

TAC – August 3, 2011 Kick-Off Meeting Meeting Notes

Introduction – group

The Technical Advisory Committee members, airport management, and consultant team gave introductions. TAC members were invited to also describe their interest(s) in the airport.

Members in attendance were:

Cindy Fahsholtz	Ron Schwartz	Lee Rimmel (YAT)
Jack Parker	Tom Schneider	Robert Peterson (YAT)
Jamie Treat	Bob Stewart	John Yarnish (Consultant)
Steve Sundquist	Ola Vestad	Rob Osmanson (Consultant)
Ron Coleman	Mike Butterfield	Marissa Gifford (Consultant)
Richard Pingrey	Dave Franklin	Ross Widener (Consultant)
Theresa Hart	Blake Maygra	Stephanie Ray (Consultant)
Les Flue		

Consultant’s Presentation – John Yarnish, URS

A description of the master planning process and why the Board was initiating this study was presented. This is summarized as follows:

An Airport Master Plan is the study of an airport that describes the short-, intermediate-, and long-term need for facility development necessary to meet demand, maintain existing service levels, and comply with FAA Design Criteria. Principal issues to be addressed include:

1. **Runway Length:** The current Master Plan recommends a future extension of Runway 09/27 from 7,603 feet to 10,160 feet. The basis for this recommended extension will be reexamined during the master plan update.
2. **Airport Safety Overlay:** The existing ASO will be revisited with the recommendations from this plan. If it is recommended to expand, this may increase the potential for conflict with local citizens and developers.
3. **Potential Turf Runway:** General aviation activity at YKM includes substantial use by small single-engine aircraft. The owners and operators of these aircraft have expressed a desire for a short, turf runway to allow for operations separate from those of larger aircraft.
4. **Comprehensive Plan Integration:** The AMPU needs to be updated to integrate with the Yakima Comprehensive Plan and with current airport development plans.
5. **Terminal Area Planning:** A detailed terminal area analysis is necessary to assure future passenger levels can be accommodated regardless of the terminal’s location. The AMPU will map out the proper method for making needed short-term improvements to either upgrade existing facilities or to respond to increased demand.
6. **Environmental Compliance:** The environment will be given full consideration in all AMPU recommendations. Project costs, schedules, and approvals are all affected by the need to ensure environmental processes, approvals, permits, and other requirements are fully considered.
7. **Coordination:** Airport users, agencies responsible for decision-making and members of the community must be included in the planning process. A key to successful airport planning is to

ensure current information is distributed and understood and opinions are sought and acted upon.

When completed, the scope will result in a current and approved Airport Layout Plan (ALP) drawing set and a Master Plan report. The ALP set will graphically depict existing conditions at the airport as well as proposed capital improvements. The Master Plan report will describe the steps taken to arrive at decisions concerning the improvements depicted on the ALP. Included in this report will be an inventory of existing conditions, a 20-year forecast of aviation activity, determination of short-, intermediate-, and long-term facility requirements, the identification and analysis of alternative airport development plans, a recommended action plan, and the development of an implementation schedule for those recommendations. These will include the graphic displays shown on the Airport Layout Plan drawings, a phased implementation plan, and a detailed Airport Capital Improvement Plan (ACIP).

Committee Discussion – group

John Yarnish thanked the committee for completing and sending questionnaires. Marissa Gifford (URS) described the “dot voting” exercise for the TAC: two questions from the surveys were selected for a dot voting exercise (“Three items that need the most improvement” and “Five facility upgrades”). TAC members were invited to review the summaries of survey results on boards, and were each given 6 stickers to use on the boards for the exercise; they were directed to place the dots next to the items on each list they felt the most strongly about. The results of the dot voting exercise are listed below. All responses that received at least one dot are listed.

Three areas that need the most improvement

1. More friendly business environment for more development at the airport (7 dots).
2. Offer commercial service to more than just Seattle and have a better business schedule (7 dots).
3. Developing new sources of income/revenue sources (4 dots).
4. Access to food/restaurant (4 dots).
5. Hotel (3 dots).
6. Communications with GA and better resources for GA growth (3 dots).
7. Grass field or runways (3 dots).
8. Promote the airport and GA via Aviation Show (2 dots).
9. Tower staffing (2 dots).
10. Friendliness to GA (2 dots).
11. Complete access to existing hangars including Noland Decoto property (2 dots).
12. Make Yakima a friendly cooperative place for pilots, airplane owners and aviation businesses. At present it is the opposite (1 dot).
13. Fees and charges should be consistent with charges at other regional airports (1 dot).
14. Extension of 4/22, a longer xwind runway. This runway does not accommodate many larger a/c that regularly use the airport (1 dot).
15. More hangars (including rental hangars) with easy access to pilots (1 dot).

Five facility upgrades

1. A Port District for airport development and funding (6 dots).
2. Restaurant/lounge, with wine bar to show local products (6 dots).
3. ATC moved to south (east) side of the airport. Benefits are many: allow for full visibility of all areas of the airport, as well as get utilities to that area – which would help future development, and it would open up prime rental space at the airport (5 dots).

4. Develop a grass landing strip/field for use by gliders, light sport airplanes and Cub type airplanes (for landings into the wind at all times) (4 dots).
5. Building more affordable hangars, even car port type by private and/or airport development (3 dots).
6. Improved ramp surfaces and tie-downs (2 dots).
7. Encourage military to expand aviation support in Yakima (2 dots).
8. Support for Cub Crafters expansion (2 dots).
9. Better relations between lease/operators and office (2 dots).
10. Extension 4/22 (2 dots).
11. Viewing area for citizens (1 dot).
12. Establish a designated area where owners can wash their airplanes and change engine oil (1 dot).
13. Richardson hangars as well as surrounding pavement (1 dot).
14. Level the old Eagle Sign Building allowing that site to be available for more infrastructure (1 dot).
15. ARFF – Station relocation providing some distance from the terminal (1 dot).
16. Widen Taxiway C south of runway 27 (1 dot).
17. Possible taxiway from Yakima Airpark to Runway 4 (1 dot).

TAC members were also encouraged to view the survey results from the CAC and see how the results differed. Major differences in the CAC results included a focus on additional commercial flight service, passenger amenities, and zoning/community cohesion with the airport.

Discussion of Project Mission – group

John Yarnish described the goals of the project and asked a question of each TAC member: The project (master plan update) would be a success if: (blank). TAC members were encouraged to respond. This will form the basis of the TAC's mission statement for the master plan update. The following ideas were received:

The project (master plan update) would be a success if:

- FAA makes a decision and accepts the master plan
- it plan successfully meets short-term goals and supports work to achieve long-term goals
- it promotes aviation, GA activity, and GA-based businesses on-site
- it advances all segments of the airport
- City/County understanding of the airport increases (including funding support)
- Plan is supportable by the City/County
- it includes a business plan to meet goals
- it establishes a clear airport vision to be adopted by the City/County
- it promotes and establishes the airport to the community through:
 - advertising
 - media: focus articles, TV, etc.
- the plan is feasible and can be funded
- the board listens to what the TAC is asking and suggesting
- the plan reflects the voices and input of stakeholders
- the airport follows-through with the master plan after completion
- the master plan needs are reflected in comprehensive land use plans and zoning
- the plan is adopted by local jurisdictions

- it includes potential effects to the community, including:
 - land use
 - comprehensive plan
- it promotes and increases flight training
- it includes community involvement, such as:
 - education
 - youth programs
 - training
- the community buys in
- marketing of the airport improves
- the process to build/develop becomes easier (permitting, approvals, etc.)
- Commercial service and GA are grown together

Questions – John Yarnish, URS

None received.

