



Arlington Municipal Airport

Airport Master Plan

Planning Advisory Committee Meeting #3
October 8th, 2025



Meeting Agenda

- Introductions
- Critical Aircraft Overview
- Facility Requirements Overview
- Preliminary Alternatives
- Looking Ahead





Project Team – Century West & DOWL



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Subconsultant Team



Advanced Air Mobility (AAM)
Vertiport Siting
Sustainable Aviation Fuels (SAF)



Cultural Resources Review



Air Traffic Control Tower Siting



AGIS Survey

The image is a split-screen aerial photograph. The left half is overlaid with a semi-transparent green filter, while the right half is overlaid with a semi-transparent brown filter. The green side shows a large airport tarmac with a runway labeled 'ARLINGTON' and a small 'X' mark. The brown side shows a dense industrial or commercial area with numerous buildings and parking lots. A road with the number '25' is visible at the bottom of the brown section.

FACILITY REQUIREMENTS



Critical Aircraft Review

RUNWAY	2012 ALP – ARC	2025 - RDC
16/34 (Existing)	B-II	B/II/4000
16/34 (Future)	B-II	B/II/2400
16/34 (Reserve)	C-II	C/II/2400
11/29 (Existing & Future)	A-I (small aircraft)	A/I (S)/5000

Runway 16/34: Current Critical Aircraft (RDC B-II) (not to scale)



Textron Beechcraft King Air 350

Runway 16/34: Future Critical Aircraft (RDC B-II) (not to scale)



Cessna Citation Bravo (c-550)

Runway 16/34: Reserve Critical Aircraft (RDC C-II) (not to scale)



Dassault Falcon 2000 EX

Runway 11/29: Existing/Future Critical Aircraft (RDC A-I – Small) (not to scale)



Cessna 182 (Skylane)



Facility Requirements

FAA Standards Review

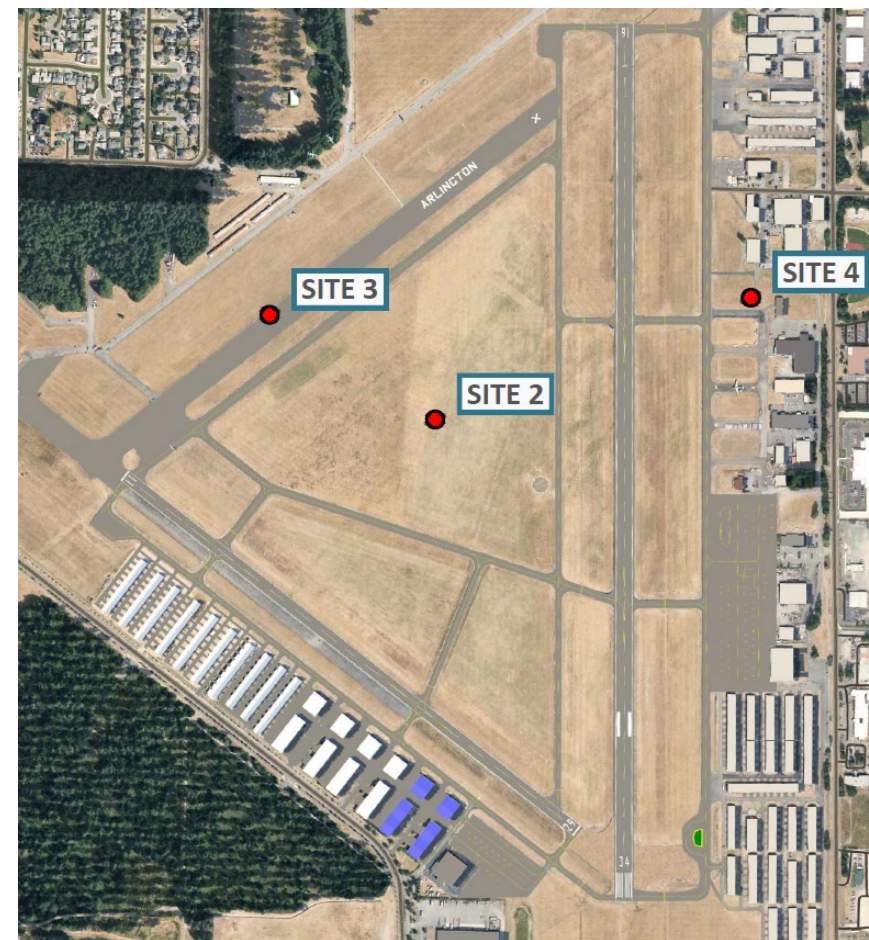
- Taxiway/Taxilane Geometry
 - 90-degree connections to the runway
 - Direct access taxiway between runway and apron
 - Hangar separation
- Runway Length Evaluation
- Runway Eligibility Review – FAA Funding
- Apron - ADG I & II Aircraft Parking





Facility Needs

- Future Development Areas
 - Hangar & Parking Demand
 - Electric Charging Facilities (future AAM) - *Memo in Appendices*
 - Vertiport Siting (future AAM)
 - Sustainable Aviation Fuels (SAF) Facilities - *Memo in Appendices*
 - Solar Grid Facilities – *Memo in Appendices*
- Preliminary ATCT Siting - *Memo in Appendices*
 - Six preliminary sites evaluated
 - Refined to three preferred sites for City/Airport consideration
 - Final ATCT siting will be required at time of implementation
 - No plans for ATCT in 20-year planning period based on forecast operations

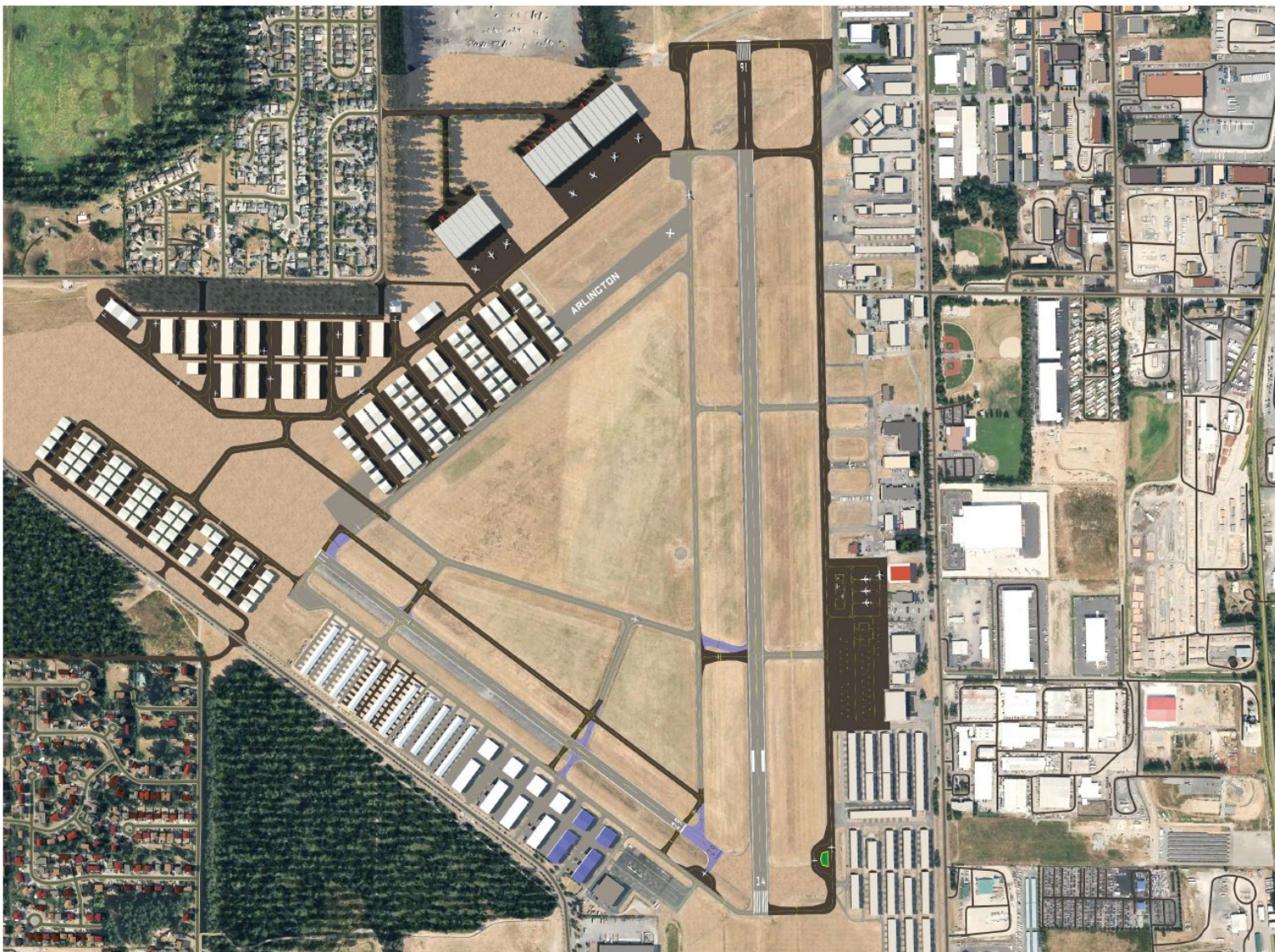




PRELIMINARY ALTERNATIVES



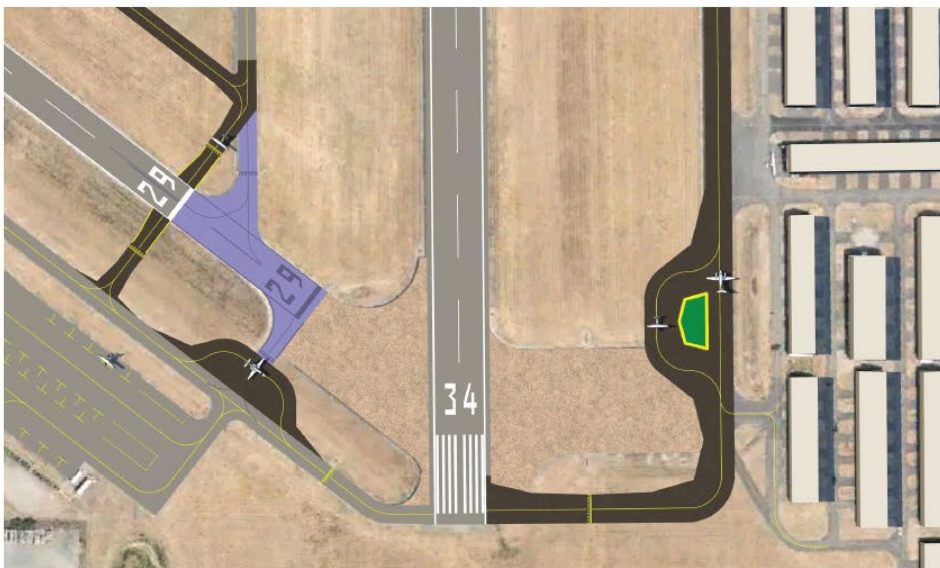
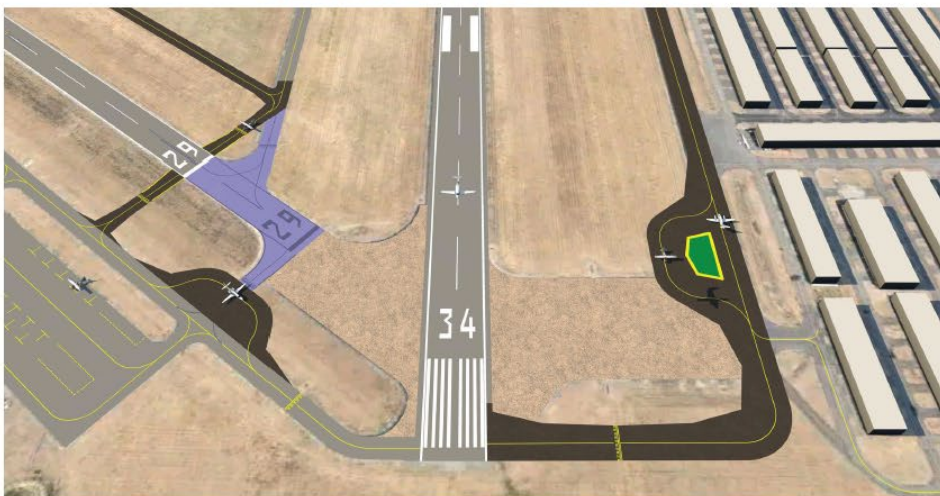
Airport Development Overview



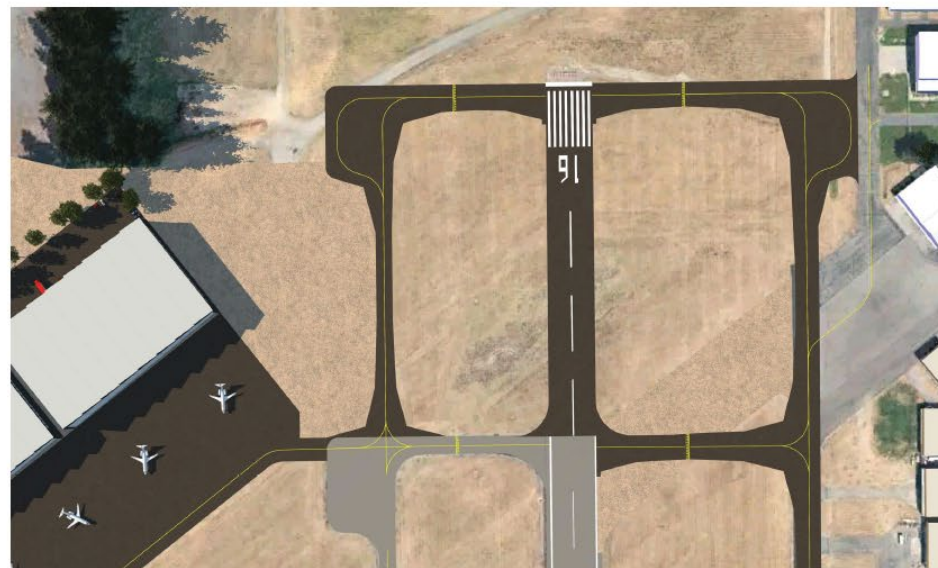


Runway Improvements

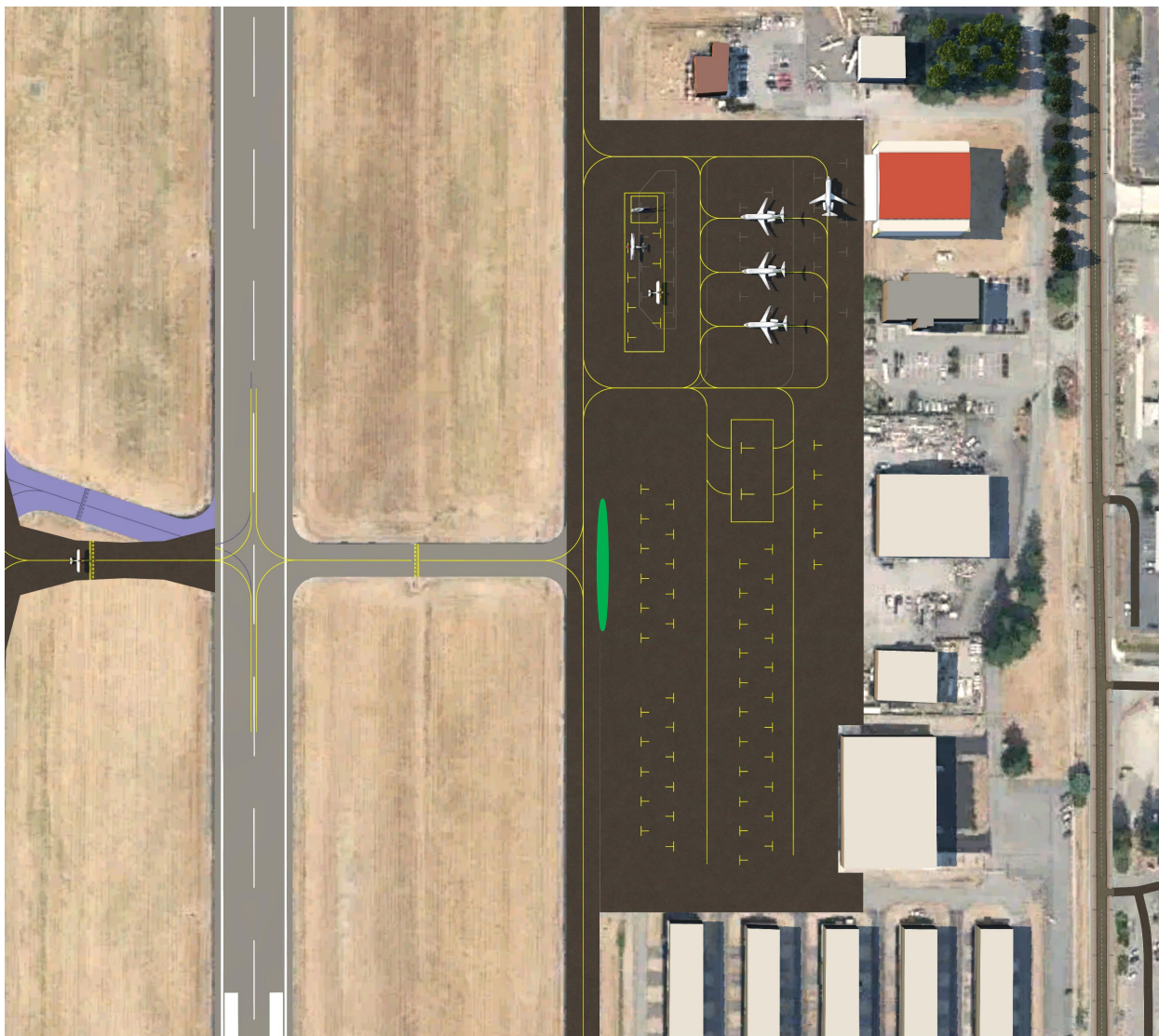
RUNWAY 29-34 CONNECTION



RUNWAY 16



East Apron Area





Southwest Hangar Area

OPTION A



OPTION B





West Hangar Area



NEXT STEPS

City/Airport Selects Preferred Alternative

Airport Layout Plan (ALP)

Capital Improvement Plan (CIP)

Draft Final Report

FAA Review

QUESTIONS?

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