



Richland Airport Master Plan Project

Working Paper Number One: Inventory, and Forecasts of Aviation Demand

Technical Advisory Meeting No. 2 Summary

May 27, 2020, 10 a.m. – 11:30 a.m.

Invitees:

Port: Joe Walker, Diahann Howard, David Billetdeaux, Veronica Serna, Roy Keck
J-U-B: Steve Marshall, Chuck Larson, Neal Fraser, Christine Roemeling, Lee Unterwegner, Ben Hoppe, Gemma Puddy
FAA: [Jennifer Kandel](#)

Airport Users:

[Erin Whitney \(Life Flight\)](#)
Devin Alder (Sundance Aviation)
Clif Dyer (Sundance Aviation)
[Herb Brayton \(Richland Aeronautical Facilities\)](#)
John MacArthur (WSDOT Division of Aeronautics)
[Eric Johnson \(WSDOT Division of Aeronautics\)](#)
Eric Mendenhall (West Richland)
Pete Rogalsky (City of Richland)
Mike Stevens (City of Richland)
Todd Obermeyer (Lamb Weston)
[Brad Klippert \(Local Legislator\)](#)
[Matt Boehnke \(Local Legislator\)](#)
Senator Sharon Brown
Terry Christensen (Richland Mayor Pro Tem)

Please Note: Blue text highlights those who did not attend.

Summary: J-U-B Engineers' staff conducted a meeting with the Technical Advisory Committee (TAC), made of up of those who have been asked to offer technical input and advise for the update to the Richland Airport Master Plan. They re-introduced the master plan and discussed their work and research findings to-date: inventory, public involvement and the website, and the forecasts of aviation demand. Additionally, they reviewed the role of the TAC and next steps in the project. 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.

Questions and Comments:

- How much of King Air 250+ and other B-II category aircraft made up the 500 operations? He believes it should be more. (Clif Dyer 32:53)
 - **Responses:** *The counts are based on filed flight plans available from the FAA. If Clif has other reports and evidence of operations, J-U-B asked that he please share that information with the project team to revise the numbers. (Neal Fraser 33:33)*



- *There are not many design-standard differences between A-II and B-II. (Steve Marshall 15:10)*
- *Accommodating C and D planes, too, seems like where the airport is heading; ones with greater demands needing more fuel. (Steve Marshall 1:15:20)*
- Why not move the non-aviation area business out to make room for aviation business rather than trying to expand to non-accessible areas, such as to the west side of RW 1-19? (Devin Alder)
 - **Responses:** *The balance and definition of aviation vs. non-aviation businesses are definitely considered in the planning and development of the alternatives. Long-term planning will include multiple development areas with two key goals in minds – 1) airport self-sustainability and 2) maximizing the airport asset. (Steve Marshall)*
 - *Devin responded that it seems to him that it would be easier to place hangar space and/or aviation businesses between the existing airport footprint and the highway rather than building a new road on the west side. (45:55)*
 - *This will be considered in the alternatives. (Steve Marshall)*
- Avionics/Maintenance shop to be built in 2021 will create more demand for larger aircraft, so it makes sense to look at the airport as B-II. He will look at his records to get the J-U-B team the statistics. (Clif Dyer 1:11:30)

Highlights from the presentation *(please see details in presentation pdf):*

1. Introductions:
 1. Joe Walker, new Airport Manager, introduced himself and Port Staff.
 2. Gemma Puddy prompted introductions from J-U-B staff and TAC members.
2. Review of TAC and their role.
3. Reviewed project purpose, roles, process and schedule.
4. Planning is essential to creating the story for the future for the airport; the final product is a multi-chapter report complete with Airport Layout Plans (ALP) for the immediate and long-term future.

Chapter One: Introduction

1. Highlighted eight issues:
 - a. Area growth; critical aircraft forecast
 - b. Existing and future design standards compliance
 - c. Runway 19 RPZ protection
 - d. Adequate primary runway length
 - e. Adequate instrument approach capability
 - f. Potential land release of non-aviation properties
 - g. AGIS
 - h. Funding
2. Current critical aircraft for Richland is Category A-II.
3. Designated airport design group is Category B-II.
4. Highlighted stakeholder/public outreach methods and feedback:
 - a. Very positive and users enjoy the airport.
 - b. Users see opportunities for enhancement and growth in the future.
5. Brief discussion on areas for future development – running out of room.



- a. Conversations for how to expand aviation businesses across the runway and re-work the plan to better accommodate aviation vs. non-aviation businesses.
6. Show and tell of the project website.

Chapter Two: Inventory

1. Reviewed inventory of airport (based on 2013-2018, no 2019 information is available yet).
 - a. Based on findings so far – 130 aircraft based at the airport.
 - b. Pavements at the airport are currently in very good condition.
 - c. Neighboring communities and land uses analyzed.
 - d. Compatible land-use ordinances – City of Richland and airport have an ordinance established already. In the future the airport would like to establish one with ~~each~~ West Richland and Benton County.

Chapter Three: Forecasts of Aviation Demand

1. Socioeconomic statistics for the Tri-cities area are very strong – population, employment, earnings, retail sales, etc. (from statistical firm, Woods & Poole).
 - a. Predict high growth in future years.
 - b. COVID is considered, yet many unknowns surround what it may mean for the future. Assumed no growth for the first 3 years, then 0.5% growth for the next 2 years, followed by 2% growth in the years after
2. Forecast of possibly up to 205 aircraft in the year 2040.
3. Forecast of possibly up to 61,851 annual operations in year 2040.
4. Forecast critical design aircraft category B-II.
5. Questions:
6. Next steps:
 - a. Working Paper Number One to FAA for review and approval
 - b. Facility requirements and alternatives analysis
 - c. Public involvement survey and stakeholder coordination
 - d. Working Paper Number Two presentation to TAC/Port