

ED CARLSON MEMORIAL FIELD-SOUTH LEWIS COUNTY AIRPORT MASTER PLAN UPDATE

PROJECT NEWSLETTER 1 OF 3

STUDY SCOPE

Airport Master Plan Update

Welcome to the first of three project newsletters for the Ed Carlson Memorial Field – South Lewis County Airport.

Master Plan Update Study The Master Plan will provide a “road map” for the development of the airport over the next 5-, 10-, and 20-years and beyond.



An introduction section and a total of six chapters will document the findings of the study. The study spans an estimated 15-month timeframe.

The Master Plan includes the following elements:
Introduction – identify key airport

issues needing to be considered; **Inventory**-document existing conditions at the airport and surrounding communities; **Aviation Forecasts**-based aircraft and airport traffic; **Facility Requirements**-determine facility needs to meet growing demand and to comply with FAA standards; **Alternatives Development and Evaluation**-present up to three development alternatives for evaluation so Lewis County may choose a preferred alternative; **Airport Plans**-prepare a set of Airport Layout Plan (ALP) drawings to illustrate the existing and future facilities, land use and airspace for the Airport to meet FAA requirements and remain eligible for federal and state funding; and **Implementation**-present a Capital Improvement Program (CIP) for the short- to long-term development of the airport with a breakdown of federal, state, and local funding needs for each CIP project.

BACKGROUND

In March 2013, Lewis County accepted a federal grant from the Federal Aviation Administration (FAA) to complete an Airport Master Plan Study for the Ed Carlson Memorial Field – South Lewis County Airport. The FAA grant covers 90% of the study cost with Washington State Department of Transportation and Lewis County funding the remaining 10%. The existing Airport Layout Plan (2003) is a decade old. Master plans for airports are typically updated every five to 10 years.

COMMUNITY OUTREACH

Opportunities to Provide Input

The Airport Master Plan community outreach program establishes several resources for communication

with the public: project newsletters, a public open house during the study, four Planning Advisory

Committee (PAC) meetings, and a project website.

This is the first of three newsletters that will be distributed during the Airport Master Plan Study. The newsletters will report on study progress and highlight key findings in the draft report materials. The public open house will be held following the preparation of development alternatives so the community may review the possible development options, ask questions, and

provide input.

The Planning Advisory Committee (PAC) for the Master Plan Study was formed in the early stages of the Study. The role of the PAC is to serve as a liaison to the community, provide input at meetings, provide review comments on published materials, and to work together to develop a plan that will best serve the community, region, and air

transportation system needs. The first of four PAC meetings was held on March 27, 2013.



The project newsletters will be posted to Lewis County's project website: www.lewiscountywa.gov/ed-carlson-memorial-field-south-lewis-county-airport-tdo

STUDY PROGRESS

To date, the Airport Master Plan's draft materials published for review include the Introduction, as well as three chapters on Inventory, Forecasts, and Requirements. The draft materials have been posted on the County's Airport website (shown above) and will be presented and discussed at the PAC meeting on September 5th. Highlights of the draft materials are briefly presented here.

Chapter 2, Forecasts

After a decline in both based aircraft and operations over the last decade—particularly after the economic recession—both are expected to show modest growth in the future, but remain slightly

below 2007 levels. There are 47 aircraft currently based at the Airport, but this figure is projected to increase to 53 aircraft by 2032. Operations at the Airport for 2012 were estimated to total 16,265, or 45 daily operations. An operation is a takeoff or a landing so an aircraft landing and taking off counts as two operations. By 2032, operations are expected to reach 19,426, or 53 daily operations.

Chapter 3, Requirements

An evaluation was conducted of the existing facilities at the Airport to assess their capacity and identify any necessary improvements to meet demand or comply with FAA design standards. The runway meets the needs

of its "regular" aircraft family users today based on FAA's definition of "regular" as 500 or more annual operations. The slow recovery of aviation activity following the economic recession reveals that a longer runway length will likely be needed beyond the planning period of the master plan, but not before 2032. Other improvements needed include aircraft parking apron, hangars, taxiways, access, parking, and security.

