



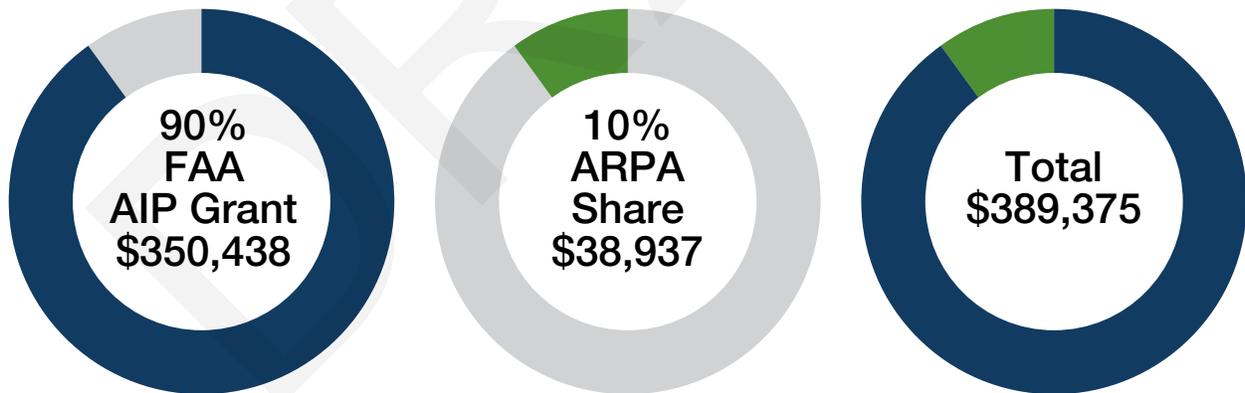
## Project Need

The FAA requires airport sponsors (in this case, the City of Sunnyside) to periodically update their ALP drawings as conditions change in order to maintain current planning. This project replaces the 2008 ALP drawing set and report that guided several recent projects, including runway and taxiway reconstruction/rehabilitation. Since many of the previous ALP recommendations have been implemented, the need now exists to update the long-term planning for the Airport. The updated plan will reevaluate the development concepts presented in the previous planning effort, and address new facility needs. The updated plan will reflect changing local conditions, updated FAA standards, and current trends within the aviation industry.

The 2008 ALP Report will serve as a primary source for inventory data. More recent information provided by the City, the airport’s engineering consultant, published FAA data, and data obtained from on-site airfield inspections will be reflected in the ALP update.

## Project Funding

The 2021-2041<sup>1</sup> ALP Report for Sunnyside Municipal Airport is being fully funded at the federal level. This includes an FAA Airport Improvement Program (AIP) grant of \$350,438 to cover the usual 90% FAA project funding share, and \$38,937 of additional FAA funding under the American Rescue Plan Act (ARPA) to cover the usual 10% local sponsor match. The AIP is a dedicated fund administered by FAA with the specific purpose of maintaining and improving the nation’s public use airports. The AIP is funded exclusively through fees paid by users of general and commercial aviation.



<sup>1</sup> Sunnyside Municipal Airport – Airport Layout Plan Report (Century West Engineering, 2008)

## Goals of the Master Plan

The primary goal of the ALP Report is to provide the framework and vision needed to guide future development at Sunnyside Municipal Airport. The FAA sets goals and objectives that each airport should meet through its ALP development, in order to ensure future development will cost-effectively satisfy aviation demand and also consider potential environmental and socioeconomic impacts.

**Goal 1:** Define the vision for the airport to effectively serve the community, airport users, and the region. Assess known issue including air traffic control, runway length, ability to accommodate development, auto parking, fencing, and land use to develop a realistic sustainable plan to improve the airport.

**Goal 2:** Document existing activity, condition of airfield facilities, and policies that impact airport operations and development opportunities.

**Goal 3:** Forecast future activity based on accepted methodology.

**Goal 4:** Evaluate facilities and conformance with applicable local, state, and FAA standards.

**Goal 5:** Identify facility improvements to address conformance issues and accommodate demand.

**Goal 6:** Identify potential environmental and land use requirements that may impact development.

**Goal 7:** Explore alternatives to address facility needs. Work collaboratively with all stakeholders to develop workable solutions to address needs.

**Goal 8:** Develop an Airport Layout Plan to graphically depict proposed improvements consistent with FAA standards as a road map to future development. Prepare a supporting Capital Improvement Plan to summarize costs and priorities.

**Goal 9:** Provide recommendations to improve land use, zoning, and City/County oversight of the airport to remove barriers to appropriate growth at the airport.

**Goal 10:** Summarize the collective vision and plan for the airport in the Airport Layout Plan report.

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### THE FAA ROLE IN THE AIRPORT MASTER PLAN

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FAA *Advisory Circular 150/5070-6B Airport Master Plans* defines the specific requirements and evaluation methods established by FAA for the study. The guidance in this AC covers planning requirements for all airports, regardless of size, complexity, or role. However, each planning study must focus on the specific needs of the airport for which a plan is being prepared. As noted earlier, the scale of this planning effort has been reduced to reflect FAA funding priorities. The basic FAA guidance defined for airport master plans is applicable to the ALP Report, although some common tasks have been eliminated or scaled appropriately.

The recommendations contained in an airport master plan/ALP report represent the views, policies and development plans of the airport sponsor and do not necessarily represent the views of the FAA. Acceptance of the plan by the FAA does not constitute a commitment on the part of the United States to participate in any development depicted in the plan, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law. The FAA reviews all elements of the plan to ensure that sound planning techniques have been applied. However, the FAA only approves the Aviation Activity Forecasts and Airport Layout Plan (ALP) drawings.

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# Planning Process

The three phase planning process is designed to provide multiple feedback loops intended to maintain the flow of information and ideas among the community and project stakeholders and ultimately maximize public involvement.

## DEVELOP UNDERSTANDING

A comprehensive understanding of the issues and opportunities, existing conditions, and an identified level of future aviation activity that would mandate facility improvements required to satisfy future demand.

### Analysis

- Develop Scope of Work
- Public Involvement Strategy
- AGIS Survey
- Existing Conditions Analysis
- Aviation Activity Forecasts

### Project Meetings

- Bi-Weekly Planning Team Meetings
- Project Kick-off Meeting
- Planning Advisory Committee (PAC) Meetings

### Work Product

- Introduction
- Existing Conditions
- Aviation Activity Forecasts

## EXPLORE SOLUTIONS

A collaborative exploration of local Airport needs, goals, and facility requirements in sequence with the development of community generated ideas, solutions, and development alternatives.

### Analysis

- Define Updated Airfield Design Standards
- Perform Demand/Capacity Analysis
- Define Facility Goals and Requirements
- Identify & Prepare Development Alternatives
- Evaluate Development Alternatives

### Project Meetings

- Bi-Weekly Planning Team Meetings
- Planning Advisory Committee (PAC) Meetings
- Public Open House

### Work Product

- Facility Goals & Requirements
- Airport Development Alternatives

## IMPLEMENTATION

An implementation program with recommended strategies and actions for future land use, transportation, and environmental requirements; a realistic and workable CIP; and current ALP drawings that graphically depict existing conditions at the airport as well as proposed development projects.

### Analysis

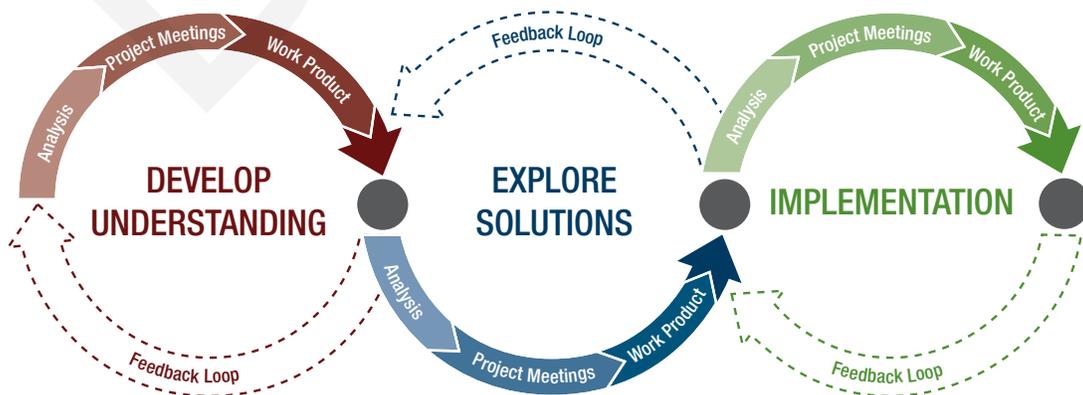
- Develop Strategies & Actions
- Develop CIP/Phasing/Financial Plan
- Develop ALP Drawing Set

### Project Meetings

- Bi-Weekly Planning Team Meetings
- Planning Advisory Committee (PAC) Meetings

### Work Product

- Strategies & Actions
- Financial Plan (CIP/Phasing)
- ALP Drawing Set
- Draft Report
- Final Report





## Public Involvement Process

A comprehensive and engaging public involvement process is a key element to a successful ALP update. Therefore, numerous opportunities for public input are built in to the process. In addition, there will be up to three Planning Advisory Committee (PAC) meetings, one Public Open House meetings, three FAA coordination meetings, a project website, and ongoing communication and coordination between City staff and the project planning team over the course of the project

### PLANNING ADVISORY COMMITTEE (PAC) MEETINGS

The PAC was assembled to provide input and allow for public dissemination of data. Airport tenants, pilots, local and regional economic development interests, neighbors of the Airport, and staff/representatives of the City and County were identified as members of the PAC. The FAA Seattle Airports District Office (ADO) project manager will interact with the project team throughout the project, and may attend one or more of the PAC meetings. The FAA has primary responsibility for technical review, comment, and project approval.

The proposed PAC meeting schedule may be in-person, remote (video conferences), or a combination thereof depending on the current pandemic climate, and directions provided by state and local government.

#### PAC Meeting #1

The Consultant will summarize the goals and objectives of an ALP Report, and also present the existing conditions of the Airport, community, and aviation industry; as well as the aviation activity forecasts that will be reviewed and ultimately approved by FAA.

#### PAC Meeting #2 / Public Open House

PAC Meeting #2 is an interactive discussion with the PAC that focuses on the airport's facility needs to meet FAA standards, future growth, as well as the goals of the City and its users. The Consultant will present a series of preliminary alternative concepts capable of satisfying future demand and any non-standard conditions and seek input from the PAC and public. Aligned with the PAC meeting will be a public open house, that provides another opportunity to engage the community, seek input, and answer questions about the planning project.

#### PAC Meeting #3

The input provided in PAC #2 and Public Open House is used to refine the concepts, and based on technical evaluations, public input and coordination with the City, a preferred alternative will be presented to the PAC. The Consultant will present an implementation program with recommended strategies and actions for future land use, transportation, and environmental requirements; a realistic and workable CIP; and current ALP drawings that graphically depict existing conditions at the airport.

## Known Issues & Opportunities

At the outset of the ALP Report there were several known issues and opportunities identified by the FAA, City, and airport users/ tenants. These issues and opportunities identified below served as focus areas during the completion of the plan to ensure a comprehensive and thorough assessment that addressed and documented the proposed solutions and methods of implementation.

### KNOWN ISSUE #1 – RUNWAY 7 END

As part of the ALP Report project, an Airport Geographic Information System (AGIS) survey will be completed to identify any obstructions surrounding the Airport. A section of Highway 241, located beyond the end of Runway 7 has been identified as a known approach obstruction. Additionally, Highway 241 is located within the inner section of the Runway Projection Zone (RPZ). The FAA has identified roads within RPZs as incompatible land uses that should be mitigated whenever feasible. As part of this plan, the Consultant will prepare alternatives that mitigate the road and any potential obstructions projected airspace surfaces

### KNOWN ISSUE #2 – LAND ACQUISITION

The addition of instrument approach and departure A portion of existing runway safety area (RSA) and object free area (OFA) at the east end of Runway 7/25 extends into adjacent Port of Sunnyside property. The 2008 ALP depicts property acquisition at the Runway 25 end intended to address the current RSA/OFA control, and also to support a planned runway extension. The FAA requires airport sponsors to control runway protected surfaces such as the RSA, OFA, and RPZ. Priority is given to fee simple ownership over easements. The additional land area needed to meet current FAA standards for both the existing and future runway configurations will be reviewed and verified in this project.

### KNOWN ISSUE #3 – AIRPORT SECURITY & RUNWAY SAFETY

Sunnyside Municipal Airport is bordered by agricultural lands on its north, east, and a portion of its south sides. Due to the close proximity of these farming activities and the limited existing fencing, it is common for farm equipment to enter airport property and cross the runway. Options for adding airport fencing and controlled access gates will be included in the alternatives analyses.

### KNOWN ISSUE #4 – MAINTENANCE NEEDS

The majority of the airports pavements including runway and taxiways have been constructed or rehabilitated in the past five years and are in excellent condition. The apron pavements are in fair-to-poor condition and are in need of rehabilitation. A review of WSDOT Aviation 2018 airfield pavement condition inspection data will be performed to help identify and prioritize pavement needs during the next twenty years. A maintenance plan based on remaining useful life and need will be included in the CIP.

### OPPORTUNITY #1 – UAS / UAV FACILITIES

Sunnyside Municipal Airport has been identified as a potential site to accommodate future unmanned aerial systems/vehicles (UAS/UAV) testing and training. With support from local government officials, the airport has secured funding to construct a hangar to support these operators. As part of the planning process, the Consultant will identify facility improvements to support growth in UAS operations at the Airport.

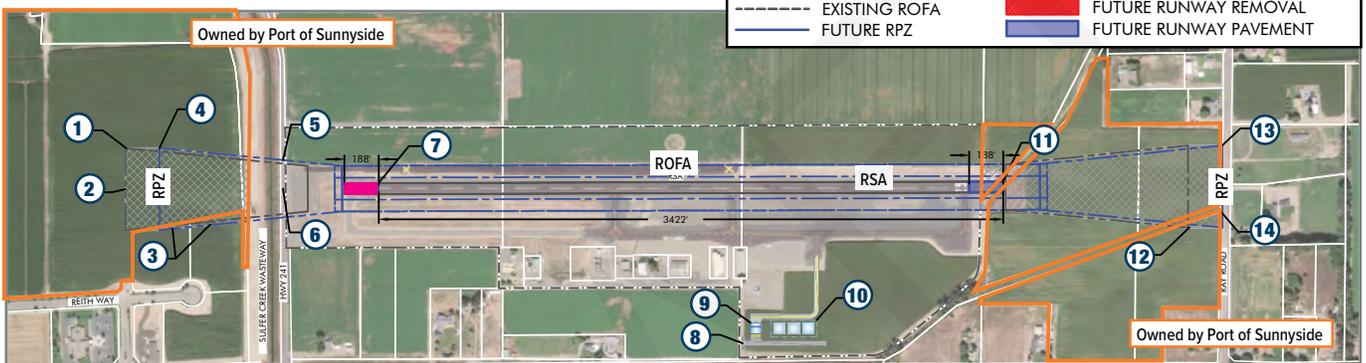
### OPPORTUNITY #2 – INSTRUMENT APPROACH

An AGIS survey is included in this project and the obstruction data will be used to evaluate the feasibility of a future instrument approach procedure. The Consultant will identify facility improvements to support a future approach as well as the need based on historic weather conditions at the Airport.

### Existing Conditions



### Opportunities



### Key for Known Issues & Proposed Opportunities

<b>1</b>	Existing RPZ 1000' X 250' X 450' B-I(S) Visual	<b>8</b>	Future Hangar Access Road
<b>2</b>	Future Property Acquisition 6.9 AC	<b>9</b>	Future UAS Hangar Access Road
<b>3</b>	Potential Private Property Impact	<b>10</b>	Future Hangar Development Area Reserve
<b>4</b>	Future RPZ 1000' X 250' X 450' B-I(S) Visual	<b>11</b>	Extend 188' of Runway
<b>5</b>	Incompatible RPZ Land Use Public Road	<b>12</b>	Existing RPZ 1000' X 250' X 450' B-I(S) Visual
<b>6</b>	Road/Vehicle Clear of 20:1 Approach	<b>13</b>	Future RPZ 1000' X 250' X 450' B-I(S) Visual
<b>7</b>	Remove 188' of Runway	<b>14</b>	Future Property Acquisition 10.7 AC