

Richland Airport Master Plan Project

Technical Advisory Meeting No. 1 Summary

October 10, 2019

Attendees: Port: John Haakenson, Diahann Howard, Veronica Serna, Roy Keck

J-U-B: Steve Marshall, Chuck Larsen, Neal Fraser, Christine Roemeling, Lee Unterwegner

Others: Erin Whitney (Life Flight), Devin Alder (Sundance Aviation), Brad Klippert (Rep), Pete Rogalsky (City of Richland), Clif Dyer (Sundance Aviation), Herb Brayton (Richland Aeronautical Facilities)

Summary: J-U-B Engineers' staff conducted a meeting with the Technical Advisory Committee (TAC), made of up of those who are expected to offer technical input and advise for the update to the Richland Airport Master Plan. They presented the need for the master plan, the role of the TAC, the steps in the project, and how information will be collected and presented. Below are bulleted notes from comments offered in the meeting. For more information about what was presented, find the presentation PDF file associated with this summary.

(RLD_MPU_TAC_Kickoff_Web.pdf)

Notes:

- A formal outreach strategy is needed to specifically engage elected officials for this master plan.
- J-U-B will have a project website for the RLD Master Plan Update Project. The project website needs to be updated per TAC discussion and input. The website may include the TAC kickoff presentation file, summary info, and updated info about TAC participants.
 - When it is ready J-U-B will send the URL to the Port to link from their existing airport website.
- The National Guard and Life-flight both expressed that they are expanding their presence in the area. Consider possible follow up presentations to them to consider basing at Richland.
- There is an issue with helicopter parking. Helicopter taxiing causes issues and kicks up FOD. There are several new helicopter pads on the south of the main apron now. However, this is something that can be addressed further in the master plan process.
 - Brainstorm idea: Consider developing a helicopter approach for the Flight Directory.
- Runway and airport classification are dependent on numbers of operations of certain aircraft types. 500 operations is an important benchmark for planning development and changes. The airport would like to show the most favorable forecast possible. Ultimately will need to get approval from FAA.
 - Brainstorm idea: Show potential projects in the MP as unfunded if necessary.
- J-U-B's public involvement professionals will be conducting stakeholder interviews and will develop a mechanism for recording what they learn and sharing that with the project team.
- J-U-B PI team members have prepared a survey via Survey Monkey to send to the Richland Airport user community. The project team, including Port personnel will review and offer comments, concerns, or additional questions to ask before it is sent out.
- Stakeholders:
 - Suggested adding Ryan Riser with JR Imaging. He flies for pipelines and does pipeline control photography. Started with one plane out of Richland Airport now has multiple (4?) planes and is growing fast.

- Recommended to engage the community on the West Richland Hillside. Unknown if there is any one specific person to contact as a Stakeholder. Alternatively, suggest having PI set up a neighborhood meeting with the hillside residents. J-U-B will report to PI staff.
- Pete Rogalsky, City of Richland, will represent the Richland Landfill – That falls under Pete’s domain he will contact them regarding any ideas or needs.
- Pete Rogalsky, City of Richland, will represent the Richland Mayor and City Manager. Pete will keep them in the loop as well and bring any comments or issues back to the team.
- Suggestion to include adding Benton County Planning as a TAC member
- Suggestion to include the Planning Manager for the City of Richland as a TAC member.
- Legislators and elected officials that should be informed as the project progresses:
 - Jim Honeyford, Sen (WA State Senator)
 - Tom Dent, Rep (WA State House of Representatives) – Heads the Aviation subcommittee
 - Brad Klippert, Rep (WA State House of Representatives) - Went to school with WSDOT Aviation Planner (Rob Hodgman). Klippert supports aviation and indicated we should reach out if we need assistance.
 - Rob Hodgman – WSDOT Senior Aviation Planner
- Brad Klippert indicated that the Washington National Guard is building a big facility. This may increase flights and/or Helicopters in and out of the Richland Airport.
 - Follow up required for the master plan
- Life-flight expects to add more aircraft to its service and uses the Richland Airport as a base for mechanics. Additional aircraft will likely be Citations. They prefer to use Runway 8-26
- Hangar Ground Leasing/Compliance is a concern for the Port. Airport/Port staff plan to administer this. This will be a primary responsibility for the soon-to-be hired Airport Manager They anticipate the person they hire to be “very familiar with hangar and FAA compliance”