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Port of Benton: Richland Airport Master Plan Alternatives Outreach Stakeholder Feedback Summary November 2020

OVERVIEW

The Port of Benton, who owns and operates the Richland Airport, is working to update the airport master plan. This report summarizes the findings of the stakeholder outreach, completed in November 2020, which gathered input about the several drafted airport layout alternatives. Please note, that the initial stakeholder feedback about needs and uses is included in the summary report from phase one of the stakeholder involvement in early 2020.

The outreach process aimed to inform stakeholders, and to understand the needs and perspectives of those affected by the current and future airport facilities and activities. Display boards with an overview of each of the airside and landside alternatives were created, as well as boards to describe the masterplan process, goals, and schedule. The final display board listed how people could provide feedback via reaching out to the public involvement representative or completing the online survey. The information was posted on the project website, www.RLDMasterPlan.com, sent to the Technical Advisory Committee members to complete and distribute via their existing channels, as well as emailed to stakeholders from phase one of outreach – those interviewed, identified as an additional key stakeholder (not interviewed), or listed on the airport tenant/property owner spreadsheet. Flyers with information about how to provide feedback were also posted and distributed at the airport.

Feedback from specific stakeholders is shown in the spreadsheet in Appendix A, and results from the online survey, completed by 29 people is shown in Appendix B.

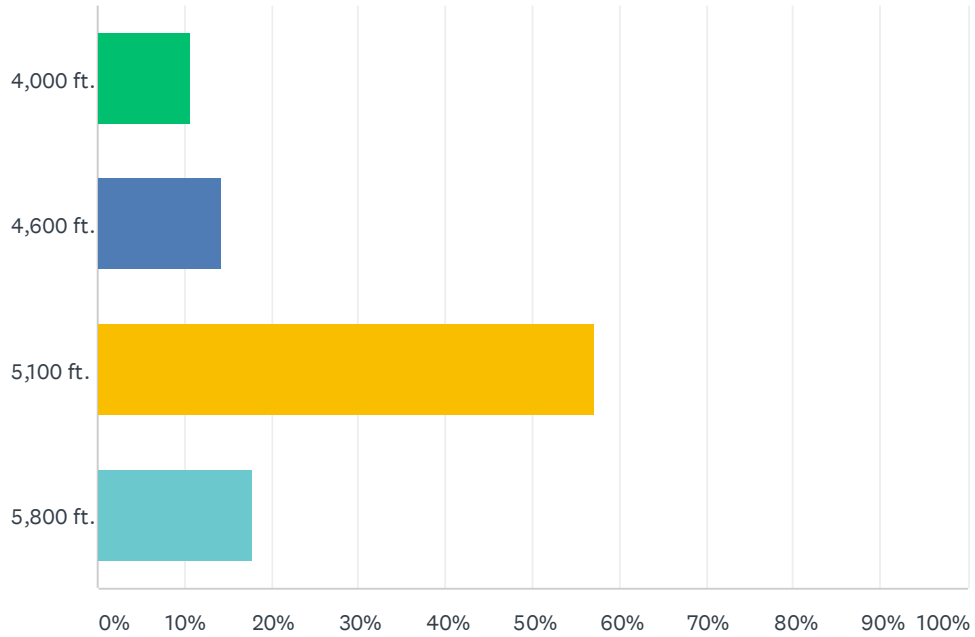


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APPENDIX B: Online Survey Results

Q1 What is an appropriate ultimate length for primary Runway 1/19?

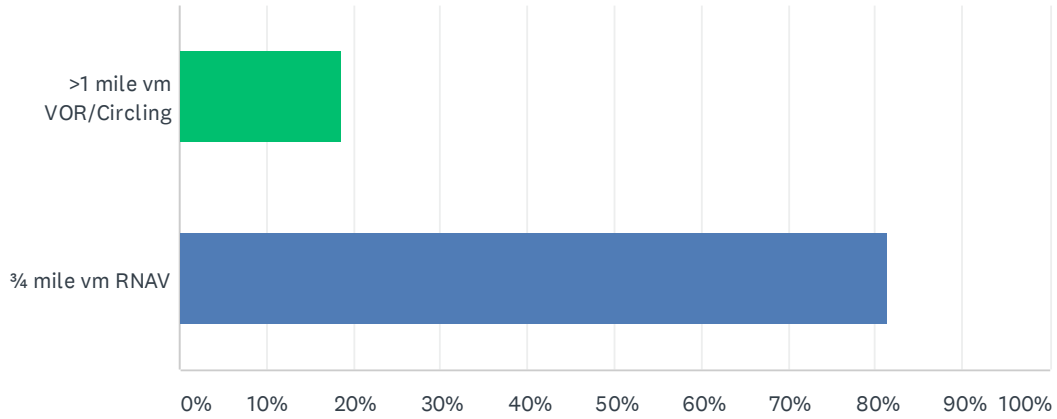
Answered: 28 Skipped: 1



ANSWER CHOICES	RESPONSES
4,000 ft.	10.71% 3
4,600 ft.	14.29% 4
5,100 ft.	57.14% 16
5,800 ft.	17.86% 5
Total Respondents: 28	

Q2 What type of approach capability is most appropriate for Runway 1 end?

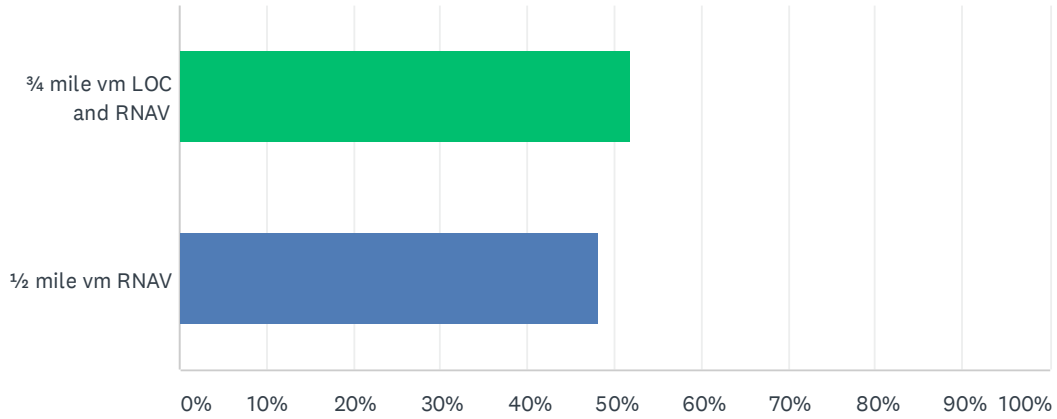
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ANSWER CHOICES	RESPONSES
>1 mile vm VOR/Circling	18.52% 5
¾ mile vm RNAV	81.48% 22
TOTAL	27

Q3 What type of approach capability is most appropriate for Runway 19 end?

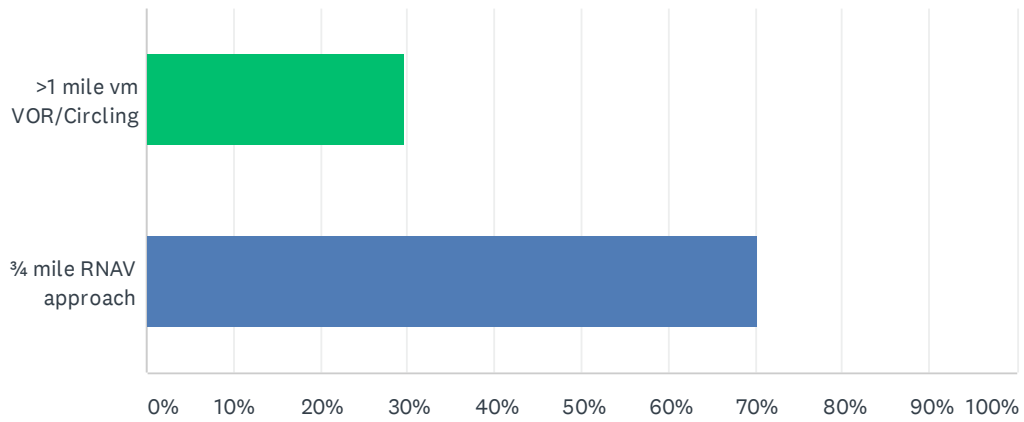
Answered: 27 Skipped: 2



ANSWER CHOICES		RESPONSES	
3/4 mile vm LOC and RNAV		51.85%	14
1/2 mile vm RNAV		48.15%	13
TOTAL			27

Q4 What type of approach capability is most appropriate for Runway 8 end?

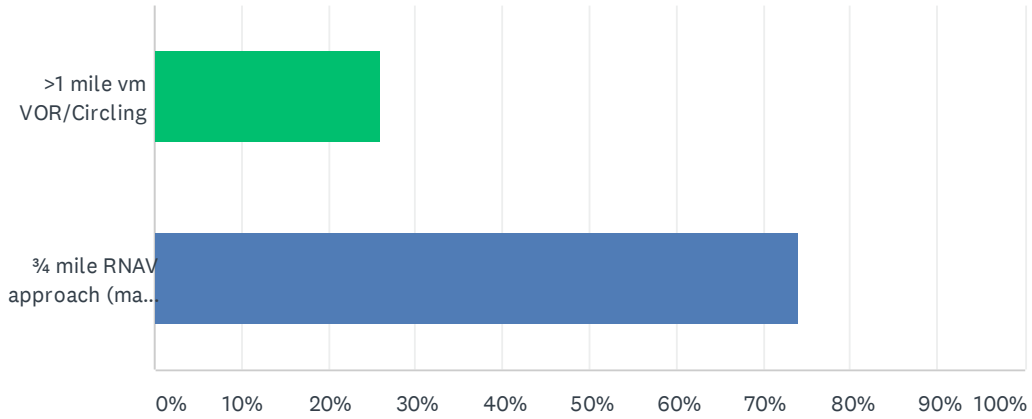
Answered: 27 Skipped: 2



ANSWER CHOICES	RESPONSES	
>1 mile vm VOR/Circling	29.63%	8
¾ mile RNAV approach	70.37%	19
TOTAL		27

Q5 What type of approach capability is most appropriate for Runway 26 end?

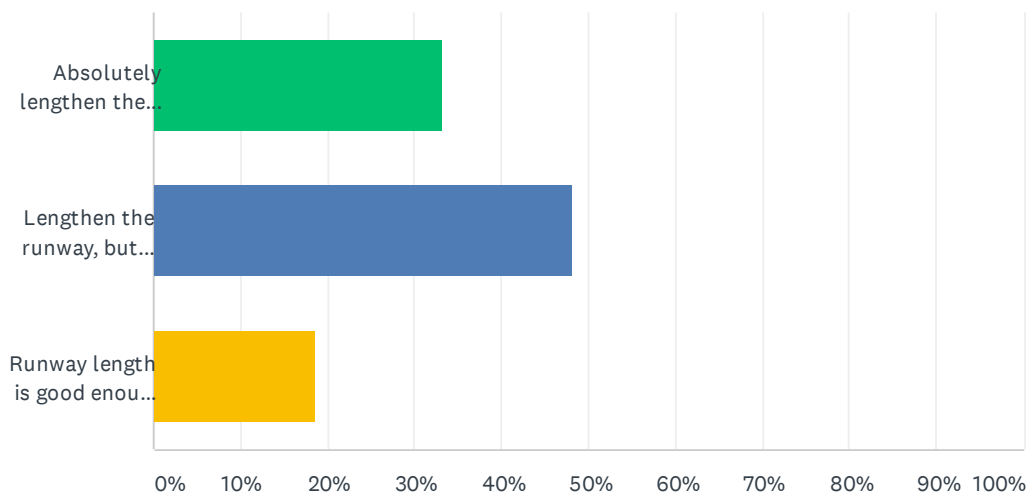
Answered: 27 Skipped: 2



ANSWER CHOICES	RESPONSES	
>1 mile vm VOR/Circling	25.93%	7
¾ mile RNAV approach (may require the removal or relocation of some hangars near the runway 26 end)	74.07%	20
TOTAL		27

Q6 Given various constraints on both extending Runway 1/19 and improving the approach capability, what should be higher priority for the airport?

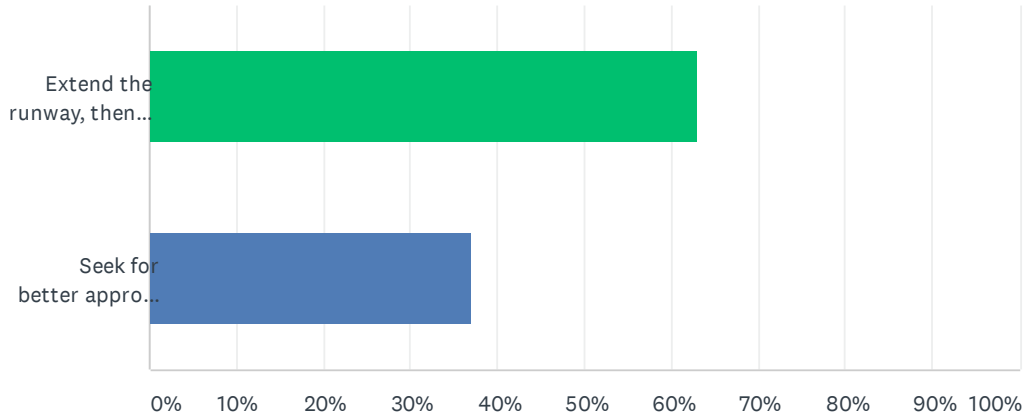
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ANSWER CHOICES	RESPONSES	
Absolutely lengthen the runway even if it results in less favorable approach capability.	33.33%	9
Lengthen the runway, but only if it keeps at least the approach capability it has now.	48.15%	13
Runway length is good enough, but we really need better approach capability.	18.52%	5
TOTAL		27

Q7 Extending the runway and improving the approach might both be possible, but probably not at the same time. Which should the airport pursue first?

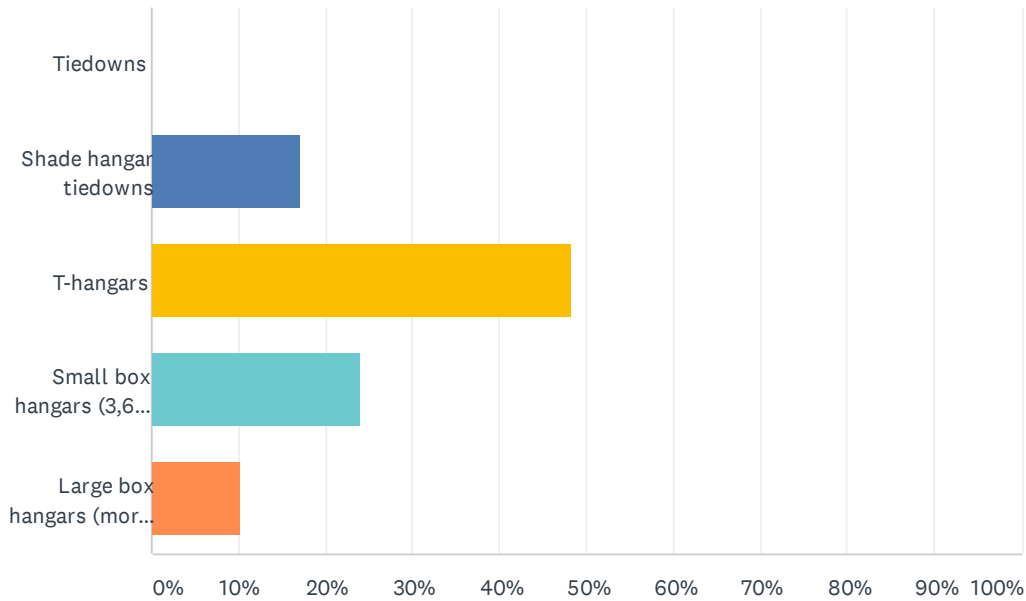
Answered: 27 Skipped: 2



ANSWER CHOICES	RESPONSES	
Extend the runway, then seek for better approach capability.	62.96%	17
Seek for better approach capability, then extend the runway.	37.04%	10
TOTAL		27

Q8 What is your first preference for aircraft parking/storage options?

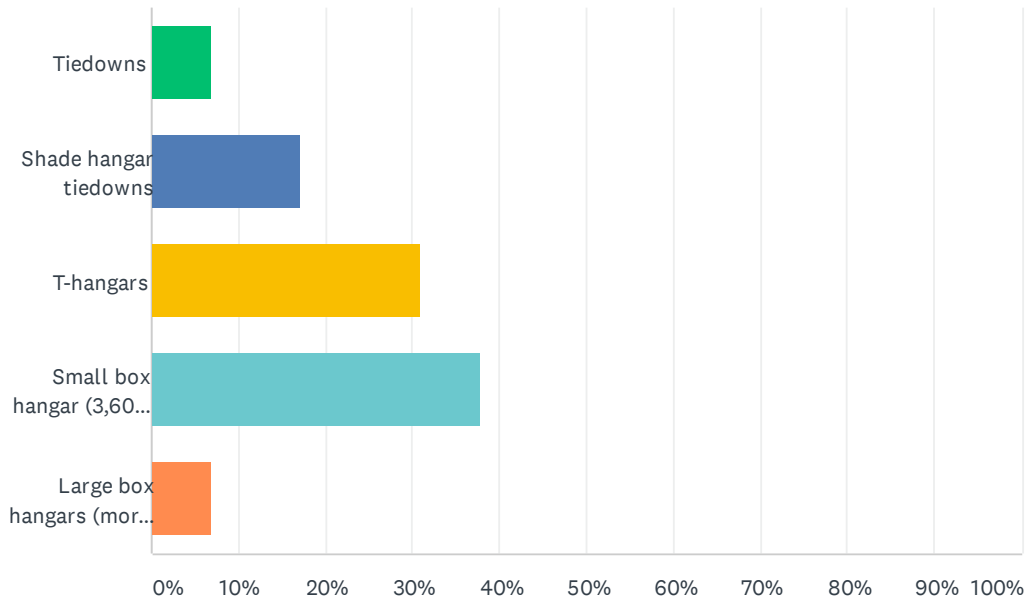
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ANSWER CHOICES	RESPONSES	
Tiedowns	0.00%	0
Shade hangar tiedowns	17.24%	5
T-hangars	48.28%	14
Small box hangars (3,600 sqft. or less)	24.14%	7
Large box hangars (more than 3,600 sqft.)	10.34%	3
TOTAL		29

Q9 What is your second preference for parking/storage options?

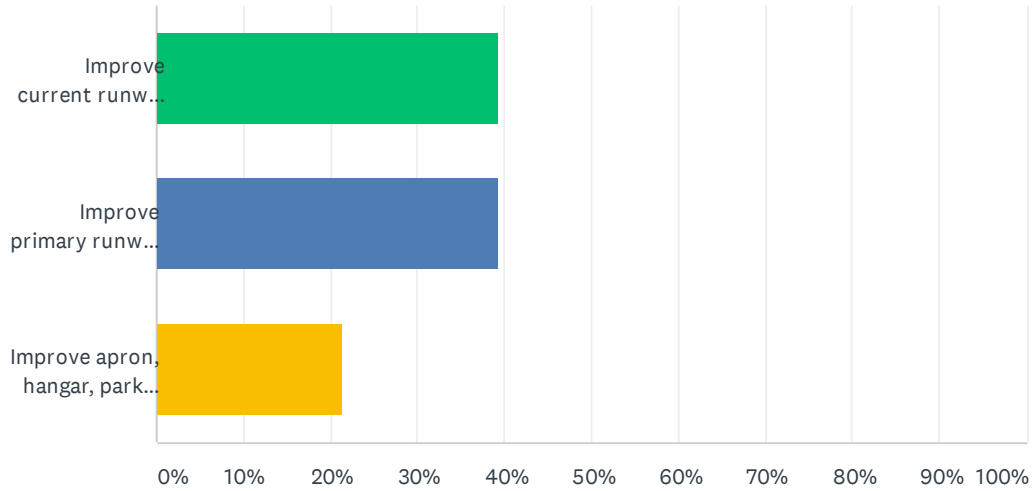
Answered: 29 Skipped: 0



ANSWER CHOICES	RESPONSES	
Tiedowns	6.90%	2
Shade hangar tiedowns	17.24%	5
T-hangars	31.03%	9
Small box hangar (3,600 sqft. or less)	37.93%	11
Large box hangars (more than 3,600 sqft.)	6.90%	2
TOTAL		29

Q10 What projects overall should be priority for the Richland Airport?

Answered: 28 Skipped: 1



ANSWER CHOICES	RESPONSES	
Improve current runway conditions – approaches, obstacle clearances, grading, lighting.	39.29%	11
Improve primary runway length.	39.29%	11
Improve apron, hangar, parking etc.	21.43%	6
TOTAL		28