



U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Colorado · Idaho · Montana · Oregon · Utah
Washington · Wyoming

Seattle Airports District Office
2200 S 216th Street, Rm 1W-422
Des Moines, WA 98198

January 5, 2024

Brandon Rakes
Airport Director
Chehalis Centralia Airport
900 NW Airport Road
Chehalis, WA 98532

**Chehalis Centralia Airport (CLS), Washington
Approval of Forecast**

Dear Mr. Rakes:

The Federal Aviation Administration (FAA), Seattle Airports District Office (SEA ADO) has reviewed the aviation forecast for the Chehalis Centralia Airport (CLS) master plan update with airport layout plan. The FAA approves the forecast for airport planning purposes based on the information summarized below:

1. The difference between the FAA Terminal Area Forecast (TAF) and Chehalis Centralia Airport forecast for total operations to-date is within the 10 percent allowance for the 5-year planning horizon, and within the 15 percent allowance for the 10-year planning horizon.

Table 2-29: Master Planning Forecast Comparison to FAA TAF

Forecast and Year	Master Plan Preferred Forecast with AAM	TAF	Percent Difference (Forecast vs TAF)
Based Aircraft			
Base Year: 2022	57	56	1.75%
Short-Term Forecast: 2027	59	56	5.08%
Intermediate-Term Forecast: 2032	61	56	8.20%
Long-Term Forecast: 2042	66	56	15.15%
Aircraft Operations			
Base Year: 2022	48,739	47,710	2.16%
Short-Term Forecast: 2027	51,133	51,983	-1.64%
Intermediate-Term Forecast: 2032	58,400	57,990	0.71%
Long-Term Forecast: 2042	71,511	72,590	-1.49%

2. The difference between the TAF and CLS airport’s forecast for based aircraft to-date is also within the 10 percent allowance for 5-year plans, and also within the 15 percent allowance for the 10-year planning horizon.

The forecast is based on reasonable planning assumptions, current airport data and acceptable methodologies. However, consideration must still be given to the significant impacts of COVID-19 on current aviation activity and the historical changes at the airport which resulted in lower than normal confidence in future growth projections.

The FAA approves B-II family of aircraft typified by the Cessna Model 525B Citation CJ3, with an approach speed less than 121 knots, for existing and future/ ultimate critical aircraft.

This approval of forecast and critical aircraft does not automatically constitute a commitment on the part of the United States of America to participate in any development recommended in the master Plan or shown on the Airport Layout Plan (ALP). It does not provide justification for future airport development. Justification for future projects will be based on activity levels at the time the future project is requested for development, rather than this forecast approval. Further documentation of actual activity levels reaching the required planning levels will be needed prior to FAA participation in funding for eligible future projects.

The approved forecast may be subject to more analysis, or the FAA may require a sensitivity test if this data is to be used for environmental or Part 150 noise planning purposes. If necessary, the SEA ADO may initiate a process to request the FAA Office of Aviation Policy and Plans (APO) to modify the TAF to reflect any updates to current forecast. Such updates may take some time to be officially reflected in the TAF.

If you have questions, please email me at agnes.fisher@faa.gov or call me at Tel: 206 231-3498

Sincerely,

Community Planner, WA [SEA – 637]
Seattle Airports District Office