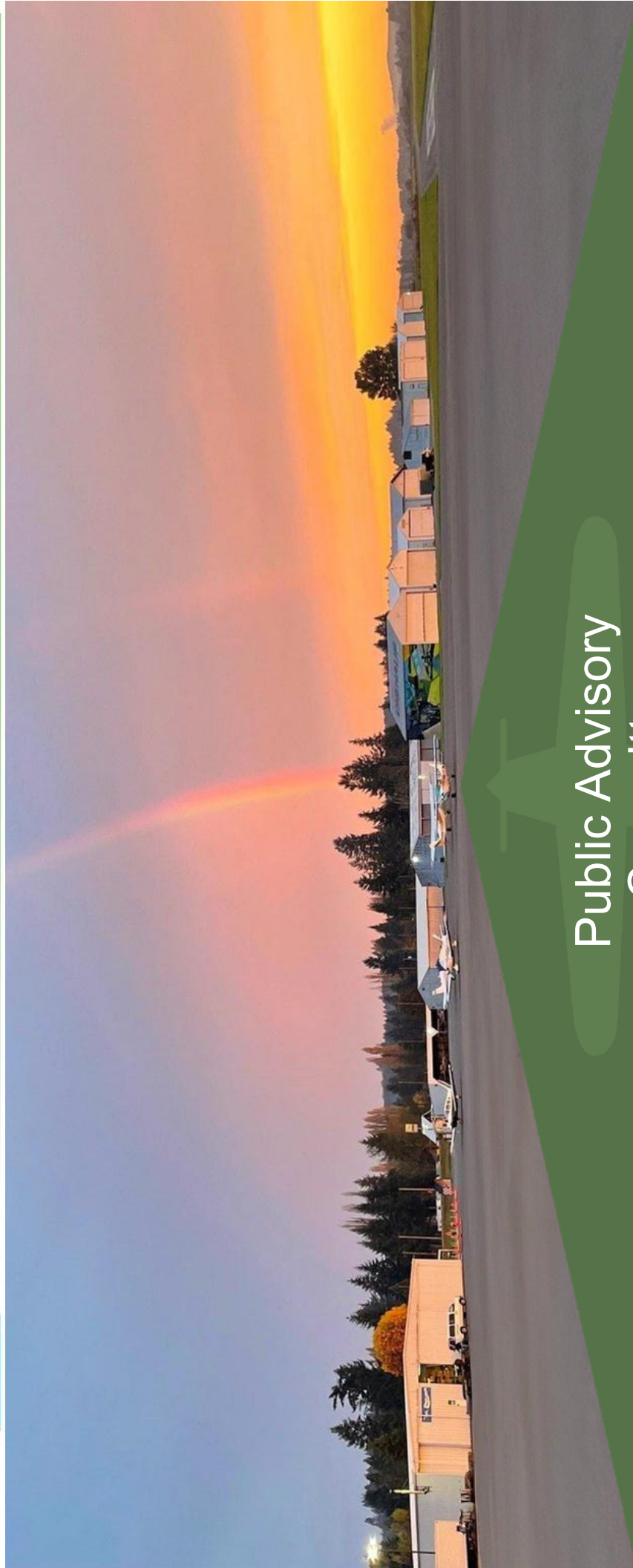




# Chehalis-Centralia Airport Master Plan Update



## Public Advisory Committee Meeting #2

The  
Aviation  
Planning  
Group

Leah Whitfield, Project Manager  
[masterplan@chehaliscentraliaairport.com](mailto:masterplan@chehaliscentraliaairport.com)  
[www.chehaliscentraliaairport.com](http://www.chehaliscentraliaairport.com)



# Chehalis-Centralia Airport Master Plan Update

## Introduction



**Brandon Rakes**  
Airport Director

**Leah Whitfield**  
Project Manager

**Justin Heid**  
Assistant Project Manager/Lead Planner

**Darren Murata**  
Lead Engineer

**Rafael Flores Estrada**  
Engineer



## Chehalis-Centralia Airport Master Plan Update

# THE AGENDA



- 1. What is an Airport Master Plan**
- 2. Your Role as the Technical Advisory Committee (TAC)**
- 3. Master Plan Schedule**
- 4. Public Involvement Plan**
- 5. Forecast Review**
- 6. Facility Requirements**
- 7. Alternative Discussion**
- 8. Next Steps**



## Chehalis-Centralia Airport Master Plan Update

# What is an Airport Master Plan?



According to the Federal Aviation Administration (FAA), an airport master plan is...

*A comprehensive study of an airport that usually describes the short-, medium-, and long-term development plans to meet future aviation demand.*

## Follows FAA Advisory Circular 150/5070-6B

- What's Included
  - Inventory
  - Forecast
  - Facility Requirements
  - Alternatives
  - Airport Layout Plan
  - Capital Improvement Plan

A master plan's purpose is not to solve the airport's management, operations, or maintenance issues.



Your  
Role on the  
Public Advisory  
Committee  
(PAC)



- Responsible and representative input is very important to the success of the Master Plan Update
- Limited time commitment: 3 meetings
- Review Draft Report and provide feedback with an eye towards your role in the community
- Provide suggestions AT ANY TIME





## Chehalis-Centralia Airport Master Plan Update

# Public Involvement Plan



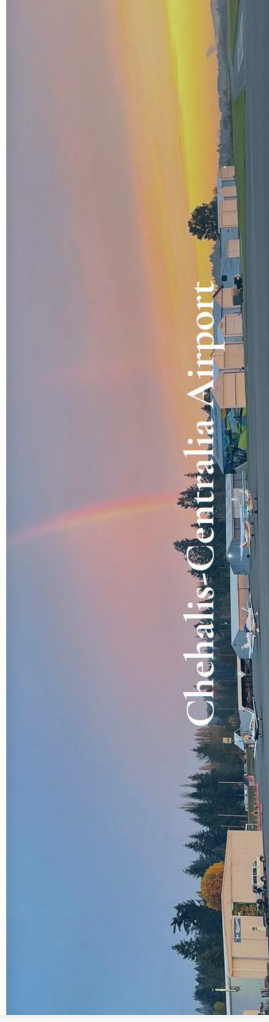
- NEW CLS website – [www.ChehalisCentraliaAirport.com](http://www.ChehalisCentraliaAirport.com)
  - Master Plan newsletter sign up
- User Survey
- 3 Technical Advisory Committee (TAC) Meetings
- 3 Public Advisory Committee (PAC) Meetings
- 3 Public Open Houses
- Comments accepted throughout
- Feedback from TAC/PAC ongoing



About Us Pilots Business Properties Master Plan



Chehalis-Centralia Airport



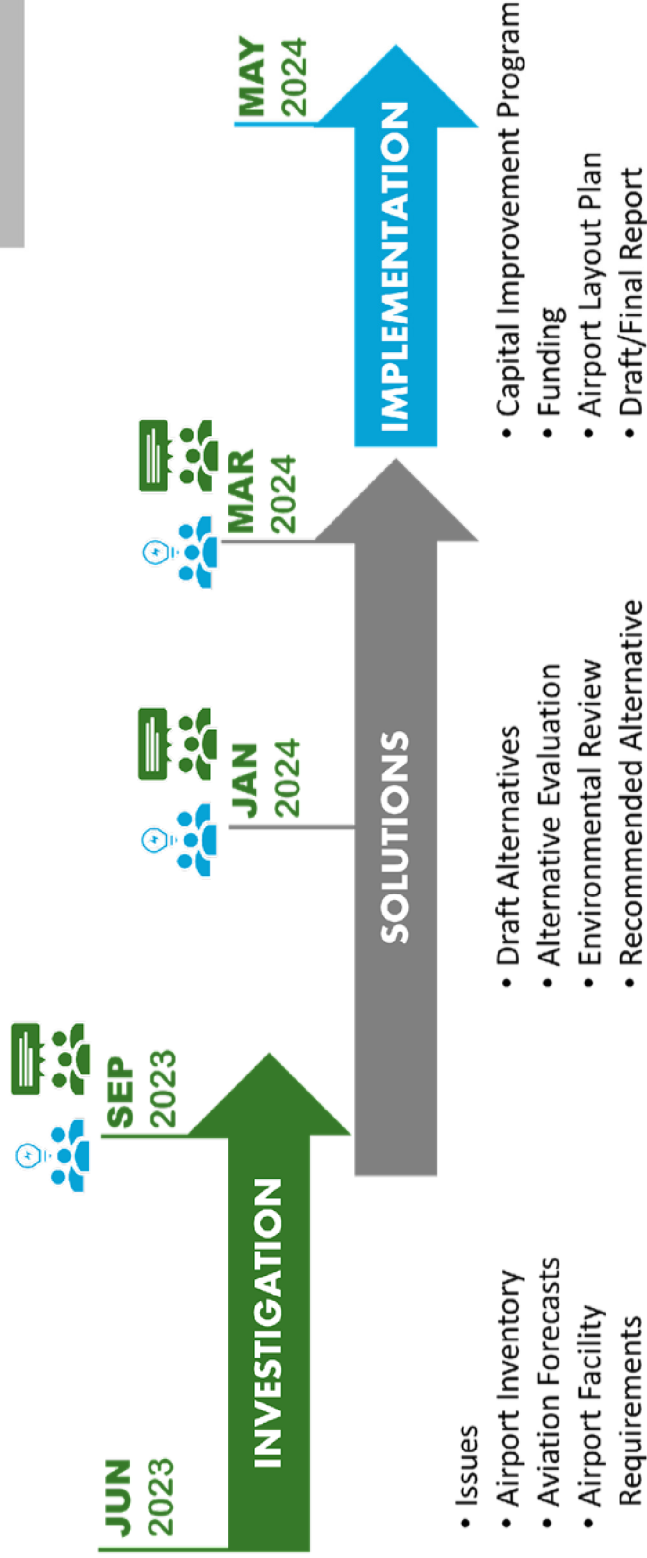


# Chehalis-Centralia Airport Master Plan Update

## Schedule

TAC/PAC Meeting

Public Open House



# CLS Forecast

Type of Operation	Base Year	Short-Term Forecast	Intermediate-Term Forecast	Long-Term Forecast
	2022	2027	2032	2042
Total Based Aircraft	57	59	61	66
Total Operations	48,739	51,133	58,400	71,511
<b>Critical Aircraft</b>				
Current (2022) Critical Aircraft		Cessna Model 525B Citation CJ3	B-II	
Ultimate (2042) Critical Aircraft		Cessna Model 525B Citation CJ3	B-II	

Source: The Aviation Planning Group, 2023.



Cessna Model 525B Citation CJ3

- The CLS Forecast was officially approved by the FAA on January 5<sup>th</sup>, 2024
- **Critical Aircraft:**
  - Cessna Model 525B Citation CJ3
  - **676** CJ3 operations in 2022



## Facility Requirements

A large, faint silhouette of a commercial airplane is centered in the background of the slide, facing right.

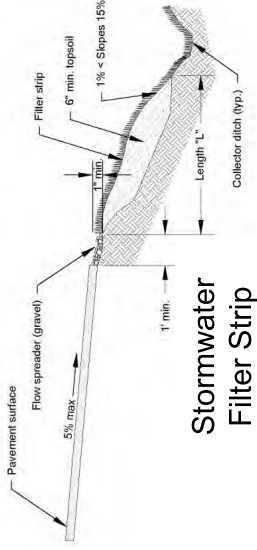
- **Pavement:**
  - Regular pavement maintenance
  - Realign parallel Taxiway A
- **Hangars:**
  - Occupancy is at 100% currently
- **Navigational Aids:**
  - Light taxiways
  - Replace weather station
- **Equipment:**
  - Purchase snow removal equipment
- **Wildlife:**
  - Fully fence airport with skirting
- **Advanced Air Mobility:**
  - Construct a terminal and parking when demand requires (2,500 sq/ft terminal with 66 parking spaces)

# Hydrology Considerations

Existing conditions: 23% Impervious

Proposed conditions: 34% Impervious

- Ecology Requirements
- Stormwater treatment
- Flow control
- Wetland protection



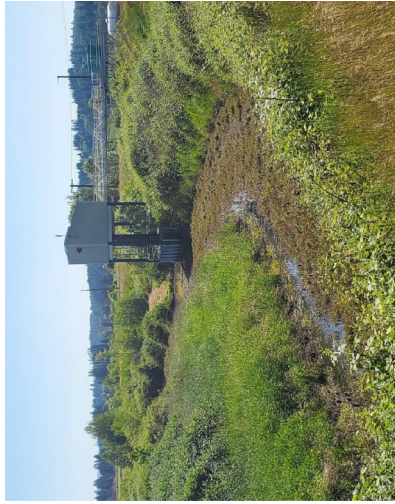
Stormwater Filter Strip

- Design Aspects
- Implementation of Best Management Practices (BMP's)
  - Regrading of low points
  - Creation of high ground

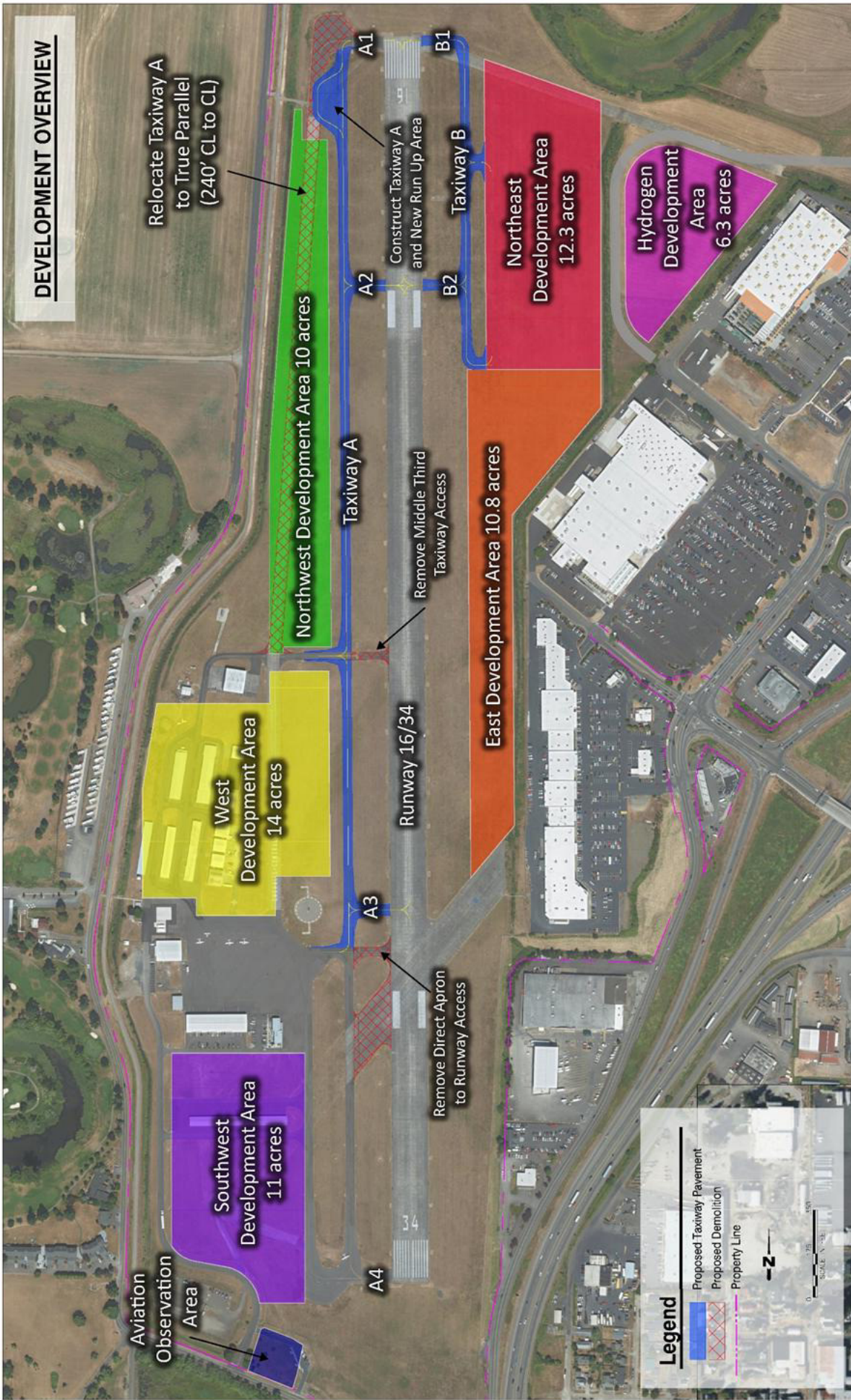


## Airport Lake

- Slight increase in contributing volume due to development
- Pump station runtimes increased



**DEVELOPMENT OVERVIEW**



**DEVELOPMENT OVERVIEW**

Aviation  
Observation  
Area

Southwest  
Development Area  
11 acres

West  
Development Area  
14 acres

Northwest Development Area 10 acres

East Development Area 10.8 acres

Northeast  
Development Area  
12.3 acres

Hydrogen  
Development  
Area  
6.3 acres

Relocate Taxiway A  
to True Parallel  
(240' CL to CL)

Construct Taxiway A  
and New Run Up Area

Remove Middle Third  
Taxiway Access

Remove Direct Apron  
to Runway Access

Taxiway A

Taxiway B

Runway 16/34

A1

B1

A2

B2

A3

A4

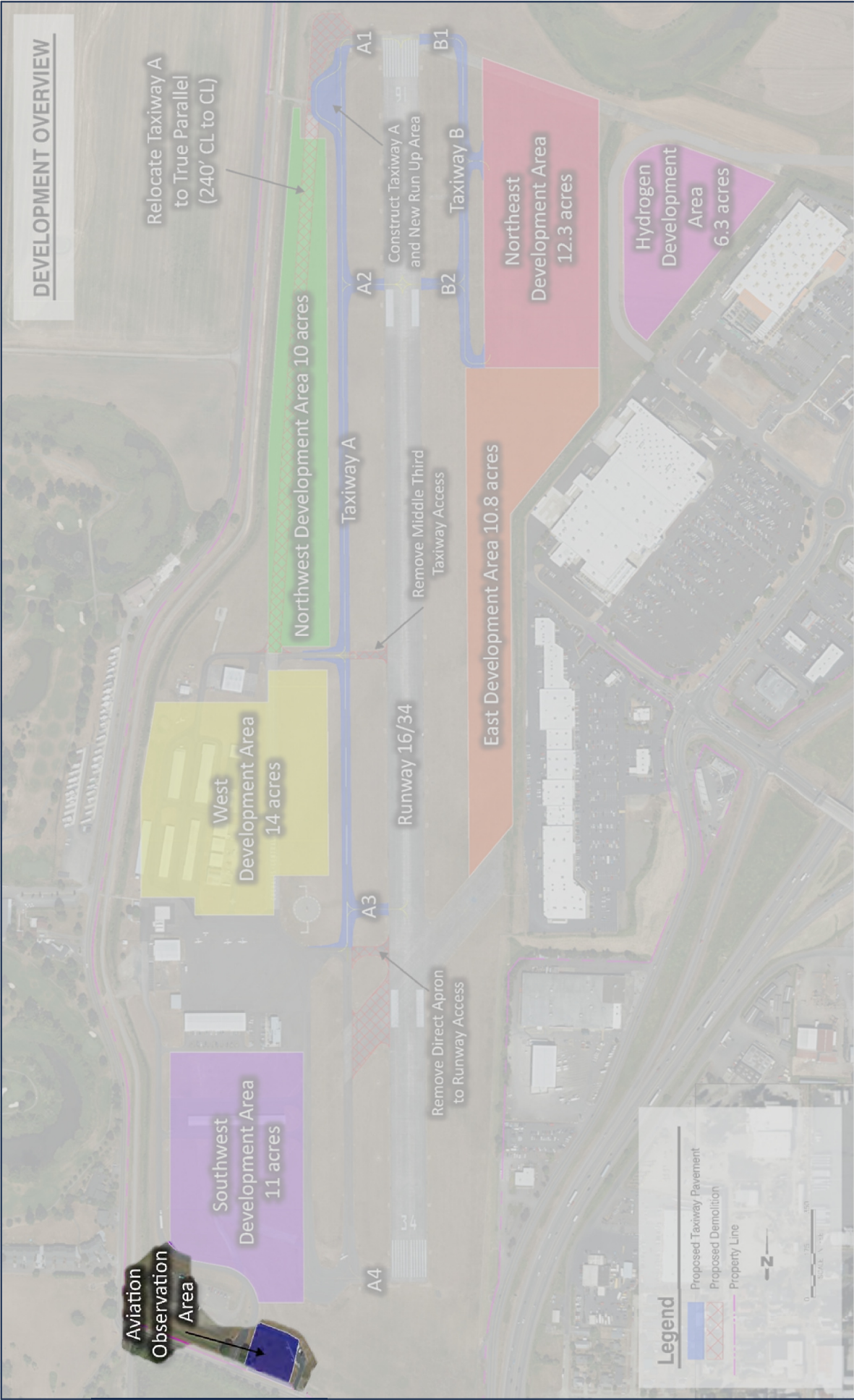
**Legend**

- Proposed Taxiway Pavement
- Proposed Demolition
- Property Line

0 100 200  
Feet

0 100 200  
Meters

-Z-



**SOUTHWEST AREA - AVIATION OBSERVATION AREA**

Parking Expansion

Aviation  
Observation  
Improvements

**Legend**

- Proposed Development Area
- Proposed Pavement



**DEVELOPMENT OVERVIEW**

Relocate Taxiway A to True Parallel (240' CL to CL)

Northwest Development Area 10 acres

Taxiway A

Construct Taxiway A and New Run Up Area

Northeast Development Area 12.3 acres

Hydrogen Development Area 6.3 acres

East Development Area 10.8 acres

West Development Area 14 acres

Runway 16/34

Remove Middle Third Taxiway Access

Remove Direct Apron to Runway Access

Southwest Development Area 11 acres

Aviation Observation Area

A3

A4

A1

A2

B1

B2

Taxiway B

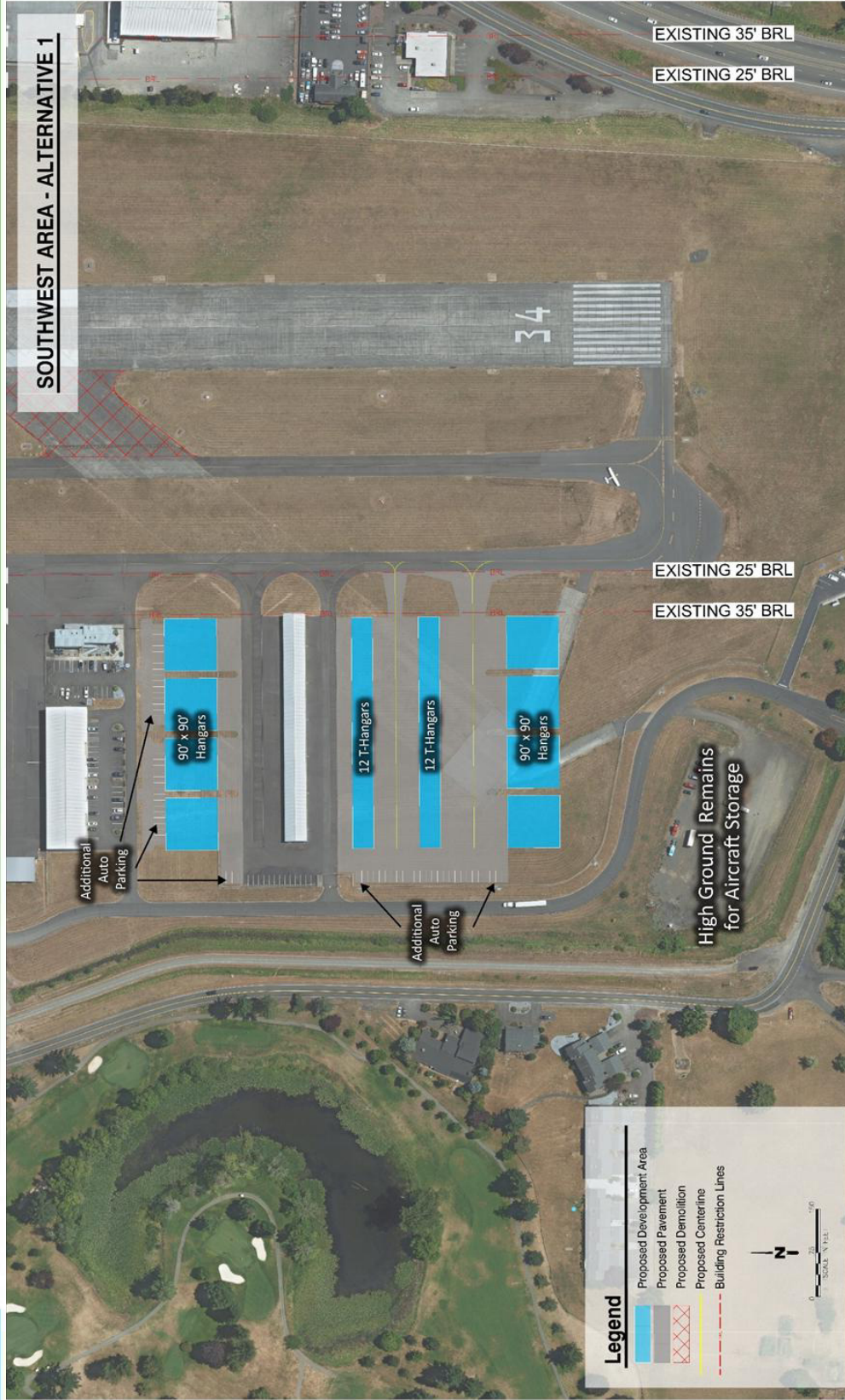
**Legend**

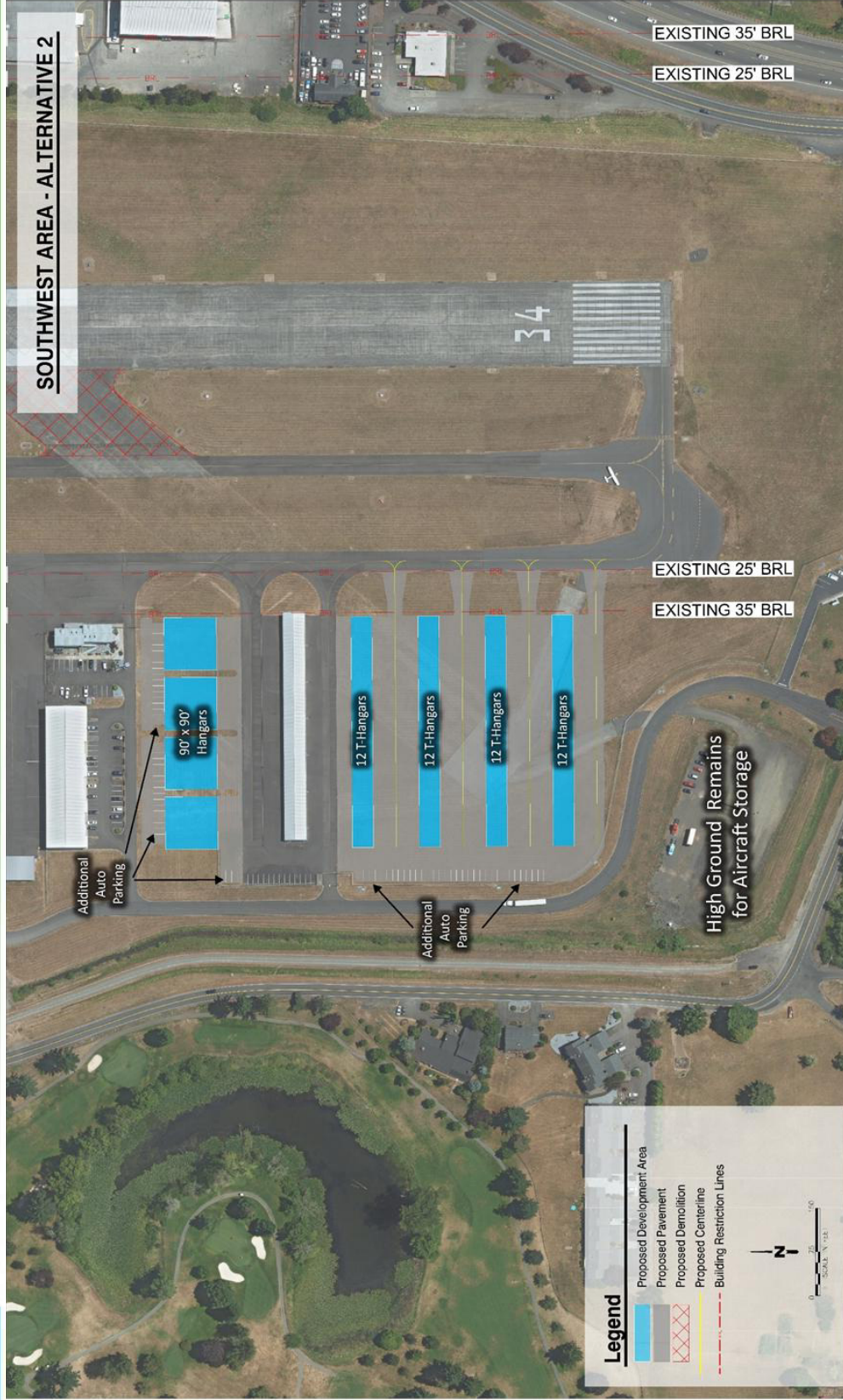
- Proposed Taxiway Pavement
- Proposed Demolition
- Property Line

0 10 20 30 40 50  
Feet

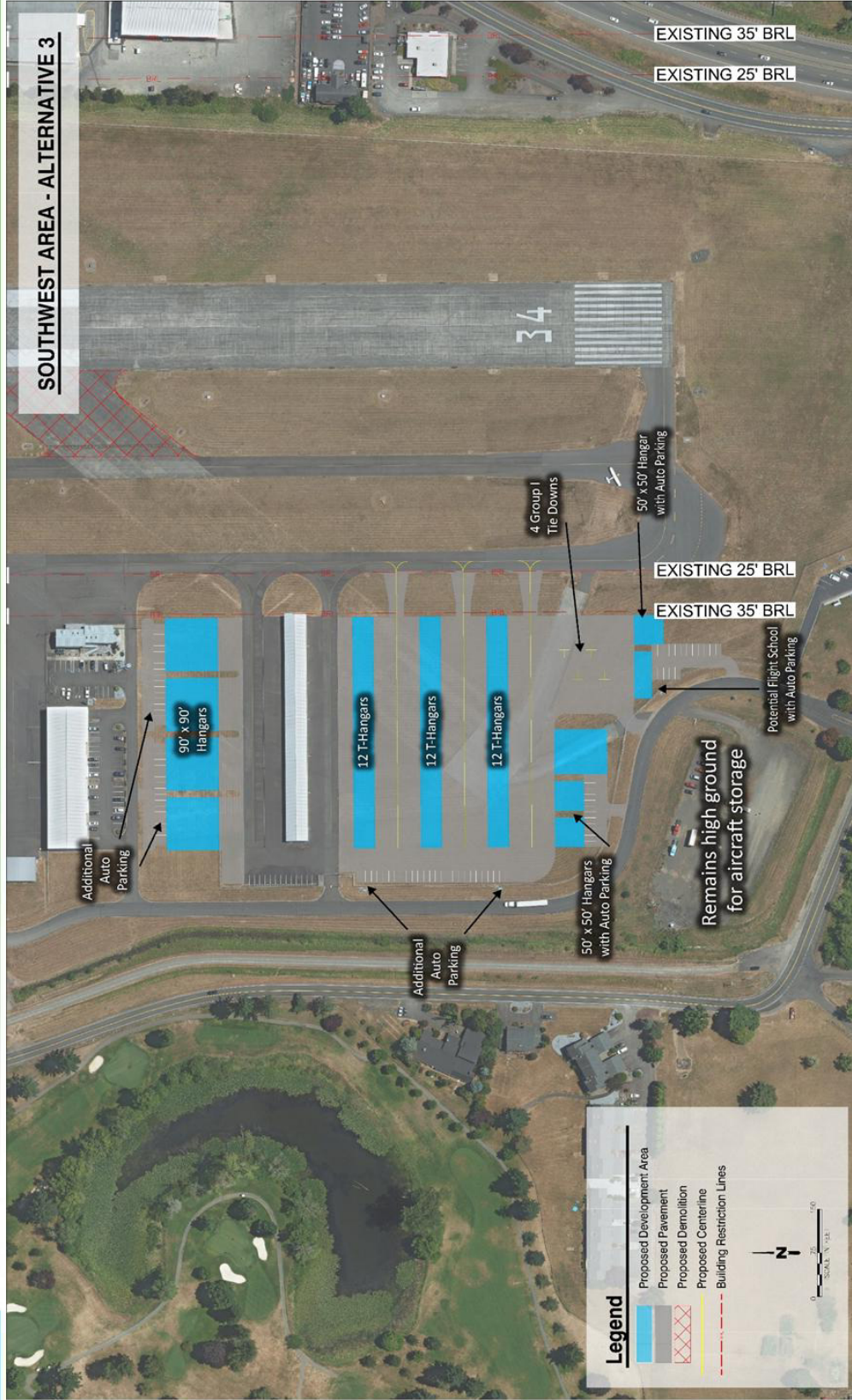
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Meters

**-Z-**



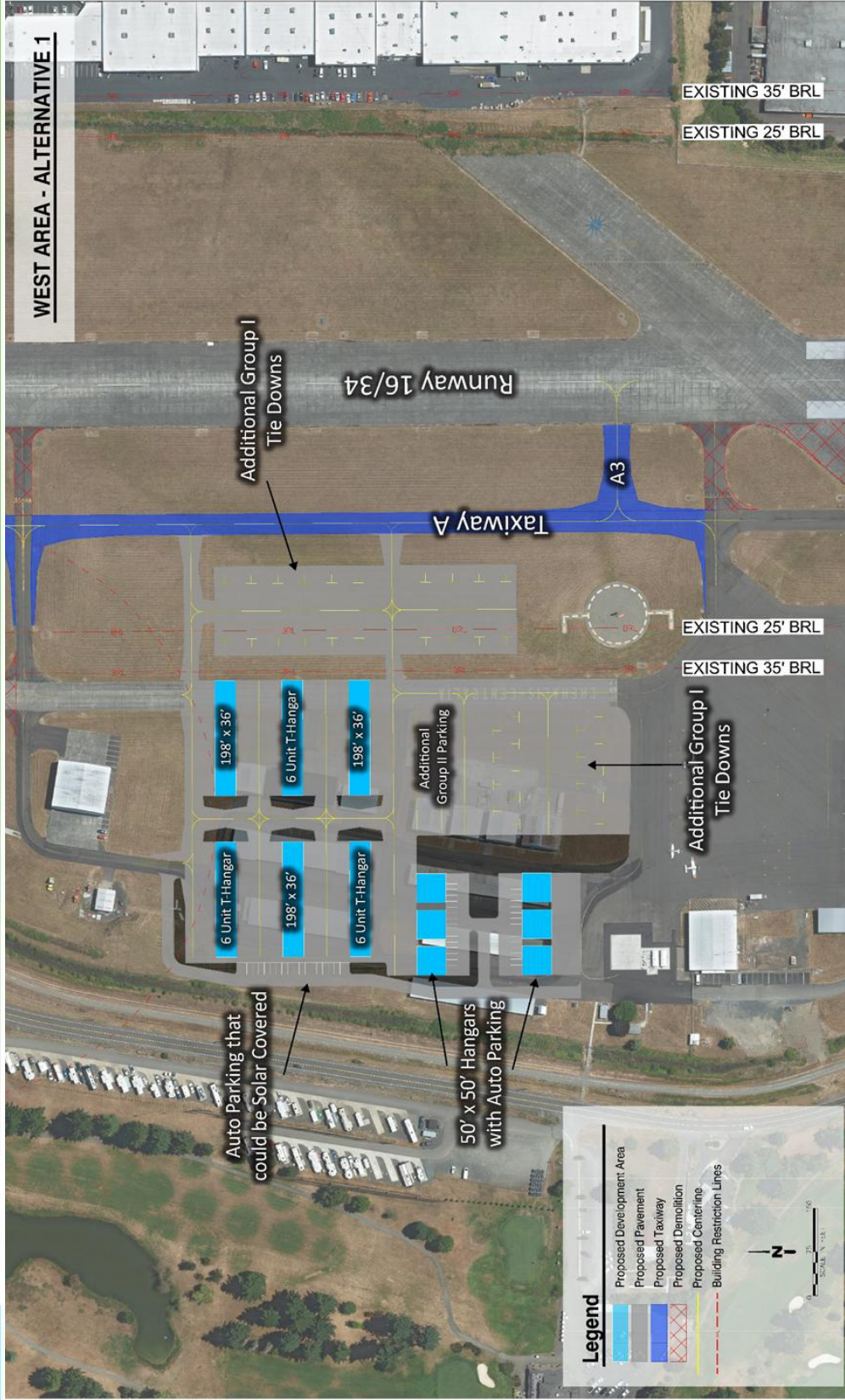


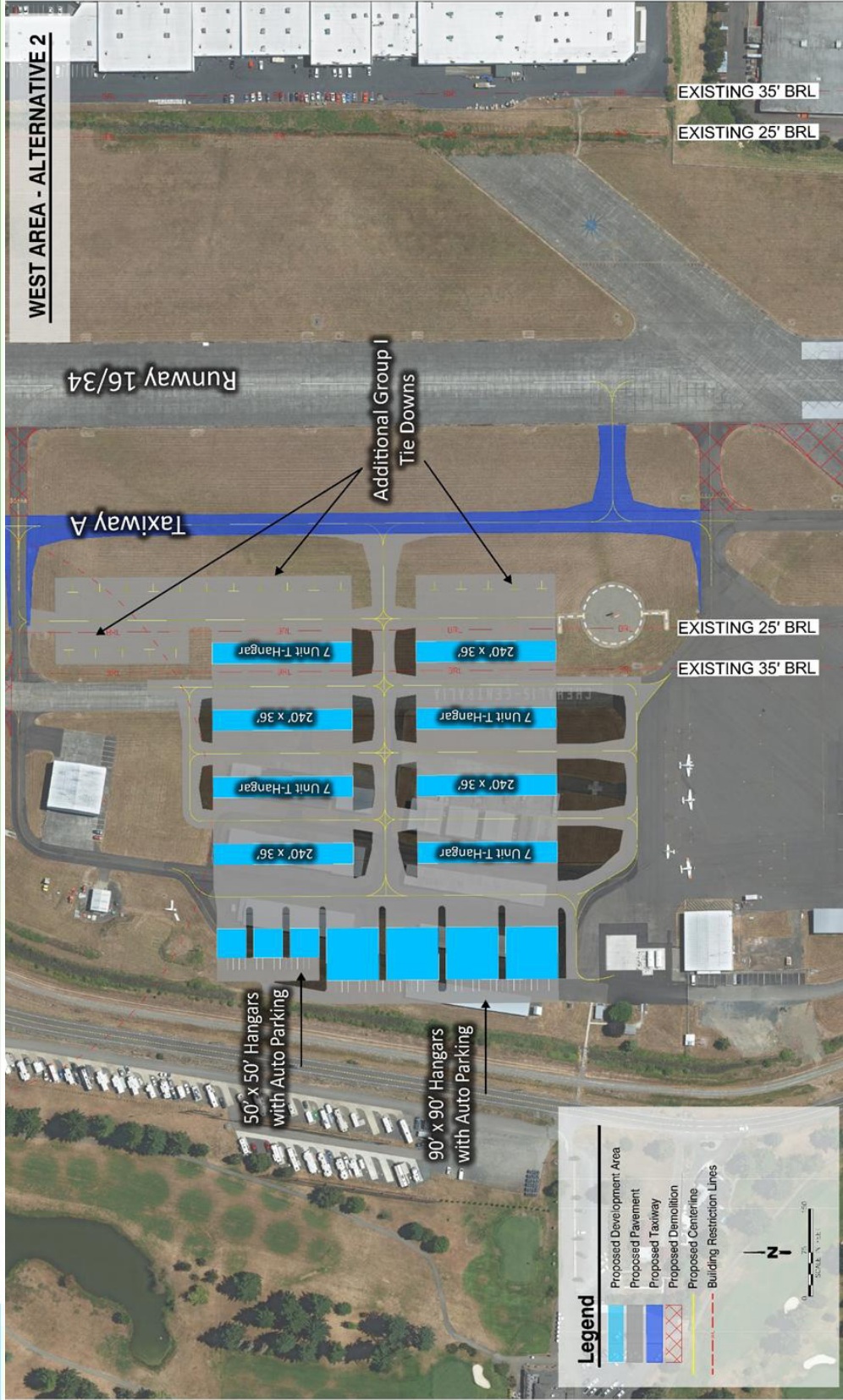


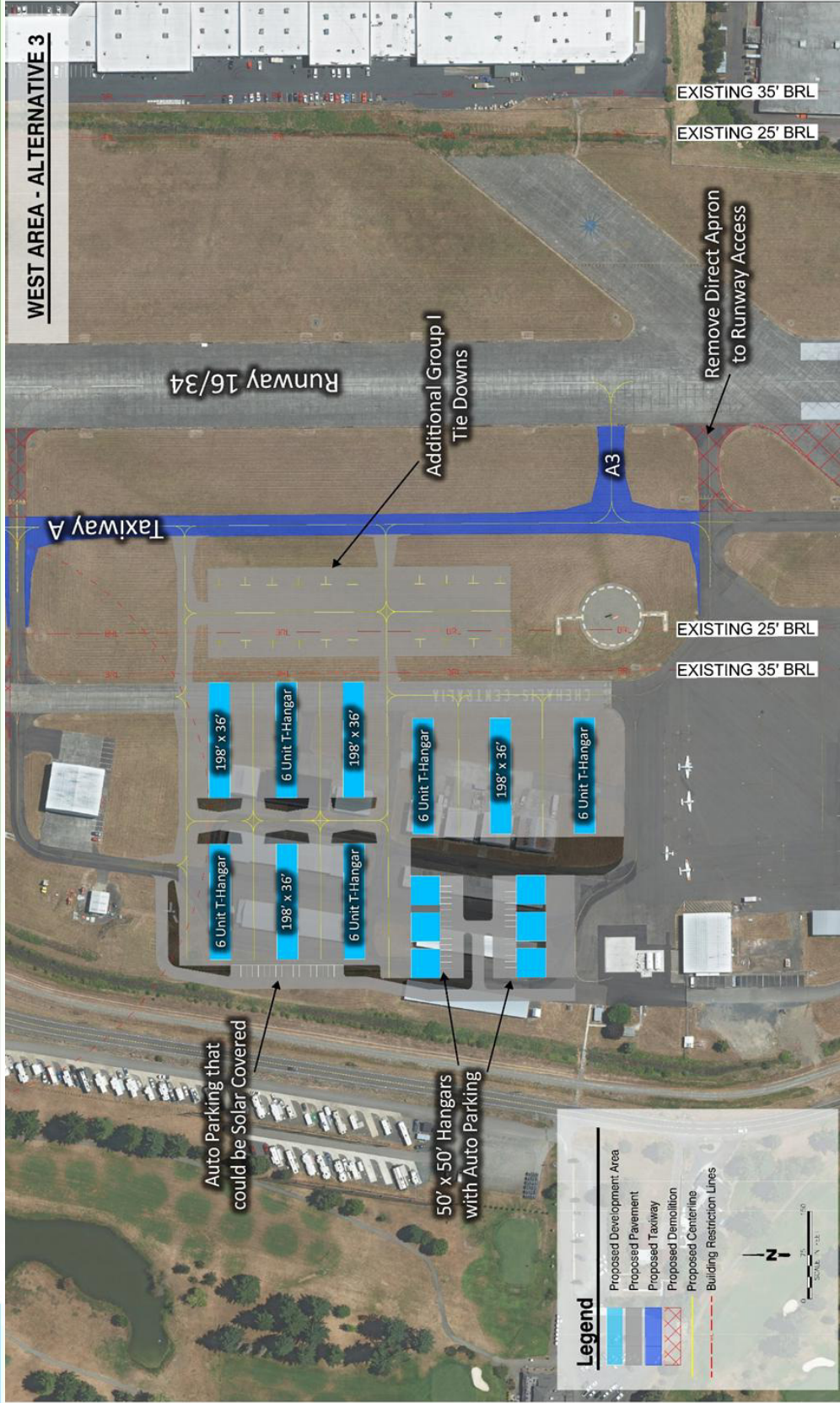


**DEVELOPMENT OVERVIEW**









# DEVELOPMENT OVERVIEW

Aviation Observation Area

Southwest Development Area  
11 acres

West Development Area  
14 acres

Northwest Development Area  
10 acres

Taxiway A

A1

A2

A3

A4

Remove Middle Third Taxiway Access

Remove Direct Apron to Runway Access

Runway 16/34

Construct Taxiway A and New Run Up Area

B1

B2

Taxiway B

East Development Area  
10.8 acres

Northeast Development Area  
12.3 acres

Hydrogen Development Area  
6.3 acres

**Legend**

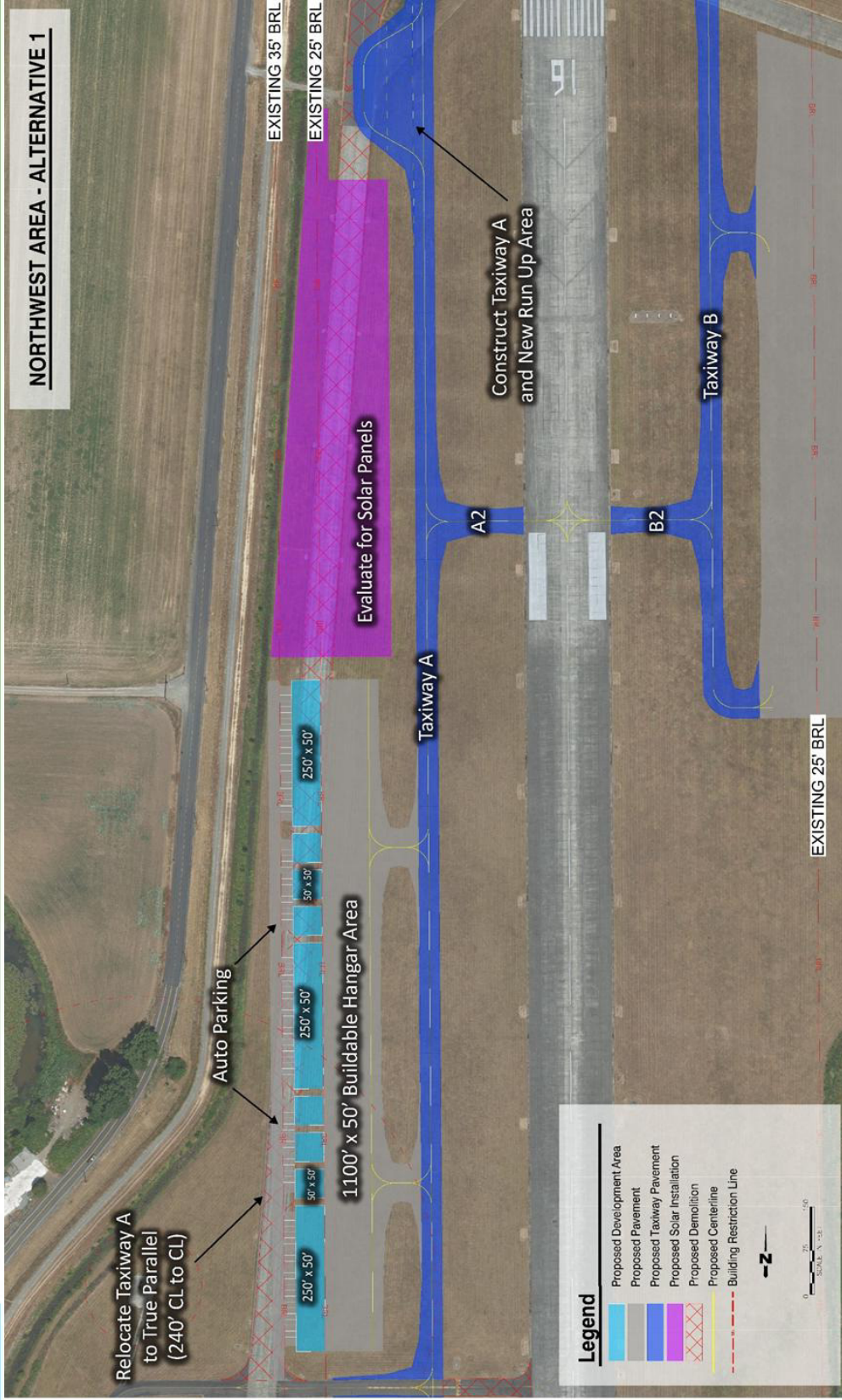
- Proposed Taxiway Pavement
- Proposed Demolition
- Property Line

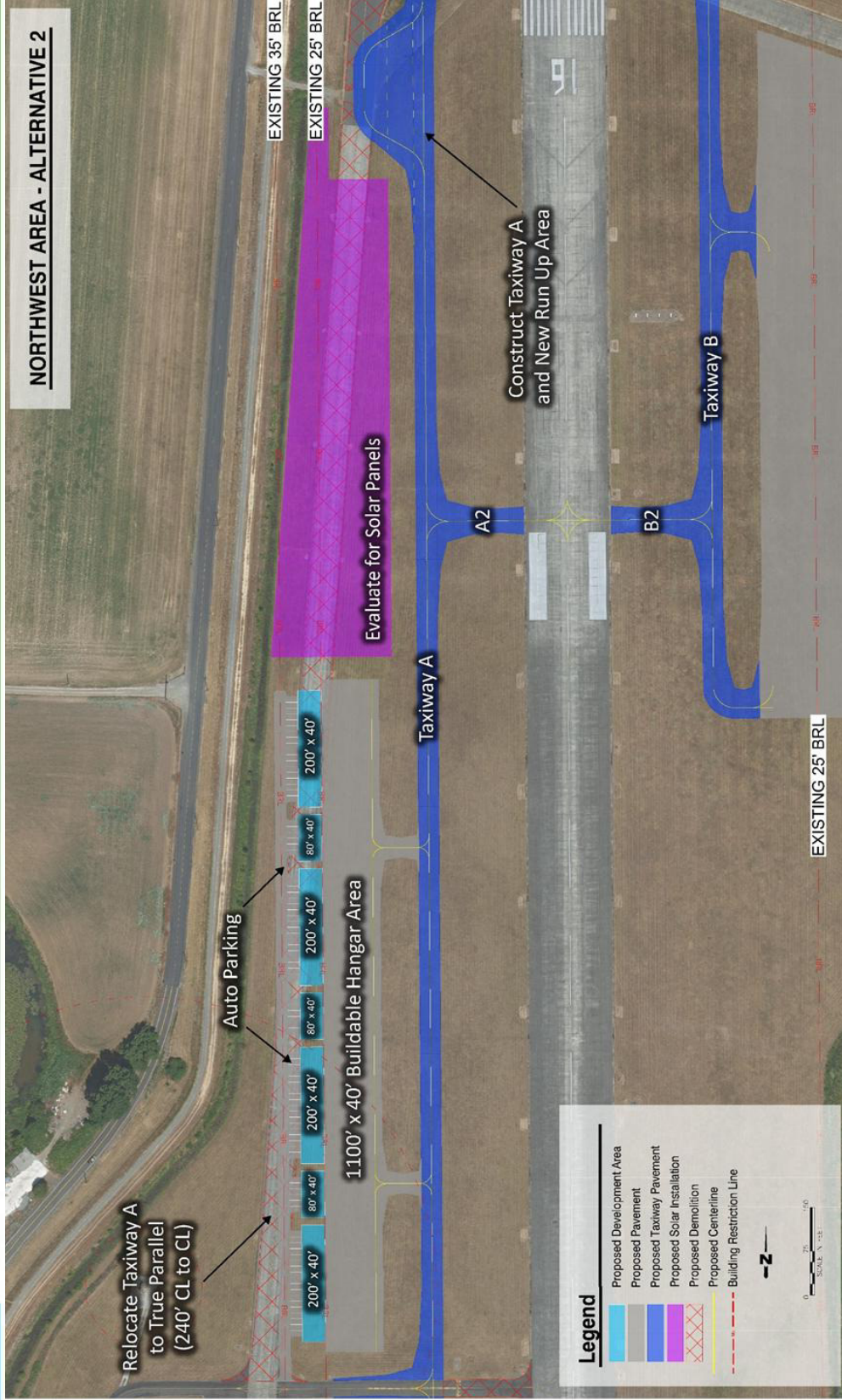
0 10 20 30 40 50  
Feet

0 10 20 30 40 50  
Meters

**-Z-**

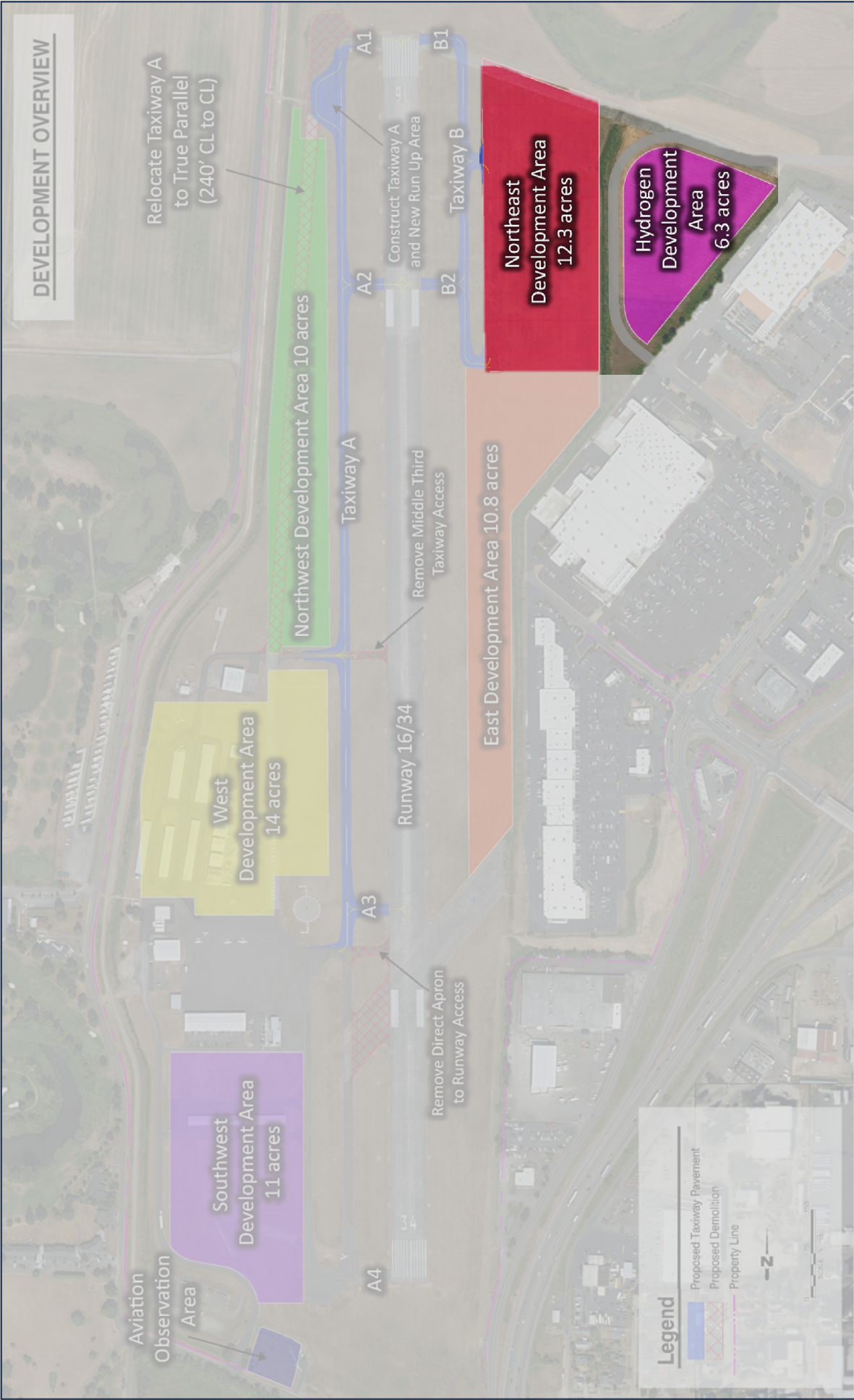


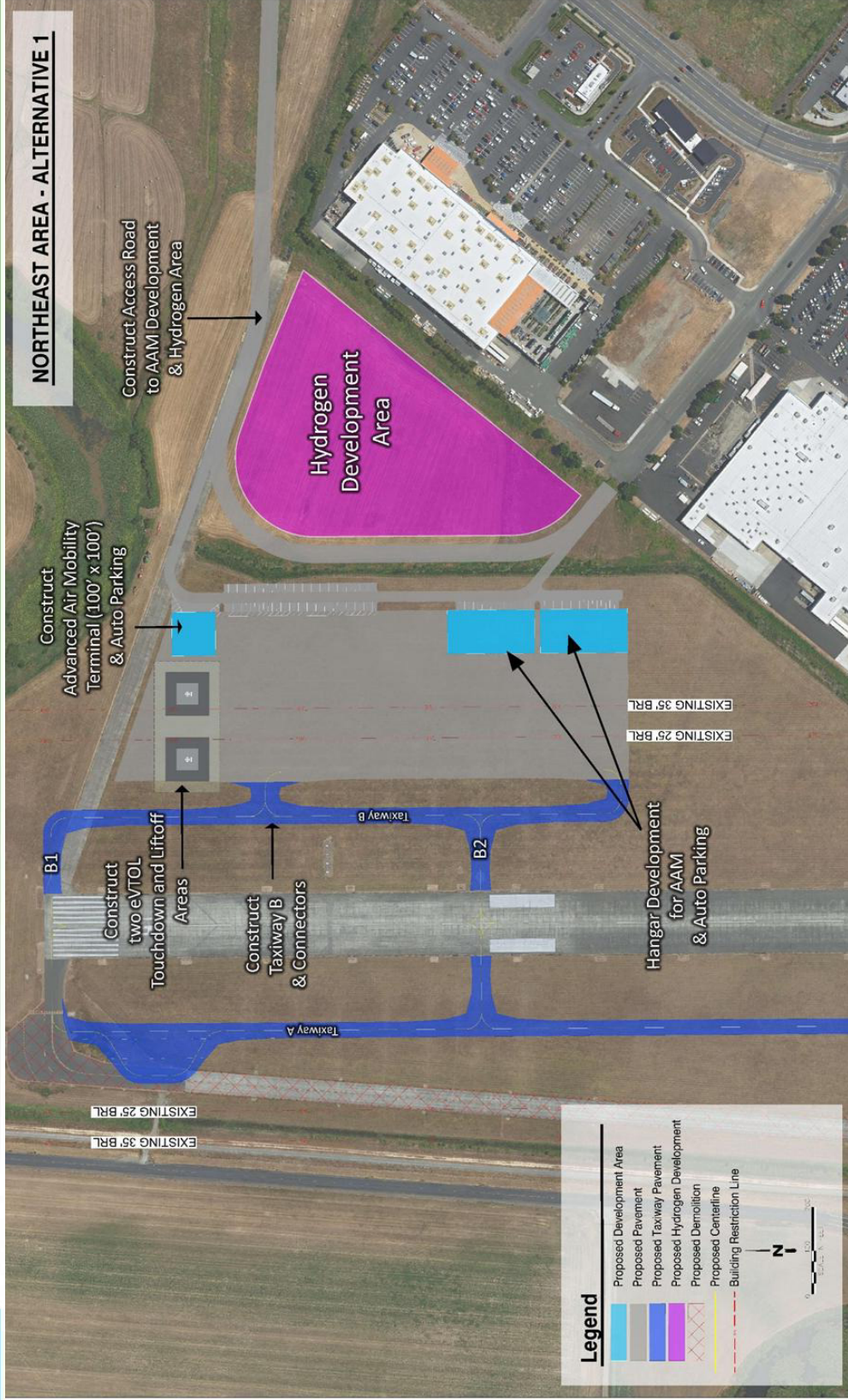


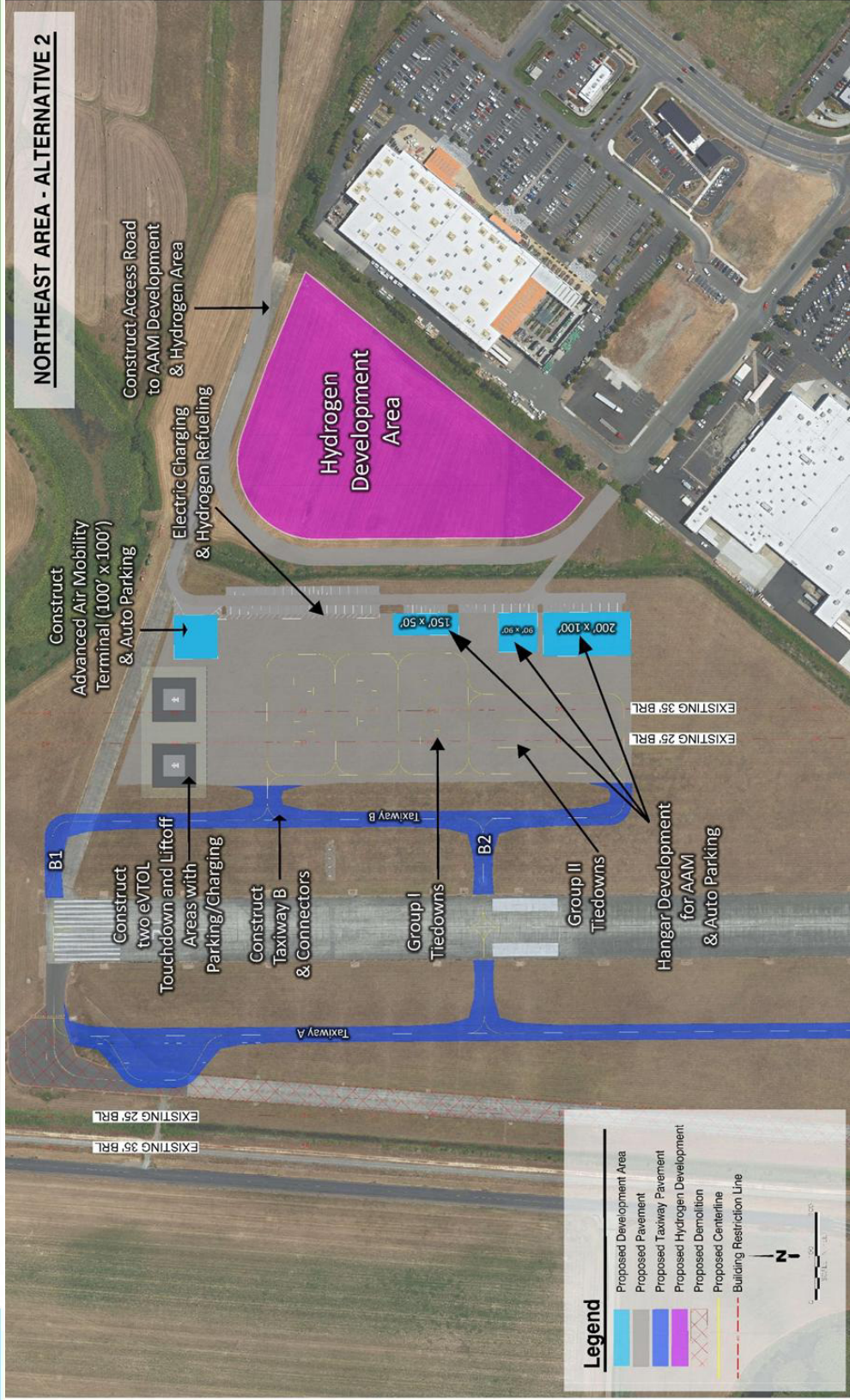


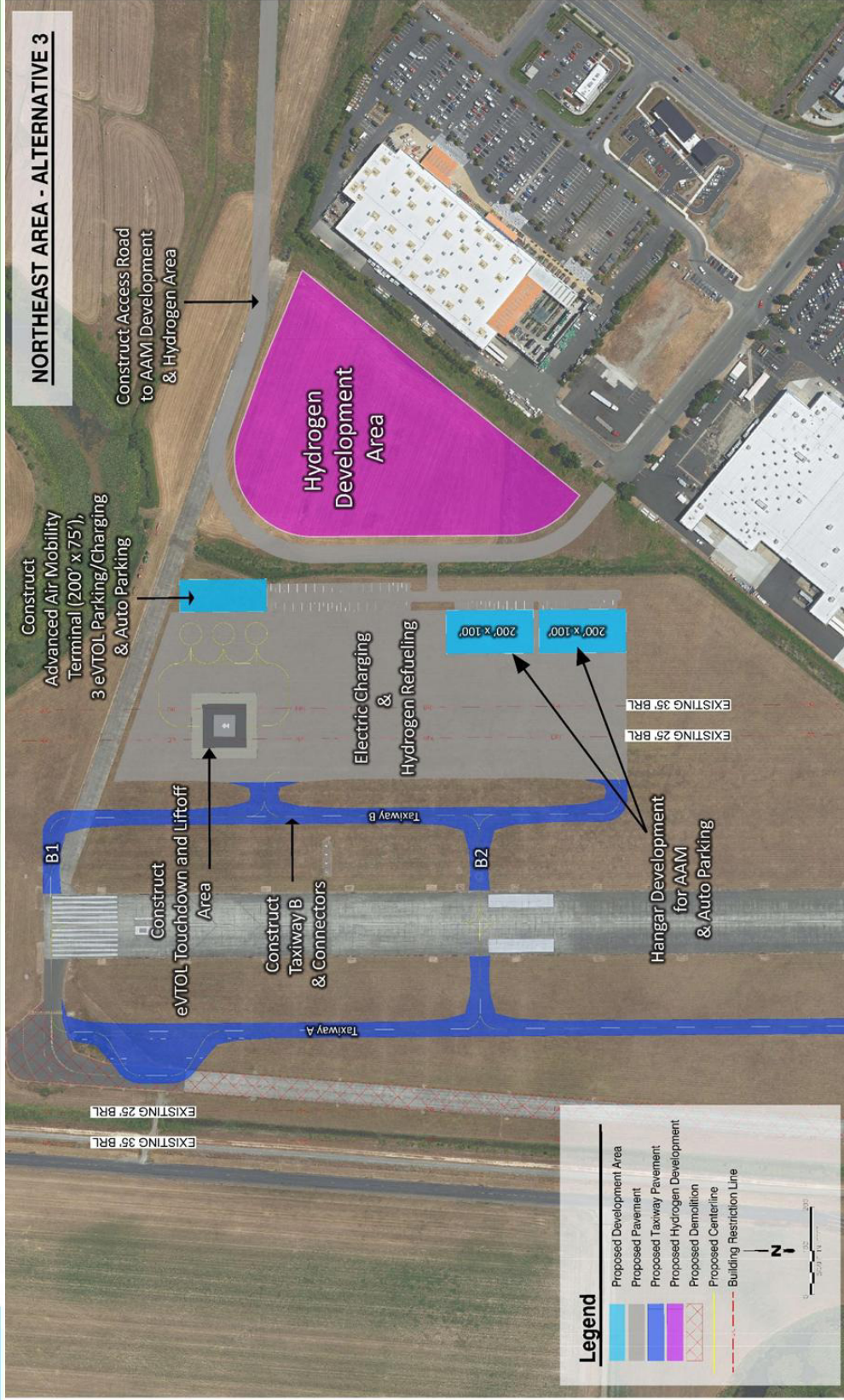


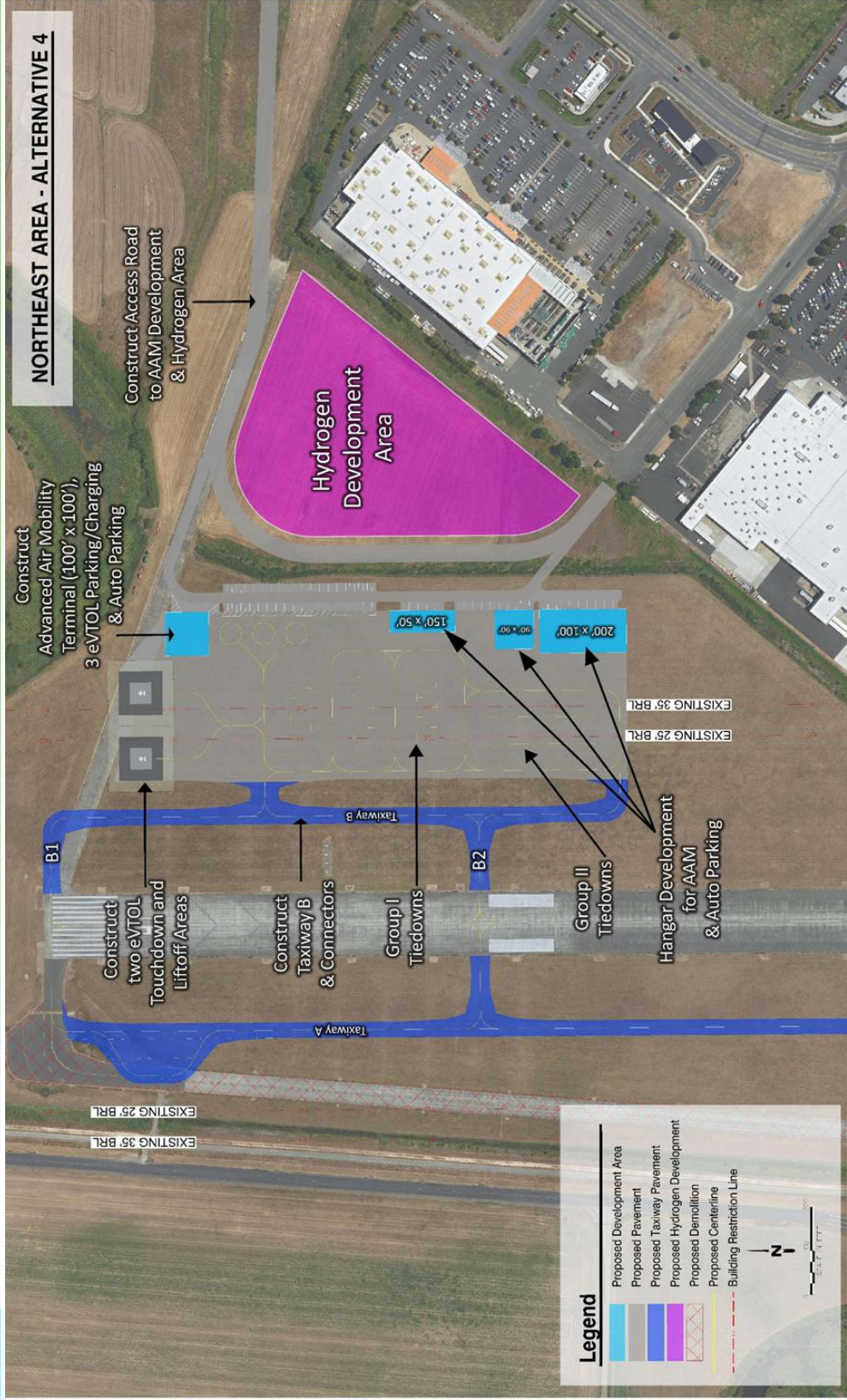
**DEVELOPMENT OVERVIEW**





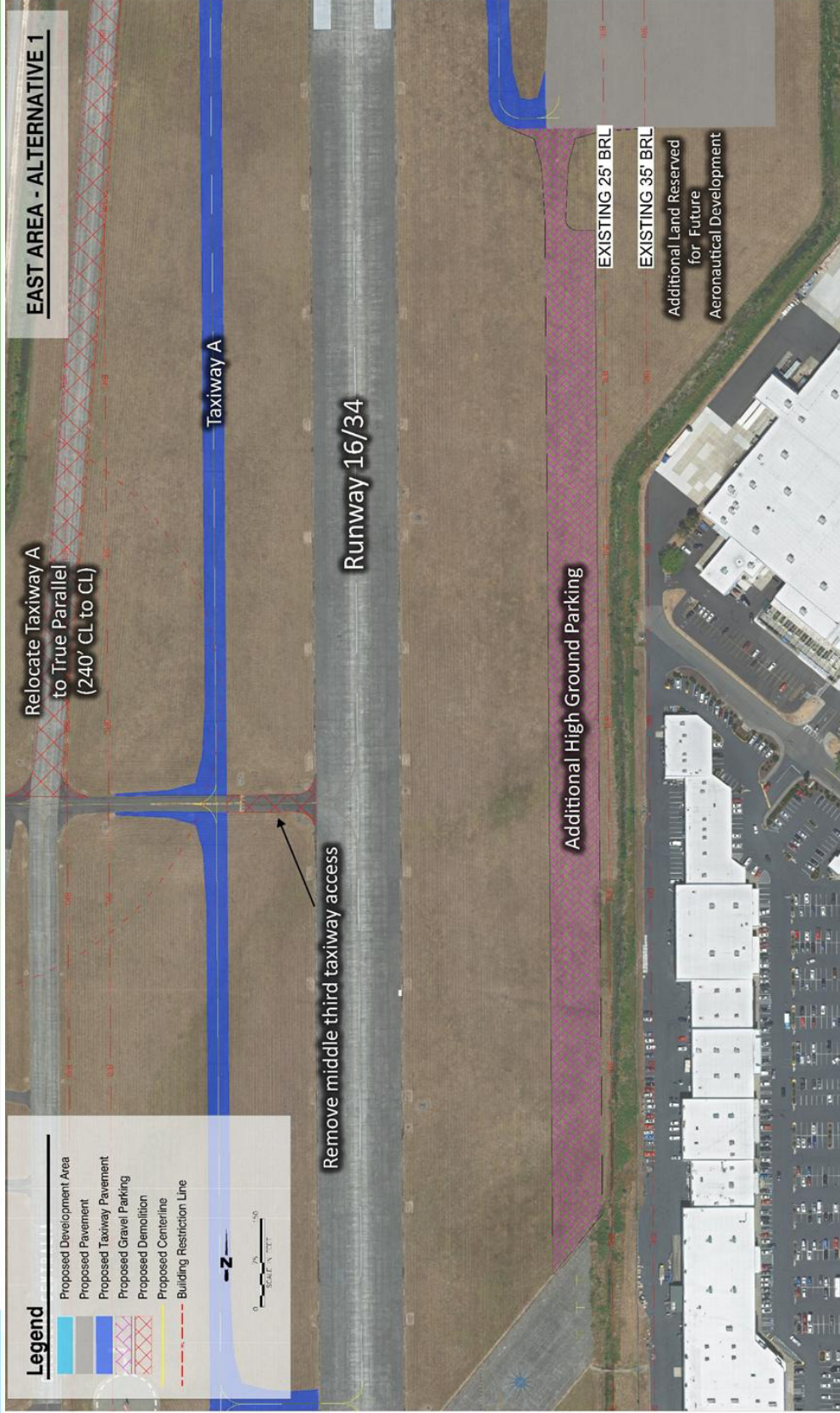






**DEVELOPMENT OVERVIEW**



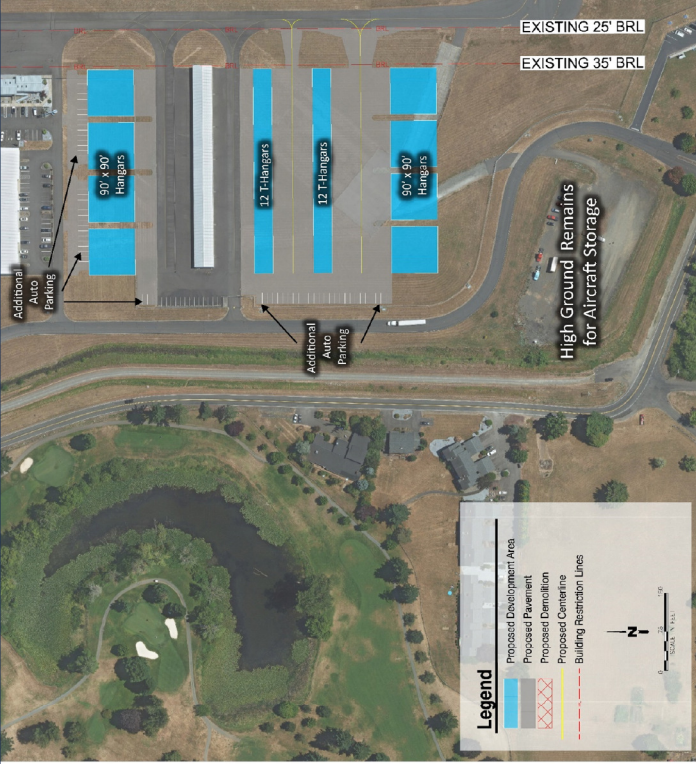


	Additional Aircraft Hangars (Group I)	Additional Aircraft Hangars (Group II)	Total Additional Hangar Spots Added	Additional Tie Downs	eVTOL Parking	Additional Auto Parking Spots
<b>Southwest Development Area</b>						
SW1	24	8	32	0	0	58
SW2	48	4	52	0	0	65
SW3	39	5	44	4	0	87
<b>West Development Area</b>						
W1	-3	0	-3	38	0	50
W2	14	4	18	21	0	52
W3	15	0	15	20	0	50
<b>Northwest Development Area</b>						
NW1	18	0	18	0	0	94
NW2	22	0	22	0	0	90
<b>Northeast Development Area</b>						
NE1	2	0	2	0	2	102
NE2	3	0	3	21	2	102
NE3	2	0	2	0	4	103
NE4	3	0	3	20	5	102
<b>East Development Area</b>						
E1	0	0	0	0	0	0
<b>Hydrogen Development Area</b>						
H1	0	0	0	0	0	0
<b>Aviation Observation Area</b>						
SW Observation	0	0	0	0	0	6

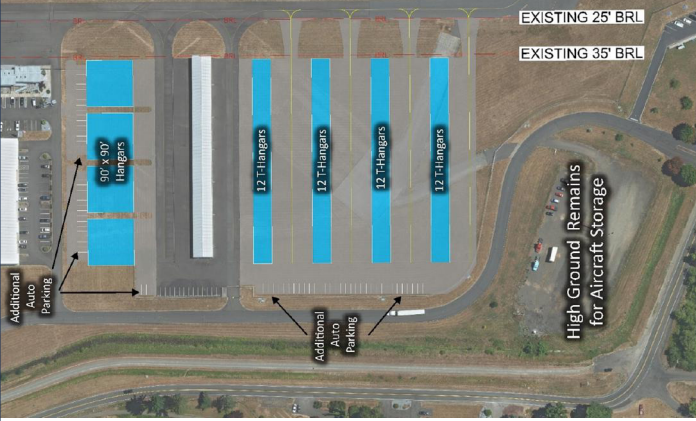


Southwest Development Area		Additional Aircraft Hangars (Group I)	Additional Aircraft Hangars (Group II)	Total Additional Hangar Spots Added	Additional Tie Downs	Additional Auto Parking Spots
SW1	24	8	32	0	58	
SW2	48	4	52	0	65	
SW3	39	5	44	4	87	

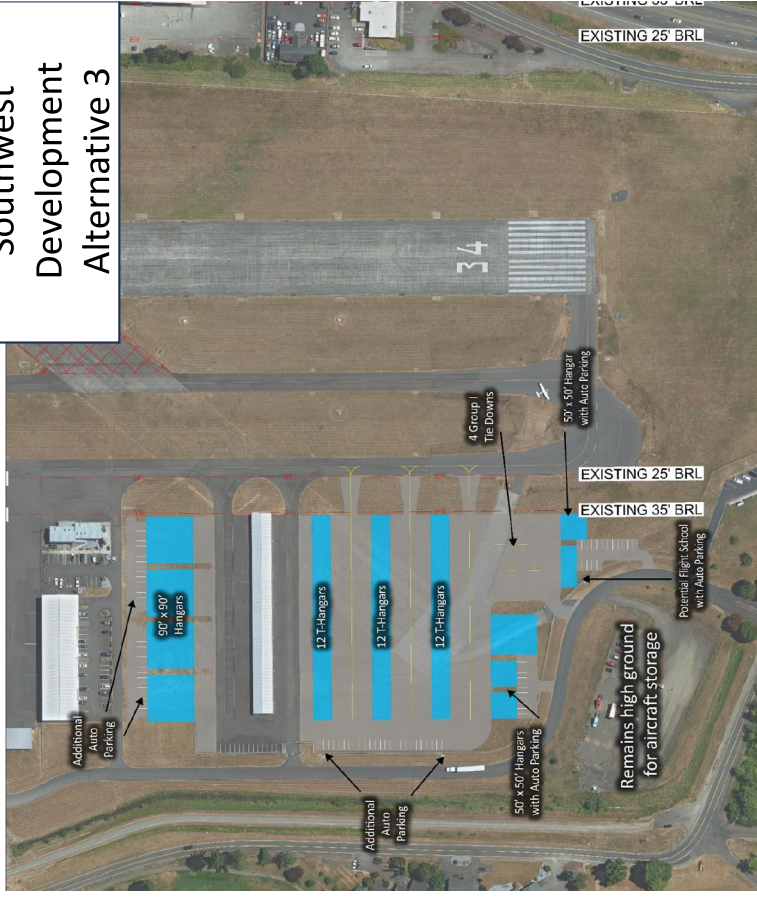
## Southwest Development Alternative 1



## Southwest Development Alternative 2

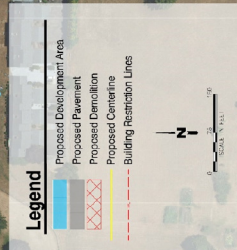


## Southwest Development Alternative 3



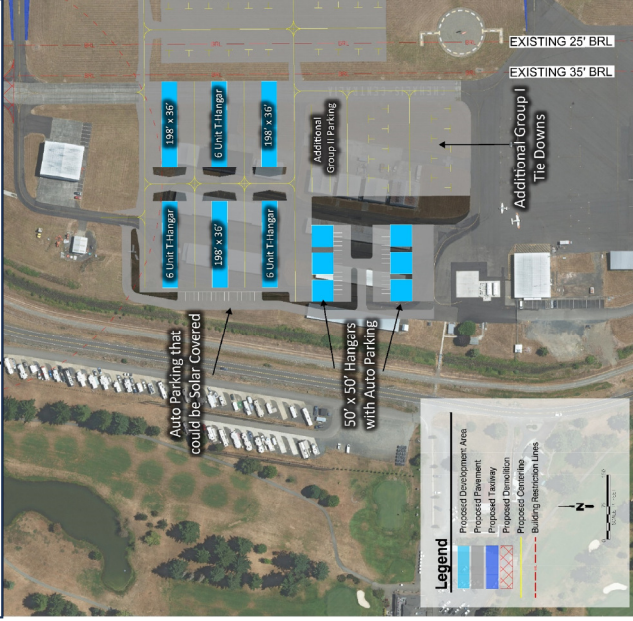
**Legend**

- Proposed Development Area
- Proposed Pavement
- Proposed Demolition
- Proposed Centerline
- Building Restriction Lines

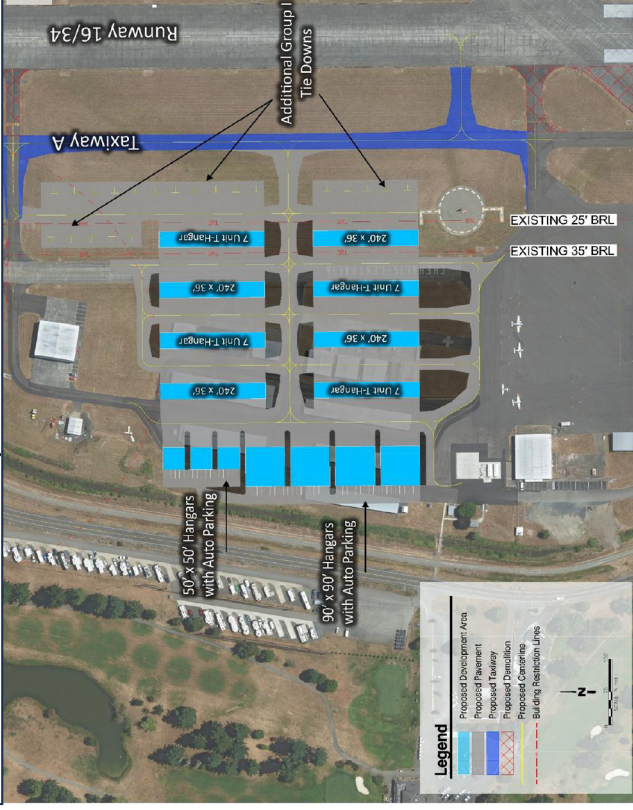


West Development Area	Additional Aircraft Hangars (Group I)	Additional Aircraft Hangars (Group II)	Total Additional Hangar Spots Added	Additional Tie Downs	Additional Auto Parking Spots
W1	-3	0	-3	38	50
W2	14	4	18	21	52
W3	15	0	15	20	50

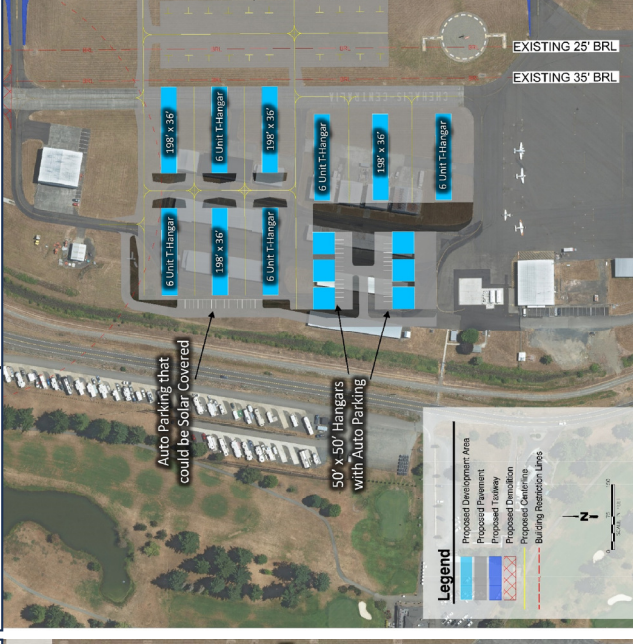
### West Development Alternative 1



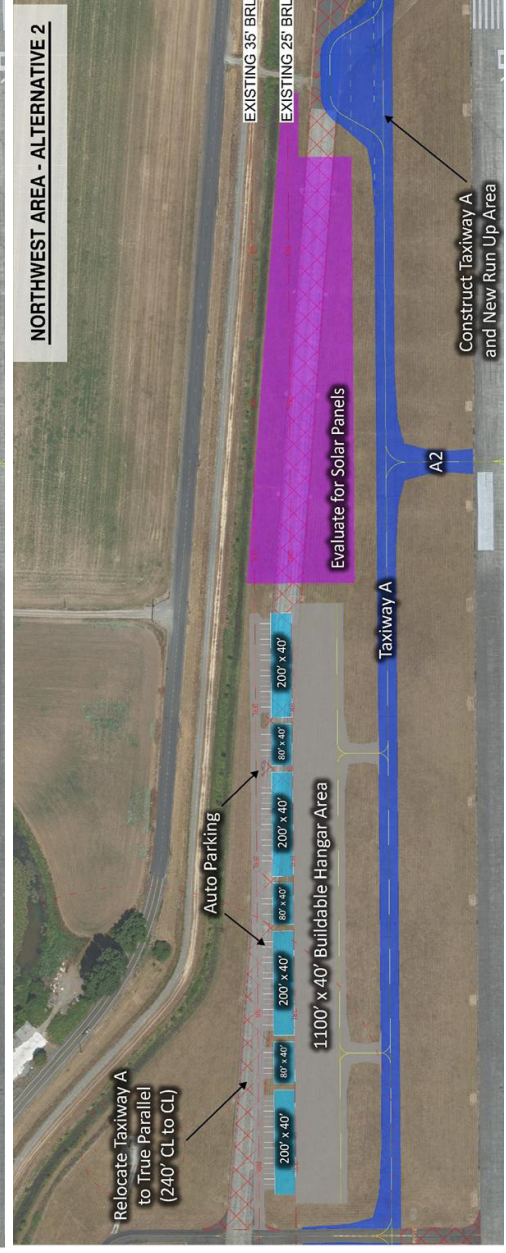
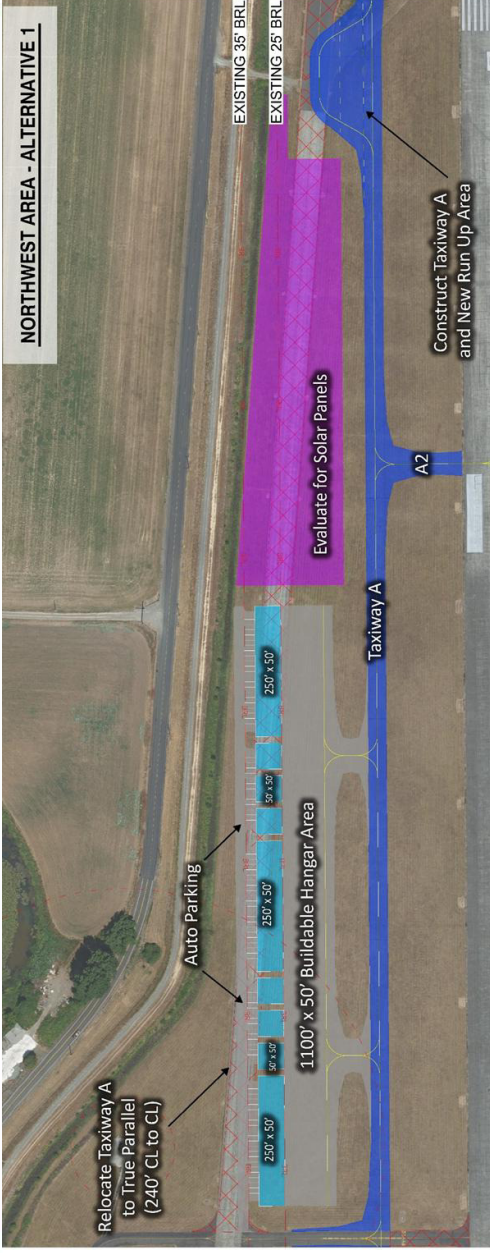
### West Development Alternative 2



### West Development Alternative 3



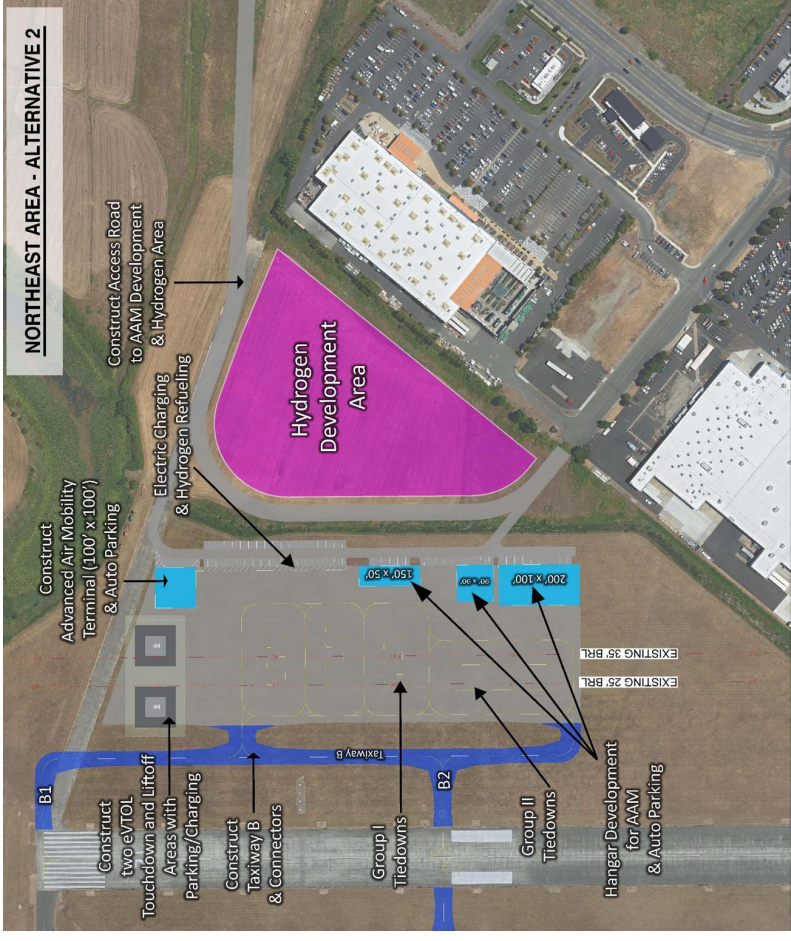
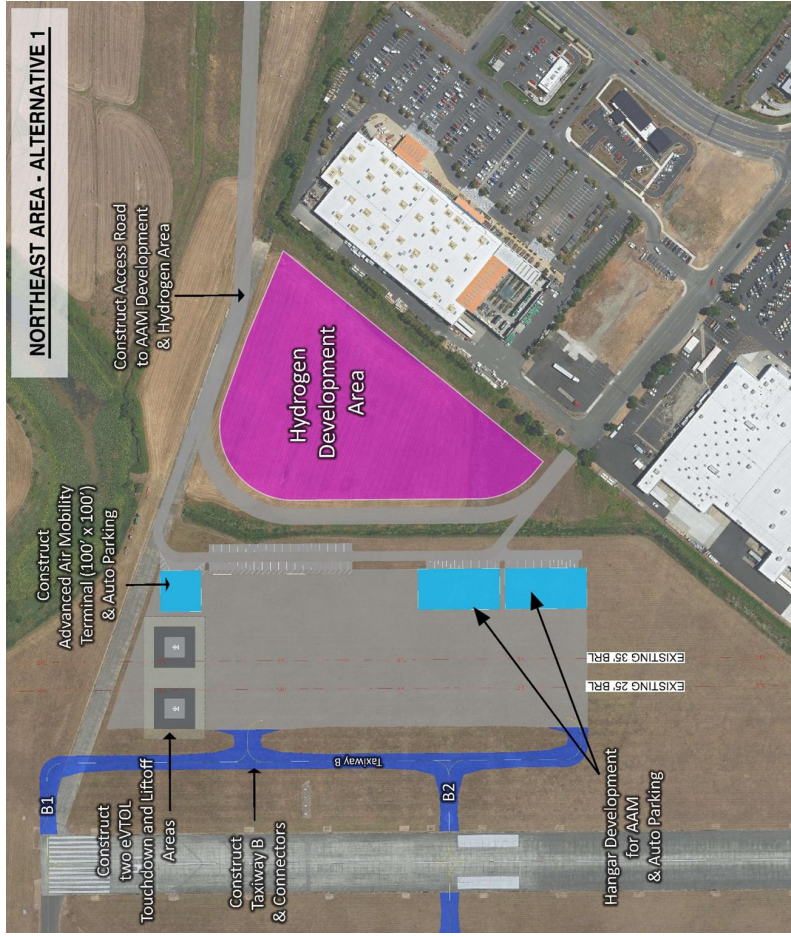
# Chehalis-Centralia Airport Master Plan Update



	Additional Aircraft Hangars (Group I)	Total Additional Hangar Spots Added	Additional Auto Parking Spots
<b>Northwest Development Area</b>			
NW1	18	18	94
NW2	22	22	90

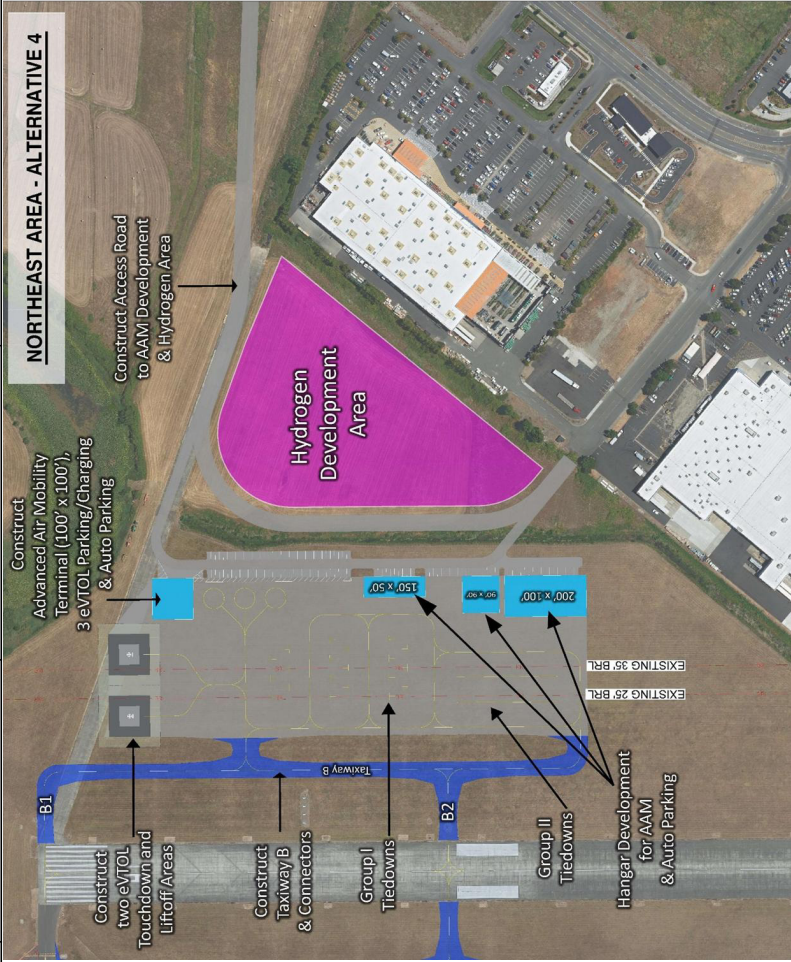
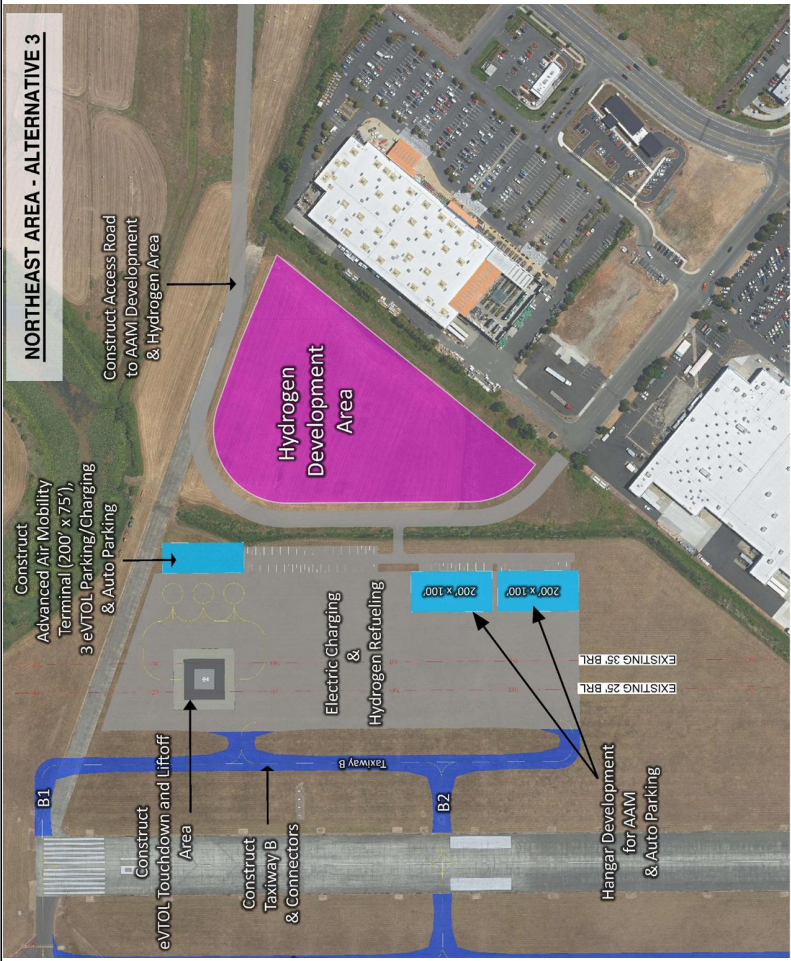
Northeast Development Area		Additional Aircraft Hangars AAM	Additional Tie Downs	eVTOL Parking	Additional Auto Parking Spots
----------------------------	--	---------------------------------	----------------------	---------------	-------------------------------

NE1	2	0	2	102	102
NE2	3	21	2	102	102
NE3	2	0	4	103	103
NE4	3	20	5	102	102



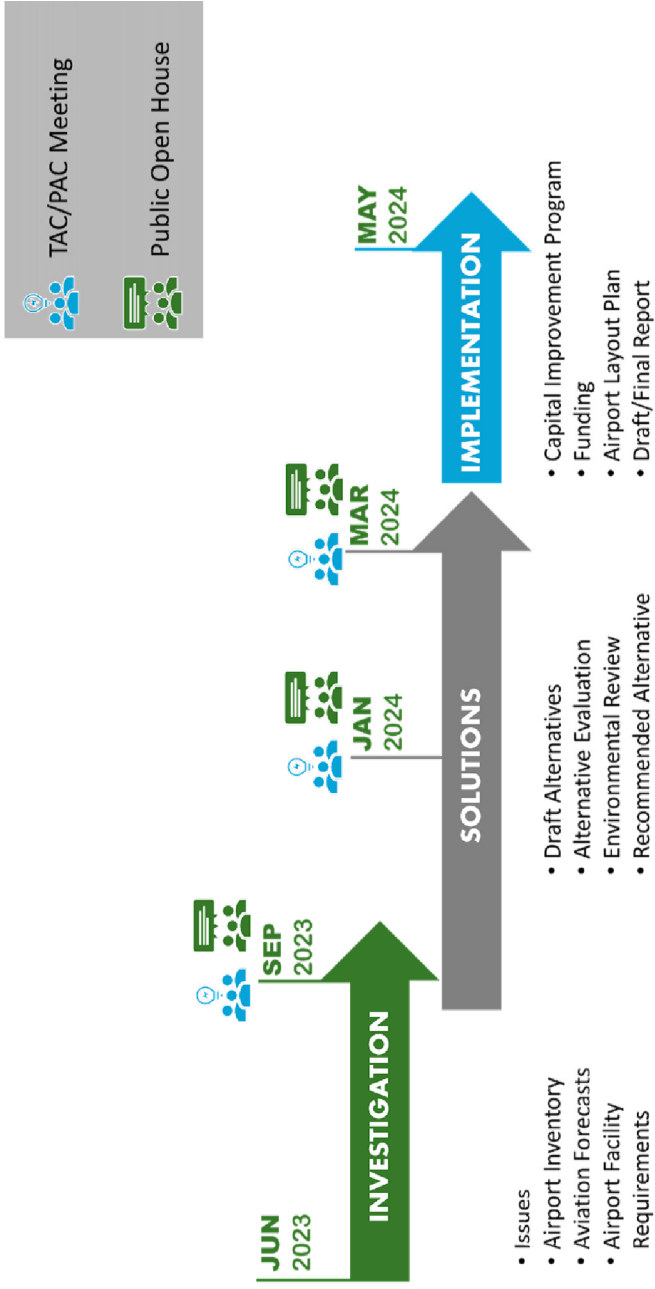
Northeast Development Area		Additional Aircraft Hangars AAM	Additional Tie Downs	eVTOL Parking	Additional Auto Parking Spots
----------------------------	--	---------------------------------	----------------------	---------------	-------------------------------

NE1	2	0	2	102
NE2	3	21	2	102
NE3	2	0	4	103
NE4	3	20	5	102





# Next Steps





## Chehalis-Centralia Airport Master Plan Update

THANK YOU!

# Any Comments or Questions?

## Contact:

Leah Whitfield

[Leah@theaviationplanninggroup.com](mailto:Leah@theaviationplanninggroup.com)

Justin Heid

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