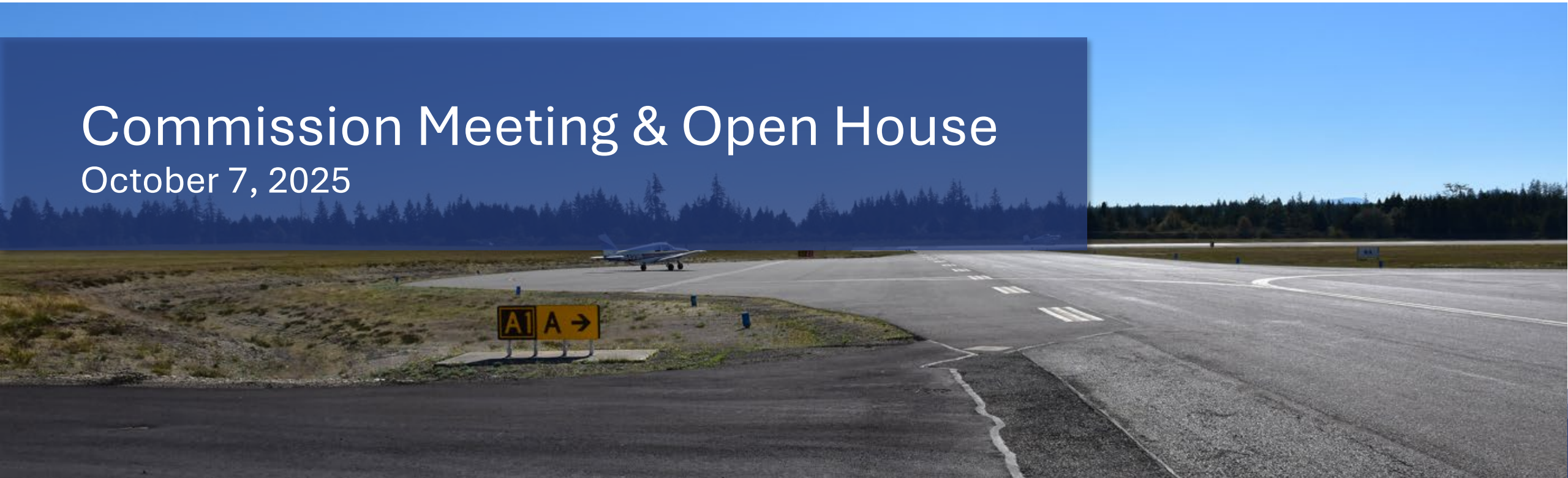


# Sanderson Field

## Airport Master Plan



Commission Meeting & Open House  
October 7, 2025



# Agenda

- Introductions
- Airport Master Plan
- Existing Conditions
- Airport Activity & Critical Aircraft
- Facility Requirements
- Preliminary Development Alternatives
- Next Steps



# Project Team



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Administration**

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WA Airport Planner



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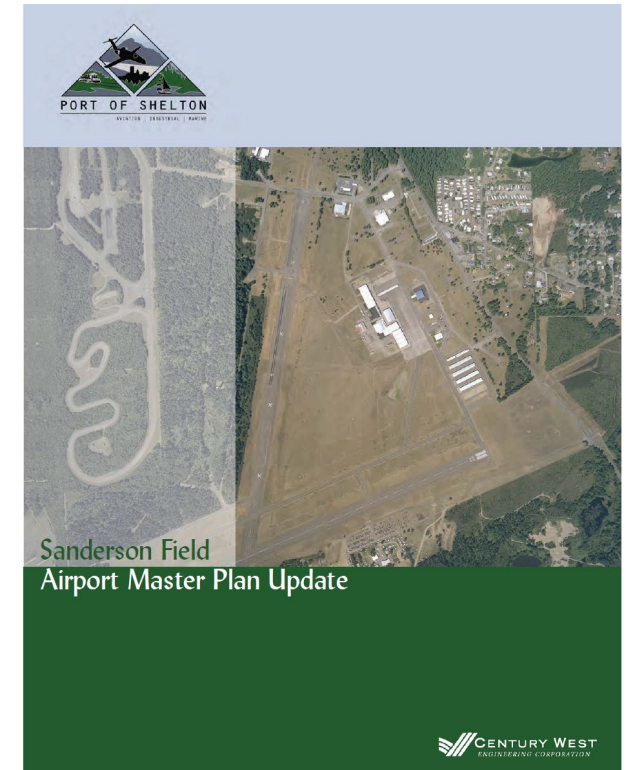
**Don Barclay**

**Engineer/Project Manager**  
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[dbarclay@centurywest.com](mailto:dbarclay@centurywest.com)

# Airport Master Plan Overview

Airport plans are typically updated every 10-20 years, or sooner if conditions require:

- Changes in FAA airport design standards or areas of FAA emphasis
- Changes in Airport activity
- When previous planning recommendations have been implemented
  - *The last FAA-approved airport master plan was completed in 2013*
  - *Numerous projects identified in the last plan have been completed*



FAA Airport Grant Assurances require airport sponsors to  
“keep up to date at all times an airport layout plan of the airport...”



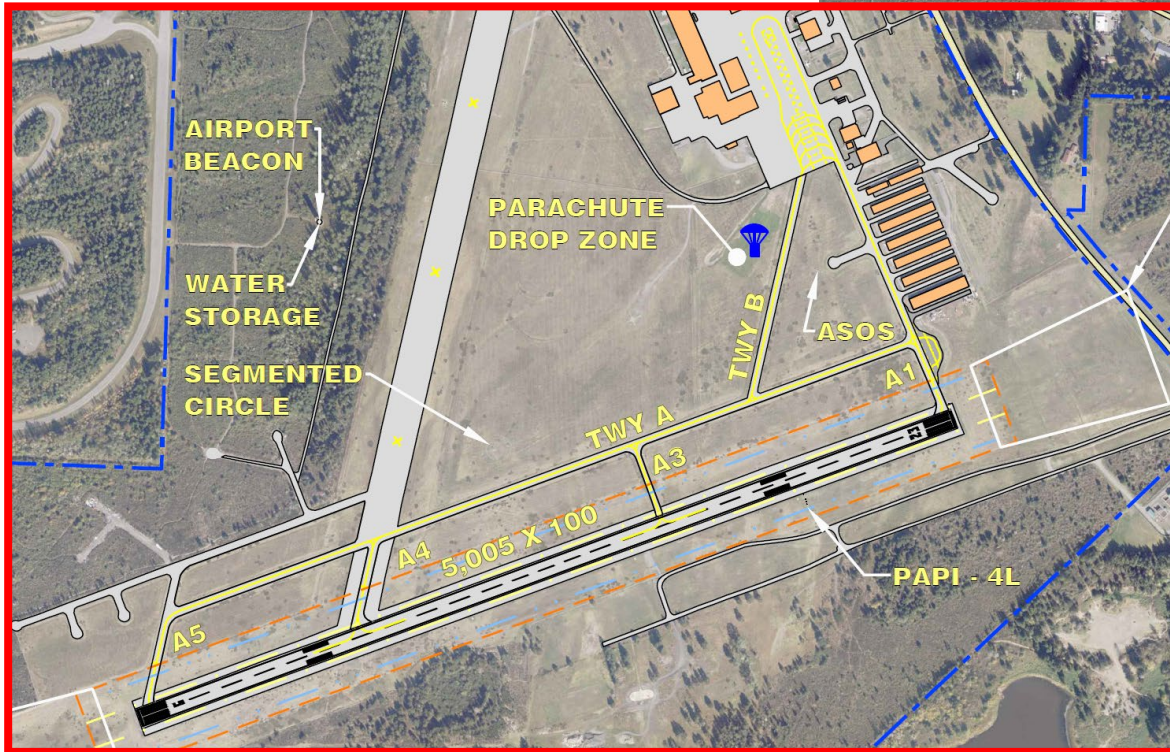
# EXISTING CONDITIONS





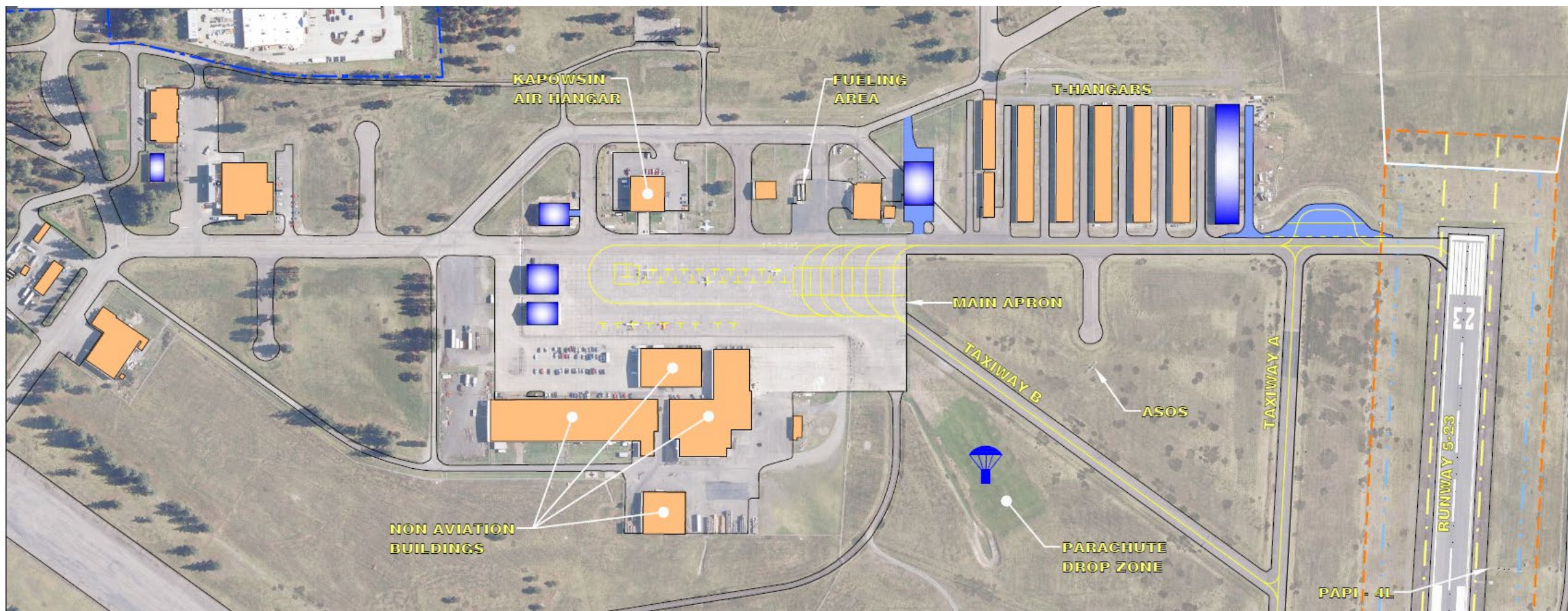
# Existing Conditions - Overview

LEGEND	
	AIRPORT BOUNDARY
	RUNWAY SAFETY AREA (RSA)
	OBSTACLE FREE ZONE (OFZ)
	OBJECT FREE AREA (OFA)





# Existing Conditions – Landside Area



# Critical Aircraft & Forecast Activity

The Critical Aircraft represents the most demanding aircraft (or grouping of aircraft) using the runway on a regular basis (defined as >500 annual operations).

EXISTING CRITICAL AIRCRAFT				
Representative Aircraft	RDC	ARC	TDG	Annual Operations
Beechcraft King Air 300	B-II-4000	B-II	2A	>500 <sup>1</sup>
FUTURE CRITICAL AIRCRAFT				
Representative Aircraft	RDC	ARC	TDG	Annual Operations
Beechcraft King Air 300	B-II-2400 <sup>2</sup>	B-II	2A	>500 <sup>1</sup>

The FAA National Aerospace Forecast 2024-2044 growth rates for Active GA and Air Taxi were applied to baseline numbers.

Aeronautical Activity Projections						
	AAG <sup>2,3</sup>	2024 <sup>1</sup>	2029	2034	2039	2044
Based Aircraft	0.4%	69	70	72	73	75
Operations	0.8%	27,804	28,934	30,110	31,334	32,608





# Facility Requirements

## FAA Standards Review

- Taxiway/Taxilane Geometry
  - 90-degree connections to the runway
  - Direct access taxiway between runway and apron
  - Hangar separation (object free area standard is 79-feet)
- MagVar Change – Runway 05/23 to 06/24
  - Update markings and signage

## Recommendations

- Maintain existing runway length
- Evaluate future approach capabilities
- Helicopter Parking
- Electric Charging Facilities (future AAM)
- Future Development Areas



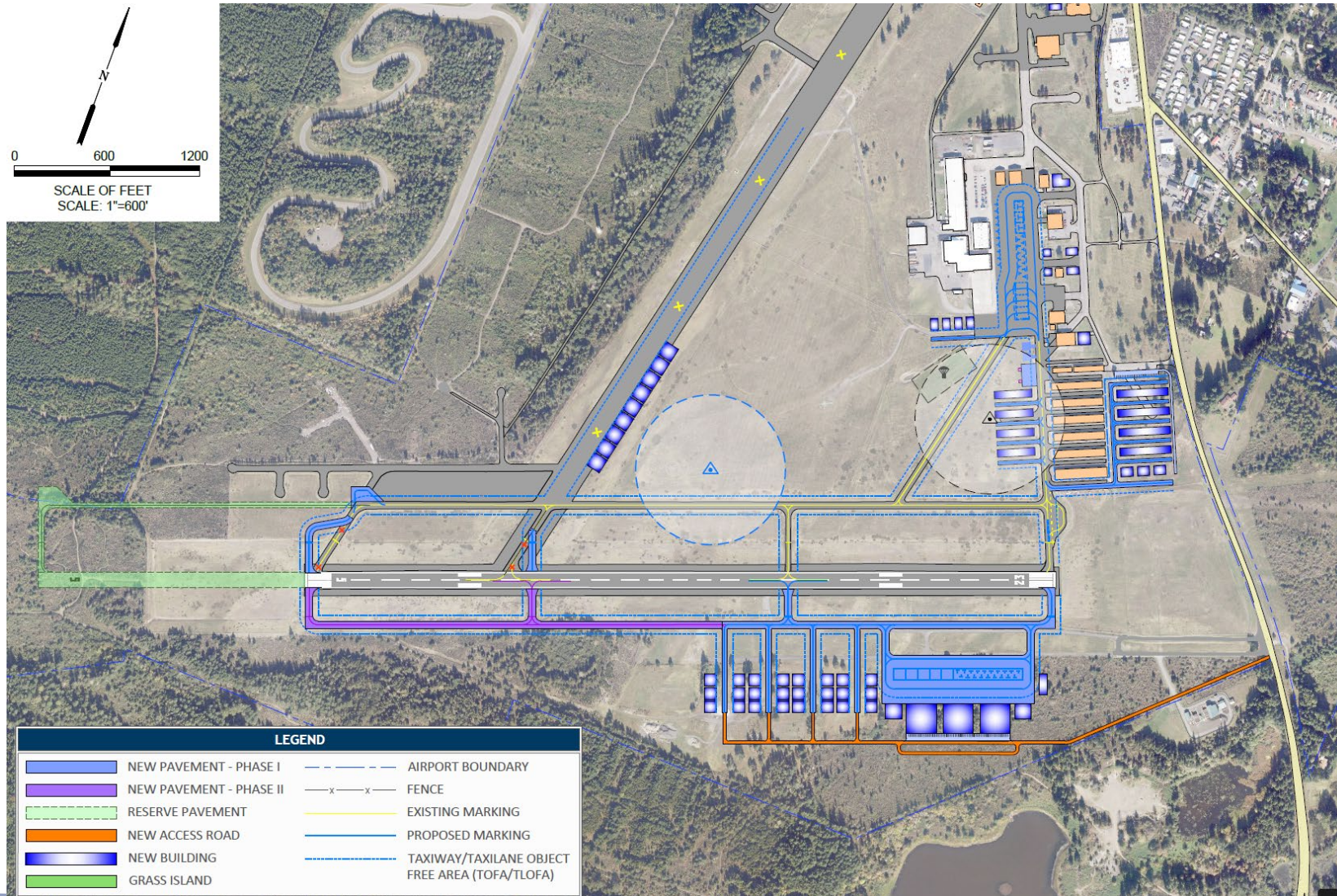


# PRELIMINARY ALTERNATIVES



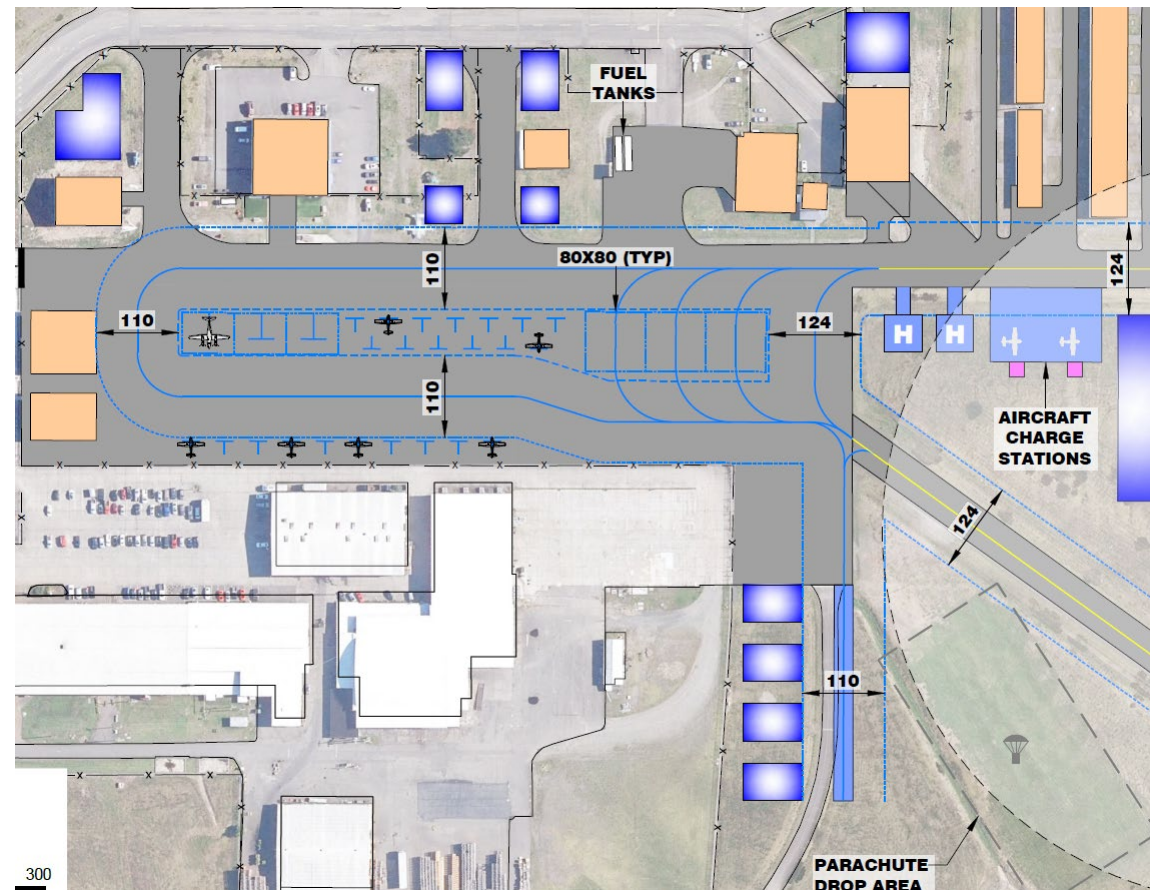


# Overview



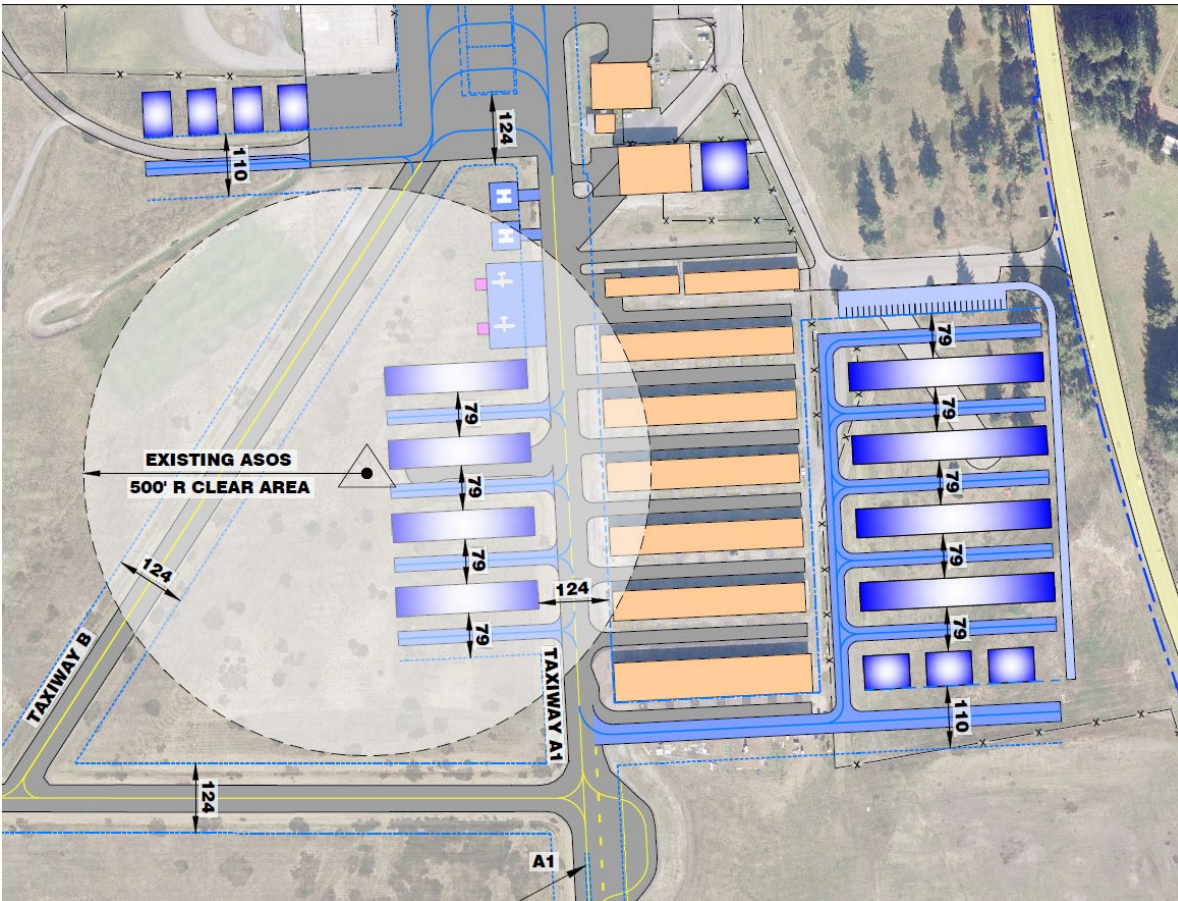


# Apron Area



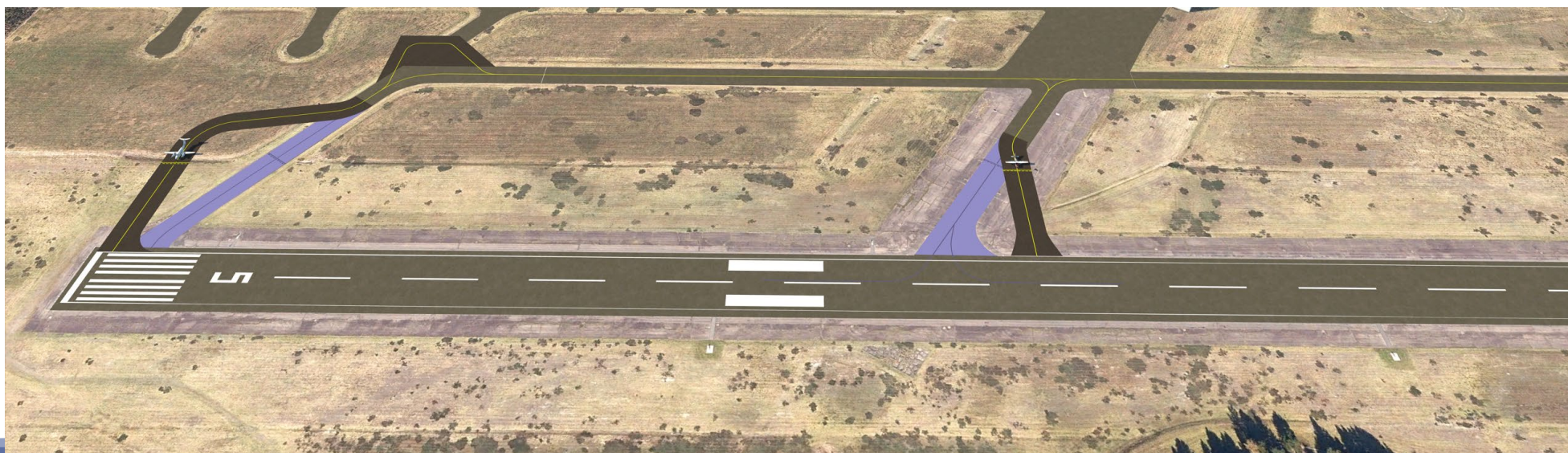
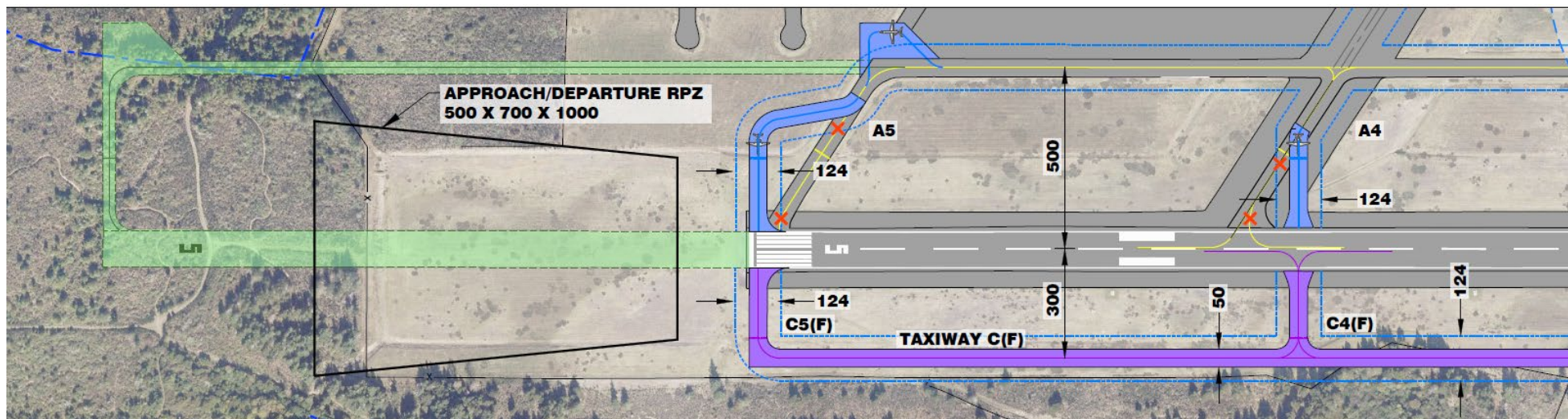


# East Hangar Area



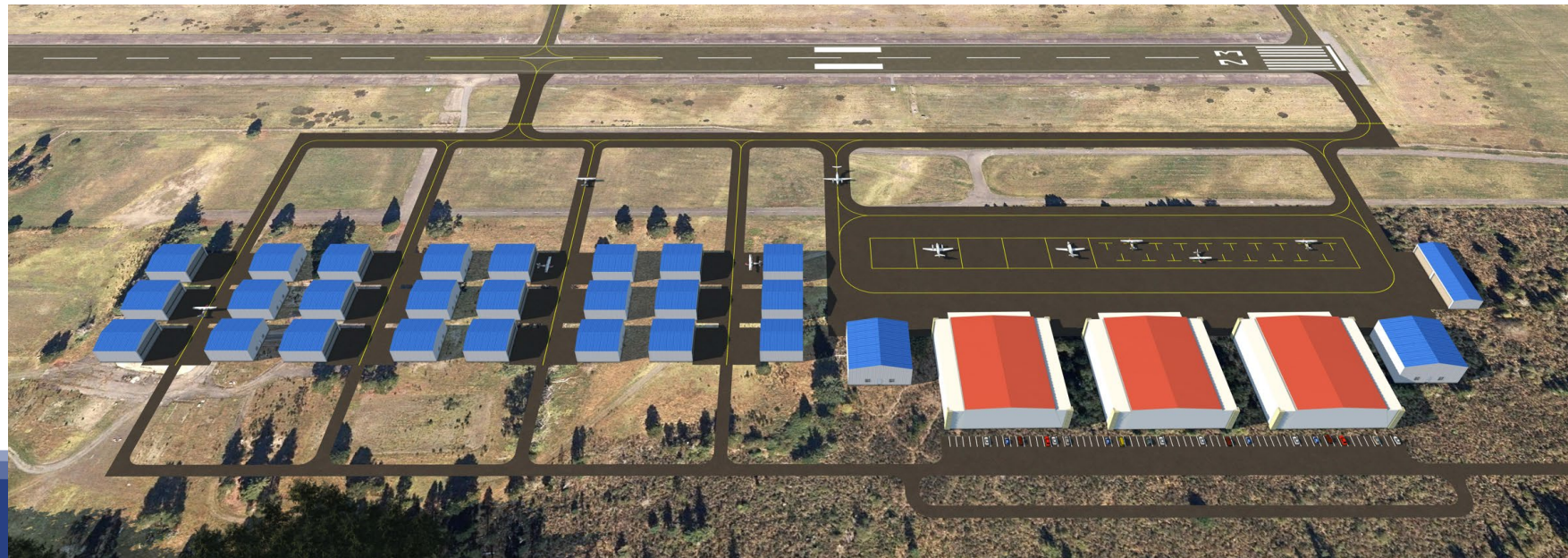
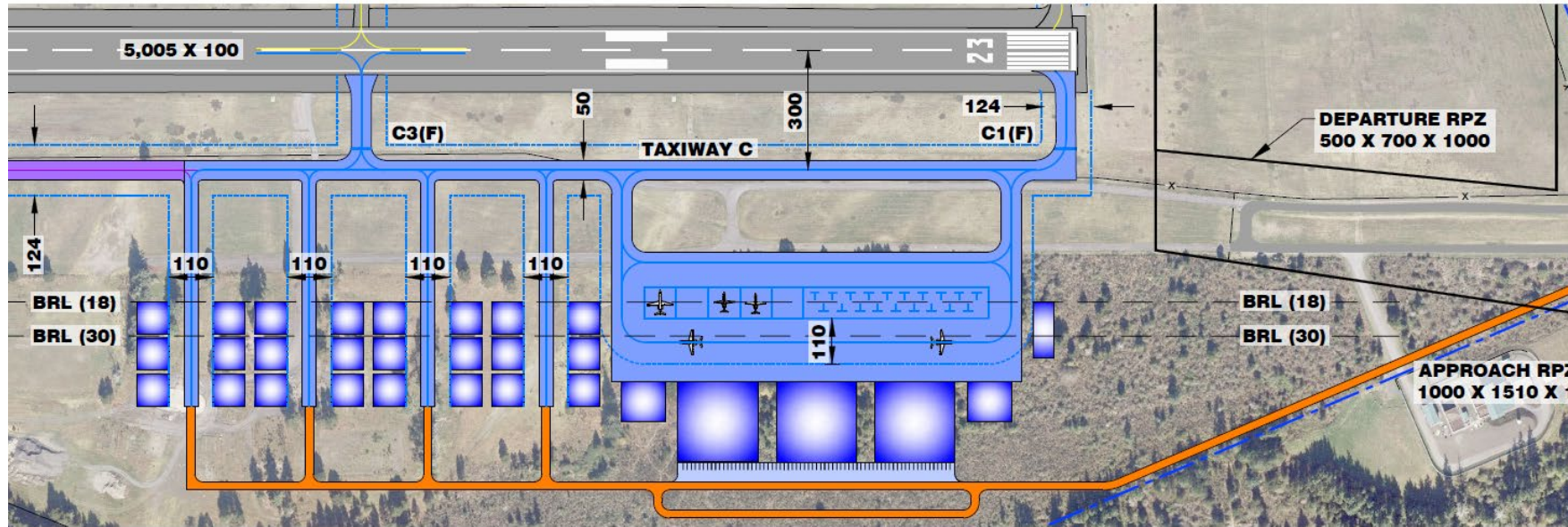


# Airside - Runway 5





# South Development Area (Former Fairgrounds)





# NEXT STEPS

- PORT SELECTS PREFERRED ALTERNATIVE
- CAPITAL IMPROVEMENT PLAN (CIP)
- AIRPORT LAYOUT PLAN
- DRAFT FINAL REPORT
- FAA REVIEW

