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September 16, 2008

Dan Cryer
Director of Operations / Airport Manager
Port of Kennewick
350 Clover Island Drive
Kennewick, WA 99336

Re: City of Kennewick Airport Studies

Dear Dan:

We have reviewed the *Outstanding Land Use of Vista Field Property Value Mapping Results* by Dana Engineering, Inc. along with the *Vista Field Development Alternatives* by Belt Collins as requested. Our comments are summarized as follows:

Outstanding Land Use of Vista Field Property Value Mapping Results:

On page 10, Townhouses and Condos are listed as a possible land use if the airport remains in use. These types of uses are generally considered incompatible with airport operations, so they should not be listed as a possible land use.

Vista Field Development Alternatives:

On page 2, there is reference to the airport operations having an insignificant impact to the Vista Field environs. We believe this conclusion needs further description of its basis and the report should define those impacts.

On page 4, the report states that Richland Airport is "less used lately than Vista Field," however the number of operations in the following Table 3 shows Richland with a greater number of operations. This should be clarified.

On page 8, Section 3.7 Case Studies of Airport Development Alternatives, there is a reference to Table 3-1. We believe the reference is to Table 5 on the following page.

On page 20, we feel that ignoring demolition and infrastructure costs is not prudent, as the costs could be significant and affect comparisons of alternatives. Also, taxiways and runways are not likely to be used as roads, especially based on the master plan proposal.

On page 23, there is reference to installing an Automated Weather Observation System (AWOS). Within the existing fence line, there is limited land available for siting an AWOS that would meet recommended criteria for clear area around the equipment.

On page 24, the construction costs appear low. Construction bid prices in this area have escalated over the past several years. We would recommend increasing these figures by 30 to 50 percent. The hangar costs by private developer will not likely include infrastructure and taxilanes. These would be done as part of the public development costs.

On page 27, based on previous planning studies, we don't believe extending each runway end is feasible. The Port currently has just enough property beyond the runway ends for Runway Protection Zones (RPZs) based on the existing runway length. Extending either end AND providing protection for the RPZs is unlikely without removing buildings. Lengthening the runways to accommodate larger aircraft is not feasible unless greater taxiway separation to the south is also attained. This would require removing and precluding any hangars on the south side. The hangar development would then need to occur on the north side, reducing the available development area. The runway and taxiways would also require additional pavement structure costs to accommodate larger aircraft.

On page 27, there is reference to a Medium Intensity Taxiway Lighting (MITL) system. The airport does not have an existing MITLs, their taxiway lighting consists of stake mounted reflector lights.

On page 29, the construction costs appear low, similar to the comment regarding page 24. The 60,000 pound aircraft pavement structure costs and taxilane/infrastructure costs for hangar areas need to be added.

On page 34, the \$11.7 million does not appear to be supported in the earlier text describing Alternative B. Further detail is needed to fully evaluated and provide comment on this figure.

Please call if you have and questions or need additional information.

Sincerely,

J-U-B ENGINEERS, Inc.

A handwritten signature in cursive script, appearing to read "Chuck A. Larson".

Chuck A. Larson, PE
Project Manager

CC: Tim Arntzen, Port of Kennewick
Mark Napier, J-U-B
Spencer Montgomery, J-U-B