Yakima Air Terminal Airport Expansion

Mayor Janice Deccio Councilwoman Patricia Byers Airport Director Rob Hodgman

Mayor Deccio





Councilwoman Byers





Background

- January 5th the City of Yakima requested the CACC consider Yakima Air Terminal as the single preferred location
- > January 18th I delivered a CACC presentation to you in my previous role at WSDOT
 - > Paine Field is the only viable option for expansion
 - > All three proposed greenfield sites have significant issues and overwhelming opposition
 - The public has consistently stated
 - > Build to meet capacity in an environmentally sustainable way
 - > Expand existing airports
 - > Maximize travel by rail
- > The March 30th CACC meeting did not provide any viable greenfield sites
- The new Commercial Aviation Working Group (HB 1791) will explore new opportunities: Why not consider Yakima?



San Diego Airport

- > Statistics:
- One Runway;9,401'
- > 48 gates
- > 633 acres
- Passengers; 20MAP







Yakima Air Terminal

- > Statistics:
- Runway; 7,604' aspirational 9,600'
- 5 gates; aspirational
 24 gates
- > 825 acres; aspirational 1,200
- Passengers 46,600; aspirational 7.5 MAP







Why Yakima?

- Existing airport with ample, undeveloped land on both runway ends to expand
- Located in central Washington -> accessible to most of the state
- > Close to I-82 and rail lines
- > Strong community support
- > 100% 'green' hydro electricity
- > 300 days of sunshine -> VFR approaches = high aircraft volume potential





How To Get Passengers to and from Yakima Airport

- > This is the question people are asking
- > Multimodal Solution: Road, Rail, and Air
- Road: Some freight and passengers will choose this method
 - > Key task: Develop a direct connection from I-82 to the airport
- > Rail: Both freight and passengers could access the airport by rail
 - Rail provides a sustainable transportation mode for intra-state travel and potential access to the airport
 - > <u>Key task</u>: Identify a rail route to the airport (2.3 miles)
- > Air: Electric Aviation
 - Electric Aviation is environmentally sustainable and more affordable than conventional regional aviation
 - Key task: Conduct an Airport Master Plan to identify a suitable terminal configuration for electric airplanes as part of the larger plan



Initial Electric Airplane

 Eviation Alice:
 Designed and manufactured at Arlington airport, WA
 9 passengers, 2 crew
 Range 290 miles
 Speed 300 mph
 Requires 3,000' Runway
 Expected 2027



Future Electric Airplane



- Heart Aerospace ES-30:
- Designed and manufactured in Sweden
- > 30 passengers, 2 crew
- > Range 125 miles (electric)
- Range 250 miles (hybrid)
- Speed TBD
- > Requires 3,600' Runway
- Expected 2028





Airport Challenges for Accommodating Electric Airplanes

- Busy air and ground traffic flights arriving in rapid succession and taxiing to the terminal
- Numerous aircraft all needing terminal access at the same time
- > High demand for electric charging during peak travel hours





Electric Airplane Terminal Design

Common terminal designs

High volumes of small aircraft with short loading/unloading times will require a design that optimizes aircraft ground taxi flow



Peak Electricity Demand

- On-airport electricity storage may be needed to address high charging demand
- Charging on-airport batteries during-off peak or with alternate energy sources such as solar and wind turbine









Moving Forward to Solve the Capacity Problem

- The City of Yakima and Yakima Airport are already working to provide part of the solution
- The Yakima community has stated strong support to expand the airport
- Why not consider Yakima?



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