



**Technical Advisory
Committee
Meeting #2**

Introductions



Brandon Rakes
Airport Director

Leah Whitfield
Project Manager

Justin Heid
Assistant Project Manager/Lead Planner

Darren Murata
Lead Engineer

Rafael Flores Estrada
Engineer

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**

What is an Airport Master Plan?

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



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

Your
Role on the
Technical
Advisory
Committee
(TAC)



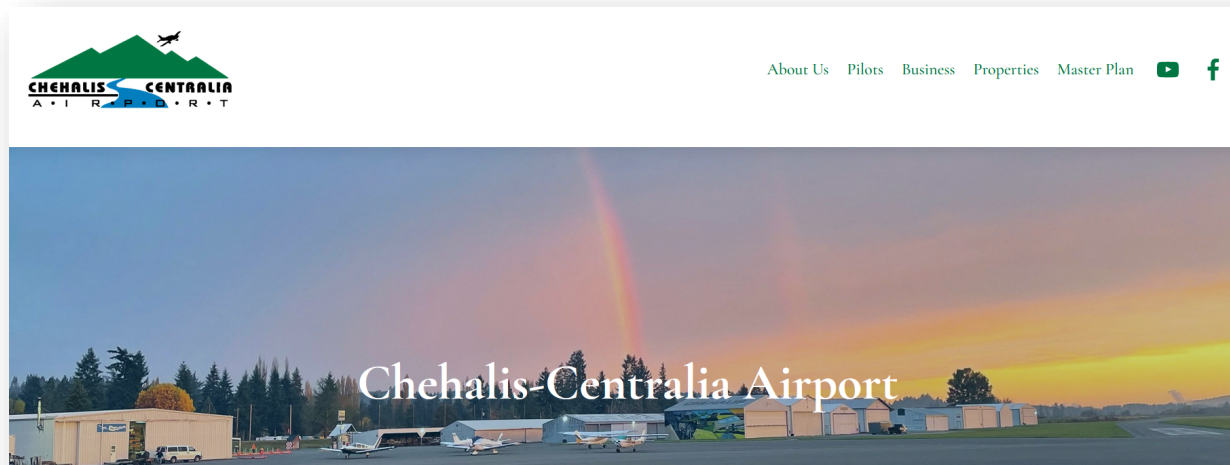
- Responsible and representative input is very important to the success of the Master Plan Update
- Limited time commitment: 3 meetings
- Review Draft Report and provide feedback with an eye towards your organization/business
- Provide suggestions AT ANY TIME



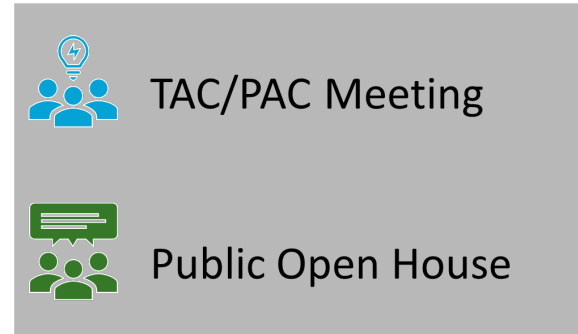
Public Involvement Plan





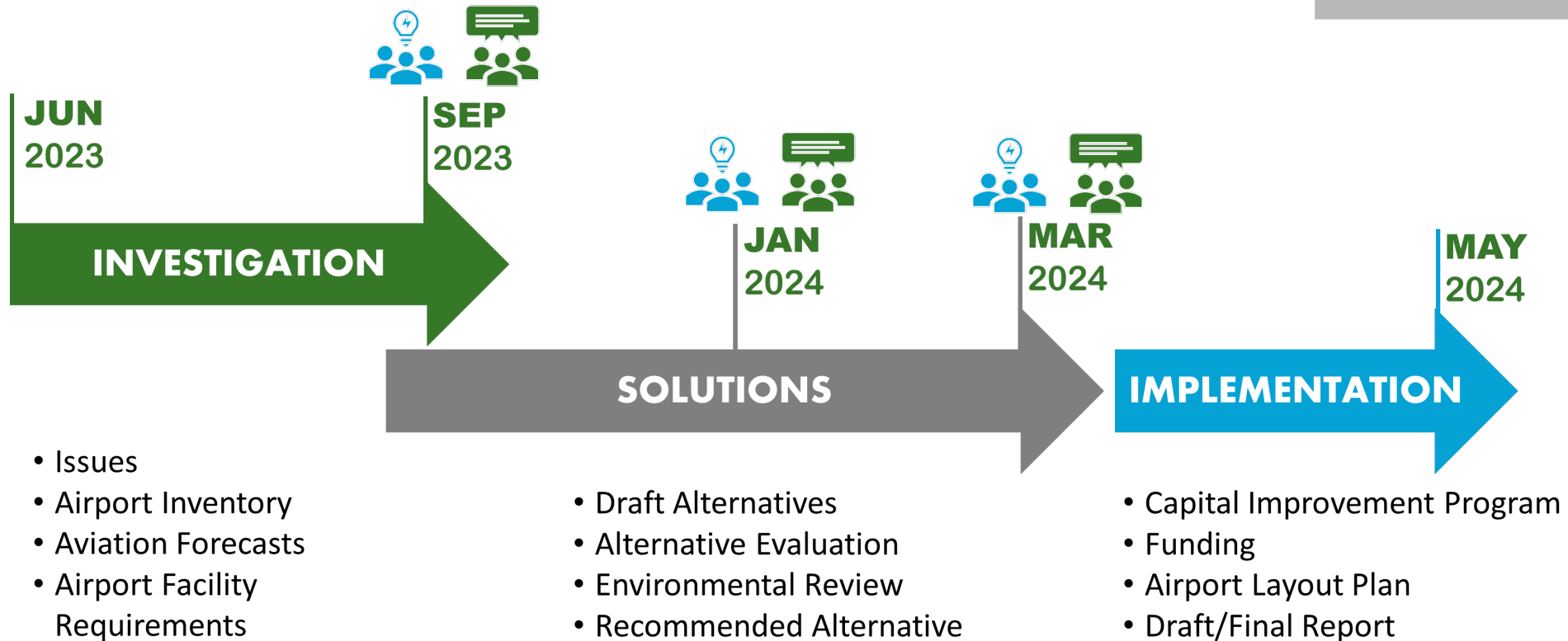
- NEW CLS website – www.ChehalisCentraliaAirport.com
 - Master Plan newsletter sign up
- User Survey
- 3 Technical Advisory Committee (TAC) Meetings
- 3 Public Advisory Committee (PAC) Meetings
- 3 Public Open Houses
- Comments accepted throughout
- Feedback from TAC/PAC ongoing



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
Critical Aircraft				
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 5th, 2024
- **Critical Aircraft:**
 - Cessna Model 525B Citation CJ3
 - **676** CJ3 operations in 2022



Chehalis-Centralia Airport Master Plan Update

Facility Requirements Table: B-II ARC; IAP with 1 mile viz min

Airfield and Airspace Requirements

Item	Existing Condition	Required or recommended	Action Required
Runway			
ARC to Meet Fleet Mix Demand	B-II	B-II	No
Orientation	99.89%	95%	No
Length	5000'	4700'	No - Meets 100% of small GA fleet & 75% of GA fleet over 12,500 lbs. at 60% useful load.
Width	140'	75'	No
Runway Pavement Condition	Avg. PCI = 73* (Est: 2023)	Avg. PCI = >70	Yes, the runway will need rehabilitation pavement maintenance in the future. (*) PCI is likely higher due to recent pavement projects and is to be reevaluated by WSDOT in 2024.
Taxiway			
Full or partial parallel	Yes	Yes	Yes, the existing parallel taxiway exceeds dimensional requirements, can be realigned for better space utilization of the Airport.
Width	TXY A2 = 30', Remainder exceed requirements	35'	Yes, it is recommended that Taxiway A2 be widened to 35' to be within the window of compliance, additionally all taxiway fillets should be constructed to meet standards.
Taxiway/Taxilane Pavement Condition	Avg. PCI = 63* (Est: 2023)	Avg. PCI = >70	Yes, regular maintenance should be conducted on the taxiways and ramp areas. (*) PCI is likely higher due to recent pavement projects and is to be reevaluated by WSDOT in 2024.
Other Airfield Considerations			
Pavement Design Strengths	30,000 lbs.	30,000 lbs.	No, the runway is built to 30,000 pounds single wheel (85,000 pounds double-tandem main gear); however, all paved surfaces need to be considered in determining proper weight bearing strengths
Signing, Marking, Lighting, Nav aids, UNICOM, communications, weather, and IAP considerations	Compliance with FAA AC 150/5340-1L and other ACs	Compliance with FAA AC 150/5340-1L and other ACs	Yes, (1) Taxiway lighting should be installed to replace the taxiway reflectors; (2) The AWOS-III should be replaced as the current unit has met its useful life; (3) Lower approaches can be investigated with the updated AGIS data from this master plan.

Airport infrastructure, facilities, and support requirements

Item	Existing Condition	Required or recommended	Action Required
General Aviation Related Development			
Hangars	At 100% Capacity	Minimum of 9 additional hangar spaces anticipated by 2042	Yes, hangar occupancy is at 100% currently. A strong waiting list is in place, and demand is anticipated to drive development.
Apron / Transient Parking	3 large/13 small tiedowns	No specific minimums	No
Apron Pavement Condition	Avg. PCI = 84.5* (Est: 2023)	Avg. PCI = >70	No (*) PCI is likely higher due to recent pavement projects and is to be reevaluated by WSDOT in 2024.
GA Terminal / Pilot Lounge	Updated facility	Updated facility	No
AAM Terminal/Parking	None	2,500 sq/ft terminal with 66 parking spaces	Yes, Construct an Advanced Air Mobility Terminal and parking when demand requires.
Support Facilities			
ARFF / SRE Equipment and Storage	Existing (Outdated)	Updated SRE units	Yes, SRE equipment needs to be updated, and additional storage for the equipment is necessary.
Fuel Storage	24,000-gal capacity	No specific minimum	No
Public Access and Parking	20 spots designated for FBO/Terminal Use	No specific minimum	No
Fencing	Not 100% Fenced	100% protection	Yes, the USDA recommends that fencing with full skirting be in place around 100% of the airport to prevent animals from entering the airfield.
Utilities	Existing	No specific minimums	No

Hydrology Considerations

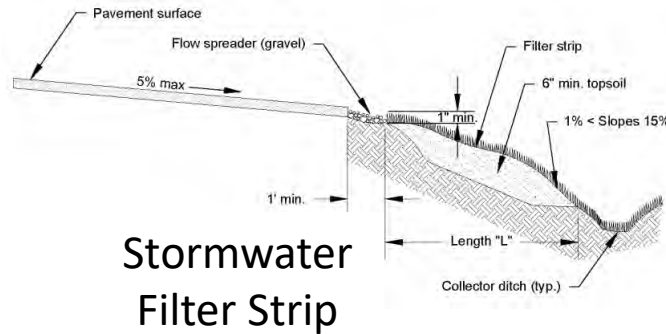
Existing conditions: 23% Impervious



Proposed conditions: 34% Impervious

Ecology Requirements

- Stormwater treatment
- Flow control
- Wetland protection



Design Aspects

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

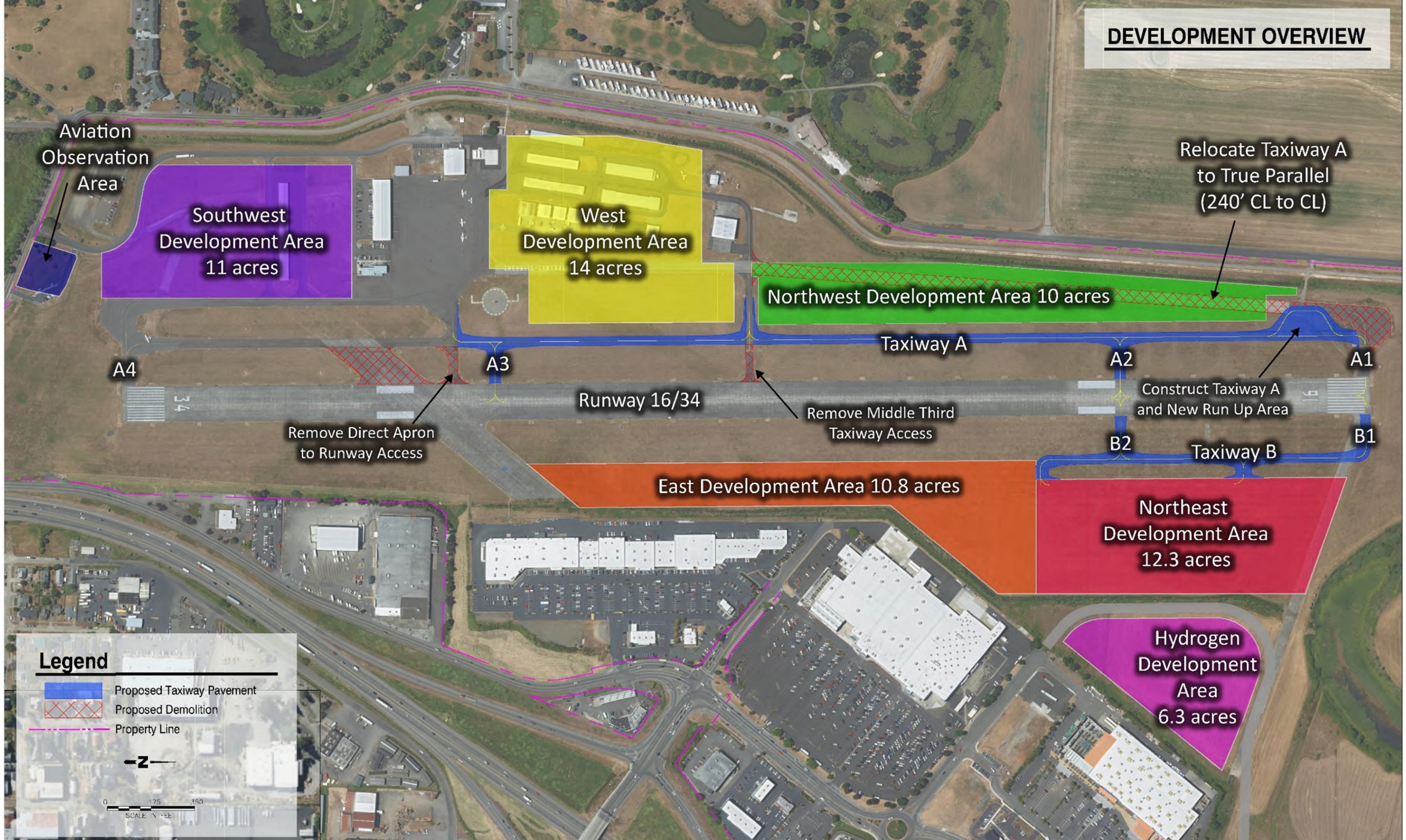


Airport Lake

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



DEVELOPMENT OVERVIEW



Legend

- Proposed Taxiway Pavement
- Proposed Demolition
- Property Line

North Arrow

Scale: 0, 175, 350 feet

DEVELOPMENT OVERVIEW

Aviation
Observation
Area

Southwest
Development Area
11 acres

West
Development Area
14 acres

Northwest Development Area 10 acres

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

A4

A3

Taxiway A

A2

A1

34

Runway 16/34

Remove Middle Third
Taxiway Access

Construct Taxiway A
and New Run Up Area

Remove Direct Apron
to Runway Access

B2

Taxiway B

B1

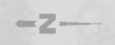
East Development Area 10.8 acres

Northeast
Development Area
12.3 acres

Hydrogen
Development
Area
6.3 acres

Legend

- Proposed Taxiway Pavement
- Proposed Demolition
- Property Line



0 175 350
SCALE: 1" = 350'

SOUTHWEST AREA - AVIATION OBSERVATION AREA

Parking Expansion

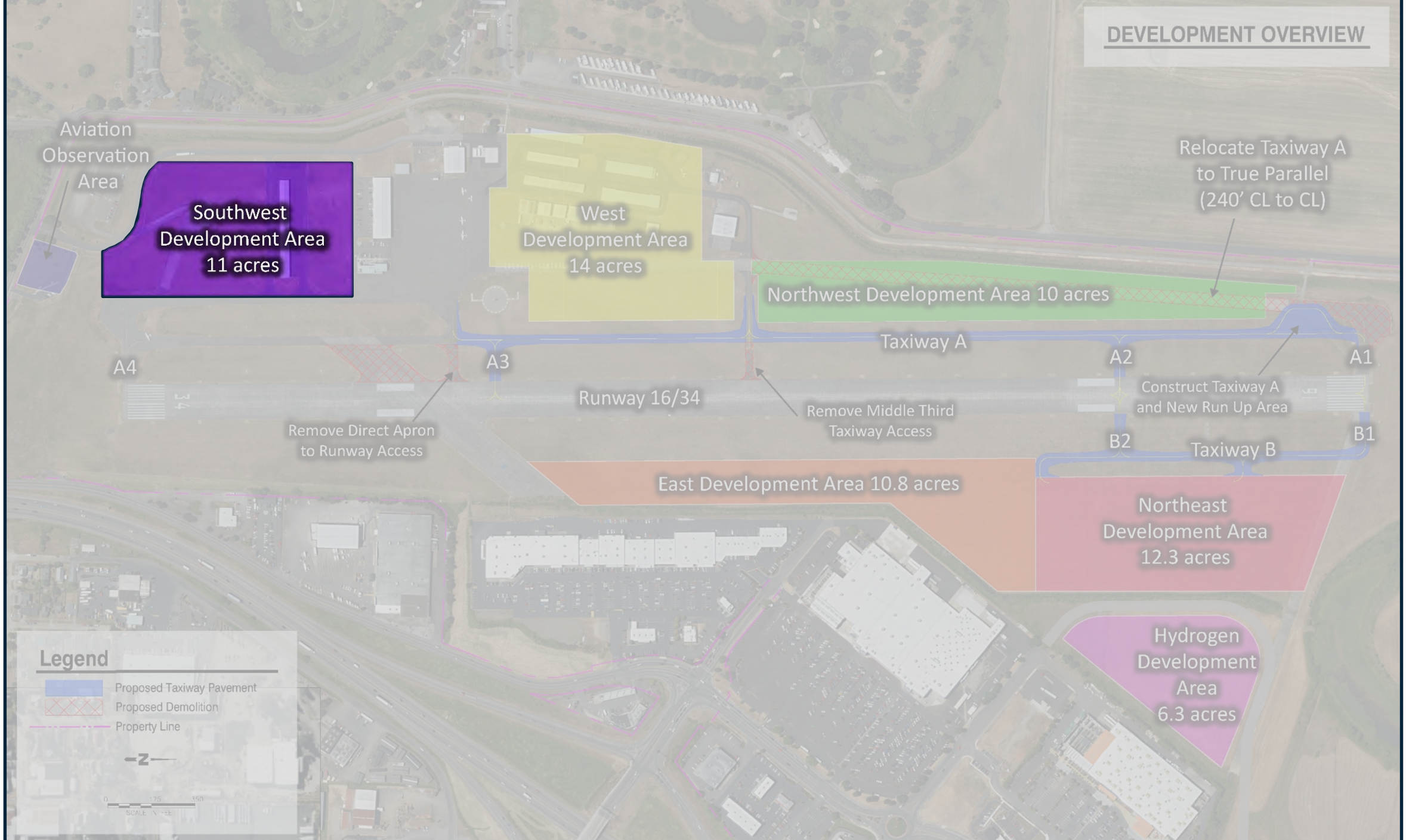
Aviation
Observation
Improvements

Legend

- Proposed Development Area
- Proposed Pavement



DEVELOPMENT OVERVIEW



Aviation
Observation
Area

**Southwest
Development Area
11 acres**

**West
Development Area
14 acres**

Northwest Development Area 10 acres

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

A4

A3

Taxiway A

A2

A1

Runway 16/34

Remove Middle Third
Taxiway Access

Construct Taxiway A
and New Run Up Area

Remove Direct Apron
to Runway Access

B2

Taxiway B

B1

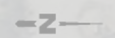
East Development Area 10.8 acres

**Northeast
Development Area
12.3 acres**

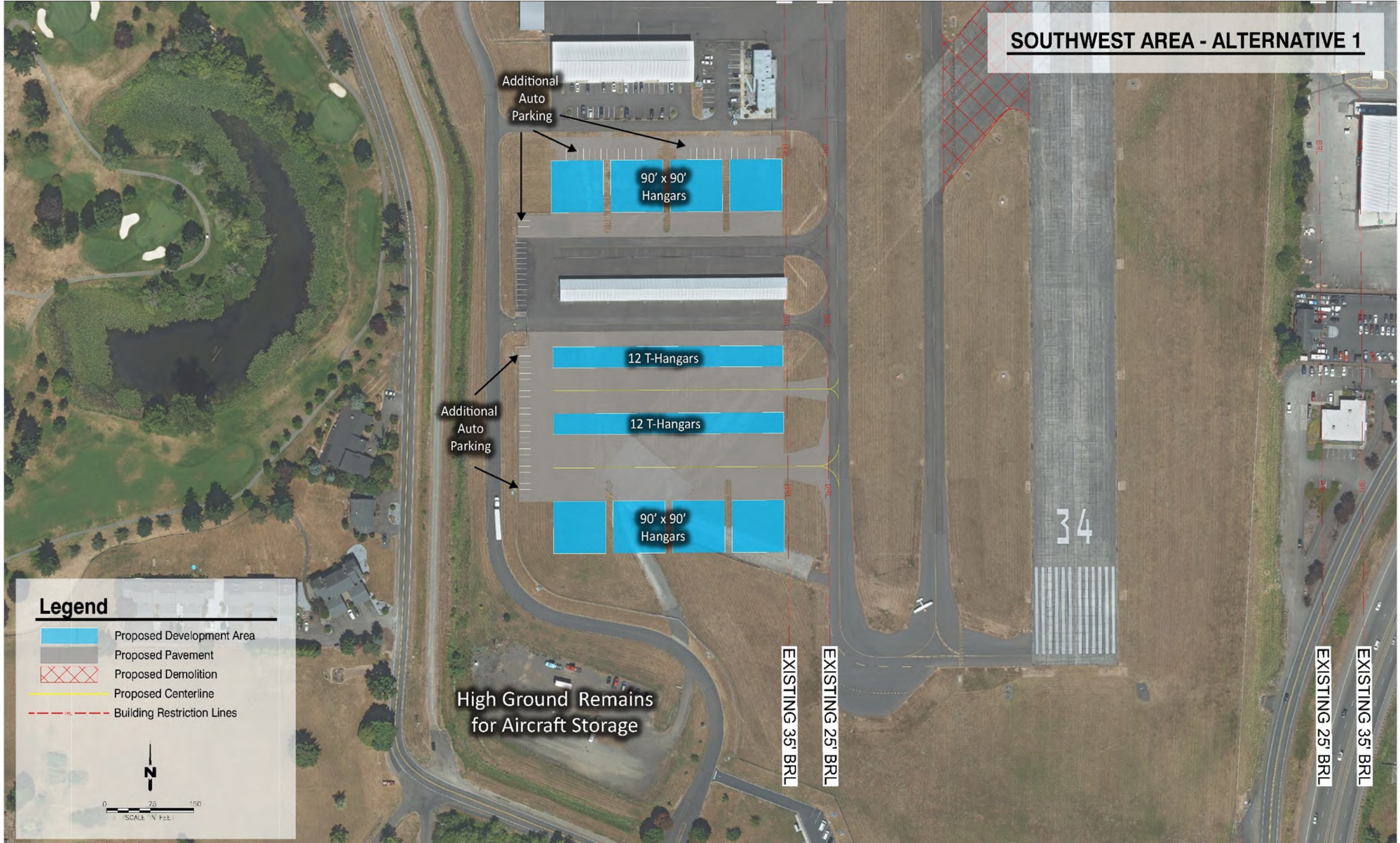
**Hydrogen
Development
Area
6.3 acres**

Legend

- Proposed Taxiway Pavement
- Proposed Demolition
- Property Line



0 175 350
SCALE: 1" = 350'



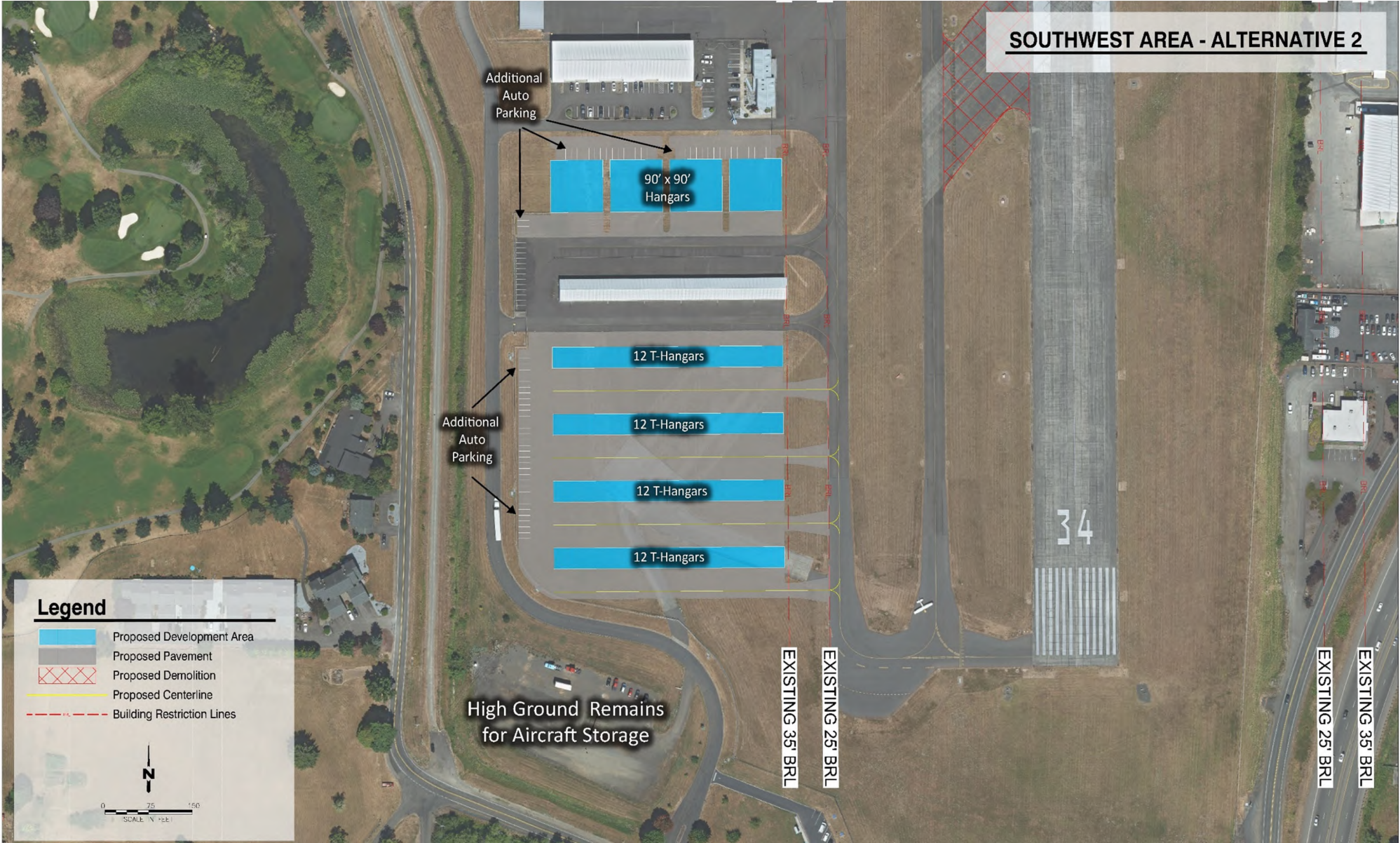
Legend

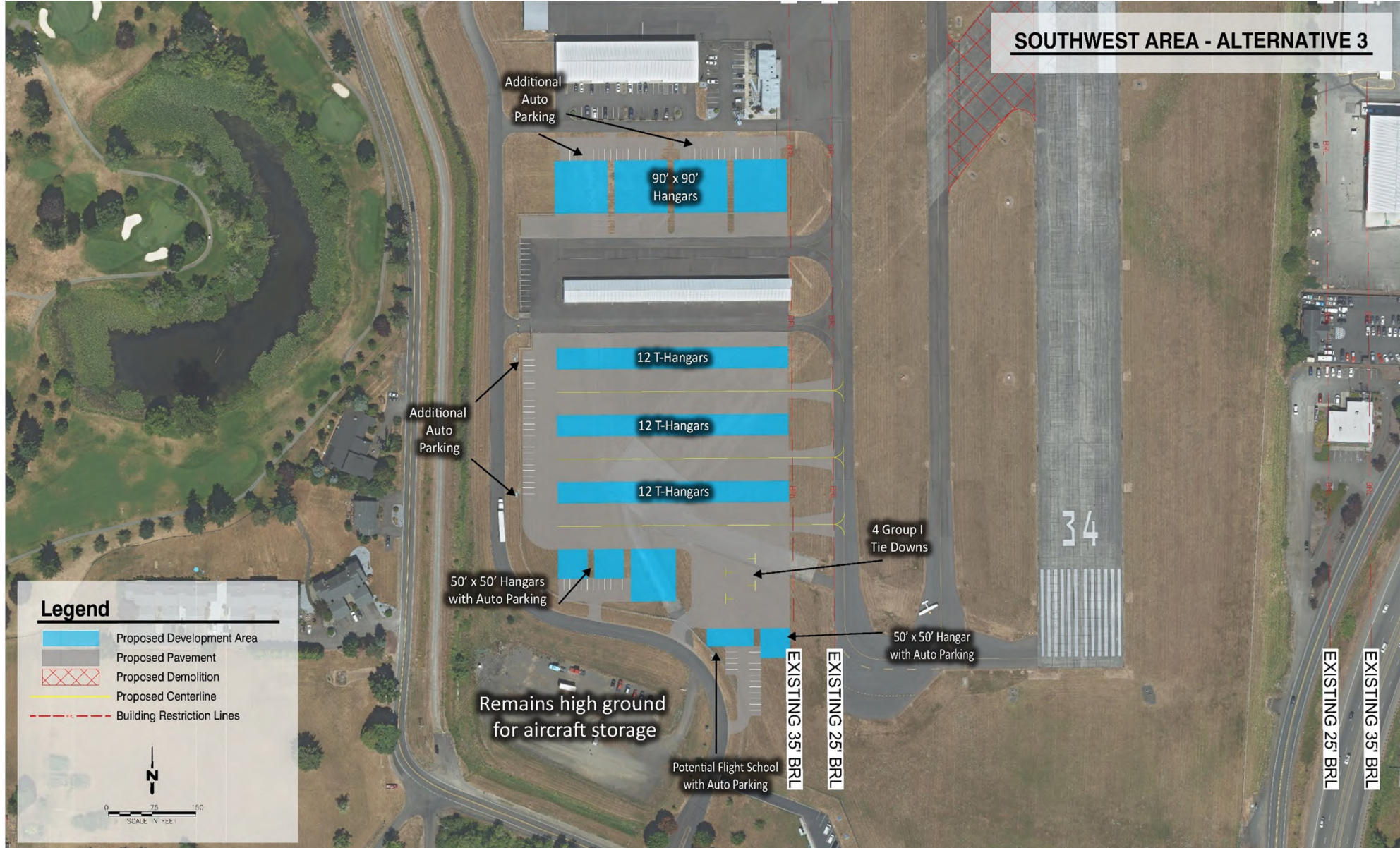
- Proposed Development Area
- Proposed Pavement
- Proposed Demolition
- Proposed Centerline
- Building Restriction Lines

N

0 75 150
SCALE: 1" = 150'

SOUTHWEST AREA - ALTERNATIVE 2





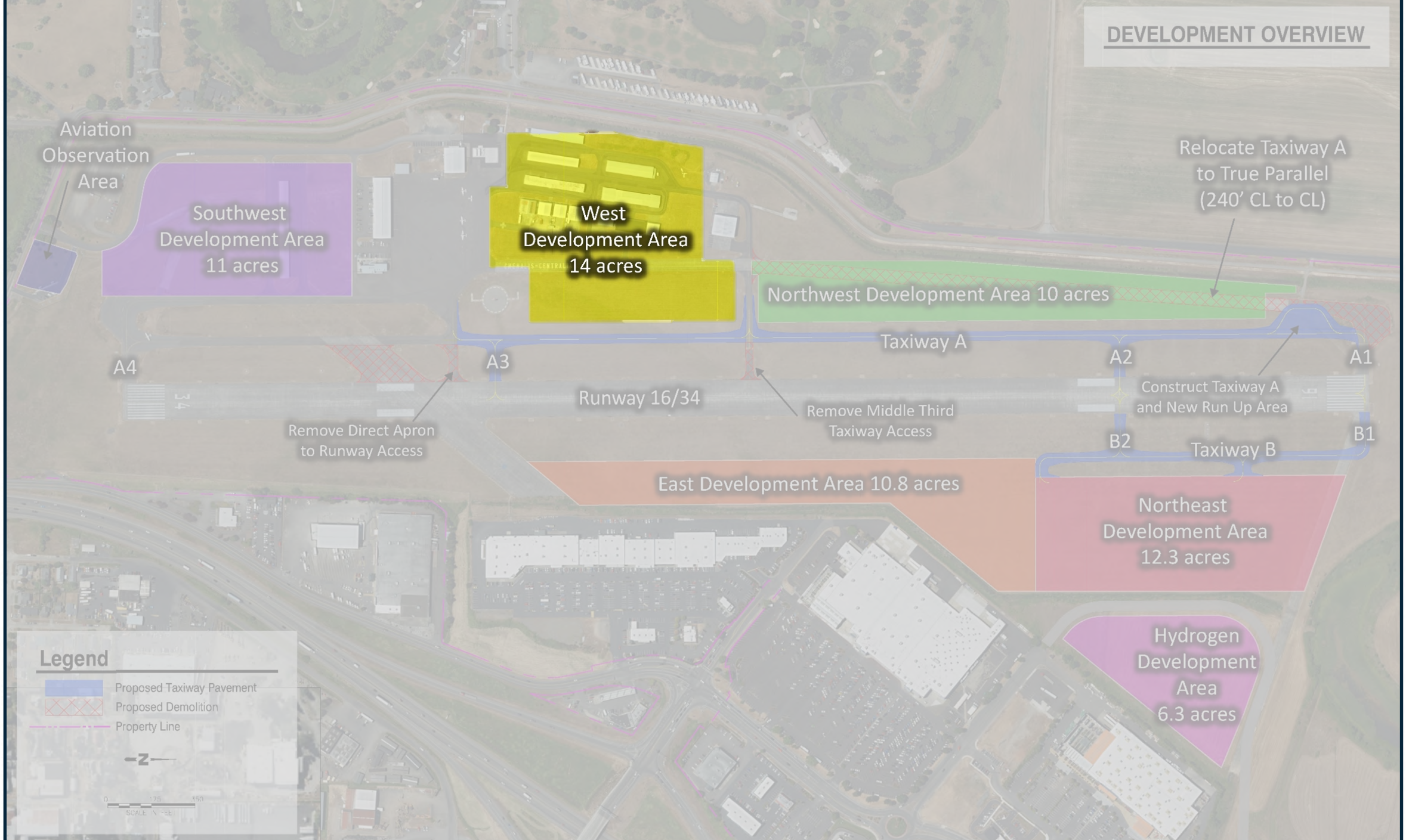
Legend

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




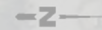
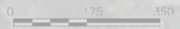
N

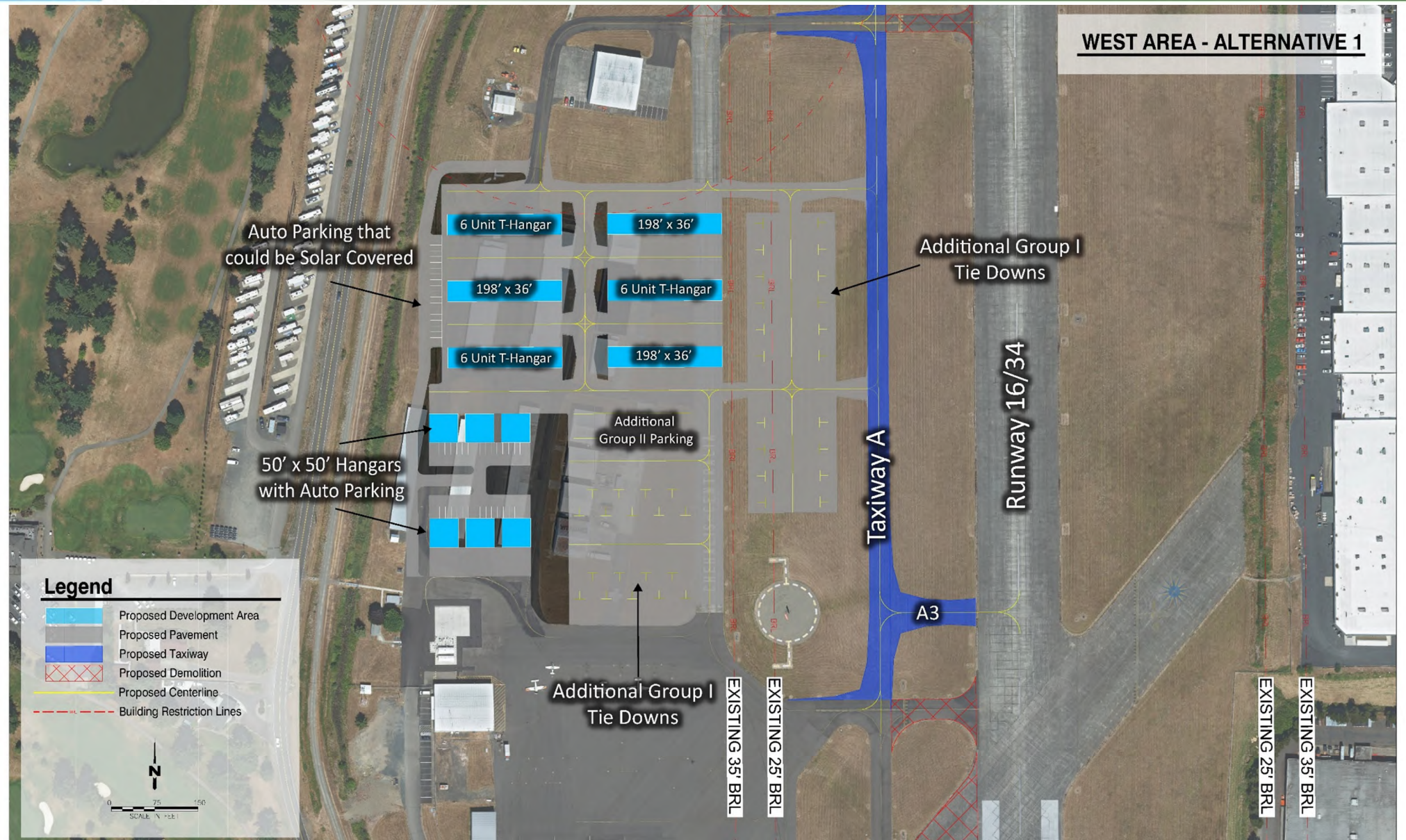
0 75 150
SCALE (IN FEET)

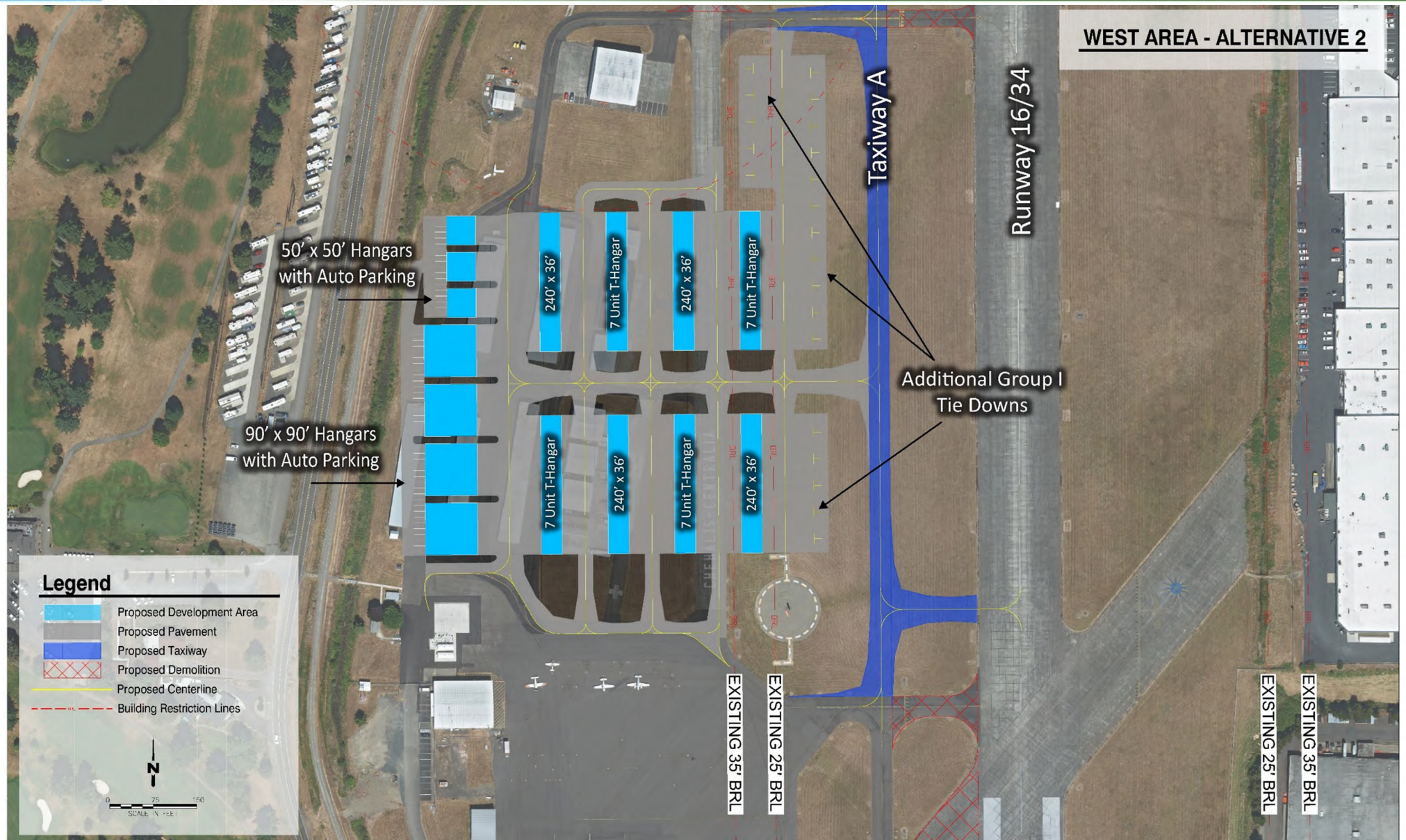
DEVELOPMENT OVERVIEW

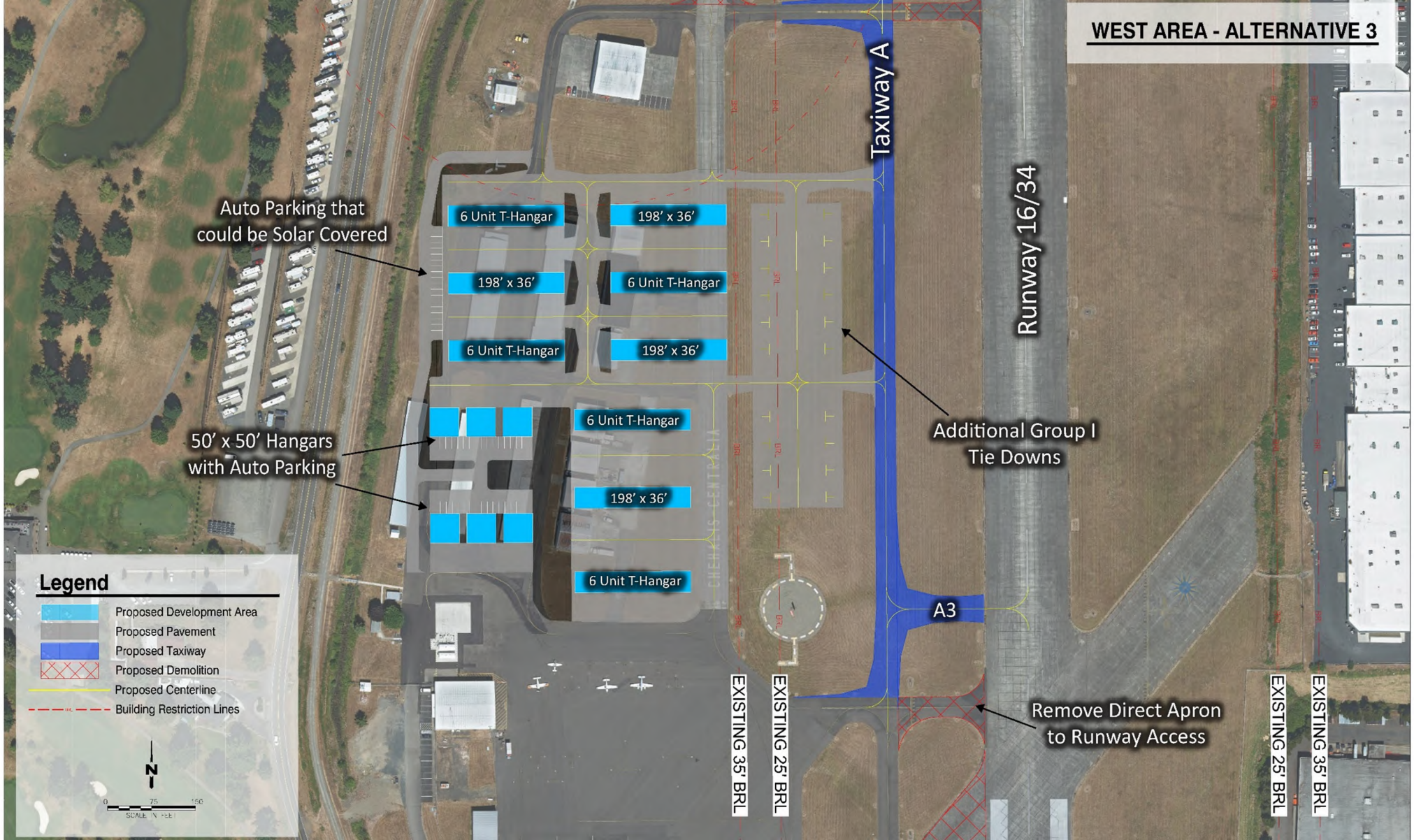


Legend

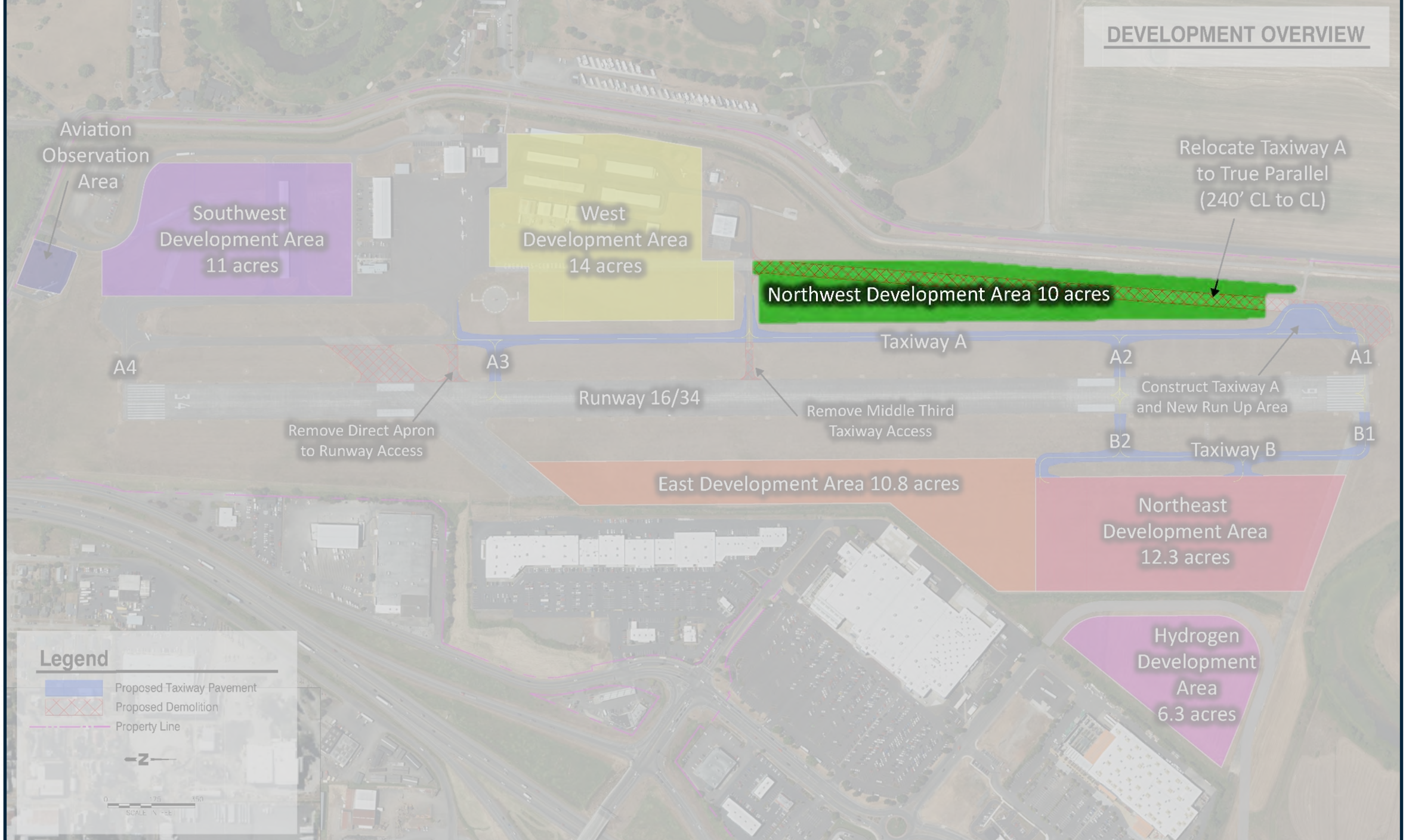
-  Proposed Taxiway Pavement
-  Proposed Demolition
-  Property Line
- 
-  SCALE: 1" = 350'







DEVELOPMENT OVERVIEW



Aviation
Observation
Area

Southwest
Development Area
11 acres

West
Development Area
14 acres

Northwest Development Area 10 acres

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

A4

A3

Taxiway A

A2

A1

Runway 16/34

Remove Middle Third
Taxiway Access

Construct Taxiway A
and New Run Up Area

Remove Direct Apron
to Runway Access

B2

Taxiway B

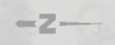
B1

East Development Area 10.8 acres

Northeast
Development Area
12.3 acres

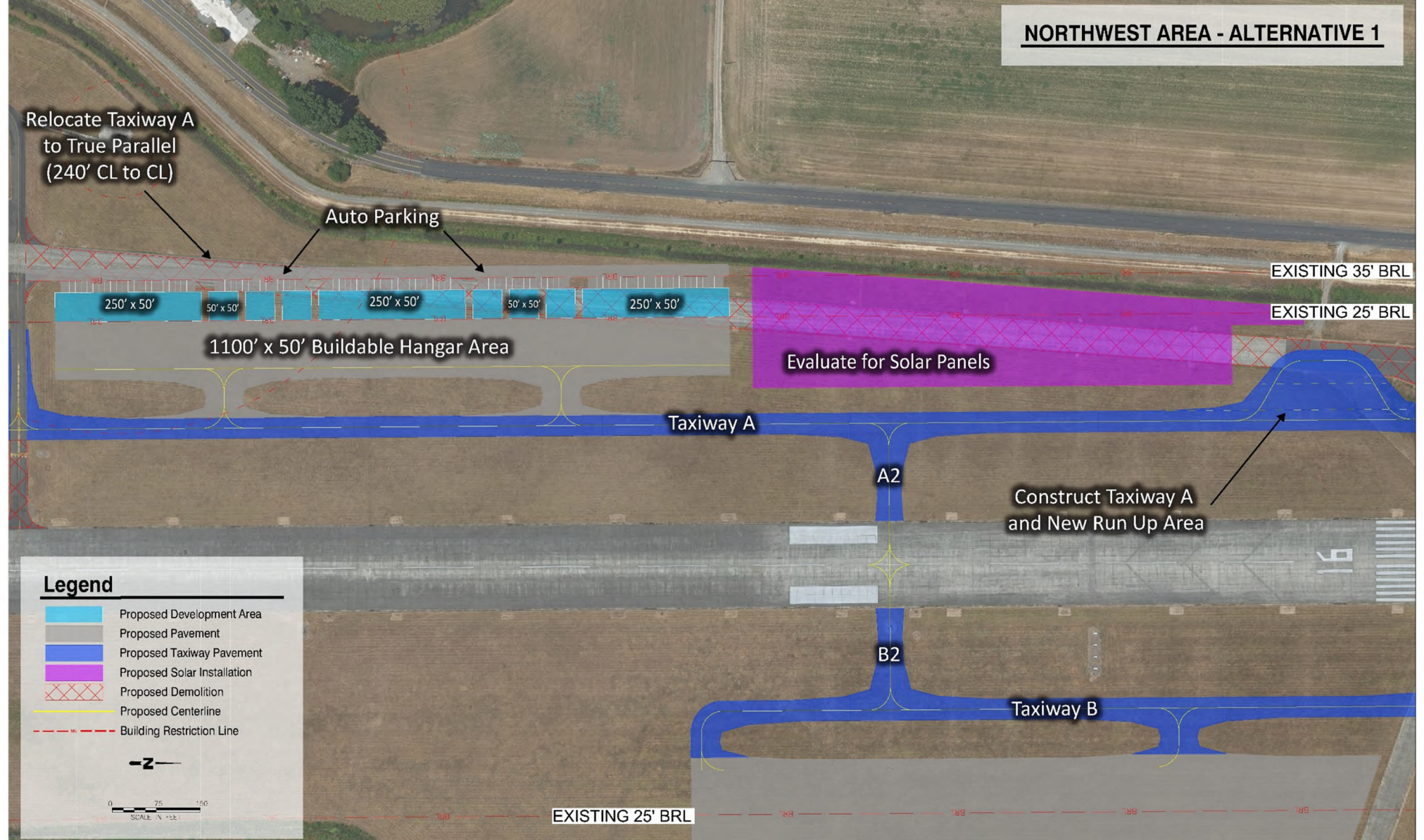
Legend

- Proposed Taxiway Pavement
- Proposed Demolition
- Property Line




0 175 350
SCALE: 1" = 350'

NORTHWEST AREA - ALTERNATIVE 1



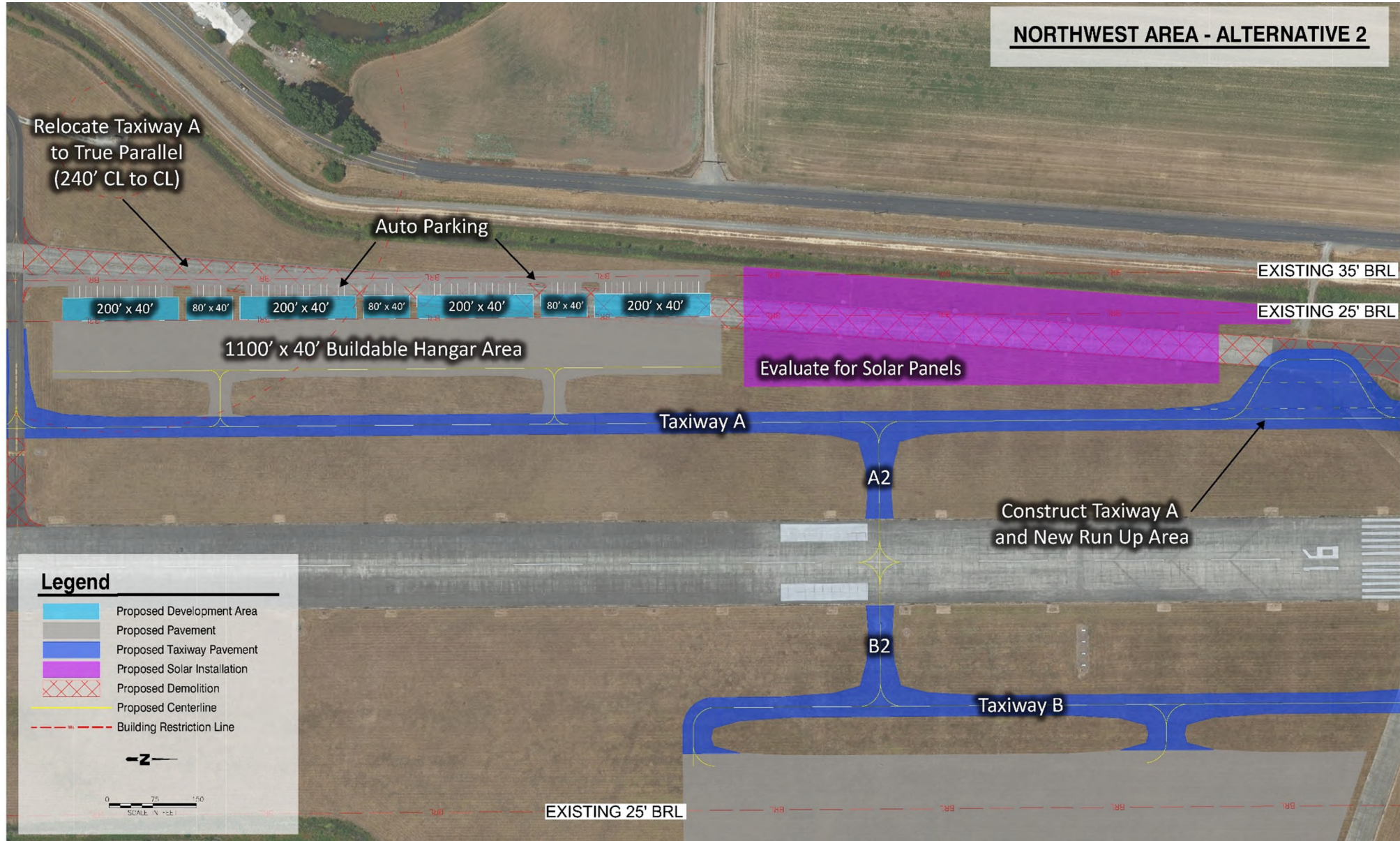
Legend

- Proposed Development Area
- Proposed Pavement
- Proposed Taxiway Pavement
- Proposed Solar Installation
- Proposed Demolition
- Proposed Centerline
- Building Restriction Line



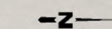
0 75 150
SCALE: 1" = 150'

NORTHWEST AREA - ALTERNATIVE 2



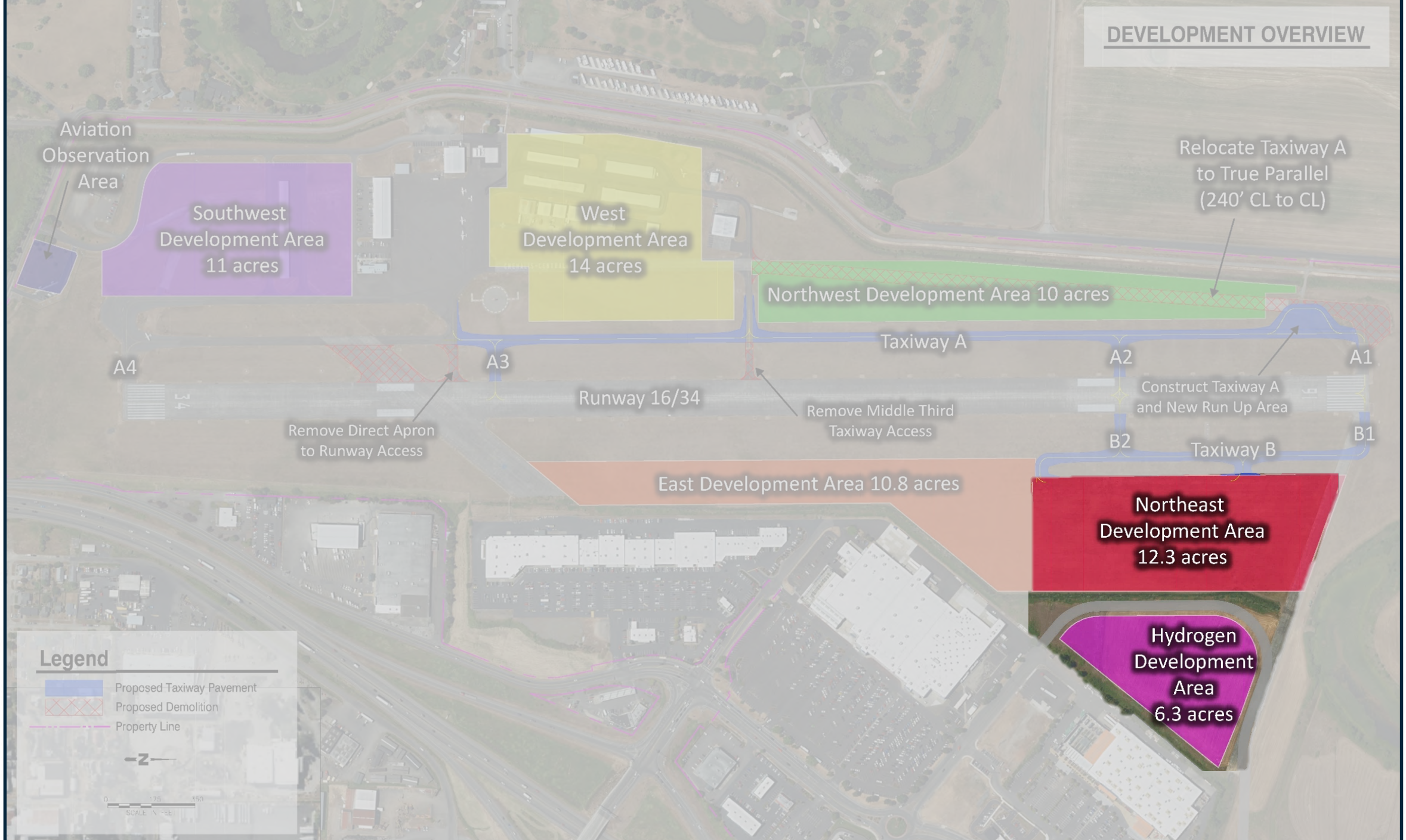
Legend

- Proposed Development Area
- Proposed Pavement
- Proposed Taxiway Pavement
- Proposed Solar Installation
- Proposed Demolition
- Proposed Centerline
- Building Restriction Line



0 75 150
SCALE: 1" = 150'

DEVELOPMENT OVERVIEW



Aviation
Observation
Area

Southwest
Development Area
11 acres

West
Development Area
14 acres

Northwest Development Area 10 acres

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

A4

A3

Taxiway A

A2

A1

Runway 16/34

Remove Middle Third
Taxiway Access

Construct Taxiway A
and New Run Up Area

Remove Direct Apron
to Runway Access

B2

Taxiway B

B1

East Development Area 10.8 acres

Northeast
Development Area
12.3 acres

Hydrogen
Development
Area
6.3 acres

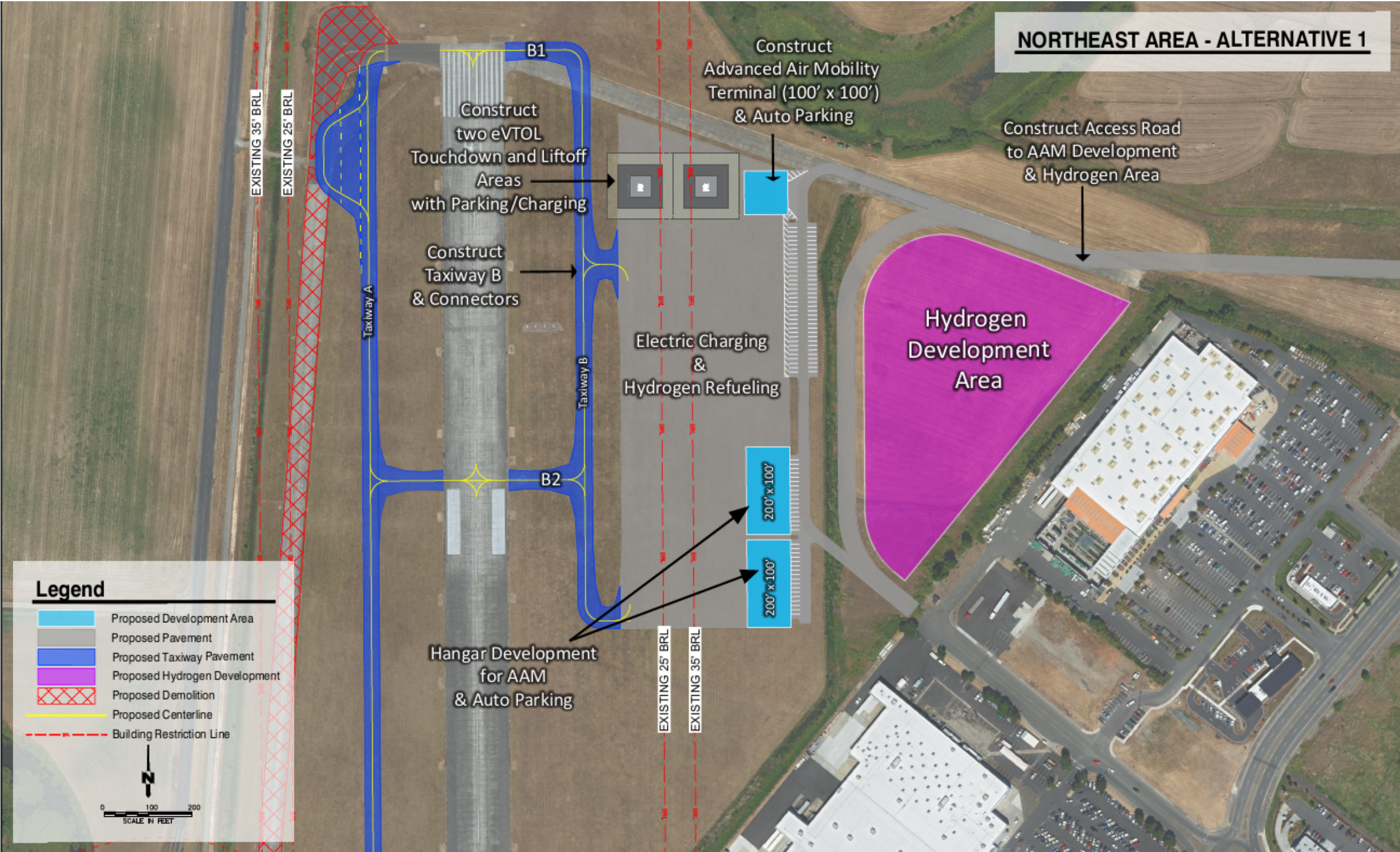
Legend

- Proposed Taxiway Pavement
- Proposed Demolition
- Property Line

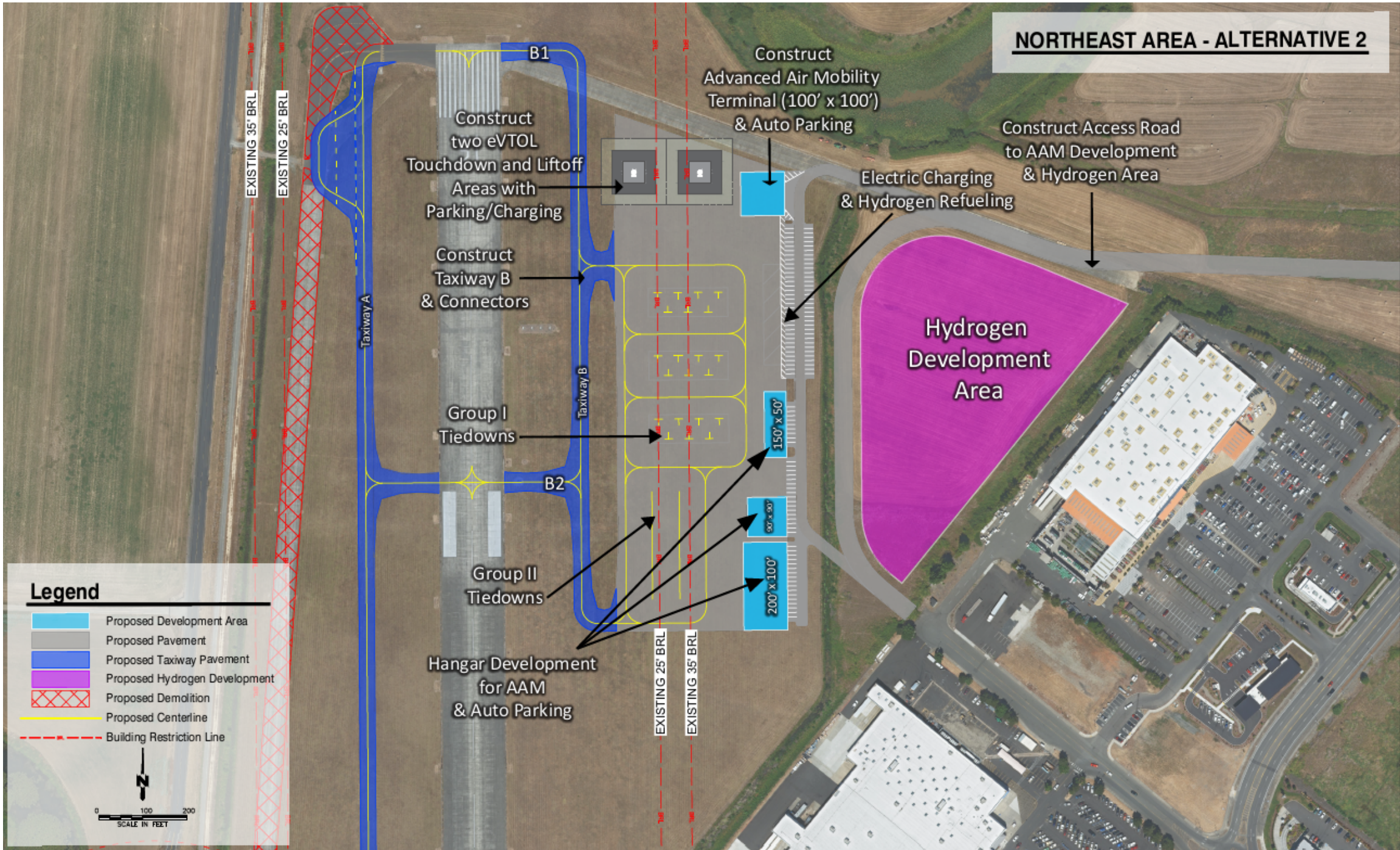


0 175 350
SCALE: 1" = 350'

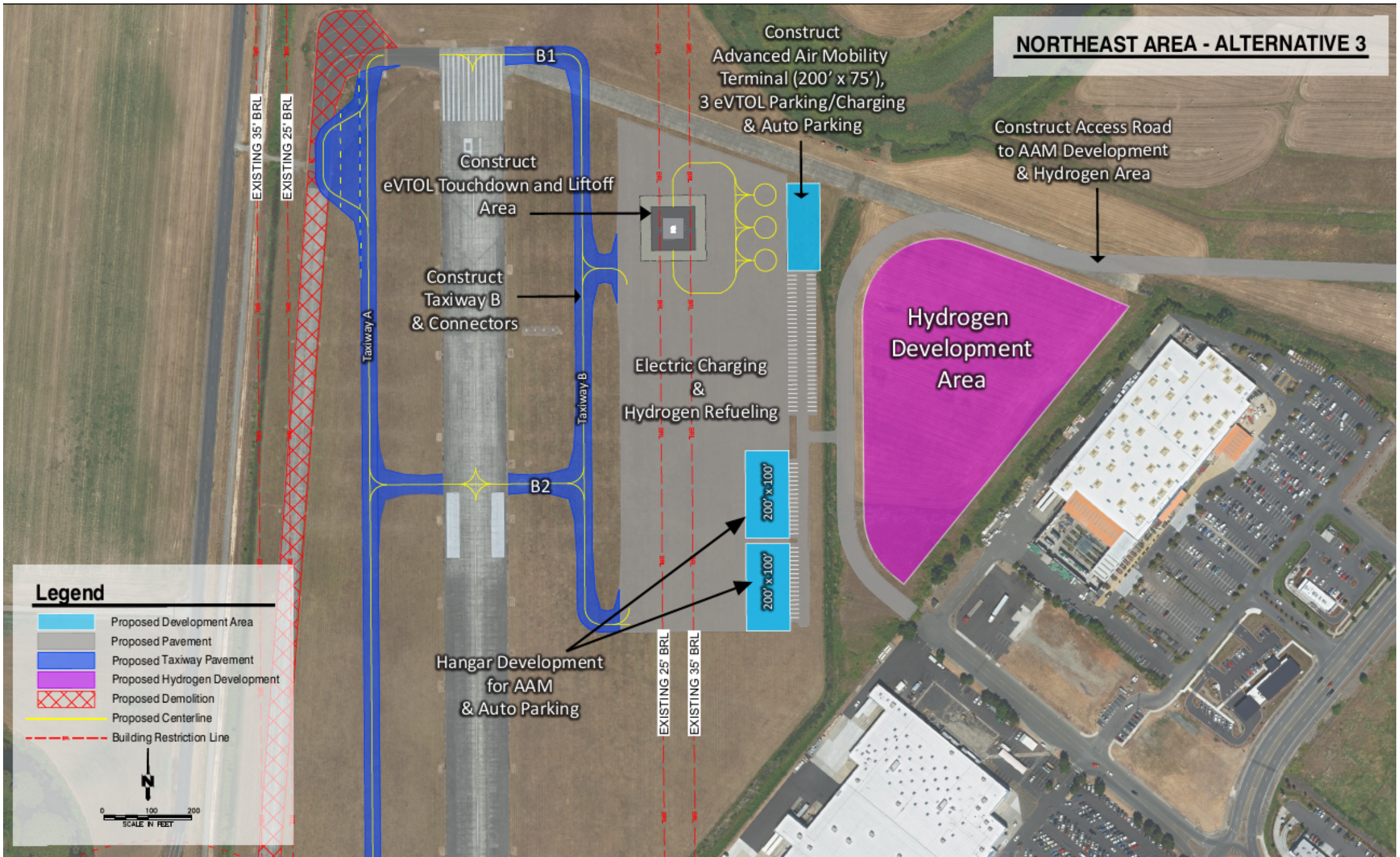
NORTHEAST AREA - ALTERNATIVE 1



NORTHEAST AREA - ALTERNATIVE 2



NORTHEAST AREA - ALTERNATIVE 3



Construct
Advanced Air Mobility
Terminal (200' x 75'),
3 eVTOL Parking/Charging
& Auto Parking

Construct Access Road
to AAM Development
& Hydrogen Area

Construct
eVTOL Touchdown and Liftoff
Area

Construct
Taxiway B
& Connectors

Electric Charging
&
Hydrogen Refueling

Hydrogen
Development
Area

Hangar Development
for AAM
& Auto Parking

200' x 100'

200' x 100'

EXISTING 35' BRL

EXISTING 25' BRL

EXISTING 25' BRL

EXISTING 35' BRL

Legend

- Proposed Development Area
- Proposed Pavement
- Proposed Taxiway Pavement
- Proposed Hydrogen Development
- Proposed Demolition
- Proposed Centerline
- Building Restriction Line



NORTHEAST AREA - ALTERNATIVE 4

Construct
Advanced Air Mobility
Terminal (100' x 100'),
3 eVTOL Parking/Charging
& Auto Parking

Construct Access Road
to AAM Development
& Hydrogen Area

Hydrogen
Development
Area

Construct
two eVTOL
Touchdown and
Liftoff Areas

Construct
Taxiway B
& Connectors

Group I
Tiedowns

Group II
Tiedowns

Hangar Development
for AAM
& Auto Parking

150' x 50'

90' x 90'

200' x 100'

EXISTING 35' BRL

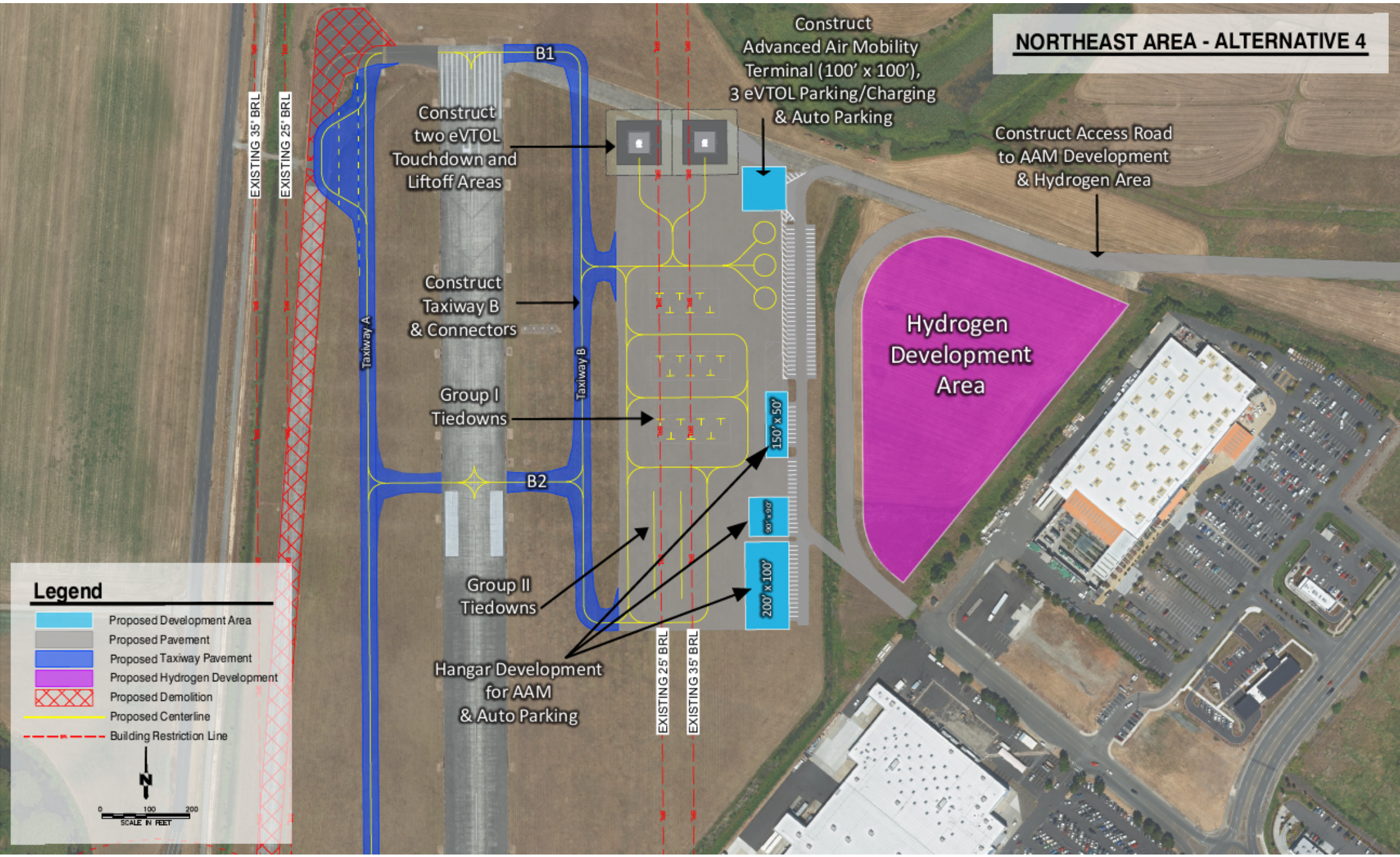
EXISTING 25' BRL

EXISTING 25' BRL

EXISTING 35' BRL

Legend

- Proposed Development Area
- Proposed Pavement
- Proposed Taxiway Pavement
- Proposed Hydrogen Development
- Proposed Demolition
- Proposed Centerline
- Building Restriction Line



DEVELOPMENT OVERVIEW



Aviation
Observation
Area

Southwest
Development Area
11 acres

West
Development Area
14 acres

Northwest Development Area 10 acres

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

A4

A3

Taxiway A

A2

A1

Runway 16/34

Remove Middle Third
Taxiway Access

Construct Taxiway A
and New Run Up Area

Remove Direct Apron
to Runway Access

B2

Taxiway B

B1

East Development Area 10.8 acres

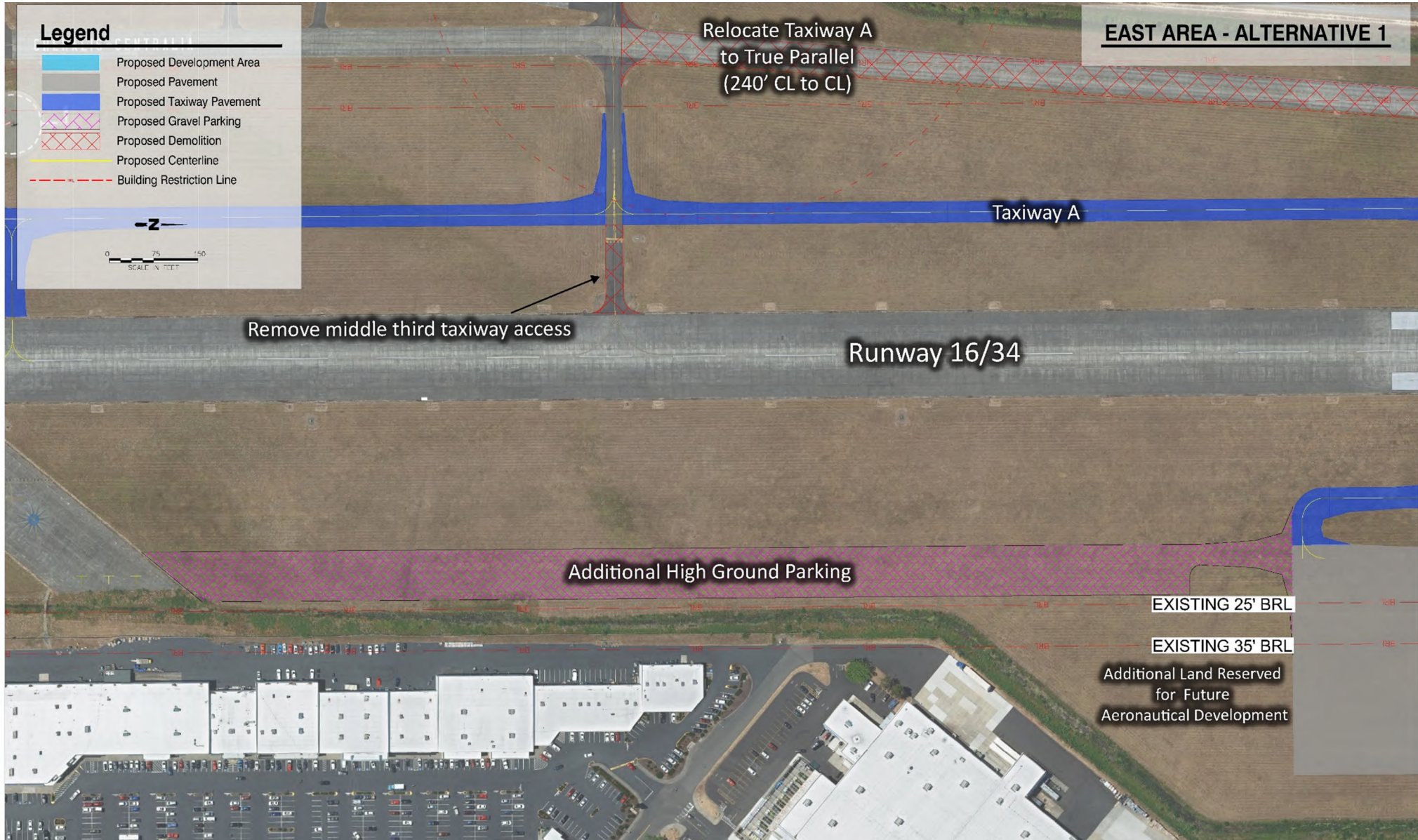
Northeast
Development Area
12.3 acres

Legend

- Proposed Taxiway Pavement
- Proposed Demolition
- Property Line



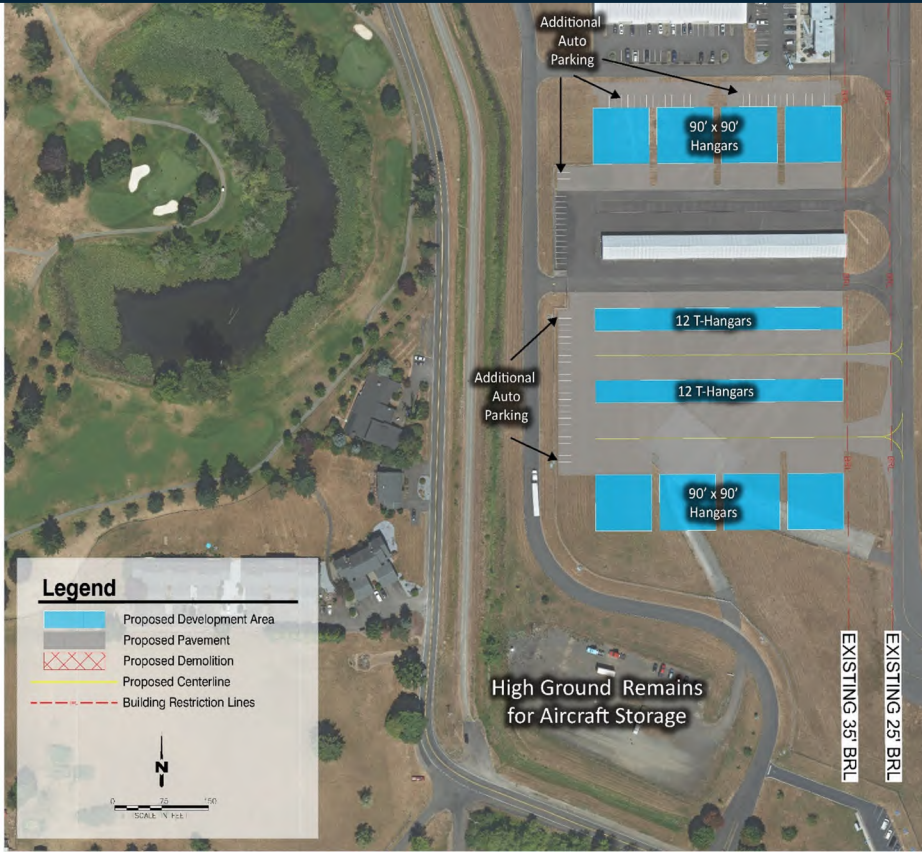
0 175 350
SCALE: 1" = 350'



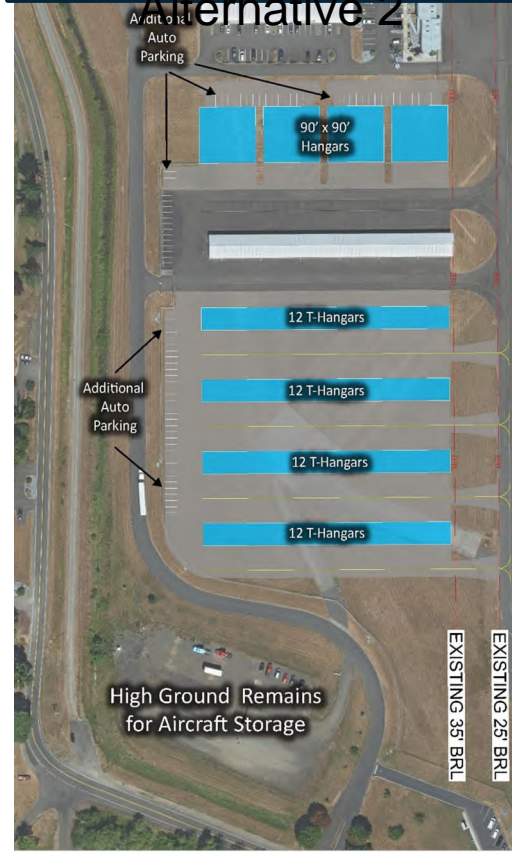
	Additional Aircraft Hangars (Group I)	Additional Aircraft Hangars (Group II)	Total Additional Hangar Spots Added	Additional Tie Downs	eVTOL Parking	Additional Auto Parking Spots
Southwest Development Area						
SW1	24	8	32	0	0	58
SW2	48	4	52	0	0	65
SW3	39	5	44	4	0	87
West Development Area						
W1	-3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

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

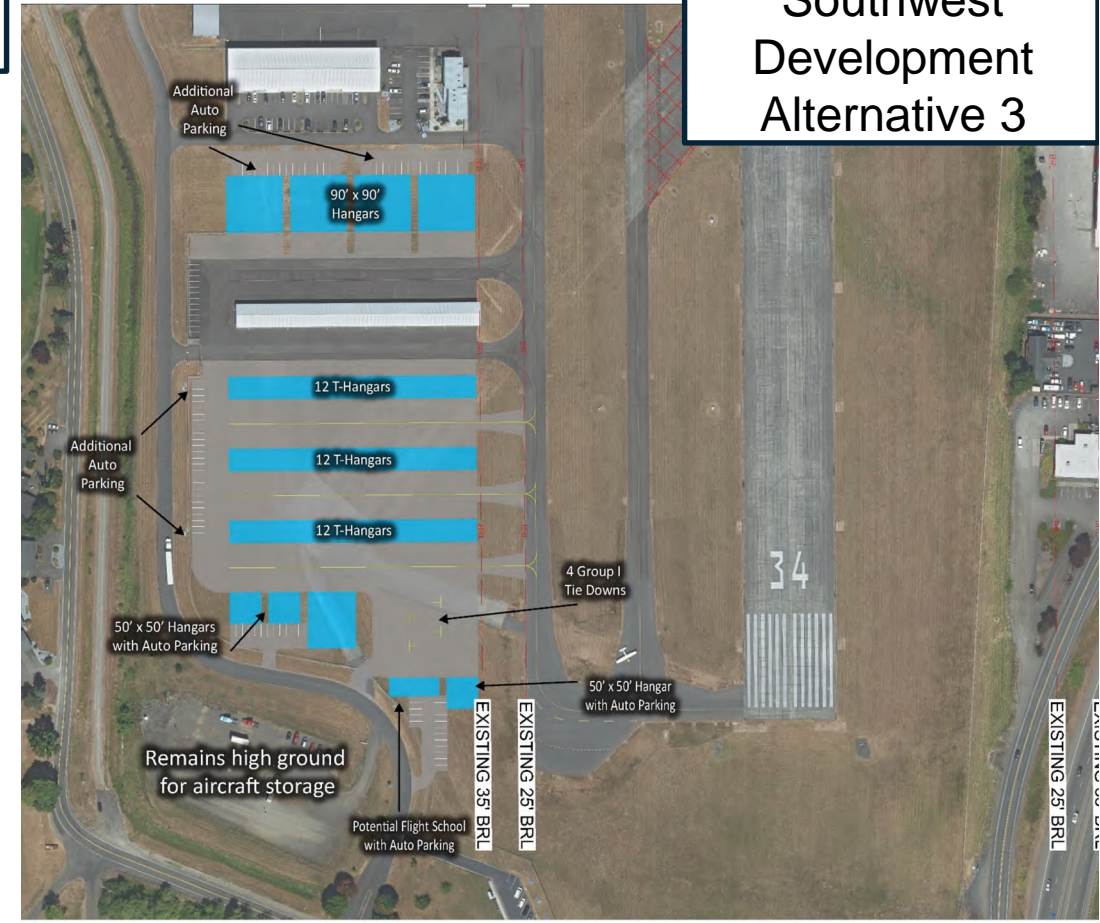
Southwest Development Alternative 1



Southwest Development Alternative 2

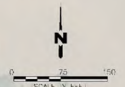


Southwest Development Alternative 3



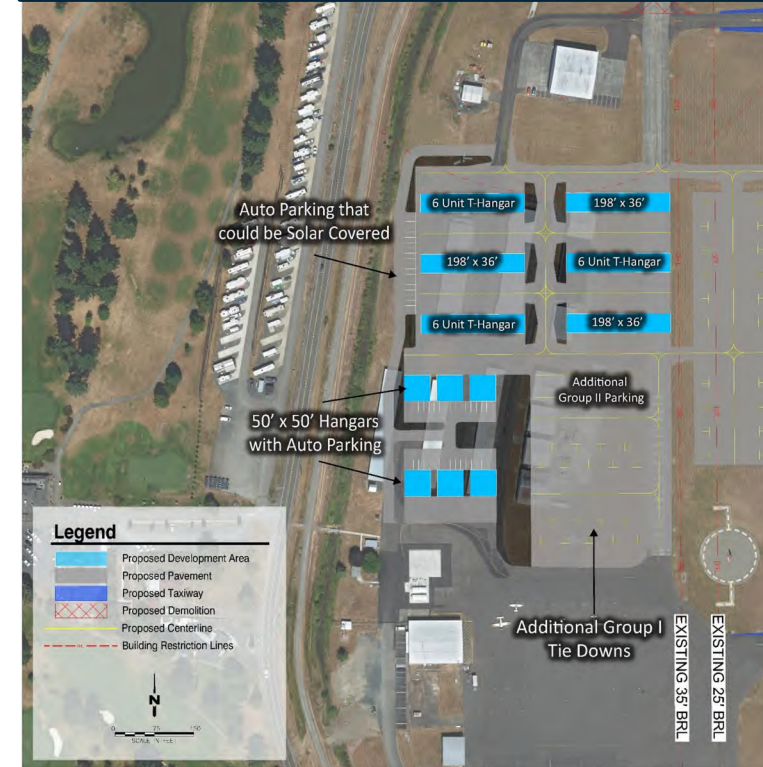
Legend

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

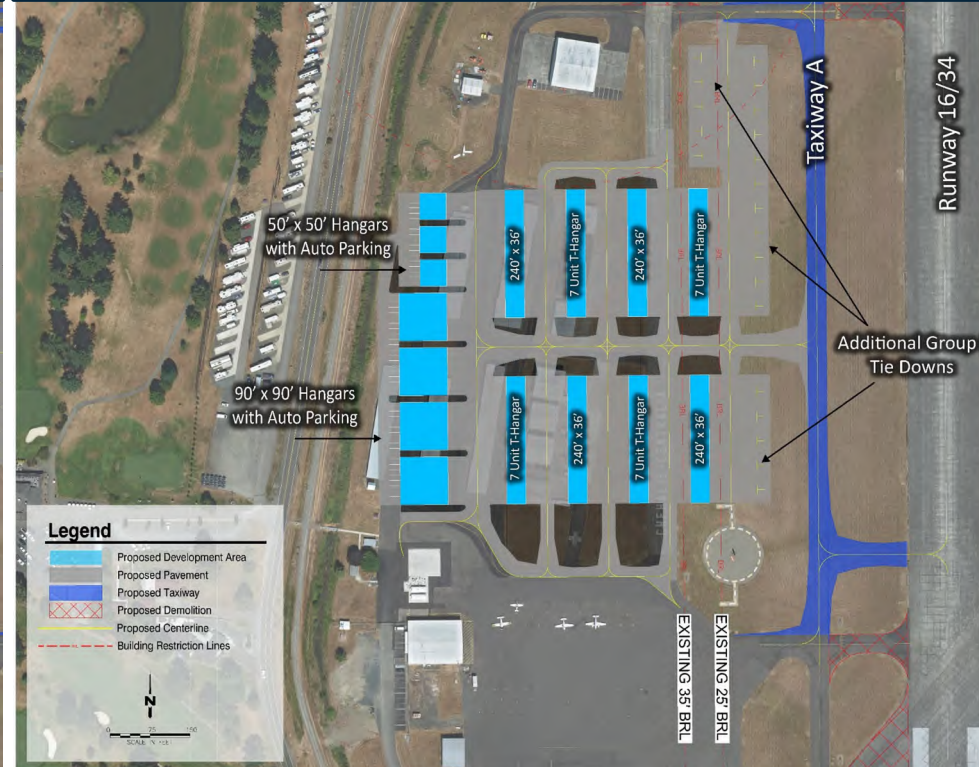


	Additional Aircraft Hangars (Group I)	Additional Aircraft Hangars (Group II)	Total Additional Hangar Spots Added	Additional Tie Downs	Additional Auto Parking Spots
West Development Area					
W1	-3	0	-3	38	50
W2	14	4	18	21	52
W3	15	0	15	20	50

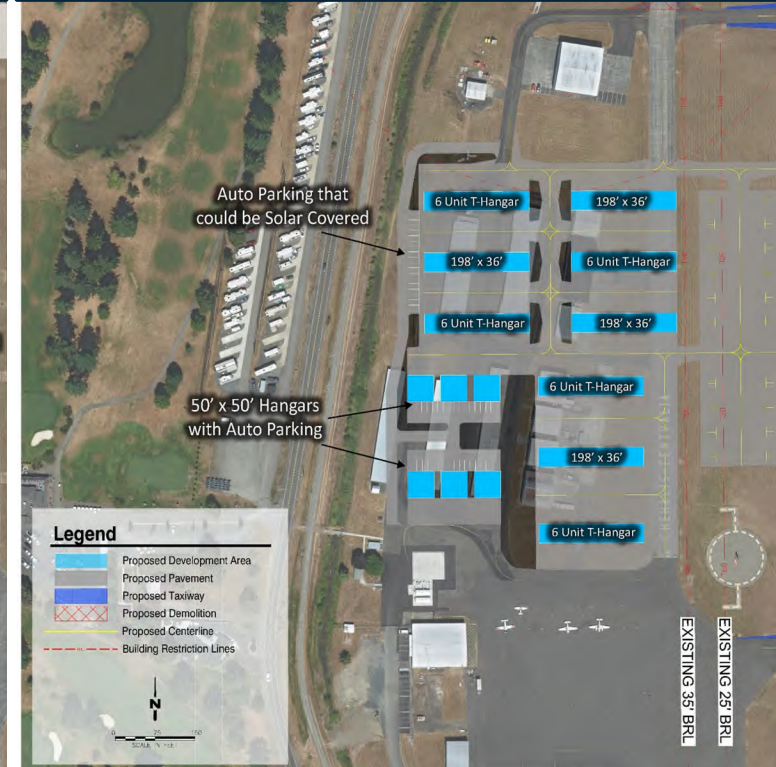
West Development Alternative 1



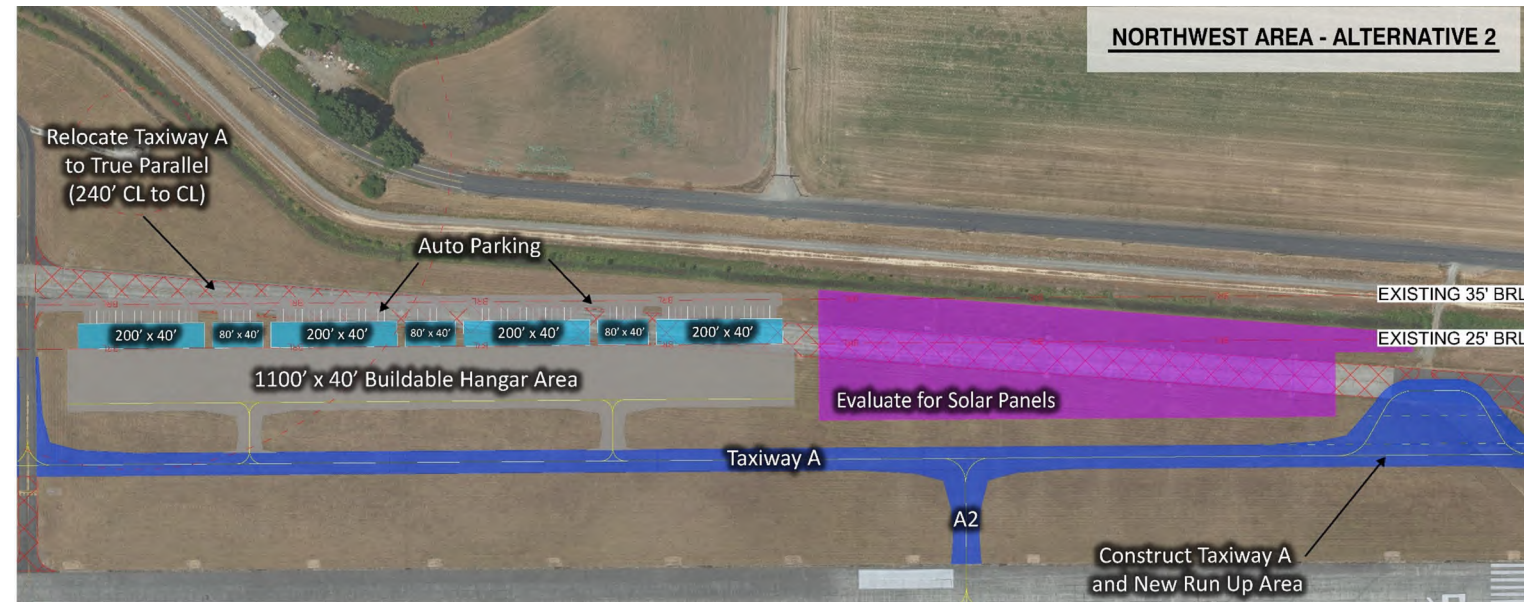
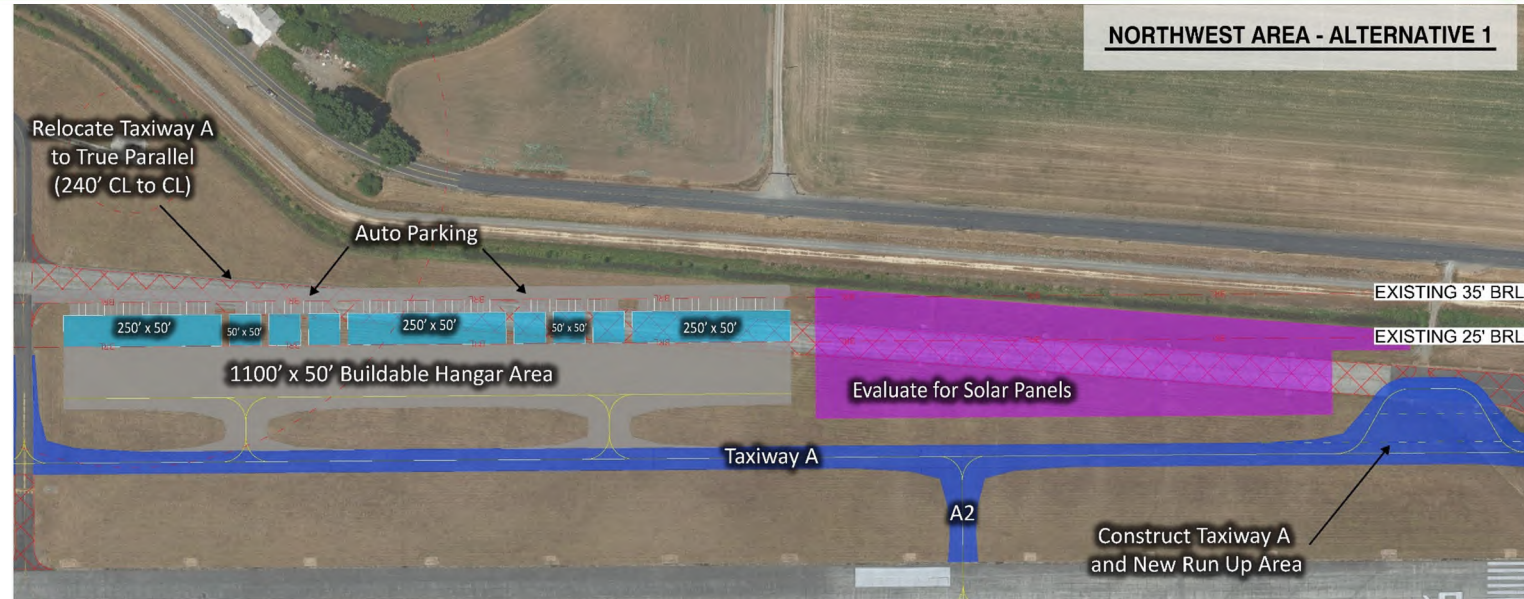
West Development Alternative 2



West Development Alternative 3

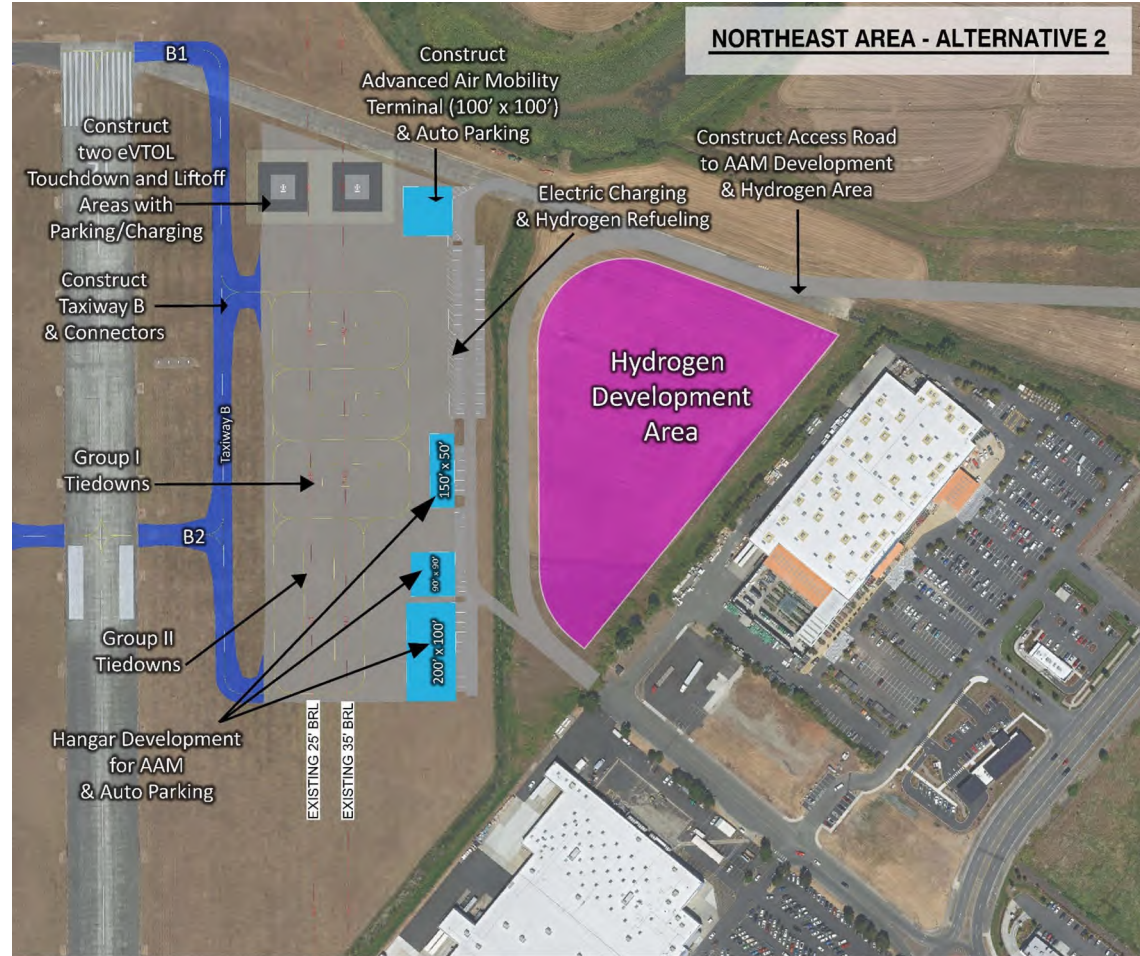
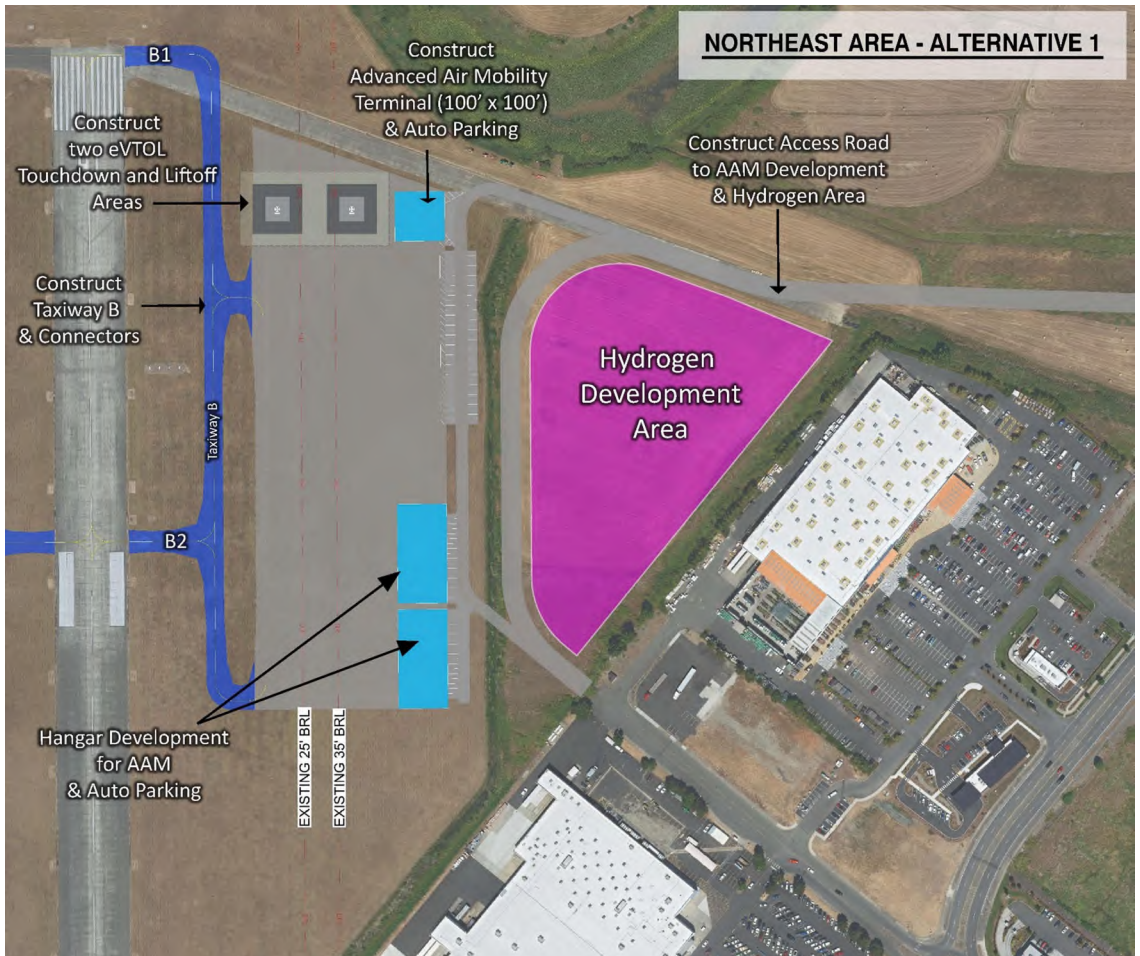


	Additional Aircraft Hangars (Group I)	Total Additional Hangar Spots Added	Additional Auto Parking Spots
Northwest Development Area			
NW1	18	18	94
NW2	22	22	90



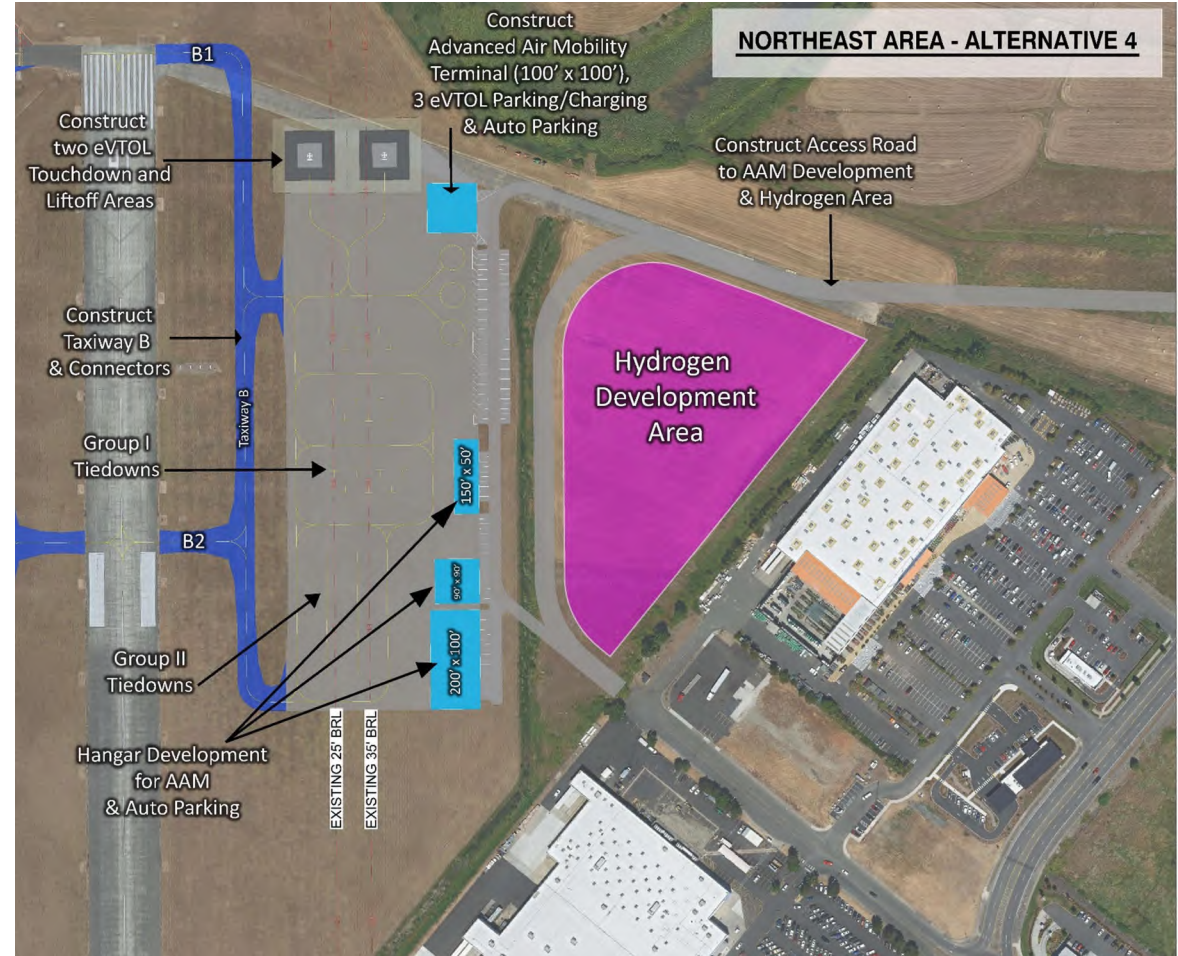
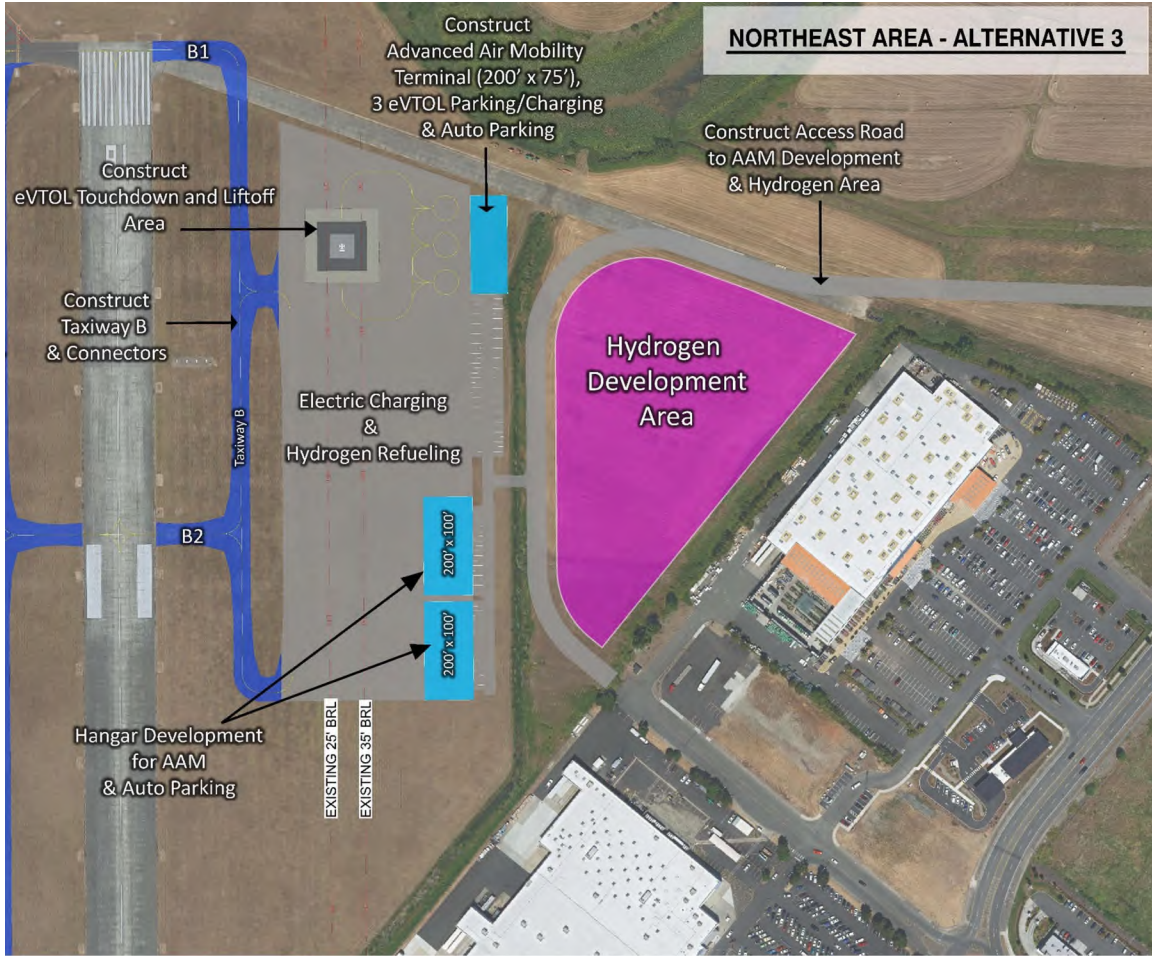
	Additional Aircraft Hangars AAM	Additional Tie Downs	eVTOL Parking	Additional Auto Parking Spots
--	---------------------------------	----------------------	---------------	-------------------------------

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



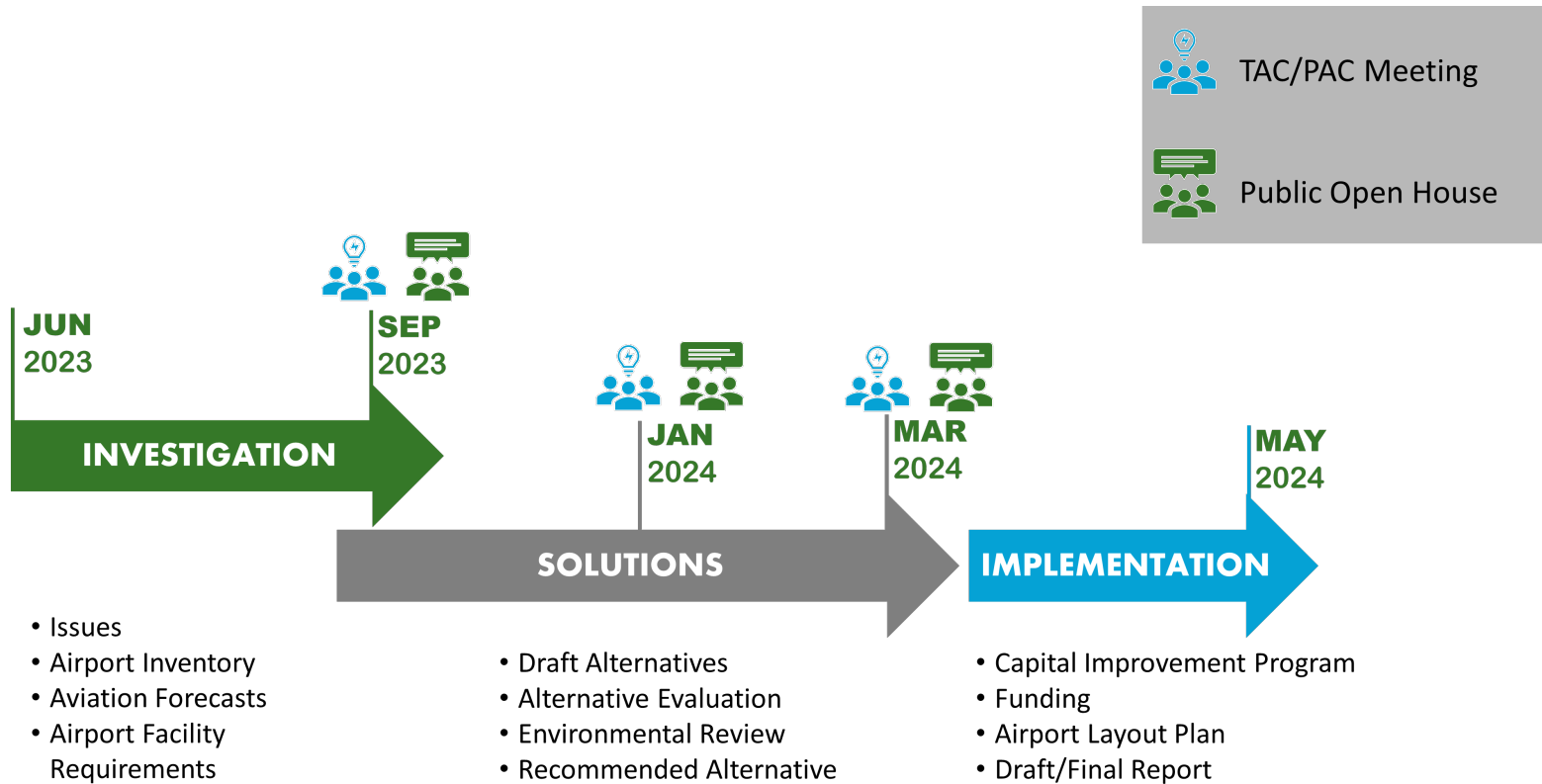
	Additional Aircraft Hangars AAM	Additional Tie Downs	eVTOL Parking	Additional Auto Parking Spots
--	---------------------------------	----------------------	---------------	-------------------------------

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





Next Steps



THANK YOU!

Any Comments or Questions?

Contact:

Leah Whitfield

Leah@theaviationplanninggroup.com

Justin Heid

Justin@theaviationplanninggroup.com

CLS MPU Email address: masterplan@chehaliscentraliaairport.com

CLS Website: www.chehaliscentraliaairport.com