

# Master Plan Update - Public Open House

## Ed Carlson Memorial Field - South Lewis County Airport (TDO)



# Welcome and Introductions

*Welcome*

*Introductions*

- Lewis County
- WHPacific
- Federal Aviation Administration (FAA)
- WA State Department of Transportation (WSDOT) Aviation
- Planning Advisory Committee (PAC) - Airport Users, Community Representatives, Other Stakeholders

# Agenda

- I. Welcome and Introductions
- II. Purpose of Public Open House
- III. Review Airport History
- IV. Purpose of Master Plan
- V. Airport Issues, Plan Goals, and Public Involvement
- VI. Overview of Study Process and Past Elements Completed - Inventory, Forecasts, and Facility Requirements (Chapters 1-3)
- VII. Current Study Element - Development Alternatives (Chapter 4)
  - A. Site Analysis, Various Concepts for Development, Comparison
  - B. PAC's "Preferred Alternative" Recommendation to County
- VIII. The Next Steps
- IX. Q&A, Discussion, Public Comment

# Purpose of Public Open House

To present and discuss the development alternatives and the PAC's selection of a "preferred alternative" to be recommended to Lewis County for approval.

# Review Airport History

- Early Development
- Federal/State Funding
- Historical Airport Activity - Operations, Aircraft, Airport Users
- Programmed Improvements

# Purpose of Master Plan

- Define Big Picture/Vision for 20+ Years
- Update - respond to changes since last planning effort

# Airport Issues

- Existing/potential airport users and their needs
- Runway Length
- Preserving Existing Infrastructure, Costs for Future Improvements
- Roads in Runway Protection Zone (RPZ) on west end
- South side development opportunities, existing wetlands
- Existing land constraints and possible long-term acquisition
- Security - fencing, wildlife intrusions

# Plan Goals

Enhance  
safety and  
security

Accommodate  
demand

Preserve /  
protect  
investment

Support  
economic  
growth

# Public Involvement

## *Planning Advisory Committee (PAC) Meetings*

- Draft materials for review/comment - before meetings
- Four meetings (work sessions)
- PAC member roles

## *Public Information Workshop/Open House*

- Draft materials on the website
- One Open House during Development Alternatives element

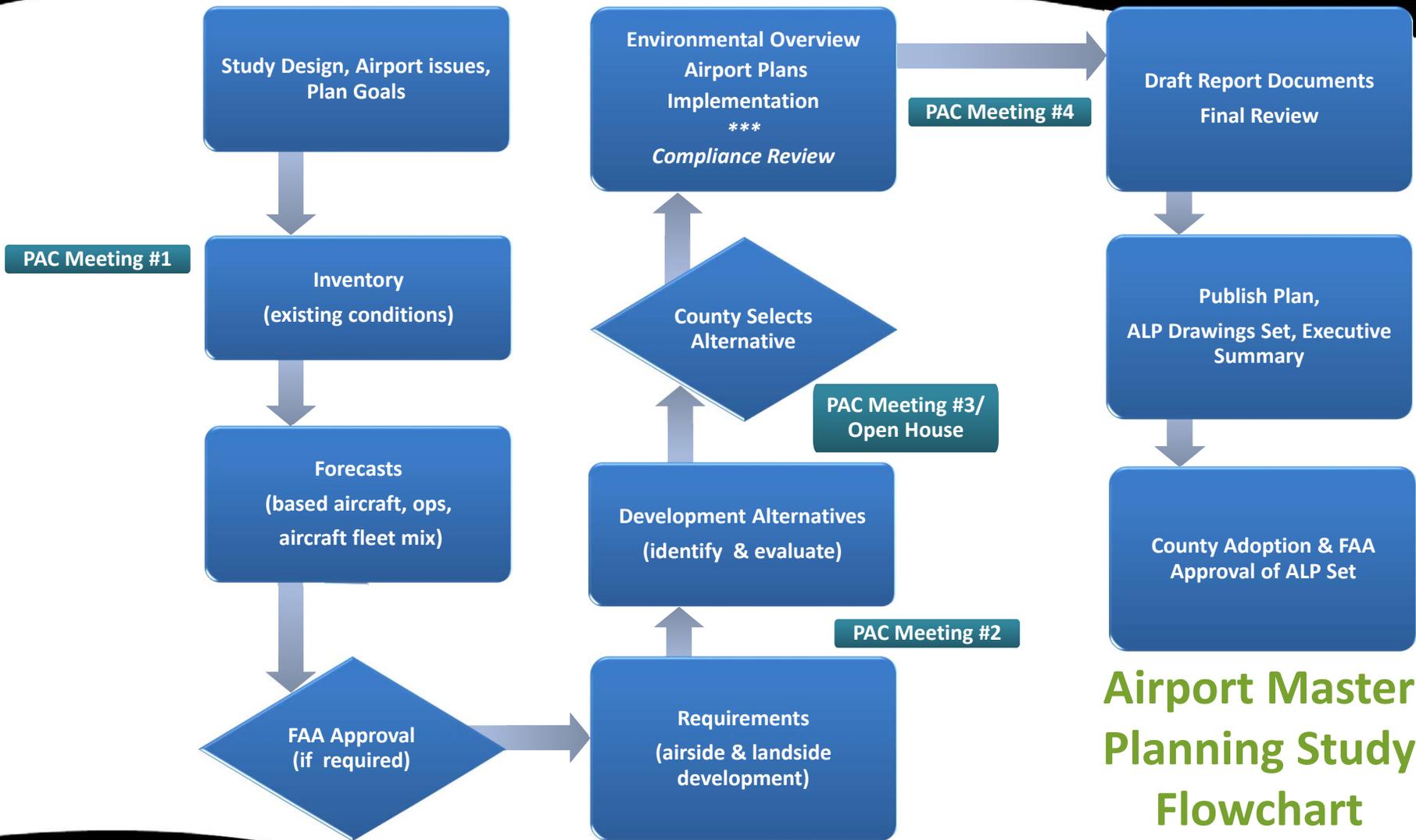
## *Other Community Outreach*

- Newsletters, website, meeting advertisements

## *PAC and Public Meeting Schedule*

Meeting #	Topics/ Focus	Date
PAC 1	Master Plan Update Process, Issues and Goals	March 27, 2013
PAC 2	Inventory, Aviation Forecasts, Facility Requirements	September 5, 2013
PAC 3 Public 1	Airport Development Alternatives and Evaluation, Identify Preferred Alternative	April 24, 2014
PAC 4	Airport Layout Plan Drawings, Capital Improvement Plan, Draft Final Report	Jul 2014*

\*Tentative – dependent on County selection of Preferred Alternative; to be confirmed 30 days prior to meeting.



## Airport Master Planning Study Flowchart

# Study Elements

- Study Design ✓
- Intro/Issues and Goals ✓
- Public Involvement Program<sup>1</sup>
- Inventory ✓
- Forecasts<sup>2</sup> ✓
- Facility Requirements ✓
- Alternatives ✓
- Airport Plans
- Implementation
- Compliance Review
- Master Plan Report
- Executive Summary Report

<sup>1</sup> Ongoing <sup>2</sup> Submitted for FAA review/approval

# Introduction & Inventory

## *Introduction*

- Airport Issues and Goals for Master Plan

## *Inventory*

- Existing Conditions
- Airside - Runway, Taxiways, Apron
- Landside - Hangars, Office Building, Facilities outside aircraft movement areas

# Forecasts

## *TDO Based Aircraft*

- Current based aircraft: 47
- Forecast 2032 based aircraft: 53 (AAG 0.61%)

## *TDO Operations*

- Current ops: 16,265 (22 takeoffs/22 landings daily)
- Forecast 2032 ops: 19,426 (AAG: 0.93%)

# Requirements

## *Design Aircraft*

- Most demanding aircraft with 500+ ops/yr
- May be more than one aircraft driving design standards

## *Key Terms for Airport Design*

- Airport Reference Code (ARC)/Runway Design Code
  - B-I near-term
  - B-II future
- Small (12,500 lbs. or less) vs. large (>12,500 lbs.) aircraft

## Sample Aircraft

				
<p><b>A-I</b> 12,500 lbs. or less (small)</p>	<p><b>B-I</b> 12,500 lbs. or less (small)</p>	<p><b>A-II, B-II</b> 12,500 lbs. or less (small)</p>	<p><b>B-II</b> Greater than 12,500 lbs.</p>	<p><b>A-III, B-III</b> Greater than 12,500 lbs.</p>
<p>Beech Baron 55 Beech Bonanza <b>Cessna 182</b> Piper Archer Piper Seneca</p>	<p><b>Beech Baron 58</b> Beech King Air 100 Cessna 402 Cessna 421 Piper Navajo Piper Cheyenne Cessna Citation I</p>	<p>Super King Air 200 <b>Cessna 441</b> DHC Twin Otter Cessna Caravan King Air C90</p>	<p>Super King Air 300, 350 Beech 1900 <b>Jetstream 31</b> Falcon 20, 50 Falcon 200, 900 Citation II, Bravo XLS+ Citation CJ3</p>	<p>DHC Dash 7 DHC Dash 8 <b>Q-300, Q-400</b> DC-3 Convair 580 Fairchild F-27 ATR 72 ATP</p>
				
<p><b>C-I, D-I</b></p>	<p><b>C-II, D-II</b></p>	<p><b>C-III, D-III</b></p>	<p><b>C-IV, D-IV</b></p>	<p><b>D-V</b></p>
<p>Lear 25, 35, 55, 60 Israeli Westwind HS 125-700</p>	<p>Gulfstream II, III, IV <b>Canadair 600</b> Canadair Regional Jet Lockheed JetStar Citation X Citation Sovereign Hawker 800 XP</p>	<p>Boeing Business Jet <b>B 727-200</b> B 737-300 Series MD-80, DC-9 Fokker 70, 100 A319, A320 Gulfstream V Global Express</p>	<p><b>B-757</b> B-767 DC - 8-70 DC - 10 MD - 11 L 1011</p>	<p><b>B - 747 Series</b> B - 777</p>

# Requirements

## *Runway*

- Length - adequate in 20-year planning period
- Width - B-II → 75' minimum (existing 150')

## *Hangars*

- Hangars filled
- Future - 6 based aircraft + additional maintenance space

## *Auto Access, Parking*

- Improve access, designate parking

# Alternatives

## *Site Analysis*

- Development Opportunities
- Development Challenges

## *Alternatives - various concepts for development*

- No Action
- Three Airside & Landside Build Alternatives\*

\* Common features include taxiway widening, main access road realignment, airport ops area fencing, vehicular and pedestrian access, aircraft tiedown area relocation

# No Action Alternative

## *Highlights - No Action / No Build*

- No airside or landside development
- Maintenance only

# Alternative A1

## *Highlights*

- Runway extension (1721') to east for total 6,200'
- Serves demand beyond 20-year planning window
- Accommodates B-II large aircraft (12,500 - 60,000 lbs)
- Roadways remain in Runway Protection Zone (RPZ)
- Common features

# Alternative A2

## *Highlights*

- Relocate Runway 6 (west end) threshold 379' for reduced total length of 4,100'
- Partially addresses FAA issue with roadways in RPZ - outer 1/3 of RPZ
- Accommodates B-II small aircraft (less than 12,500 lbs)
- Common features

# Alternative A3

## *Highlights*

- Relocate Runway 6 (west end) threshold 379' for reduced total length of 4,100'
- Fully addresses FAA issue with roadways in RPZ by realigning Jackson Hwy and ending Buckley
- Accommodates B-II small aircraft (less than 12,500 lbs)
- Common features

# Alternative L1

## *Highlights*

- B-I on north side and B-II on south side w/new apron
- All inside existing airport property boundary
- Serves demand within 20-year planning window and limited demand beyond 20 years
- South side development requires access, utility infrastructure, and addressing wetlands
- Future Fixed Base Operator (FBO) location
- Possible AWOS locations (weather equipment)
- Common features

# Alternative L2

## *Highlights*

- B-I and B-II on north side
- Land acquisition on north side
- No development on south side
- Serves demand within 20-year planning window and limited demand beyond 20 years
- FBO, Fire Station
- Common features

# Alternative L3

## *Highlights*

- B-I on north side, B-II on south side, new apron both sides
- Less Land acquisition on north side
- Serves demand within 20-year planning window and limited demand beyond 20 years
- FBO, Fire Station
- Common features

# Comparative Evaluation

## *Key Considerations / Evaluation Criteria*

- Responsive to long-term demand
- Flexibility in long-term development
- Availability of airport property; land acquisition
- Community compatibility
- General magnitude of cost/feasibility of phased funding
- Known/documentated environmental issues
- Transportation access/circulation

# PAC's "Preferred Alternative" Recommendation to the County

# The Next Steps

- Public Input / Public Comment Sheets
- Submit the PAC's "preferred alternative" with public input to the County for review and approval
- Complete remaining elements of the Master Plan based on the "preferred alternative"
- Schedule the final meeting

# Q&A, Discussion, Public Comment

## *County Contact*

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