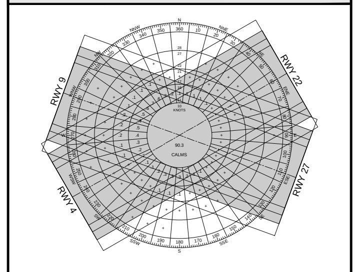
AIRPORT VICINITY



AIRPORT LOCATION



ALL-WEATHER WIND ROSE

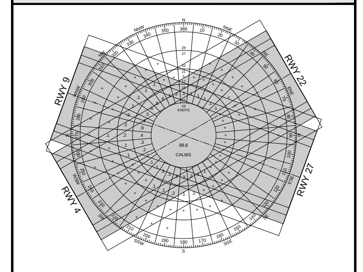


ALL-WEATHER (78,061 OBSERVATIONS)

CROSSWIND	RWY 04/22	RWY 09/27	COMBINED
10.5 KNOTS	94.43 %	96.51 %	98.18 %
13 KNOTS	96.83 %	98.01 %	99.26 %
16 KNOTS	99.07 %	99.26 %	99.79 %
20 KNOTS	99.81 %	99.81 %	99.97 %

NOAA WEATHER REPORTING STATION: 72781 YAKIMA, WA
OBSERVATION PERIOD: 2000 - 2009

VISUAL FLIGHT RULES WIND ROSE

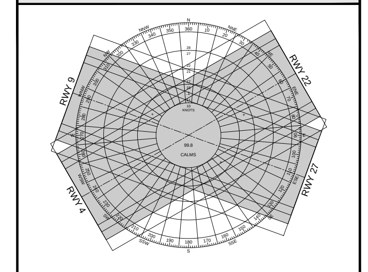


VFR (73,893 OBSERVATIONS)

CROSSWIND	RWY 04/22	RWY 09/27	COMBINED
10.5 KNOTS	94.12 %	96.32 %	98.08 %
13 KNOTS	96.66 %	97.90 %	99.22 %
16 KNOTS	99.02 %	99.22 %	99.78 %
20 KNOTS	99.80 %	99.80 %	99.97 %

NOAA WEATHER REPORTING STATION: 72781 YAKIMA, WA
OBSERVATION PERIOD: 2000 - 2009

INSTRUMENT FLIGHT RULES WIND ROSE



IFR (3,147 OBSERVATIONS)

CROSSWIND	RWY 04/22	RWY 09/27	COMBINED
10.5 KNOTS	99.87 %	99.88 %	99.92 %
13 KNOTS	99.93 %	99.93 %	99.95 %
16 KNOTS	99.97 %	99.97 %	99.97 %
20 KNOTS	99.97 %	99.97 %	99.97 %

NOAA WEATHER REPORTING STATION: 72781 YAKIMA, WA
OBSERVATION PERIOD: 2000 - 2009

RUNWAY DATA TABLE

ITEM		RUNWAY 4-22 EXISTING STANDARD	ACTUAL	PROPOSED		RUNWAY 9-27 EXISTING STANDARD	ACTUAL	PROPOSED
RUNWAY DESIGN CATEGORY		B-I (SMALL)		NO CHANGE		C-III		NO CHANGE
CRITICAL AIRCRAFT		BEECH BARON		NO CHANGE		BOMBARDIER Q-400		NO CHANGE
RUNWAY DIMENSIONS LENGTH:		3,835'		NO CHANGE		7,604'		8,847'
WIDTH:		60'	150'	NO CHANGE		150'	150'	NO CHANGE
RUNWAY ORIENTATION		N 59° 56' E (TRUE)		NO CHANGE		N 70° 03' W (TRUE)		NO CHANGE
PERCENT WIND COVERAGE (16 KNOT)		95%	99.07%	NO CHANGE		95%	99.26%	NO CHANGE
LINE-OF-SIGHT		NOT OBSTRUCTED		NO CHANGE		NOT OBSTRUCTED		NO CHANGE
PAVEMENT TYPE		ASPHALT		NO CHANGE		ASPHALT		NO CHANGE
PAVEMENT DESIGN STRENGTH SINGLE GEAR:		70,000 LBS		NO CHANGE		95,000 LBS		NO CHANGE
DUAL GEAR:		80,000 LBS		NO CHANGE		160,000 LBS		NO CHANGE
DUAL TANDEM GEAR:		120,000 LBS		NO CHANGE		220,000 LBS		NO CHANGE
VISUAL APPROACH AIDS	RW 4	PAPI, REIL		NO CHANGE	RW 9	VASI, REIL		NO CHANGE
	RW 22	PAPI, REIL		NO CHANGE	RW 27	MALSR, PAPI		NO CHANGE
INSTRUMENT APPROACH AIDS	RW 4	NONE		NO CHANGE	RW 9	RNAV (RNP)		NO CHANGE
	RW 22	NONE		NO CHANGE	RW 27	ILS (CAT I)		NO CHANGE
APPROACH VISIBILITY MINIMUMS	RW 4	VISUAL		NO CHANGE	RW 9	NPI ≥ 3/4-MILE		NO CHANGE
	RW 22	VISUAL		NO CHANGE	RW 27	PIR ≤ 3/4-MILE		NO CHANGE
FAR PART 77 APPROACH SLOPE	RW 4	20:1	20:1	NO CHANGE	RW 9	34:1	34:1	NO CHANGE
	RW 22	20:1	20:1	NO CHANGE	RW 27	50:1	50:1	NO CHANGE
LIGHTING		MIRL	MIRL	NO CHANGE		HIRL	HIRL	NO CHANGE
MARKING	RW 4	VISUAL	VISUAL	NO CHANGE	RW 9	NPI	NPI	NO CHANGE
	RW 22	VISUAL	VISUAL	NO CHANGE	RW 27	PIR	PIR	NO CHANGE
RUNWAY SAFETY AREA (RSA) [1]								
LENGTH BEYOND DEPARTURE END:		240'	600'	NO CHANGE		1,000'	1,000'	NO CHANGE
LENGTH PRIOR TO THRESHOLD:		240'	600'	NO CHANGE		600'	600'	NO CHANGE
WIDTH:		120'	200'	NO CHANGE		522'[1]	522'[1]	NO CHANGE
OBJECT FREE AREA (OFA)								
LENGTH BEYOND DEPARTURE END:		240'	600'	NO CHANGE		1,000'	1,000'	NO CHANGE
LENGTH PRIOR TO THRESHOLD:		240'	600'	NO CHANGE		600'	600'	NO CHANGE
WIDTH:		250'	400'	NO CHANGE		800'	800'	NO CHANGE
OBSTACLE FREE ZONE (OFZ)		(NO OFZ OBJECT PENETRATIONS)		(NO OFZ OBJECT PENETRATIONS)		(NO OFZ OBJECT PENETRATIONS)		(NO OFZ OBJECT PENETRATIONS)
WIDTH:		250'	250'	NO CHANGE		400'	400'	NO CHANGE
LENGTH BEYOND RW END:		200'	200'	NO CHANGE		200'	200'	NO CHANGE
PERCENT EFFECTIVE GRADIENT		1.4%	0.58%	NO CHANGE		1.4%	0.66%	NO CHANGE
MAX GRADE WITHIN RWY LENGTH (%)		1.4%	0.58%	NO CHANGE		1.4%	0.66%	NO CHANGE
RUNWAY ELEVATIONS (MSL) EXISTING END:	RW 4	1076.5'		NO CHANGE	RW 9	1098.8'		1106'
	RW 22	1055.5'		NO CHANGE	RW 27	1049.0'		NO CHANGE
DISPLACED THRESHOLD:	RW 4	NOT APPLICABLE		NO CHANGE	RW 9	NOT APPLICABLE		NO CHANGE
	RW 22	NOT APPLICABLE		NO CHANGE	RW 27	NOT APPLICABLE		NO CHANGE
TOUCHDOWN ZONE:	RW 4	1076.5'		NO CHANGE	RW 9	1092'		1098'
	RW 22	1055.5'		NO CHANGE	RW 27	1055'		NO CHANGE
RUNWAY INTERSECTIONS:		1059.26'		NO CHANGE		1059.26'		NO CHANGE
HIGH & LOW POINTS:	HIGH	1076.5'		NO CHANGE	HIGH	1098.8'		1106'
	LOW	1055.5'		NO CHANGE	LOW	1049.0'		NO CHANGE

END COORDINATES: [2] (NAD 83)	RW 4	RW 22	RW 4	RW 22	RW 9	RW 27	RW 9	RW 27
LATITUDE:	46°33'50.039" N	46°34'09.027" N	NO CHANGE	NO CHANGE	46°34'21.187" N	46°33'55.531" N	46°34'25.47" N	NO CHANGE
LONGITUDE:	120°32'53.285" W	120°32'05.812" W	NO CHANGE	NO CHANGE	120°33'34.355" W	120°31'52.080" W	120°33'50.97" W	NO CHANGE

[1] STANDARD RSA CALCULATED BASED ON AIRPORT ELEVATION.
[2] RUNWAY END COORDINATES AS REFLECTED ON AIRPORT 5010 FORM.

AIRPORT FACILITIES

#	DESCRIPTION	HEIGHT*
NW 1	BOX HANGAR	28'
NW 2	BOX HANGAR	28'
NW 3	BOX HANGAR	28'
NW 4	BOX HANGAR	28'
NW 5	BOX HANGAR	26'
NW 6	NON-AVIATION (VON DOREN SALES)	23.6'
NW 7A	FUEL TANKS	14'
NW 7B	FUEL HOUSE	11'
NW 8	BOX HANGAR	29'
NW 9	BOX HANGAR	29'
NW 10	BOX HANGAR	26'
NW 11	BOX HANGAR	25.5'
NW 12	BOX HANGAR	25.5'
NW 13	BOX HANGAR	29.5'
NW 14A	T-HANGAR	19'
NW 14B	FBO (McCORMICK)	30'
NW 15	BOX HANGAR	36'
NW 16	AIRPORT MAINTENANCE BUILDING	26'
NW 17	AIR CARGO BUILDING (FEDEX)	25'
T 1	HANGAR/NON-AVIATION	26'
T 2	OFFICE/AIRPORT ADMINISTRATION	18'
T 3	NON-AVIATION	22'
T 4	AIRCRAFT RESCUE FIRE FIGHTING (ARFF)	18'
T 5	TERMINAL BUILDING	41.5'
T 6	AIRPORT TRAFFIC CONTROL TOWER (ATCT)	78'
T 7	BOX HANGAR	~23'
T 8	BOX HANGAR	26'
T 9	ELECTRICAL VAULT	13.5'
T 10	OLD ELECTRICAL VAULT	10.5'
T 11	BOX HANGAR	27'
T 12	BOX HANGAR	28'
T 13	WATER TREATMENT PLANT	10'
T 14	BOX HANGAR	20'
T 15	BOX HANGAR	18'
T 16	BOX HANGAR	21'
T 17	BOX HANGAR	21'
E 1	CUB CRAFTERS	25'
E 2	CUB CRAFTERS	25'
E 3	McALLISTER MUSEUM	20'
E 4	NON-AVIATION (HAIR SALON)	19'
SE 1	BOX HANGAR	30'
SE 2	BOX HANGAR	21'
SE 3	BOX HANGAR	21'
SE 4	BOX HANGAR	21'
SE 5	JR HELICOPTER	26.2'
SE 6	BOX HANGAR	21'
SE 7	BOX HANGAR	21'
SE 8	BOX HANGAR	23'
SE 9	BOX HANGAR	20'
SE 10	T-HANGAR	15'
SE 11	T-HANGAR	16'
SE 12	AIRPORT SURVEILLANCE RADAR (ASR-9)	59'/82'
SE 13	NATIONAL GUARD	31'
SE 14	NATIONAL GUARD	~12'

*ABOVE GROUND LEVEL

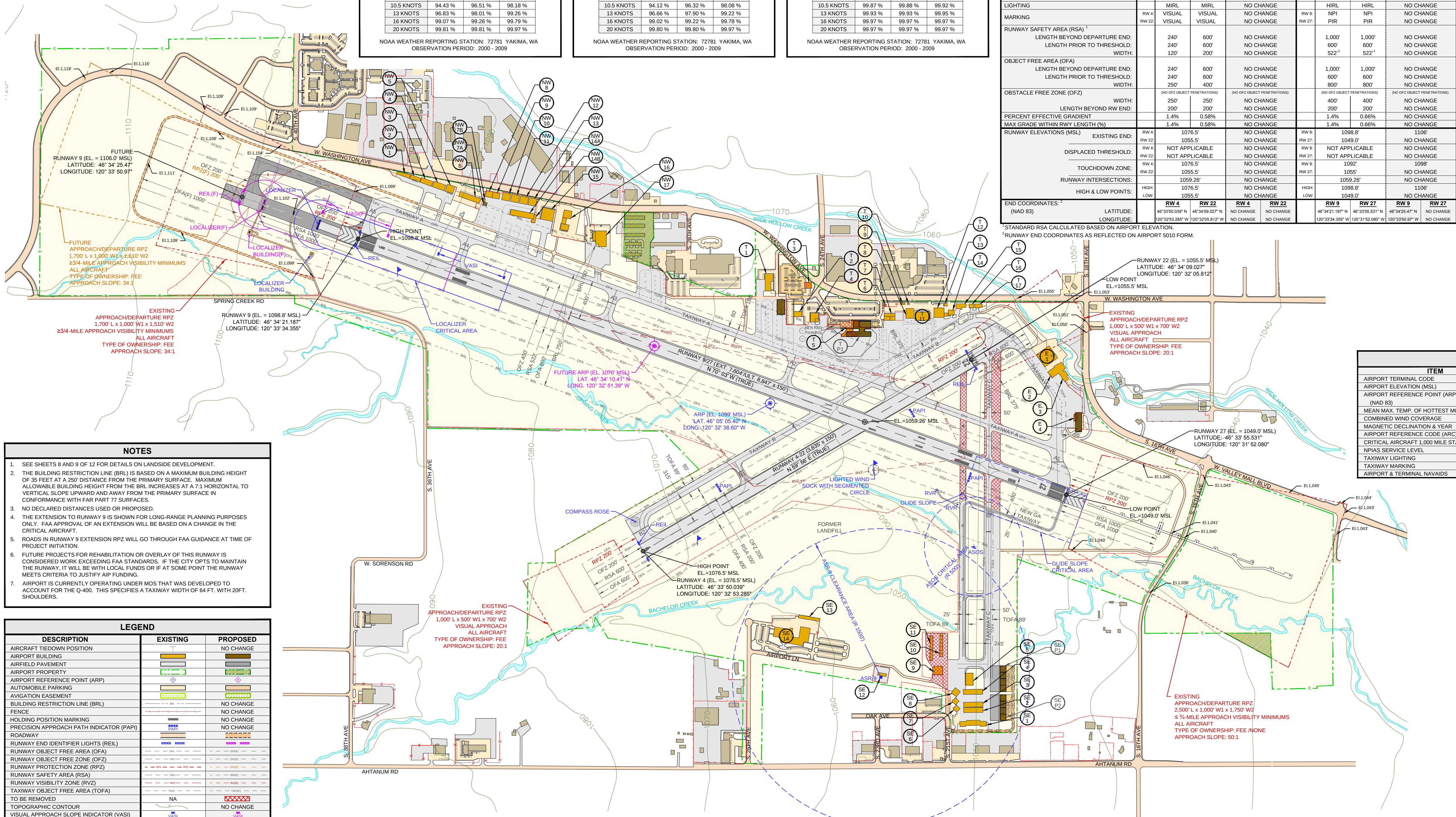
PROPOSED AIRPORT FACILITIES

#	DESCRIPTION	HEIGHT*
T P1	TERMINAL BUILDING	TBD
SE P1	BOX HANGAR	TBD
SE P2	BOX HANGAR	TBD

*ABOVE GROUND LEVEL

AIRPORT DATA TABLE

ITEM		EXISTING	PROPOSED
AIRPORT TERMINAL CODE		YKM	NO CHANGE
AIRPORT ELEVATION (MSL)		1,099'	1,078'
AIRPORT REFERENCE POINT (ARP)	LAT.	46° 34' 05.40" N	46° 34' 10.41" N
(NAD 83)	LON.	120° 32' 38.60" W	120° 32' 51.39" W
MEAN MAX. TEMP. OF HOTTEST MONTH		87° F (AUGUST)	NO CHANGE
COMBINED WIND COVERAGE		99.26% (13 KNOTS)	NO CHANGE
MAGNETIC DECLINATION & YEAR		17°35' E (SEPT. 2008)	NO CHANGE
AIRPORT REFERENCE CODE (ARC)		C-III	NO CHANGE
CRITICAL AIRCRAFT 1,000 MILE STAGE LENGTH		Q-400	NO CHANGE
NPIAS SERVICE LEVEL		COMMERCIAL SERVICE (CM)	NO CHANGE
TAXIWAY LIGHTING		MITL	NO CHANGE
TAXIWAY MARKING		STANDARD	NO CHANGE
AIRPORT & TERMINAL NAVAIDS		ILS, NDB, RNAV, LOM, BEACON	NO CHANGE



NOTES

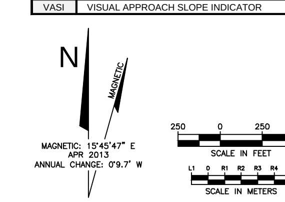
1. SEE SHEETS 8 AND 9 OF 12 FOR DETAILS ON LANDSIDE DEVELOPMENT.
2. THE BUILDING RESTRICTION LINE (BRL) IS BASED ON A MAXIMUM BUILDING HEIGHT OF 35 FEET AT A 250' DISTANCE FROM THE PRIMARY SURFACE. MAXIMUM ALLOWABLE BUILDING HEIGHT FROM THE BRL INCREASES AT A 7:1 HORIZONTAL TO VERTICAL SLOPE UPWARD AND AWAY FROM THE PRIMARY SURFACE IN CONFORMANCE WITH FAR PART 77 SURFACES.
3. NO DECLARED DISTANCES USED OR PROPOSED.
4. THE EXTENSION TO RUNWAY 9 IS SHOWN FOR LONG-RANGE PLANNING PURPOSES ONLY. FAA APPROVAL OF AN EXTENSION WILL BE BASED ON A CHANGE IN THE CRITICAL AIRCRAFT.
5. ROADS IN RUNWAY 9 EXTENSION RPZ WILL GO THROUGH FAA GUIDANCE AT TIME OF PROJECT INITIATION.
6. FUTURE PROJECTS FOR REHABILITATION OR OVERLAY OF THIS RUNWAY IS CONSIDERED WORK EXCEEDING FAA STANDARDS. IF THE CITY OPTS TO MAINTAIN THE RUNWAY, IT WILL BE WITH LOCAL FUNDS OR IF AT SOME POINT THE RUNWAY MEETS CRITERIA TO JUSTIFY AIP FUNDING.
7. AIRPORT IS CURRENTLY OPERATING UNDER MOS THAT WAS DEVELOPED TO ACCOUNT FOR THE Q-400. THIS SPECIFIES A TAXIWAY WIDTH OF 64 FT. WITH 20FT. SHOULDERS.

LEGEND

DESCRIPTION	EXISTING	PROPOSED
AIRCRAFT TIEDOWN POSITION		NO CHANGE
AIRPORT BUILDING		
AIRFIELD PAVEMENT		
AIRPORT PROPERTY		
AIRPORT REFERENCE POINT (ARP)		
AUTOMOBILE PARKING		
AVIGATION EASEMENT		
BUILDING RESTRICTION LINE (BRL)	BRL	NO CHANGE
FENCE		NO CHANGE
HOLDING POSITION MARKING		NO CHANGE
PRECISION APPROACH PATH INDICATOR (PAPI)	PAPI	NO CHANGE
ROADWAY		
RUNWAY END IDENTIFIER LIGHTS (REIL)		
RUNWAY OBJECT FREE AREA (OFA)	OFA	OFA(F)
RUNWAY OBJECT FREE ZONE (OFZ)	OFZ	OFZ(F)
RUNWAY PROTECTION ZONE (RPZ)	RPZ RPZ	RPZ(F)
RUNWAY SAFETY AREA (RSA)	RSA	RSA(F)
RUNWAY VISIBILITY ZONE (RVZ)	RVZ	RVZ(F)
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA(F)
TO BE REMOVED	NA	
TOPOGRAPHIC CONTOUR	10	NO CHANGE
VISUAL APPROACH SLOPE INDICATOR (VASI)	VASI	VASI
WIND SOCK		NO CHANGE

ABBREVIATIONS

ITEM	DEFINITION
ARP	AIRPORT REFERENCE POINT
ASOS	AUTOMATED SURFACE OBSERVING SYSTEM
ASR-9	AIRPORT SURVEILLANCE RADAR - 9
BRL	BUILDING RESTRICTION LINE
ILS	INSTRUMENT LANDING SYSTEM
HIRL	HIGH INTENSITY RUNWAY LIGHT
LOM	LOCATOR OUTER MARKER
MIRL	MEDIUM INTENSITY RUNWAY LIGHT
MITL	MEDIUM INTENSITY TAXIWAY LIGHT
MSL	MEAN SEA LEVEL
NDB	NON-DIRECTIONAL BEACON
NPI	NON-PRECISION INSTRUMENT APPROACH
NPIAS	NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS
OFA	RUNWAY OBJECT FREE AREA
OFZ	RUNWAY OBJECT FREE ZONE
PAPI	PRECISION APPROACH PATH INDICATOR
PIR	PRECISION INSTRUMENT APPROACH
RAC	RENT-A-CAR
REIL	RUNWAY END IDENTIFIER LIGHTS
RNAV	AREA NAVIGATION
RPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
RVR	RUNWAY VISUAL RANGE
RVZ	RUNWAY VISIBILITY ZONE
TOFA	TAXIWAY OBJECT FREE AREA
VASI	VISUAL APPROACH SLOPE INDICATOR



ONE INCH
AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY

URS
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PROJECT MANAGER:	JJY	DRAFTED BY:	RLO
DESIGNED BY:	RLO	CHECKED BY:	JJY

#	REVISION	COMPANY	BY	DATE
-	-	---	---	--/--/----

THE PREPARATION OF THIS AIRPORT LAYOUT PLAN (ALP) WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION (FAA) AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICIES OF THE FAA. ACCEPTANCE OF THIS ALP BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT IMPLY THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

FEDERAL AVIATION ADMINISTRATION APPROVAL
SEATTLE AIRPORTS DISTRICT OFFICE

First Middle Last Name — Date
Title

CITY OF YAKIMA

First Middle Last Name — Date
Title

YAKIMA AIR TERMINAL McALLISTER FIELD

YAKIMA AIR TERMINAL/McALLISTER FIELD
AIRPORT MASTER PLAN

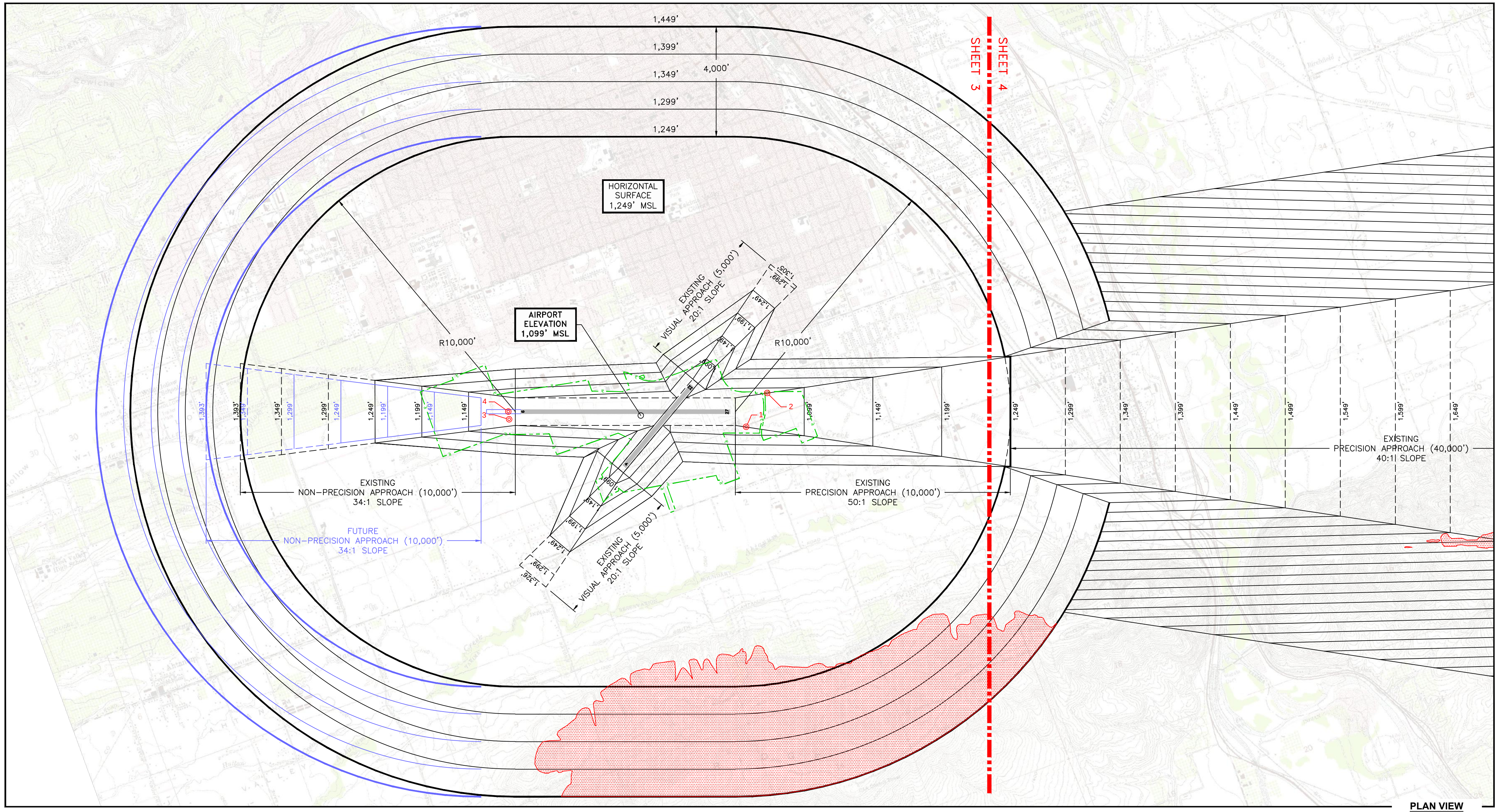
AIRPORT LAYOUT PLAN

SCALE: 1" = 500'
DATE: MARCH 2015

AIP NUMBER: 3-53-0089-32

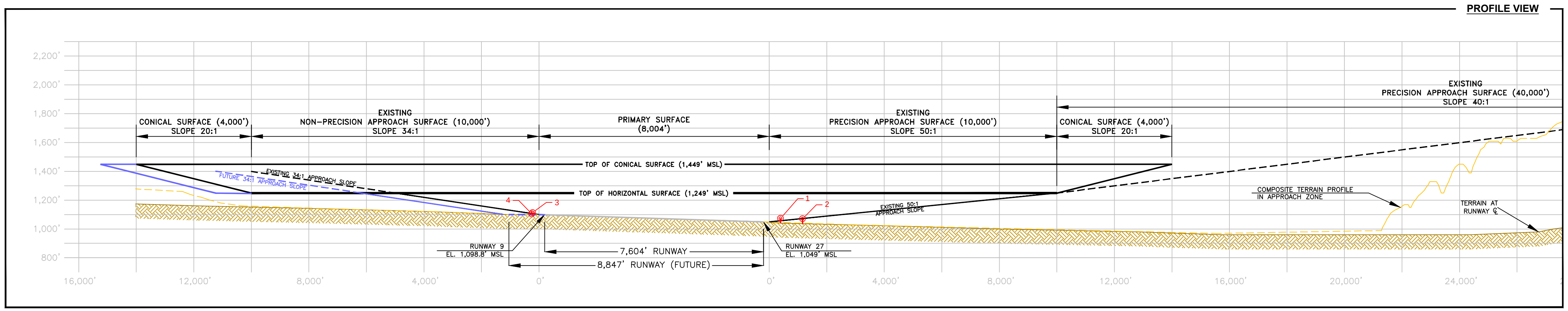
SHEET NUMBER: 2 OF 12

YKM - Sheet 02 (ALP).dwg



PLAN VIEW

PROFILE VIEW



FAR PART 77 DIMENSIONAL STANDARDS

ITEM	RUNWAY 9	RUNWAY 27
RUNWAY TYPE	NON-PRECISION INSTRUMENT OTHER THAN UTILITY, VISIBILITY MINIMUMS LESS THAN 3/4-MILE	PRECISION INSTRUMENT, VISIBILITY MINIMUMS LESS THAN 3/4-MILE
APPROACH SLOPE	34:1	50:1
APPROACH SURFACE - INNER WIDTH	1,000'	1,000'
APPROACH SURFACE - OUTER WIDTH	4,000'	16,000'
APPROACH SURFACE - LENGTH	10,000'	50,000'
PRIMARY SURFACE - WIDTH	1,000'	
RADIUS OF HORIZONTAL SURFACE	10,000'	

OBSTRUCTION DATA TABLE

#	DESCRIPTION	EL.	SURFACE	PNTR.	CORRECTIVE ACTION
1	TREE	1,073'	50:1 APPROACH	20'	TOP OR REMOVE
2	POLE	1,070'	50:1 APPROACH	2'	REMOVE
3	ANTENNA ON BLDG	1,113'	34:1 APPROACH	12'	ATO TO RELOCATE
4	OL ON LOC	1,104'	34:1 APPROACH	2'	ATO TO RELOCATE
	GROUND	VARIES	50:1 APPROACH, HORIZONTAL, CONICAL	VARIES	NONE

LEGEND

DESCRIPTION	SYMBOL
ELEVATION ABOVE MEAN SEA LEVEL (MSL)	EL.
AMOUNT OF OBJECT PENETRATION INTO PART 77 SURFACE	PNTR.
AREAS IN WHICH TERRAIN PENETRATES INTO PART 77 SURFACE	
AIRPORT PROPERTY	

NOTES

1. ELEVATION IN FEET ABOVE MEAN SEA LEVEL (MSL) AT TOP OF OBJECT. THIS VALUE INCLUDES 15 FEET ADDED TO NON-INTERSTATE ROADWAYS, 17 FEET ADDED TO INTERSTATE HIGHWAYS, AND 23 FEET ADDED TO RAILROADS.
2. U.S. GEOLOGICAL SURVEY (USGS) DIGITAL RASTER GRAPHIC (DGR) PROJECTED IN STATE PLANE NAD83, 7.5 MINUTE QUAD. USGS MAP DATED 1994.
3. OBSTRUCTION DATA SOURCE: YAKIMA AIR TERMINAL MCALLISTER FIELD AIRPORT LAYOUT PLAN 2003; WHPacific.
4. SEE INNER APPROACH SURFACES DRAWINGS, SHEETS 6 AND 7 FOR CLOSE-IN DETAILS.

MAGNETIC: 15°45'47" E
APR 2013
ANNUAL CHANGE: 0°9.7' W

1,000 0 1,000 2,000
HORIZONTAL SCALE IN FEET

200 0 200 400
VERTICAL SCALE IN FEET

ONE INCH
AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY

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PROJECT MANAGER:	JJY	DRAFTED BY:	RLO
DESIGNED BY:	RLO	CHECKED BY:	JJY

#	REVISION	COMPANY	BY	DATE
-	-	---	---	--/--/----

THE PREPARATION OF THIS AIRPORT LAYOUT PLAN (ALP) WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION (FAA) AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICIES OF THE FAA. ACCEPTANCE OF THIS ALP BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT IMPLY THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

YAKIMA AIR TERMINAL/McALLISTER FIELD
AIRPORT MASTER PLAN

AIRSPACE PLAN
RUNWAY 9/27

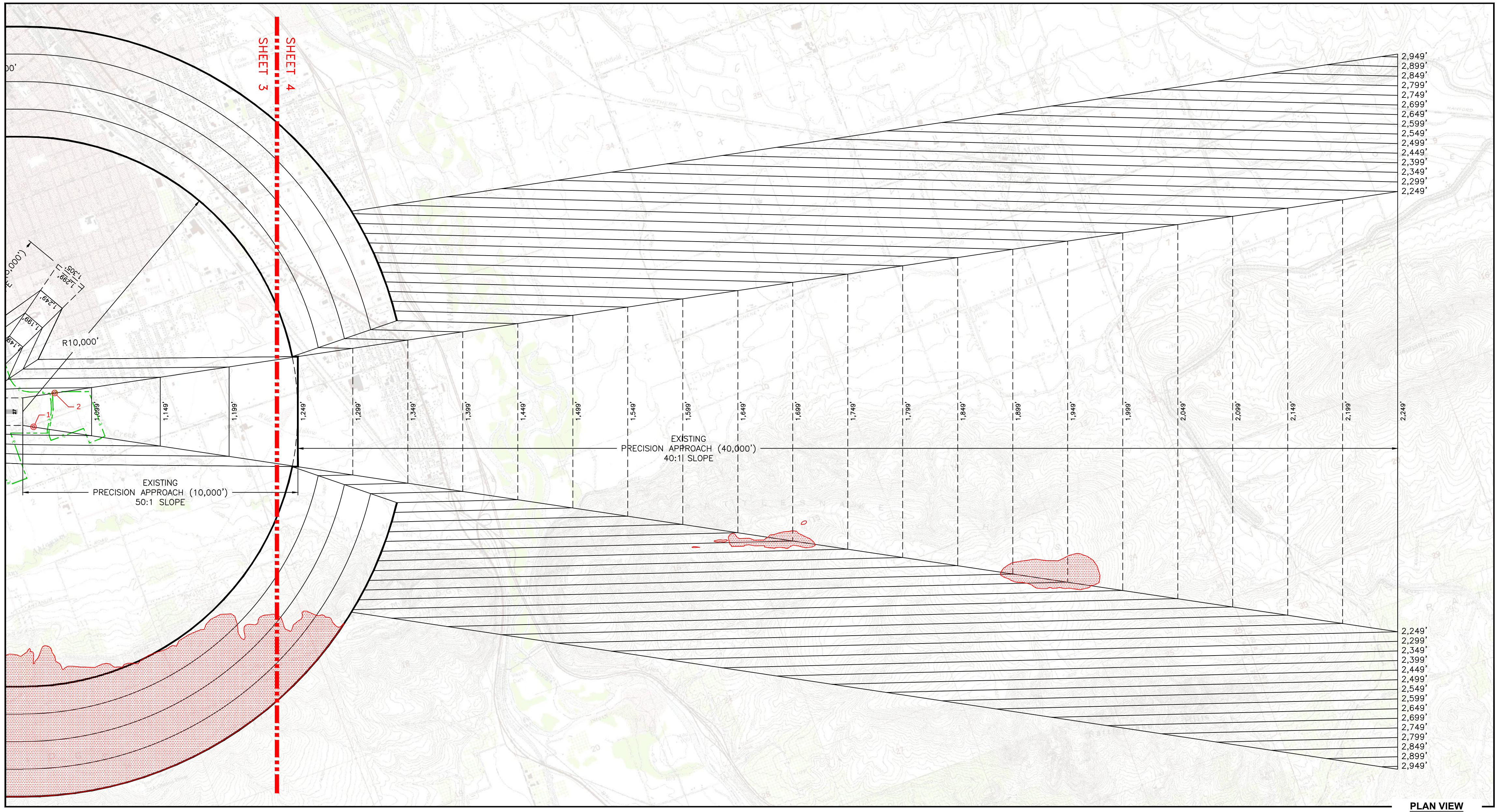
SCALE: H: 1" = 2,000' V: 1" = 400'

DATE: MARCH 2015

AIP NUMBER: 3-53-0089-32

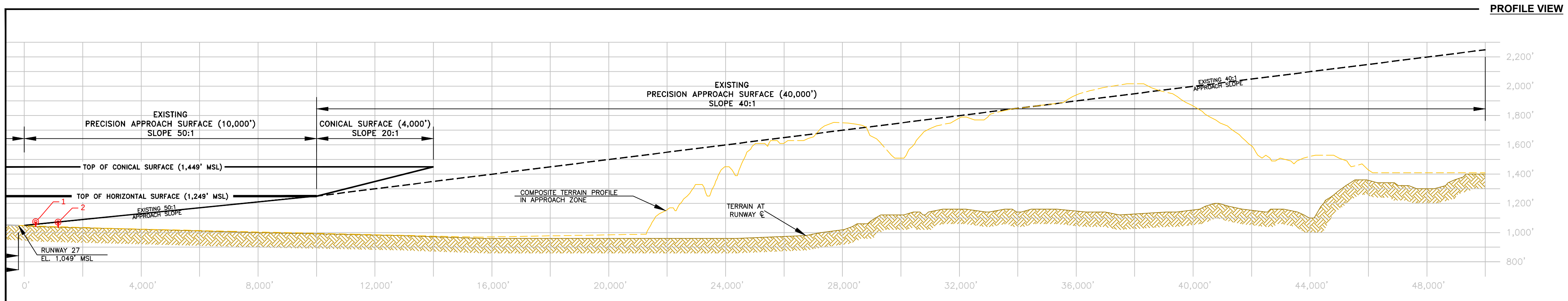
SHEET NUMBER: 3 OF 12

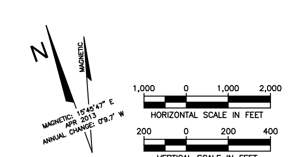
YKM - Sheet 03 (Airspace Plan, Runway 9-27).dwg



PLAN VIEW

PROFILE VIEW





ONE INCH

AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY

FAR PART 77 DIMENSIONAL STANDARDS

ITEM	RUNWAY 9	RUNWAY 27
RUNWAY TYPE	NON-PRECISION INSTRUMENT OTHER THAN UTILITY, VISIBILITY MINIMUMS LESS THAN 3/4-MILE	PRECISION INSTRUMENT, VISIBILITY MINIMUMS LESS THAN 3/4-MILE
APPROACH SLOPE	34:1	50:1
APPROACH SURFACE - INNER WIDTH	1,000'	1,000'
APPROACH SURFACE - OUTER WIDTH	4,000'	16,000'
APPROACH SURFACE - LENGTH	10,000'	50,000'
PRIMARY SURFACE - WIDTH	1,000'	
RADIUS OF HORIZONTAL SURFACE	10,000'	

OBSTRUCTION DATA TABLE

#	DESCRIPTION	EL.	SURFACE	PNTR.	CORRECTIVE ACTION
1	TREE	1,073'	50:1 APPROACH	20'	TOP OR REMOVE
2	POLE	1,070'	50:1 APPROACH	2'	REMOVE
	GROUND	VARIES	50:1 APPROACH, HORIZONTAL, CONICAL	VARIES	NONE

LEGEND

DESCRIPTION	SYMBOL
ELEVATION ABOVE MEAN SEA LEVEL (MSL)	EL.
AMOUNT OF OBJECT PENETRATION INTO PART 77 SURFACE	PNTR.
AREAS IN WHICH TERRAIN PENETRATES INTO PART 77 SURFACE	
AIRPORT PROPERTY	

NOTES

1. ELEVATION IN FEET ABOVE MEAN SEA LEVEL (MSL) AT TOP OF OBJECT. THIS VALUE INCLUDES 15 FEET ADDED TO NON-INTERSTATE ROADWAYS.
2. U.S. GEOLOGICAL SURVEY (USGS) DIGITAL RASTER GRAPHIC (DGR) PROJECTED IN STATE PLANE NAD83, 7.5 MINUTE QUAD. USGS MAP DATED 1994.
3. OBSTRUCTION DATA SOURCE: YAKIMA AIR TERMINAL MCALLISTER FIELD AIRPORT LAYOUT PLAN 2003; WHPacific.
4. SEE INNER APPROACH SURFACES DRAWINGS, SHEETS 6 AND 7 FOR CLOSE-IN DETAILS.

YKM - Sheet 04 (Airspace Plan, Outer Approach - Runway 27).dwg

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PROJECT MANAGER:	JJY	DRAFTED BY:	RLO
DESIGNED BY:	RLO	CHECKED BY:	JJY

#	REVISION	COMPANY	BY	DATE
-	-	---	---	--/--/----

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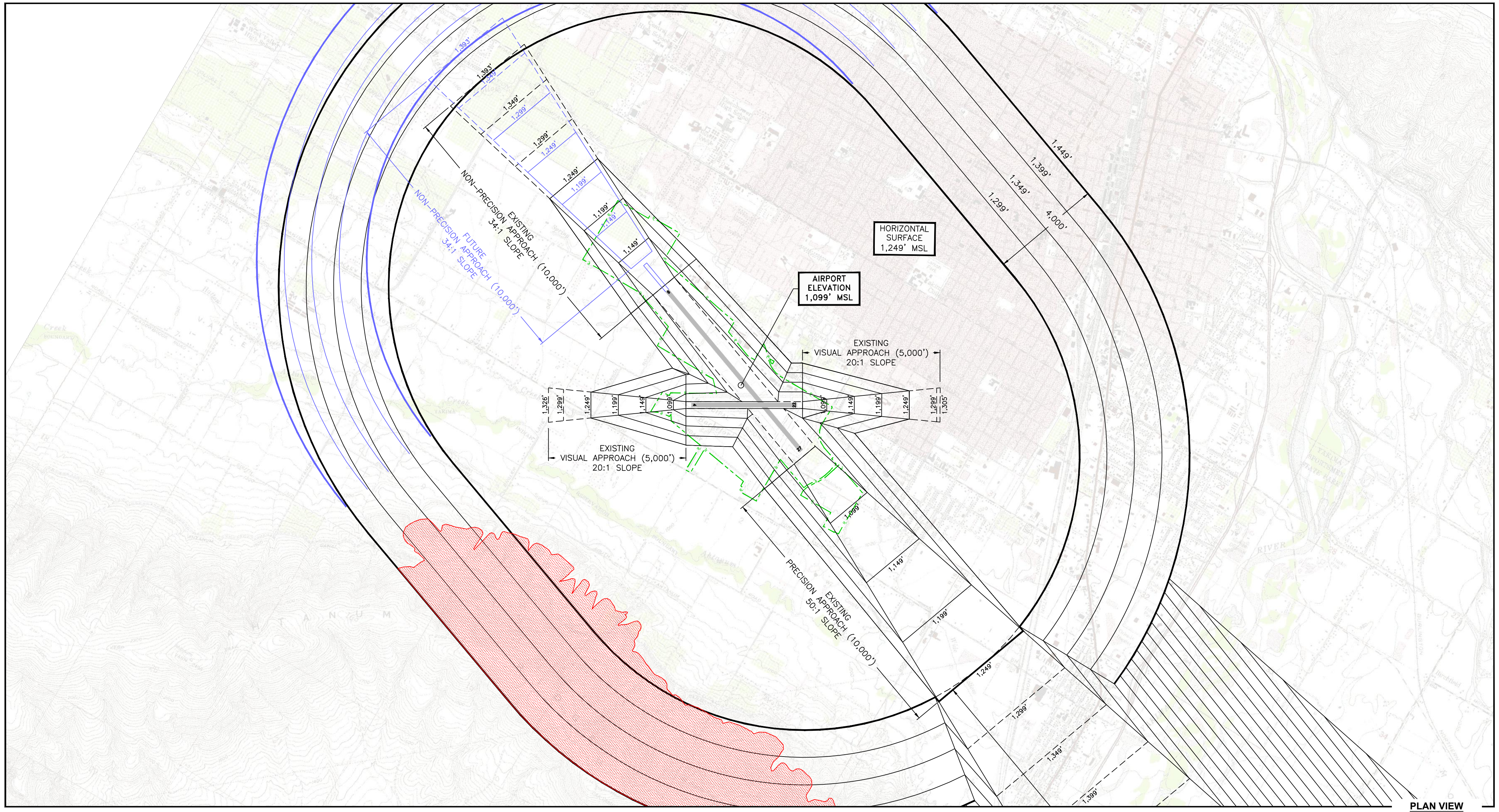
YAKIMA AIR TERMINAL/McALLISTER FIELD
AIRPORT MASTER PLAN

AIRSPACE PLAN
OUTER APPROACH, RUNWAY 27

SCALE: H: 1" = 2,000' V: 1" = 400'

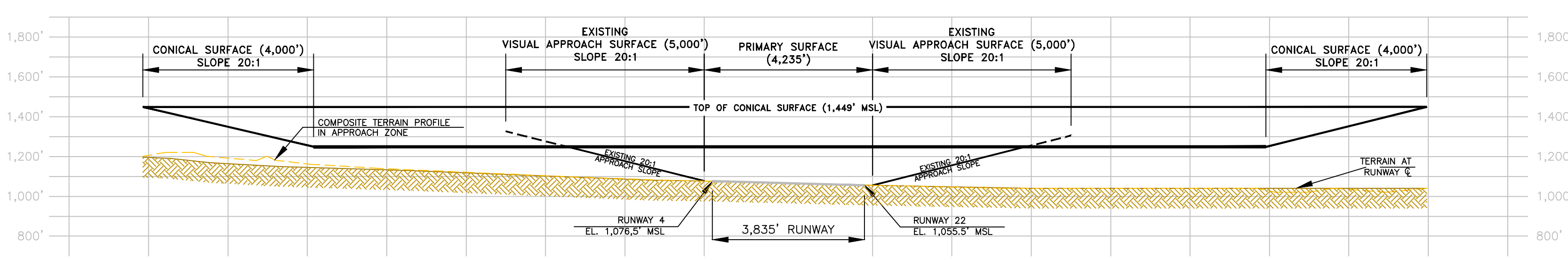
DATE: MARCH 2015

AIP NUMBER: 3-53-0089-32



PLAN VIEW

PROFILE VIEW



FAR PART 77 DIMENSIONAL STANDARDS

ITEM	RUNWAY 4	RUNWAY 22
RUNWAY TYPE	VISUAL	VISUAL
APPROACH SLOPE	20:1	20:1
APPROACH SURFACE - INNER WIDTH	250	250
APPROACH SURFACE - OUTER WIDTH	4,000'	4,000'
APPROACH SURFACE - LENGTH	5,000'	5,000'
PRIMARY SURFACE - WIDTH	500'	
RADIUS OF HORIZONTAL SURFACE	5,000'	

OBSTRUCTION DATA TABLE

#	DESCRIPTION	EL.	SURFACE	PNTR.	CORRECTIVE ACTION
	GROUND	VARIES	50:1 APPROACH, HORIZONTAL, CONICAL	VARIES	NONE

LEGEND

DESCRIPTION	SYMBOL
ELEVATION ABOVE MEAN SEA LEVEL (MSL)	EL.
AMOUNT OF OBJECT PENETRATION INTO PART 77 SURFACE	PNTR.
AREAS IN WHICH TERRAIN PENETRATES INTO PART 77 SURFACE	
AIRPORT PROPERTY	

NOTES

1. ELEVATION IN FEET ABOVE MEAN SEA LEVEL (MSL) AT TOP OF OBJECT. THIS VALUE INCLUDES 15 FEET ADDED TO NON-INTERSTATE ROADWAYS.
2. U.S. GEOLOGICAL SURVEY (USGS) DIGITAL RASTER GRAPHIC (DGR) PROJECTED IN STATE PLANE NAD83, 7.5 MINUTE QUAD. USGS MAP DATED 1994.
3. OBSTRUCTION DATA SOURCE: YAKIMA AIR TERMINAL MCALLISTER FIELD AIRPORT LAYOUT PLAN 2003; WHPacific.
4. SEE INNER APPROACH SURFACES DRAWINGS, SHEETS 6 AND 7 FOR CLOSE-IN DETAILS.

MAGNETIC: 15°45'47" E APR 2013
ANNUAL CHANGE: 0°9.7' W

1,000 0 1,000 2,000
HORIZONTAL SCALE IN FEET

200 0 200 400
VERTICAL SCALE IN FEET

ONE INCH
AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY

YKM - Sheet 05 (Airspace Plan, Runway 4-22).dwg

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PROJECT MANAGER:	JJY	DRAFTED BY:	RLO
DESIGNED BY:	RLO	CHECKED BY:	JJY

#	REVISION	COMPANY	BY	DATE
-	-	---	---	--/--/----

THE PREPARATION OF THIS AIRPORT LAYOUT PLAN (ALP) WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION (FAA) AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICIES OF THE FAA. ACCEPTANCE OF THIS ALP BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT IMPLY THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

YAKIMA AIR TERMINAL/McALLISTER FIELD
AIRPORT MASTER PLAN

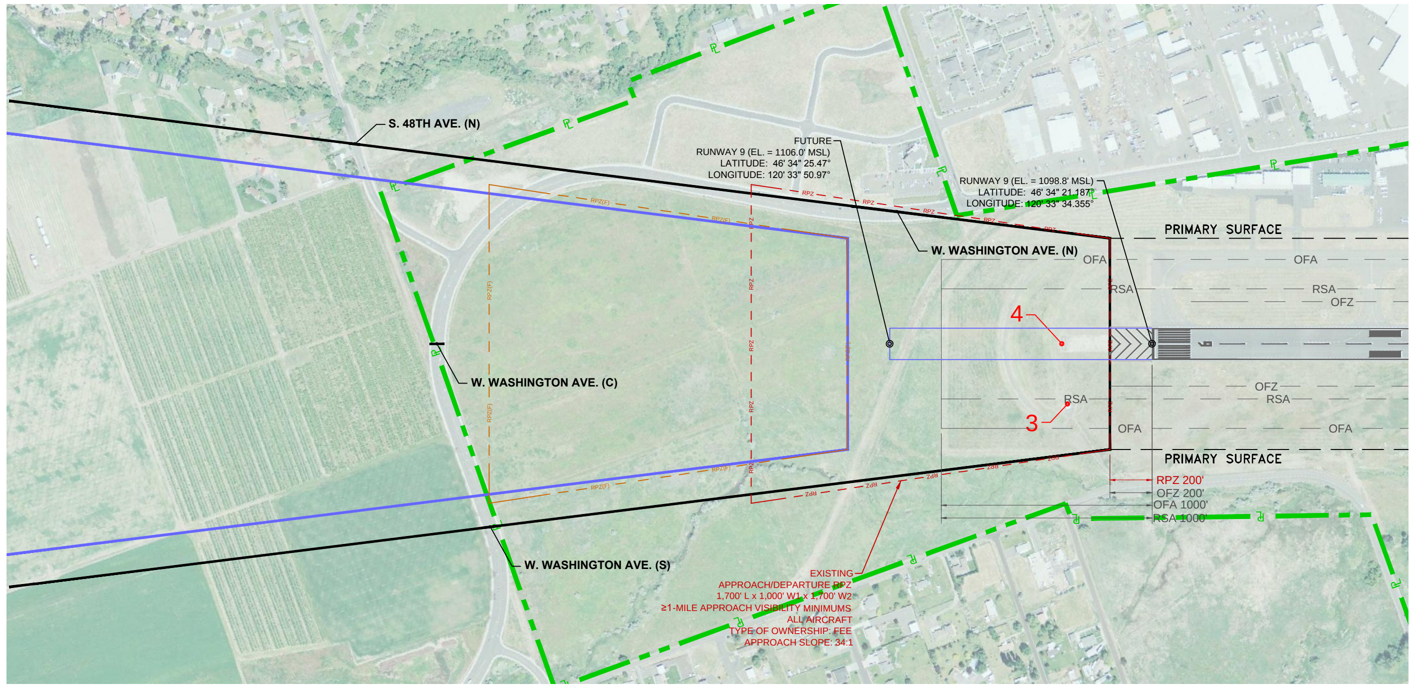
AIRSPACE PLAN
RUNWAY 4/22

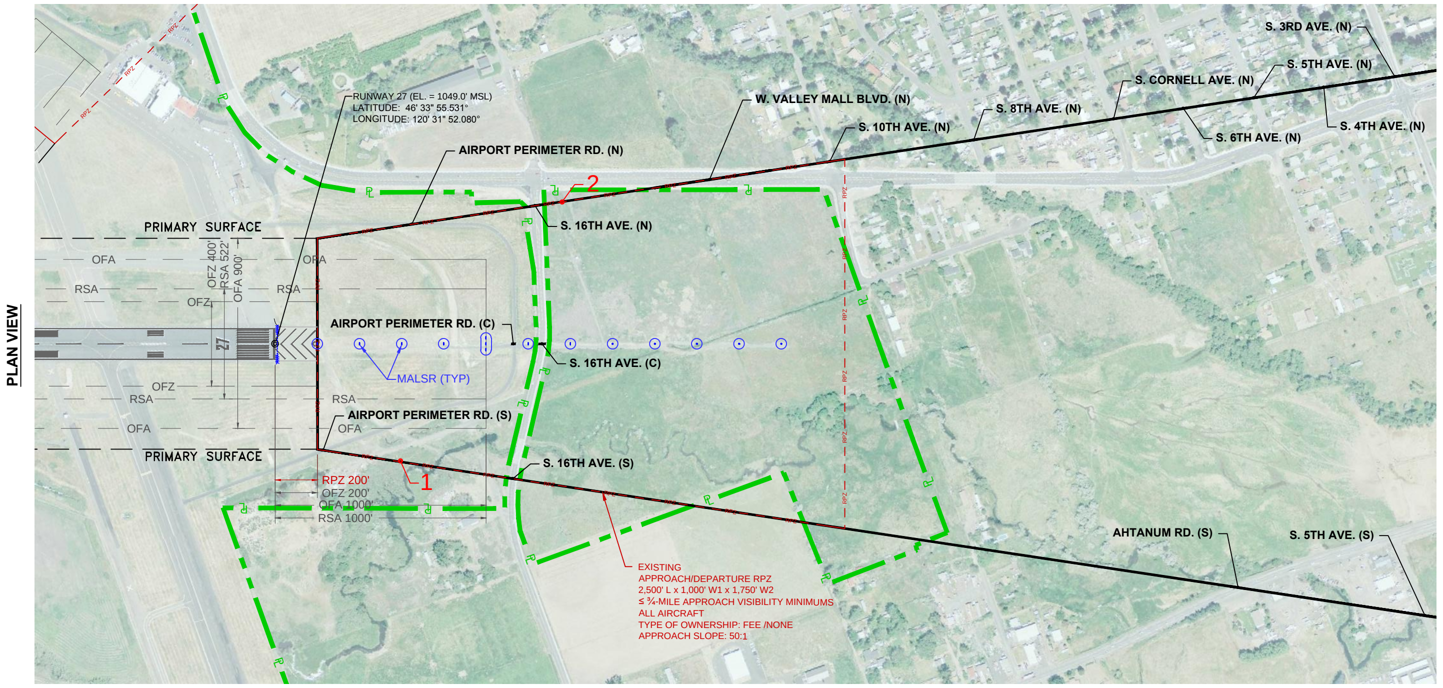
SCALE: H: 1" = 2,000' V: 1" = 400'

DATE: MARCH 2015

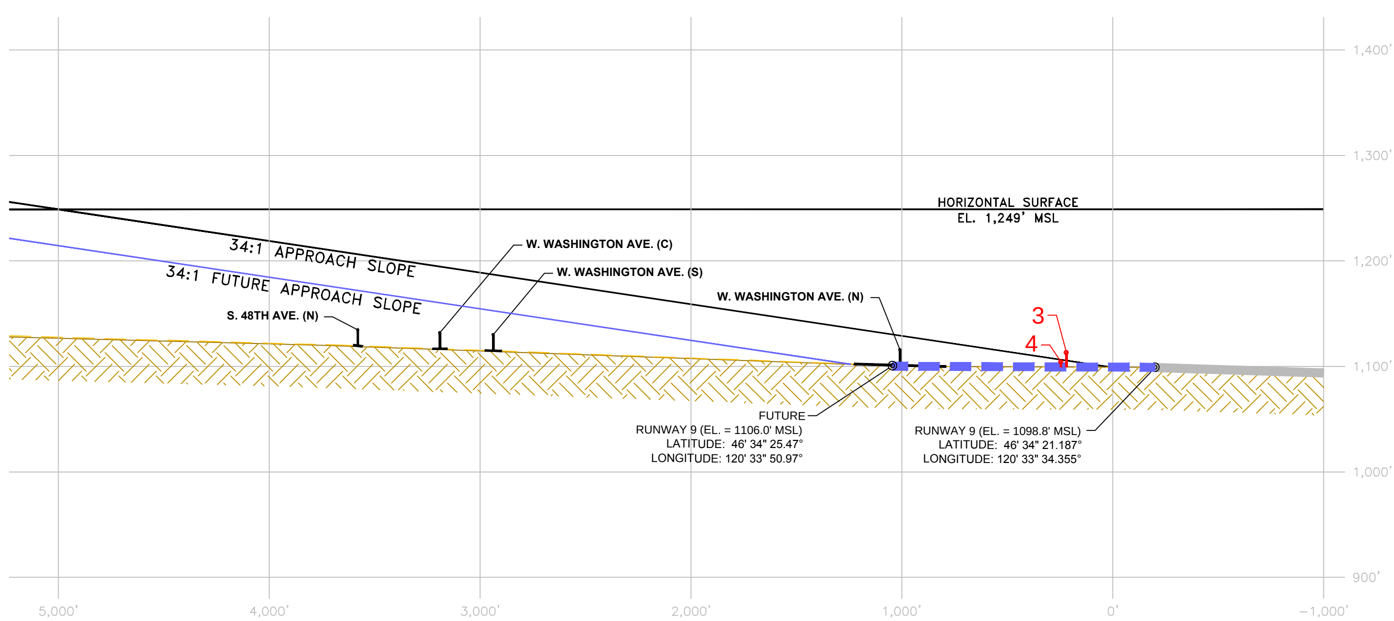
AIP NUMBER: 3-53-0089-32

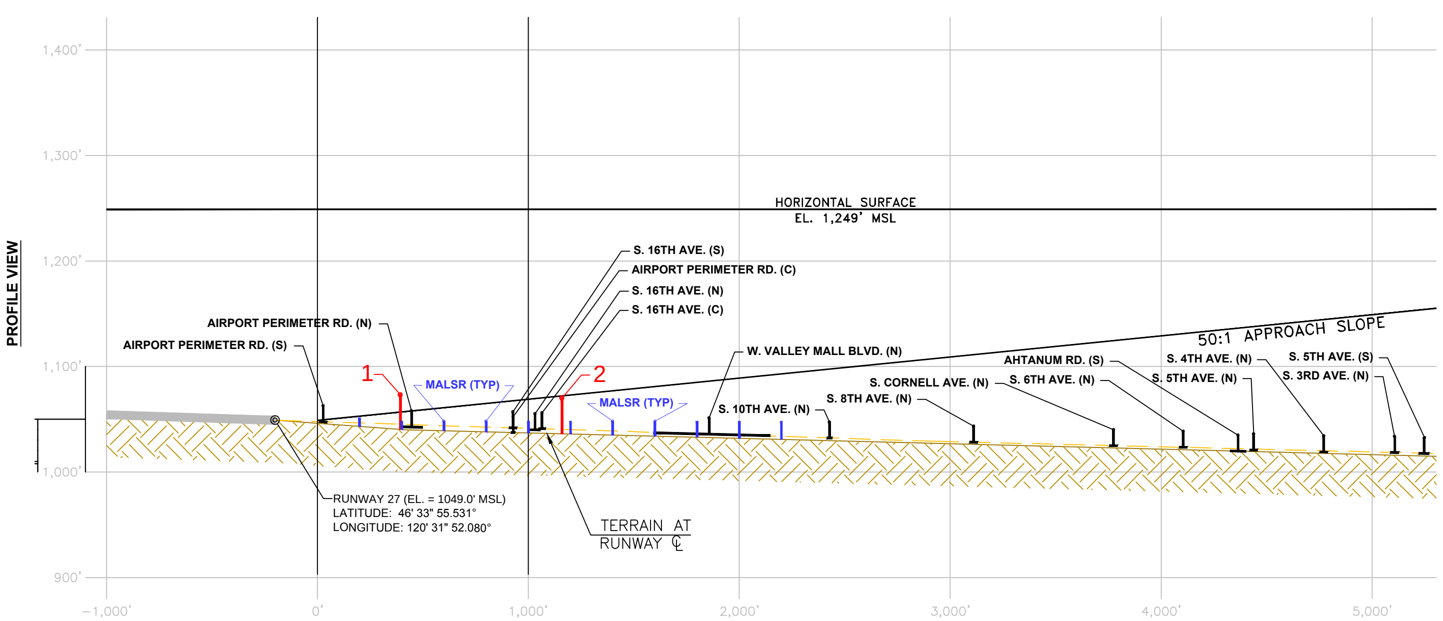
PLAN VIEW





PROFILE VIEW





OBSTRUCTION DATA TABLE

#	DESCRIPTION	EL.	SURFACE	PNTR.	CORRECTIVE ACTION
1	TREE	1,073'	50:1 APPROACH	20'	TOP OR REMOVE
2	POLE	1,070'	50:1 APPROACH	2'	REMOVE OR LOWER
3	ANTENNA ON BLDG	1,113'	34:1 APPROACH	12'	ATO TO RELOCATE
4	OL ON LOCALIZER*	1,104'	34:1 APPROACH	2'	ATO TO RELOCATE
	* OL = OBSTRUCTION LIGHT				

NOTES

1. ELEVATION IN FEET ABOVE MEAN SEA LEVEL (MSL) AT TOP OF OBJECT. THIS VALUE INCLUDES 15 FEET ADDED TO NON-INTERSTATE ROADWAYS.
2. U.S. GEOLOGICAL SURVEY (USGS) DIGITAL RASTER GRAPHIC (DGR) PROJECTED IN STATE PLANE NAD83, 7.5 MINUTE QUAD. USGS MAP DATED 1994.
3. OBSTRUCTION DATA SOURCE: YAKIMA AIR TERMINAL MCALLISTER FIELD AIRPORT LAYOUT PLAN 2003; WHPacific.

200 0 200 400
HORIZONTAL SCALE IN FEET
40 0 40 80
VERTICAL SCALE IN FEET

ONE INCH
AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY

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PROJECT MANAGER: JJY | DRAFTED BY: RLO
DESIGNED BY: RLO | CHECKED BY: JJY

#	REVISION	COMPANY	BY	DATE
-	-	---	---	--/--/----

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YAKIMA AIR TERMINAL/McALLISTER FIELD
AIRPORT MASTER PLAN

INNER APPROACH SURFACE
RUNWAY 9/27

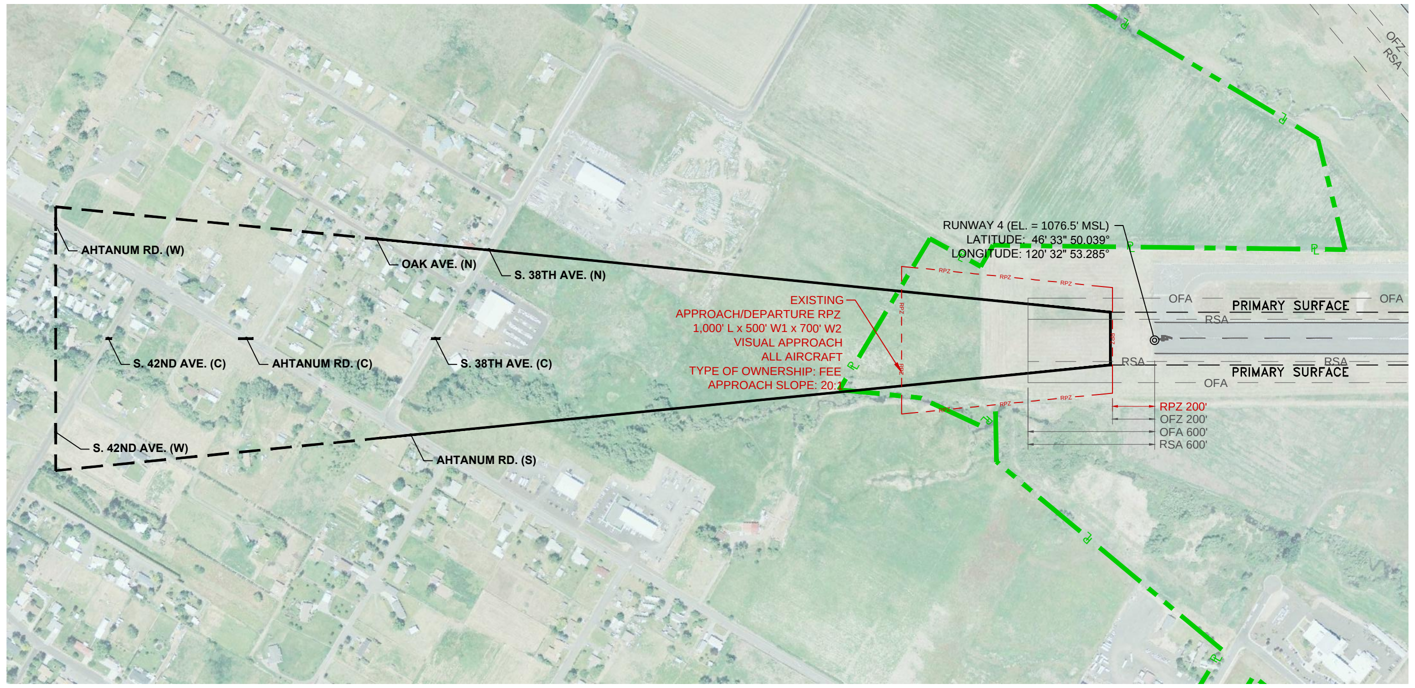
SCALE: H: 1" = 400' V: 1" = 80'
DATE: MARCH 2015

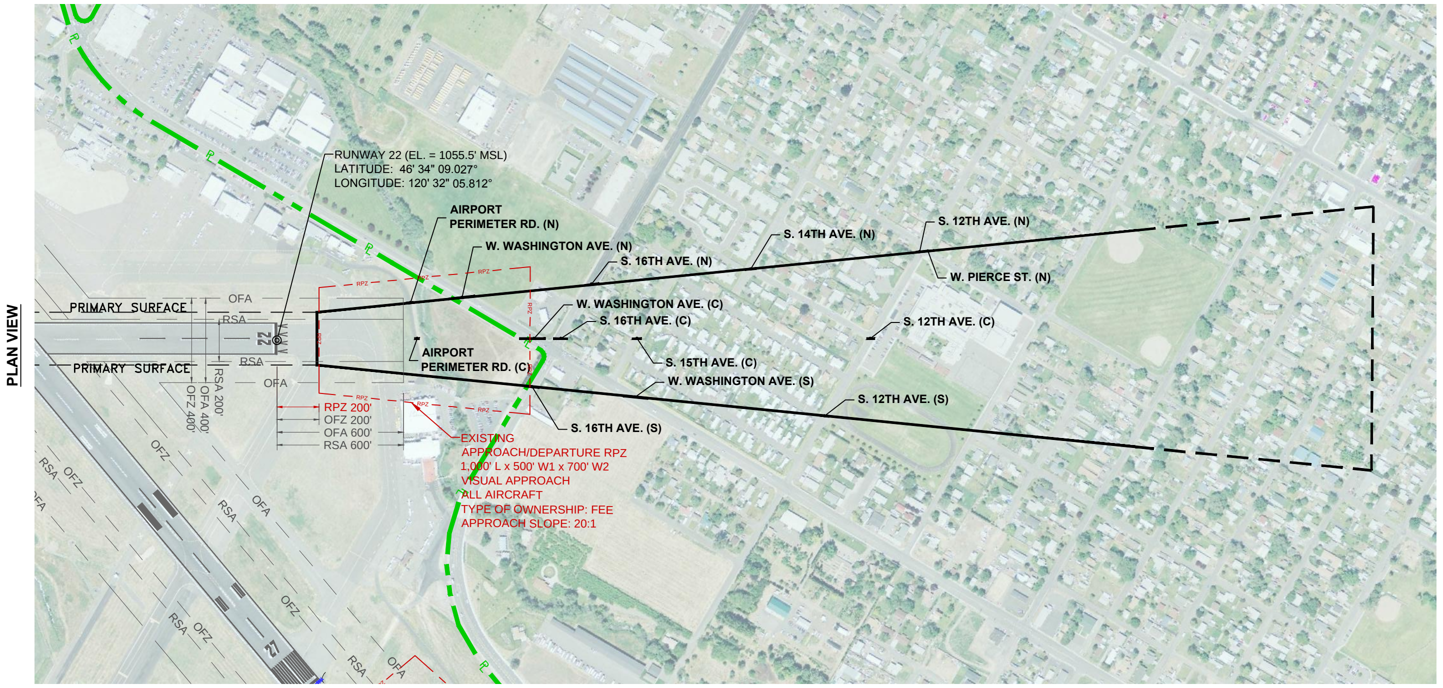
AIP NUMBER: 3-53-0089-32

SHEET NUMBER: 6 OF 12

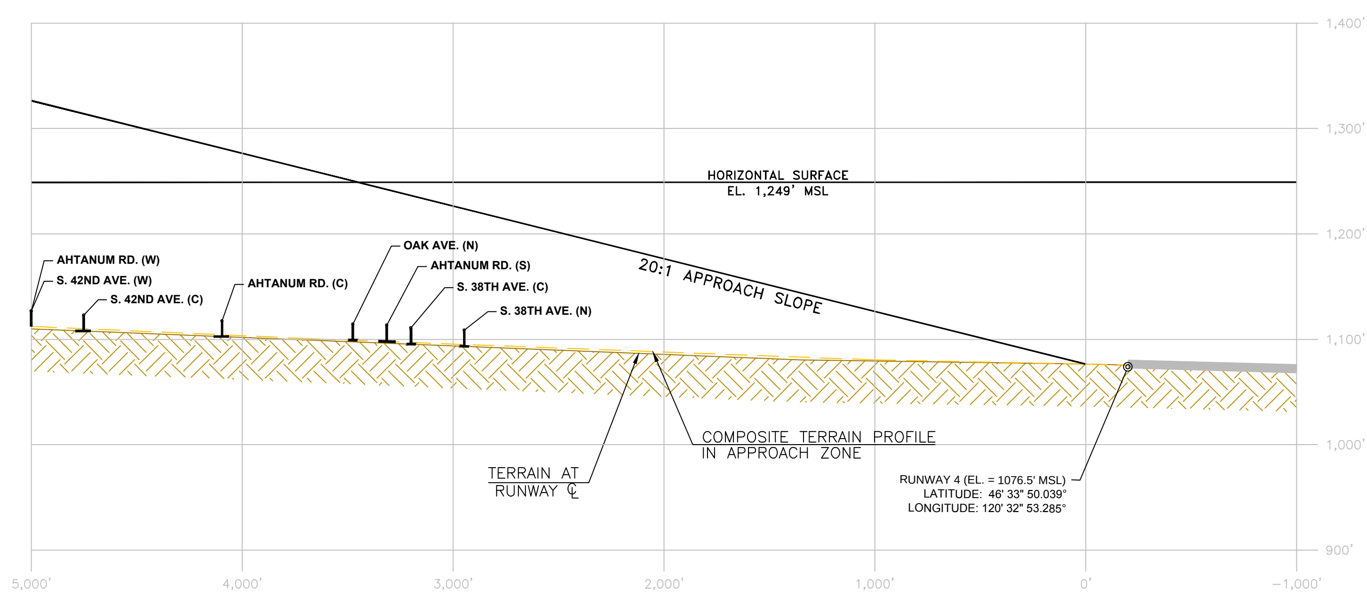
YKM - Sheet 06 (Inner Approach Surface, Runway 9-27).dwg

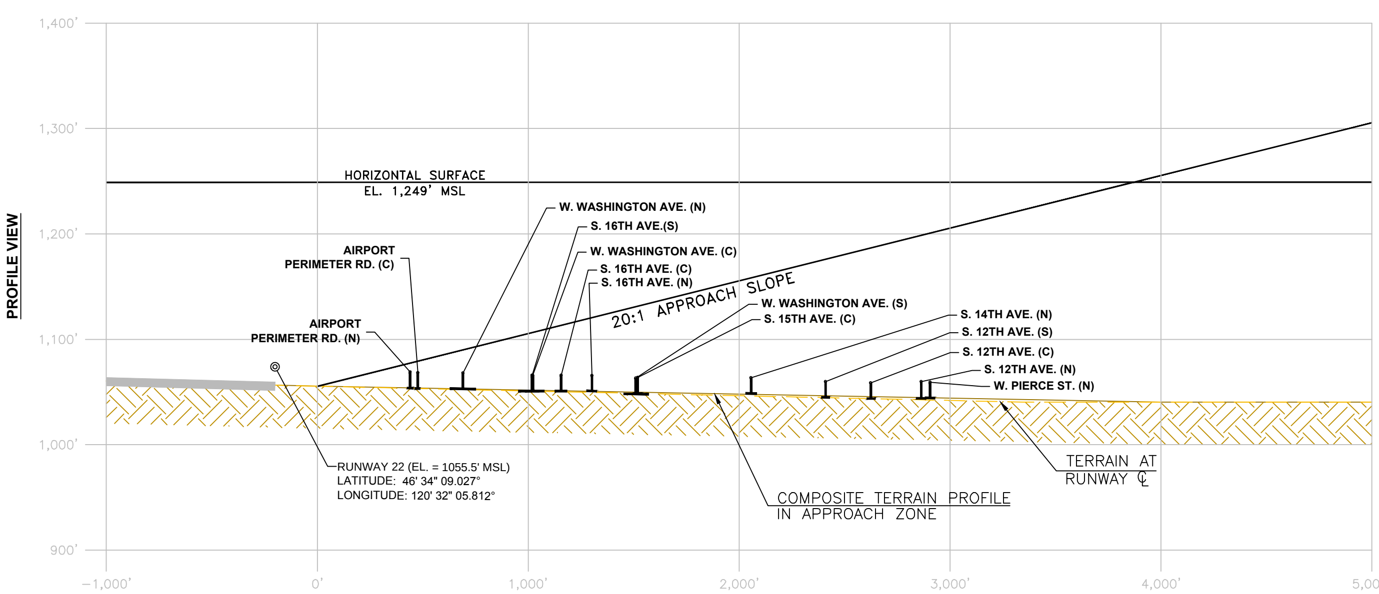
PLAN VIEW





PROFILE VIEW



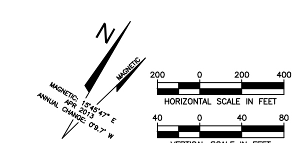


OBSTRUCTION DATA TABLE

#	DESCRIPTION	EL.	SURFACE	PNTR.	CORRECTIVE ACTION
-	-	-	-	-	-

NOTES

1. ELEVATION IN FEET ABOVE MEAN SEA LEVEL (MSL) AT TOP OF OBJECT. THIS VALUE INCLUDES 15 FEET ADDED TO NON-INTERSTATE ROADWAYS.
2. U.S. GEOLOGICAL SURVEY (USGS) DIGITAL RASTER GRAPHIC (DGR) PROJECTED IN STATE PLANE NAD83, 7.5 MINUTE QUAD. USGS MAP DATED 1994.
3. OBSTRUCTION DATA SOURCE: YAKIMA AIR TERMINAL MCALLISTER FIELD AIRPORT LAYOUT PLAN 2003; WHPacific.



ONE INCH
AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY

URS
1501 4TH AVENUE, SUITE 1400
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PHONE: (206) 438-2700

PROJECT MANAGER:	JJY	DRAFTED BY:	RLO
DESIGNED BY:	RLO	CHECKED BY:	JJY

#	REVISION	COMPANY	BY	DATE
-	-	---	---	--/--/----

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YAKIMA AIR TERMINAL/McALLISTER FIELD
AIRPORT MASTER PLAN

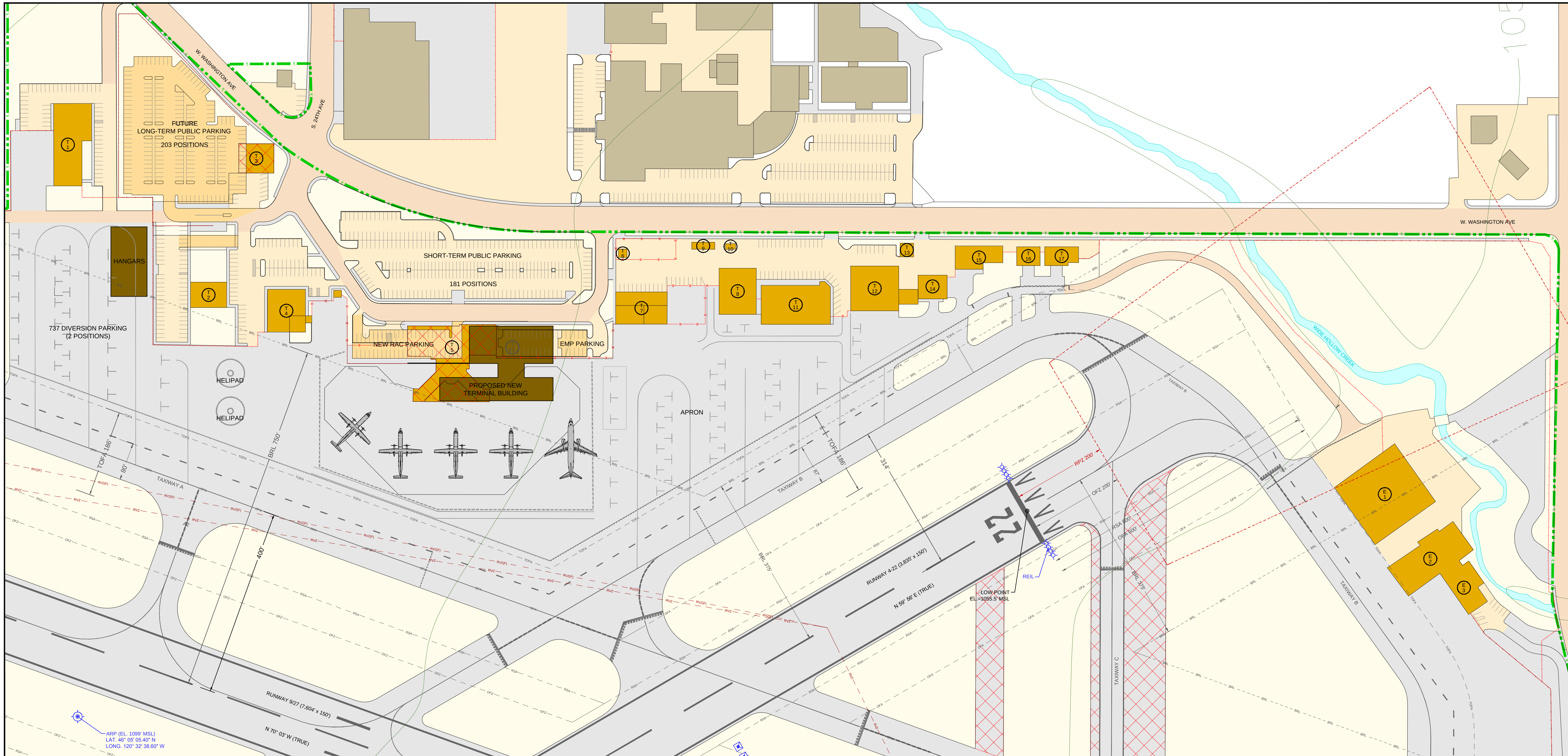
INNER APPROACH SURFACE RUNWAY 4/22

SCALE: H: 1" = 400' V: 1" = 80'

DATE: MARCH 2015

AIP NUMBER: 3-53-0089-32

SHEET NUMBER: 7 OF 12



LEGEND

DESCRIPTION	EXISTING	PROPOSED
AIRCRAFT TIEDOWN POSITION		NO CHANGE
AIRPORT BUILDING		
AIRFIELD PAVEMENT		
AIRPORT PROPERTY		
AUTOMOBILE PARKING		
BUILDING RESTRICTION LINE (BRL)	BRL	NO CHANGE
FENCE		NO CHANGE
HOLDING POSITION MARKING		NO CHANGE
ROADWAY		
RUNWAY END IDENTIFIER LIGHTS (REIL)		NO CHANGE
RUNWAY OBJECT FREE AREA (OFA)	OFA	OFA(F)
RUNWAY OBJECT FREE ZONE (OFZ)	OFZ	OFZ(F)
RUNWAY PROTECTION ZONE (RPZ)	RPZ RPZ	RPZ(F)
RUNWAY SAFETY AREA (RSA)	RSA	RSA(F)
RUNWAY VISIBILITY ZONE (RVZ)	RVZ	RVZ(F)
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA(F)
TO BE REMOVED	NA	
TOPOGRAPHIC CONTOUR	10	NO CHANGE

EXISTING AIRPORT FACILITIES

#	DESCRIPTION	HEIGHT 3
T 1	HANGAR/NON-AVIATION	26'
T 2	OFFICE/AIRPORT ADMINISTRATION	18'
T 3	NON-AVIATION (TO BE REMOVED)	22'
T 4	AIRCRAFT RESCUE FIRE FIGHTING (ARFF)	18'
T 5	TERMINAL BUILDING	41.5'
T 6	AIRPORT TRAFFIC CONTROL TOWER (ATCT)	78'
T 7	BOX HANGAR	23'
T 8	BOX HANGAR	26'
T 9	ELECTRICAL VAULT	13.5'
T 10	OLD ELECTRICAL VAULT	10.5'
T 11	BOX HANGAR	27'
T 12	BOX HANGAR	28'
T 13	WATER TREATMENT PLANT	10'
T 14	BOX HANGAR	20'
T 15	BOX HANGAR	18'
T 16	BOX HANGAR	21'
T 17	BOX HANGAR	21'
E 1	CUB CRAFTERS	25'
E 2	CUB CRAFTERS	25'
E 3	McALLISTER MUSEUM	20'
E 4	NON-AVIATION (HAIR SALON)	19'

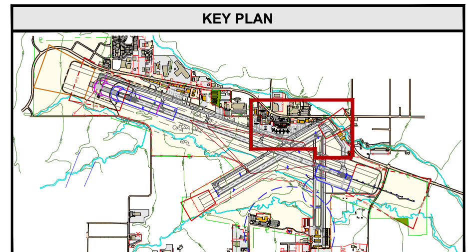
PROPOSED AIRPORT FACILITIES

#	DESCRIPTION	HEIGHT
T P1	TERMINAL BUILDING	TBD

NOTES

1. THE BUILDING RESTRICTION LINE (BRL) IS BASED ON A MAXIMUM BUILDING HEIGHT OF 35 FEET AT A 250' DISTANCE FROM THE PRIMARY SURFACE. MAXIMUM ALLOWABLE BUILDING HEIGHT FROM THE BRL INCREASES AT A 7:1 HORIZONTAL TO VERTICAL SLOPE UPWARD AND AWAY FROM THE PRIMARY SURFACE IN CONFORMANCE WITH FAR PART 77 SURFACES.
2. TERMINAL BUILDING AND AIRCRAFT PARKING ARE SHOWN TO PROVIDE FOR THE NEEDS OF FUTURE PASSENGERS WHILE MAXIMIZING THE USE OF EXISTING CONCRETE AIRCRAFT PARKING POSITIONS. SPECIFIC SITING AND LAYOUT DECISIONS WILL BE MADE DURING TERMINAL DEVELOPMENT PHASE.
3. BUILDING HEIGHTS BASED ON FIELD MEASUREMENTS. HEIGHTS ARE EXPRESSED IN ABOVE GROUND LEVEL (AGL).

KEY PLAN



N
MAGNETIC
MAGNETIC: 15°45'47" E
APR 2013
ANNUAL CHANGE: 0°9.7' W

50 0 50 100
SCALE IN FEET

ONE INCH
AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY

YKM - Sheet 08 (Terminal and General Aviation Plan).dwg

URS
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PROJECT MANAGER:	JJY	DRAFTED BY:	RLO
DESIGNED BY:	RLO	CHECKED BY:	JJY

#	REVISION	COMPANY	BY	DATE
-	-	---	---	--/--/----

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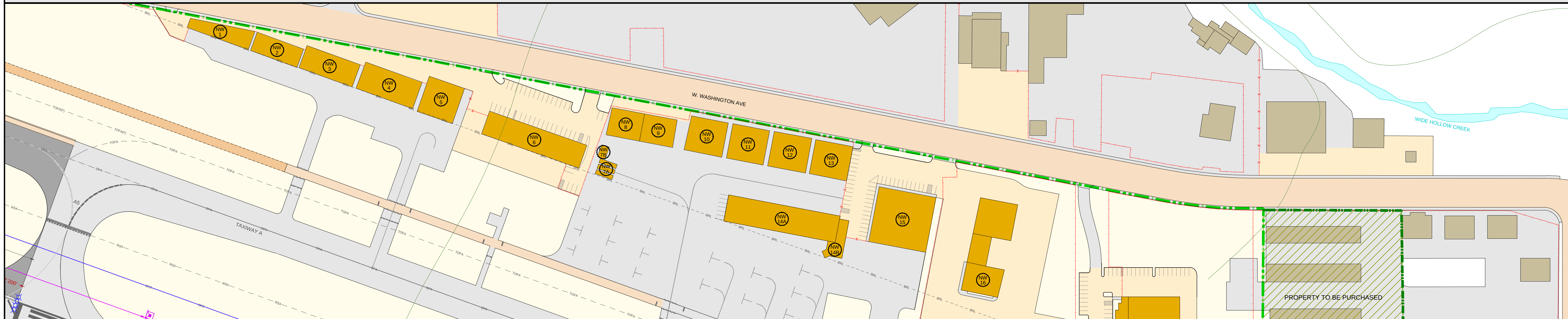
YAKIMA AIR TERMINAL/McALLISTER FIELD
AIRPORT MASTER PLAN

TERMINAL AND GENERAL AVIATION (EAST) PLAN

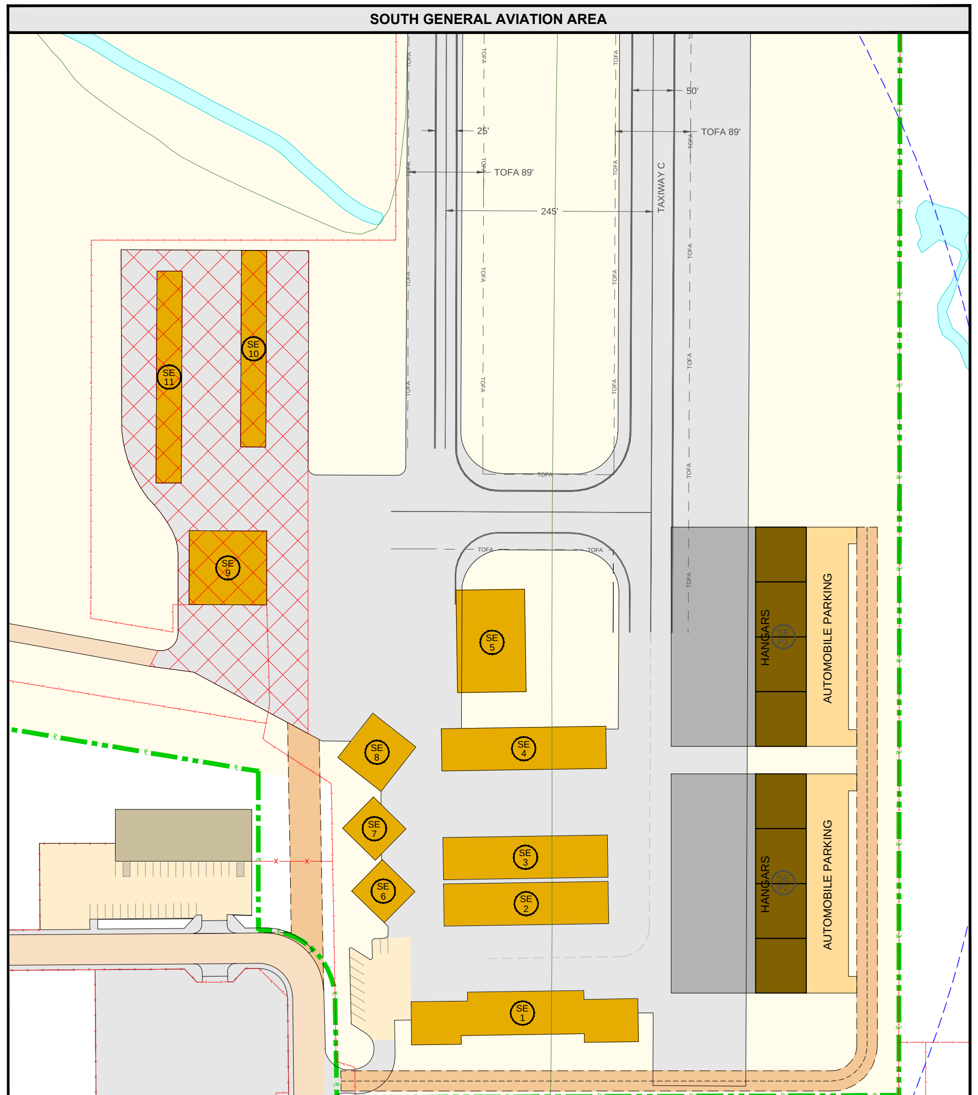
SCALE: 1" = 100'
DATE: MARCH 2015

AIP NUMBER: 3-53-0089-32

WEST GENERAL AVIATION AREA



SOUTH GENERAL AVIATION AREA



EXISTING AIRPORT FACILITIES

#	DESCRIPTION	HEIGHT*
NW 1	BOX HANGAR	28'
NW 2	BOX HANGAR	28'
NW 3	BOX HANGAR	28'
NW 4	BOX HANGAR	28'
NW 5	BOX HANGAR	26'
NW 6	NON-AVIATION (VON DOREN SALES)	23.6'
NW 7A	FUEL TANKS	14'
NW 7B	FUEL HOUSE	11'
NW 8	BOX HANGAR	29'
NW 9	BOX HANGAR	29'
NW 10	BOX HANGAR	26'
NW 11	BOX HANGAR	25.5'
NW 12	BOX HANGAR	25.5'
NW 13	BOX HANGAR	29.5'
NW 14A	T-HANGAR	19'
NW 14B	FBO (McCORMACK)	30'
NW 15	BOX HANGAR (LARSON)	36'
NW 16	AIRPORT MAINTENANCE BUILDING	26'
NW 17	AIR CARGO BUILDING (FEDEX)	25'
SE 1	BOX HANGAR	30'
SE 2	BOX HANGAR	21'
SE 3	BOX HANGAR	21'
SE 4	BOX HANGAR	21'
SE 5	JR HELICOPTER	26.2'
SE 6	BOX HANGAR	21'
SE 7	BOX HANGAR	21'
SE 8	BOX HANGAR	23'
SE 9	BOX HANGAR	20'
SE 10	T-HANGAR	15'
SE 11	T-HANGAR	16'

PROPOSED AIRPORT FACILITIES

#	DESCRIPTION	HEIGHT*
SE P1	BOX HANGAR	TBD
SE P2	BOX HANGAR	TBD

*ABOVE GROUND LEVEL

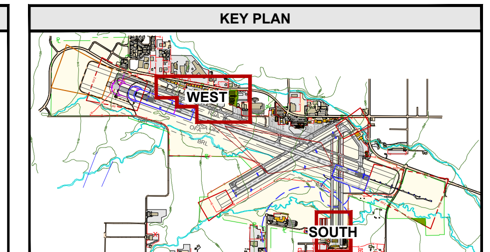
LEGEND

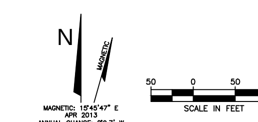
DESCRIPTION	EXISTING	PROPOSED
AIRCRAFT TIEDOWN POSITION		NO CHANGE
AIRPORT BUILDING		
AIRFIELD PAVEMENT		
AIRPORT PROPERTY		
AUTOMOBILE PARKING		
BUILDING RESTRICTION LINE (BRL)	BRL	NO CHANGE
FENCE		NO CHANGE
HOLDING POSITION MARKING		NO CHANGE
ROADWAY		
RUNWAY END IDENTIFIER LIGHTS (REIL)		NO CHANGE
RUNWAY OBJECT FREE AREA (OFA)	OFA	OFA(F)
RUNWAY OBJECT FREE ZONE (OFZ)	OFZ	OFZ(F)
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ(F)
RUNWAY SAFETY AREA (RSA)	RSA	RSA(F)
RUNWAY VISIBILITY ZONE (RVZ)	RVZ	RVZ(F)
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA(F)
TO BE REMOVED	NA	
TOPOGRAPHIC CONTOUR		NO CHANGE

NOTES

1. THE BUILDING RESTRICTION LINE (BRL) IS BASED ON A MAXIMUM BUILDING HEIGHT OF 15 FEET AT A 105' DISTANCE FROM THE PRIMARY SURFACE. MAXIMUM ALLOWABLE BUILDING HEIGHT FROM THE BRL INCREASES AT A 7:1 HORIZONTAL TO VERTICAL SLOPE UPWARD AND AWAY FROM THE PRIMARY SURFACE IN CONFORMANCE WITH FAR PART 77 SURFACES.

KEY PLAN





ONE INCH

AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY

YKM - Sheet 09 (General Aviation Plan - West and South).dwg

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PROJECT MANAGER:	JJY	DRAFTED BY:	RLO
DESIGNED BY:	RLO	CHECKED BY:	JJY

#	REVISION	COMPANY	BY	DATE
-	-	---	---	--/--/----

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YAKIMA AIR TERMINAL/McALLISTER FIELD
AIRPORT MASTER PLAN

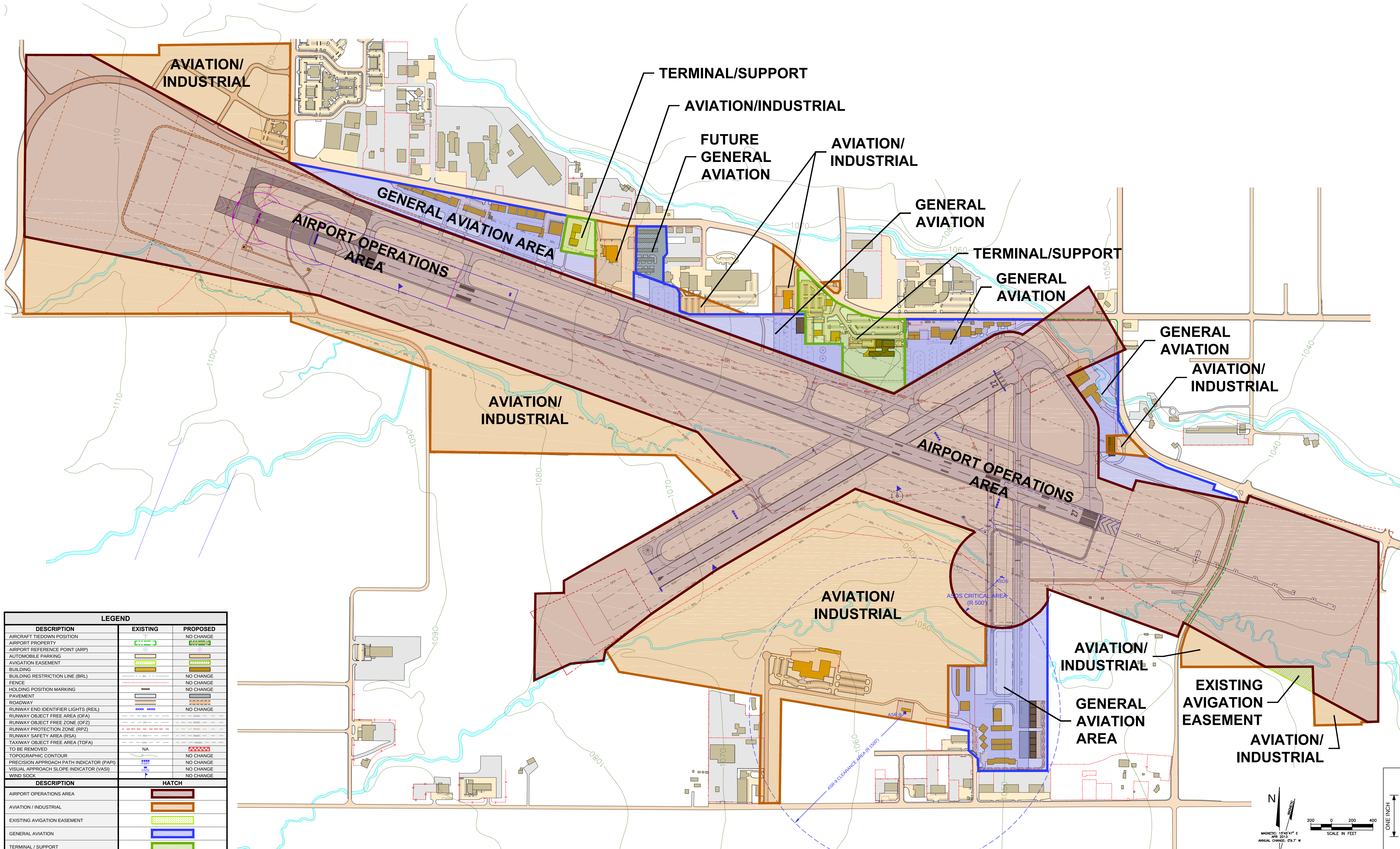
GENERAL AVIATION (WEST AND SOUTH) PLAN

SCALE: 1" = 100'

DATE: MARCH 2015

AIP NUMBER: 3-53-0089-32

SHEET NUMBER: 9 OF 12



LEGEND

DESCRIPTION	EXISTING	PROPOSED
AIRCRAFT TIEDOWN POSITION		NO CHANGE
AIRPORT PROPERTY		
AIRPORT REFERENCE POINT (ARP)		
AUTOMOBILE PARKING		
AVIGATION EASEMENT		
BUILDING		
BUILDING RESTRICTION LINE (BRL)	BRL	NO CHANGE
FENCE		NO CHANGE
HOLDING POSITION MARKING		NO CHANGE
PAVEMENT		
ROADWAY		
RUNWAY END IDENTIFIER LIGHTS (REIL)		NO CHANGE
RUNWAY OBJECT FREE AREA (OFA)	OFA	OFA(F)
RUNWAY OBJECT FREE ZONE (OFZ)	OFZ	OFZ(F)
RUNWAY PROTECTION ZONE (RPZ)	RPZ RPZ	RPZ(F)
RUNWAY SAFETY AREA (RSA)	RSA	RSA(F)
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA(F)
TO BE REMOVED	NA	
TOPOGRAPHIC CONTOUR	10	NO CHANGE
PRECISION APPROACH PATH INDICATOR (PAPI)	PAPI	NO CHANGE
VISUAL APPROACH SLOPE INDICATOR (VASI)	VASI	NO CHANGE
WIND SOCK		NO CHANGE

DESCRIPTION	HATCH
AIRPORT OPERATIONS AREA	
AVIATION / INDUSTRIAL	
EXISTING AVIGATION EASEMENT	
GENERAL AVIATION	
TERMINAL / SUPPORT	

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PROJECT MANAGER:	JJY	DRAFTED BY:	RLO
DESIGNED BY:	RLO	CHECKED BY:	JJY

#	REVISION	COMPANY	BY	DATE
-	-	---	---	--/--/----

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YAKIMA AIR TERMINAL McALLISTER FIELD

YAKIMA AIR TERMINAL/McALLISTER FIELD
AIRPORT MASTER PLAN

ON-AIRPORT LAND USE PLAN

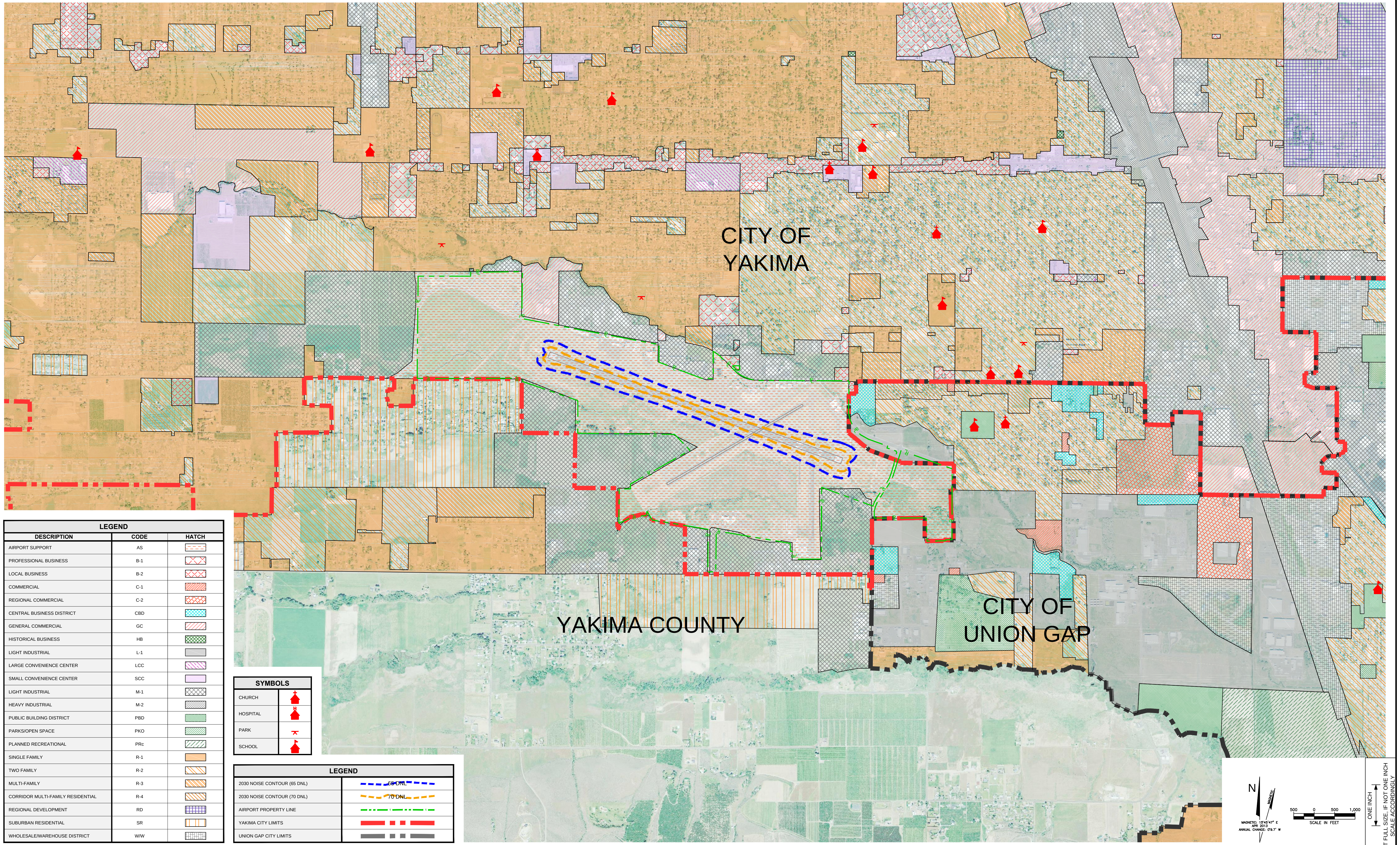
SCALE: 1" = 400'

DATE: MARCH 2015

AIP NUMBER: 3-53-0089-32

SHEET NUMBER: 10 OF 12

YKM - Sheet 10 (On-Airport Land Use Plan).dwg



LEGEND

DESCRIPTION	CODE	HATCH
AIRPORT SUPPORT	AS	
PROFESSIONAL BUSINESS	B-1	
LOCAL BUSINESS	B-2	
COMMERCIAL	C-1	
REGIONAL COMMERCIAL	C-2	
CENTRAL BUSINESS DISTRICT	CBD	
GENERAL COMMERCIAL	GC	
HISTORICAL BUSINESS	HB	
LIGHT INDUSTRIAL	L-1	
LARGE CONVENIENCE CENTER	LCC	
SMALL CONVENIENCE CENTER	SCC	
LIGHT INDUSTRIAL	M-1	
HEAVY INDUSTRIAL	M-2	
PUBLIC BUILDING DISTRICT	PBD	
PARKS/OPEN SPACE	PKO	
PLANNED RECREATIONAL	PRc	
SINGLE FAMILY	R-1	
TWO FAMILY	R-2	
MULTI-FAMILY	R-3	
CORRIDOR MULTI-FAMILY RESIDENTIAL	R-4	
REGIONAL DEVELOPMENT	RD	
SUBURBAN RESIDENTIAL	SR	
WHOLESALE/WAREHOUSE DISTRICT	W/W	

SYMBOLS

CHURCH	
HOSPITAL	
PARK	
SCHOOL	

LEGEND

2030 NOISE CONTOUR (65 DNL)	65 DNL
2030 NOISE CONTOUR (70 DNL)	70 DNL
AIRPORT PROPERTY LINE	
YAKIMA CITY LIMITS	
UNION GAP CITY LIMITS	

YKM - Sheet 11 (Airport Community Land Use Plan).dwg

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PROJECT MANAGER:	JJY	DRAFTED BY:	RLO
DESIGNED BY:	RLO	CHECKED BY:	JJY

#	REVISION	COMPANY	BY	DATE
-	-	---	---	--/--/----

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YAKIMA AIR TERMINAL McALLISTER FIELD

YAKIMA AIR TERMINAL/McALLISTER FIELD
AIRPORT MASTER PLAN

AIRPORT COMMUNITY LAND USE PLAN

SCALE: 1" = 1,000'
DATE: MARCH 2015

AIP NUMBER: 3-53-0089-32

SHEET NUMBER: 11 OF 12

AREA LEGEND	
AVIGATION EASEMENT	
PARCEL AREA "A"	
PARCEL AREA "B"	
PARCEL AREA "C"	
PARCEL AREA "D"	
PARCEL AREA "E"	

AREA LEGEND	
PARCEL AREA "F"	
PARCEL AREA "G"	
PARCEL AREA "H"	
PARCEL AREA "I"	
PARCEL AREA "J"	

N
MAGNETIC
MAGNETIC: 15°45'47" E
APR 2013
ANNUAL CHANGE: 0°9.7' W

250 0 250 500
SCALE IN FEET

NOTES

1. INDIVIDUAL PROPERTIES SHOWN ON THE DRAWING WERE PURCHASED IN 10 SPECIFIC PROJECTS. THESE ARE PRESENTED BY THE PARCEL AREAS DEPICTED. PROPERTY-SPECIFIC INFORMATION IS SHOWN IN THE AIRPORT PROPERTY DATA TABLE.

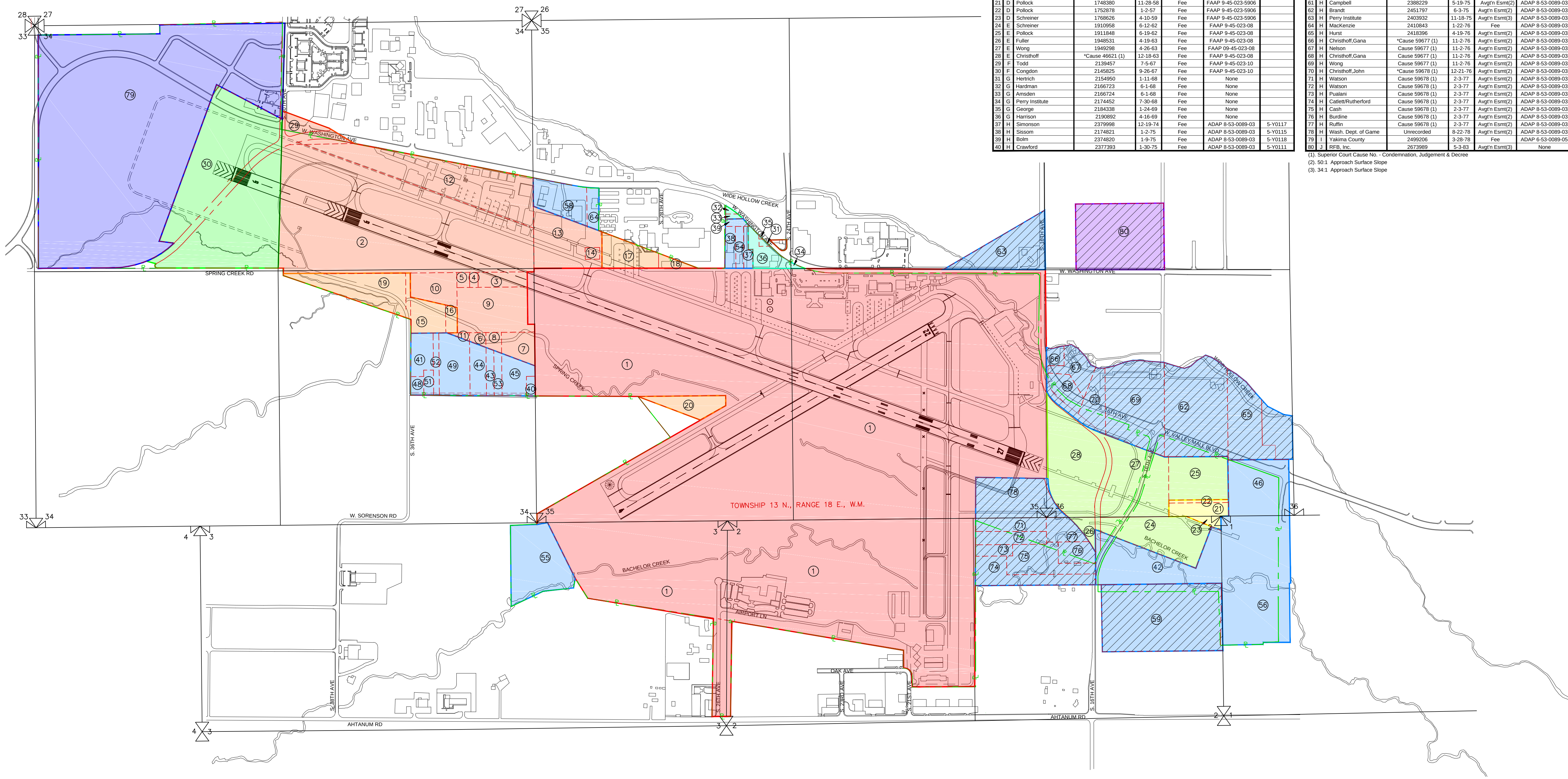
AIRPORT PROPERTY DATA

PARCEL	AREA	OWNER	RECORDING INFO AUDITOR'S FILE #	DATE	INTEREST	FEDERAL AGREEMENT	FEDERAL GRANT PARCEL #
1	A	Yakima County	1217395	6-30-48	Fee	None	
2	B	Todd	1416795	5-27-52	Fee	FAAP 9-45-023-902	
3	B	Rua	1494084	12-22-53	Fee	FAAP 9-45-023-902	
4	B	Elder	1494093	12-22-53	Fee	FAAP 9-45-023-902	
5	B	Stoneking/Curtis	1494094	12-22-53	Fee	FAAP 9-45-023-902	
6	B	Norton	1499825	2-3-54	Fee	FAAP 9-45-023-902	
7	B	Wedekamper/Cornella	1502726	2-24-54	Fee	FAAP 9-45-023-902	
8	B	Adams	1502728	2-24-54	Fee	FAAP 9-45-023-902	
9	B	Ohlson/Bowers	1514530	5-7-54	Fee	FAAP 9-45-023-902	
10	B	Potts	1526894	8-6-54	Fee	FAAP 9-45-023-902	
11	B	McCoy	1553685	2-15-55	Fee	FAAP 9-45-023-902	
12	B	DeCoto	1560580	3-25-55	Fee	FAAP 9-45-023-902	
13	B	Graham	1561542	4-1-55	Fee	FAAP 9-45-023-902	
14	B	MacKenzie	1561542	4-1-55	Fee	FAAP 9-45-023-902	
15	C	Thompson/Alexander	1516522	5-21-54	Fee	FAAP 9-45-023-0705	
16	C	Donovan	1553358	2-11-55	Fee	FAAP 9-45-023-0705	
17	C	DeCoto	1560578	3-25-55	Fee	FAAP 9-45-023-0705	
18	C	Lisk	1609629	3-7-56	Fee	FAAP 9-45-023-0705	
19	C	Congdon	1621760	5-23-56	Fee	FAAP 9-45-023-0705	
20	C	Congdon	1621760	5-23-56	Fee	FAAP 9-45-023-0705	
21	D	Pollock	1748380	11-28-58	Fee	FAAP 9-45-023-5906	
22	D	Pollock	1752878	1-2-57	Fee	FAAP 9-45-023-5906	
23	D	Schreiner	1768626	4-10-59	Fee	FAAP 9-45-023-5906	
24	E	Schreiner	1910958	6-12-62	Fee	FAAP 9-45-023-08	
25	E	Pollock	1911848	6-19-62	Fee	FAAP 9-45-023-08	
26	E	Fuller	1948531	4-19-63	Fee	FAAP 9-45-023-08	
27	E	Wong	1949298	4-26-63	Fee	FAAP 09-45-023-08	
28	E	Christhoff	*Cause 46621 (1)	12-18-63	Fee	FAAP 9-45-023-08	
29	F	Todd	2139457	7-5-67	Fee	FAAP 9-45-023-10	
30	F	Congdon	2145825	9-26-67	Fee	FAAP 9-45-023-10	
31	G	Hertrich	2154950	1-11-68	Fee	None	
32	G	Hardman	2166723	6-1-68	Fee	None	
33	G	Amsden	2166724	6-1-68	Fee	None	
34	G	Perry Institute	2174452	7-30-68	Fee	None	
35	G	George	2184338	1-24-69	Fee	None	
36	G	Harrison	2190892	4-16-69	Fee	None	
37	H	Simonson	2379998	12-19-74	Fee	ADAP 8-53-0089-03	5-Y0117
38	H	Sissom	2174821	1-2-75	Fee	ADAP 8-53-0089-03	5-Y0115
39	H	Bolm	2374820	1-9-75	Fee	ADAP 8-53-0089-03	5-Y0118
40	H	Crawford	2377393	1-30-75	Fee	ADAP 8-53-0089-03	5-Y0111

AIRPORT PROPERTY DATA

PARCEL	AREA	OWNER	RECORDING INFO AUDITOR'S FILE #	DATE	INTEREST	FEDERAL AGREEMENT	FEDERAL GRANT PARCEL #
41	H	Armstrong	2377395	1-30-75	Fee	ADAP 8-53-0089-03	5-Y0104
42	H	Schreiner	2378619	2-7-75	Fee	ADAP 8-53-0089-03	5-Y0124
43	H	Ruddell	2377392	2-11-75	Fee	ADAP 8-53-0089-03	5-Y0108
44	H	Payne	2377391	2-11-75	Fee	ADAP 8-53-0089-03	5-Y0107
45	H	Hartinger	2378555	2-24-75	Fee	ADAP 8-53-0089-03	5-Y0110
46	H	Welk	2380110	2-24-75	Fee	ADAP 8-53-0089-03	5-Y0128
47	H	Burrill	2378961	2-28-75	Fee	ADAP 8-53-0089-03	5-Y0131
48	H	Perry	2378556	3-6-75	Fee	ADAP 8-53-0089-03	5-Y0102
49	H	Jones	2381376	3-10-75	Fee	ADAP 8-53-0089-03	5-Y0106
50	H	Kukes	2380109	3-10-75	Fee	ADAP 8-53-0089-03	5-Y0129
51	H	Liby	2379999	3-11-75	Fee	ADAP 8-53-0089-03	5-Y0103
52	H	Galindo	2318379	3-20-75	Fee	ADAP 8-53-0089-03	5-Y0105
53	H	Burke	2381878	4-7-75	Fee	ADAP 8-53-0089-03	5-Y0109
54	H	White	2382612	4-9-75	Fee	ADAP 8-53-0089-03	5-Y0116
55	H	Decoto	2382993	4-15-75	Fee	ADAP 8-53-0089-03	5-Y0121
56	H	Rowley	2383857	4-21-75	Fee	ADAP 8-53-0089-03	5-Y0126
57	H	Pinyerd	2384222	4-21-75	Fee	ADAP 8-53-0089-03	5-Y0127
58	H	Graham	2382868	4-25-75	Fee	ADAP 8-53-0089-03	5-Y0112
59	H	Schreiner	2388747	5-3-75	Avgt'n Esmt(2)	ADAP 8-53-0089-03	5-Y0211
60	H	Lewis	2386322	5-15-75	Fee	ADAP 8-53-0089-03	5-Y0130
61	H	Campbell	2388229	5-19-75	Avgt'n Esmt(2)	ADAP 8-53-0089-03	5-Y0215
62	H	Brandt	2451797	6-3-75	Avgt'n Esmt(2)	ADAP 8-53-0089-03	5-Y0213
63	H	Perry Institute	2403932	11-18-75	Avgt'n Esmt(3)	ADAP 8-53-0089-03	5-Y0201
64	H	MacKenzie	2410843	1-22-76	Fee	ADAP 8-53-0089-03	5-Y0113
65	H	Hurst	2418396	4-19-76	Avgt'n Esmt(2)	ADAP 8-53-0089-03	5-Y0214
66	H	Christhoff,Gana	*Cause 59677 (1)	11-2-76	Avgt'n Esmt(2)	ADAP 8-53-0089-03	5-Y0202A
67	H	Nelson	Cause 59677 (1)	11-2-76	Avgt'n Esmt(2)	ADAP 8-53-0089-03	5-Y0202B
68	H	Christhoff,Gana	Cause 59677 (1)	11-2-76	Avgt'n Esmt(2)	ADAP 8-53-0089-03	5-Y0202C
69	H	Wong	Cause 59677 (1)	11-2-76	Avgt'n Esmt(2)	ADAP 8-53-0089-03	5-Y0212
70	H	Christhoff,John	*Cause 59678 (1)	12-21-76	Avgt'n Esmt(2)	ADAP 8-53-0089-03	5-Y0202D
71	H	Watson	Cause 59678 (1)	2-3-77	Avgt'n Esmt(2)	ADAP 8-53-0089-03	5-Y0204
72	H	Watson	Cause 59678 (1)	2-3-77	Avgt'n Esmt(2)	ADAP 8-53-0089-03	5-Y0205
73	H	Pualani	Cause 59678 (1)	2-3-77	Avgt'n Esmt(2)	ADAP 8-53-0089-03	5-Y0206
74	H	Catlett/Rutherford	Cause 59678 (1)	2-3-77	Avgt'n Esmt(2)	ADAP 8-53-0089-03	5-Y0207
75	H	Cash	Cause 59678 (1)	2-3-77	Avgt'n Esmt(2)	ADAP 8-53-0089-03	5-Y0208
76	H	Burdine	Cause 59678 (1)	2-3-77	Avgt'n Esmt(2)	ADAP 8-53-0089-03	5-Y0210
77	H	Ruffin	Cause 59678 (1)	2-3-77	Avgt'n Esmt(2)	ADAP 8-53-0089-03	5-Y0209
78	H	Wash. Dept. of Game	Unrecorded	8-22-78	Avgt'n Esmt(2)	ADAP 8-53-0089-03	5-Y0203
79	I	Yakima County	2499206	3-28-78	Fee	ADAP 6-53-0089-05	
80	J	RFB, Inc.	2673989	5-3-83	Avgt'n Esmt(3)	None	

(1). Superior Court Cause No. - Condemnation, Judgement & Decree
(2). 50:1 Approach Surface Slope
(3). 34:1 Approach Surface Slope



ONE INCH
AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY

YKM - Sheet 12 (Airport Property Map - Exhibit A).dwg

URS
1501 4TH AVENUE, SUITE 1400
SEATTLE, WA 98101
PHONE: (206) 438-2700

PROJECT MANAGER:	JJY	DRAFTED BY:	RLO
DESIGNED BY:	RLO	CHECKED BY:	JJY

#	REVISION	COMPANY	BY	DATE
-	-	---	---	--/--/----

THE PREPARATION OF THIS AIRPORT LAYOUT PLAN (ALP) WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION (FAA) AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICIES OF THE FAA. ACCEPTANCE OF THIS ALP BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT IMPLY THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

YAKIMA AIR TERMINAL/McALLISTER FIELD
AIRPORT MASTER PLAN

AIRPORT PROPERTY MAP
EXHIBIT A

SCALE: 1" = 500'
DATE: MARCH 2015

AIP NUMBER: 3-53-0089-32

SHEET NUMBER: 12 OF 12