

Who is conducting the Airport Layout Plan Update?

The City of Yakima has retained the services of Century West Engineering, Mead & Hunt, Parametrix, and HLA to conduct the Airport Layout Plan update.

Can the public provide input?

Public participation in the Airport Layout Plan update is encouraged. The public may contact the Airport Director at any time to become informed and discuss the project.

Airport planning work products will be available on Century West's project website at:
<https://www.centurywest.com/what-we-do/aviation-planning-projects/yakima-air-terminal-mcallister-field-airport-layout-plan/>



If you have questions or comments about the Airport Layout Plan update, please contact:

Rob Peterson
Airport Director
City of Yakima
509.575.6149
rob.peterson@yakimaairterminal.com

David Miller
Lead Aviation Planner
Century West Engineering
509.933.2477
dmiller@centurywest.com

Samantha Peterson
Aviation Planner
Century West Engineering
509.933.2477
speterson@centurywest.com



Yakima Air Terminal McAllister Field (YKM)



AIRPORT LAYOUT PLAN UPDATE



Airport Background

The Yakima Air Terminal-McAllister Field is owned by the City of Yakima. The airport serves both commercial and general aviation activities including, but not limited to, CubCrafters aircraft manufacturing, Airlift Northwest air ambulance, Alaska Airlines, McAllister Museum, Civil Air Patrol, Federal Express (Fedex) and United Postal Service (UPS) air cargo, McCormick Air Center, Triumph Actuation Systems, and the Department of Natural Resources (DNR).

The airport has two runways:

	Existing Critical Aircraft	Future Critical Aircraft
Runway 9/27: 7,604' x 150'	 Bombardier Q400	 Embraer 175
Runway 4/22: 3,835' x 150'	 Embraer Brasilia 120	 Beechcraft 1900

Forecast Summary

The forecast projections are used to assess the type, timing, and allocation of future airport infrastructure, equipment, and service needs over a 20-year period. Activity at the airport includes commercial and charter airlines, air cargo, general aviation, and military aircraft.

Alaska Airlines provides 3-4 daily flights to Seattle-Tacoma International Airport. In addition, Sun Country Airlines provides scheduled charter flights to Laughlin, NV and Swift Airlines provides scheduled charter flights to Wendover, NV.

Year	Total Aircraft Operations Forecast	Scheduled Airline Operations Forecast	Scheduled Air Cargo Operations Forecast	Total Enplanements (Passengers) Forecast	Based Aircraft Forecast
2018*	39,640	2,590	2,540	73,342	131
2020	40,470	2,870	2,620	74,800	137
2025	42,450	3,080	2,810	81,600	150
2030	44,420	3,190	3,010	87,200	157
2035	46,490	3,300	3,200	91,800	163
2040	48,560	3,300	3,400	92,600	173

* 2018 is the existing conditions activity data at YKM

The previous Airport Master Plan was completed in 2015, but utilized baseline information from 2010. This project updates the Airport Layout Plan including an Airport Geographic Information System (AGIS) survey. Sections of the Airport Master Plan report will be updated with current information as part of the project.

Why update the Airport Layout Plan?

An Airport Master Plan/Airport Layout Plan is one of the most important documents from an airport management perspective. It details a plan for efficiently meeting aviation demand through the 20-year planning period, while providing flexibility to respond to changing industry standards. The plan identifies facility needs and future development alternatives to accommodate growth. Following the selection of the preferred development alternative, the projects needed to accomplish the preferred development alternative are included in the airport's updated 20-year Capital Improvement Program (CIP).

The Airport Master Plan serves as a strategic tool for establishing airport improvement priorities and obtaining funding. The FAA recommends that airports' review and update their master plan every five to ten years.

How is the Airport Layout Plan funded?

The project is funded through a Federal Aviation Administration (FAA) grant that covers 90 percent of the project with a 10 percent local (airport) match. The City received a Washington State Department of Aviation (WSDOT) grant and used existing Passenger Facility Charge (PFC) program funds to cover the local match. Local taxes collected by the City of Yakima were not used for project funding.

