



Airport Master Plan Update

# Tillamook Municipal Airport

Planning Advisory Committee Meeting #3  
August 25, 2025

# Agenda

- Introductions
  - Port Intro
  - Project Team
  - PAC in Attendance
  - Schedule
- Future Facility Needs
- Preliminary Alternatives
- Looking Ahead



# Project Team



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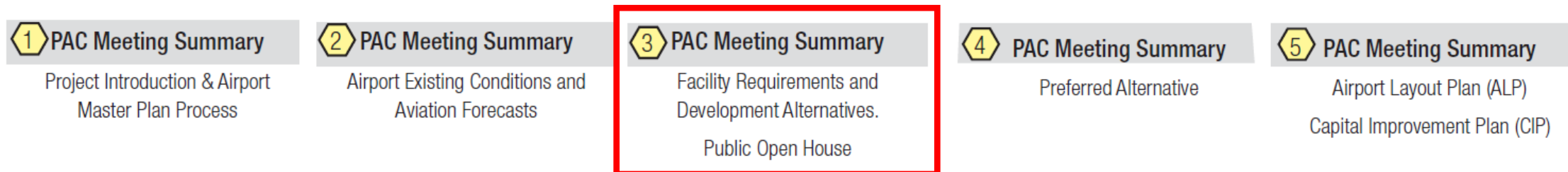
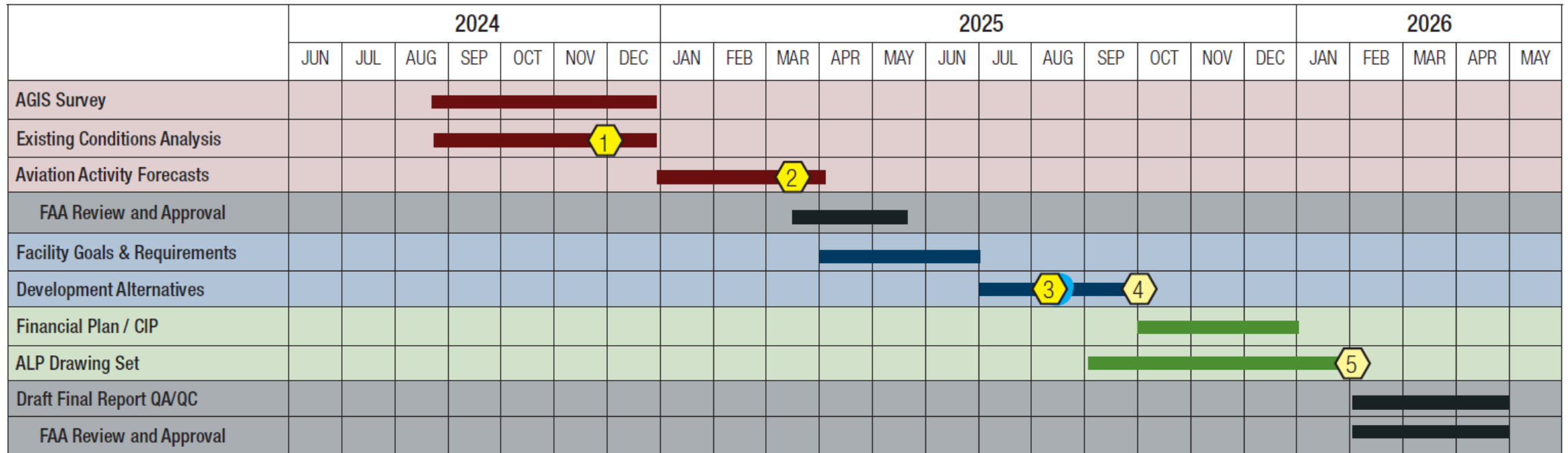
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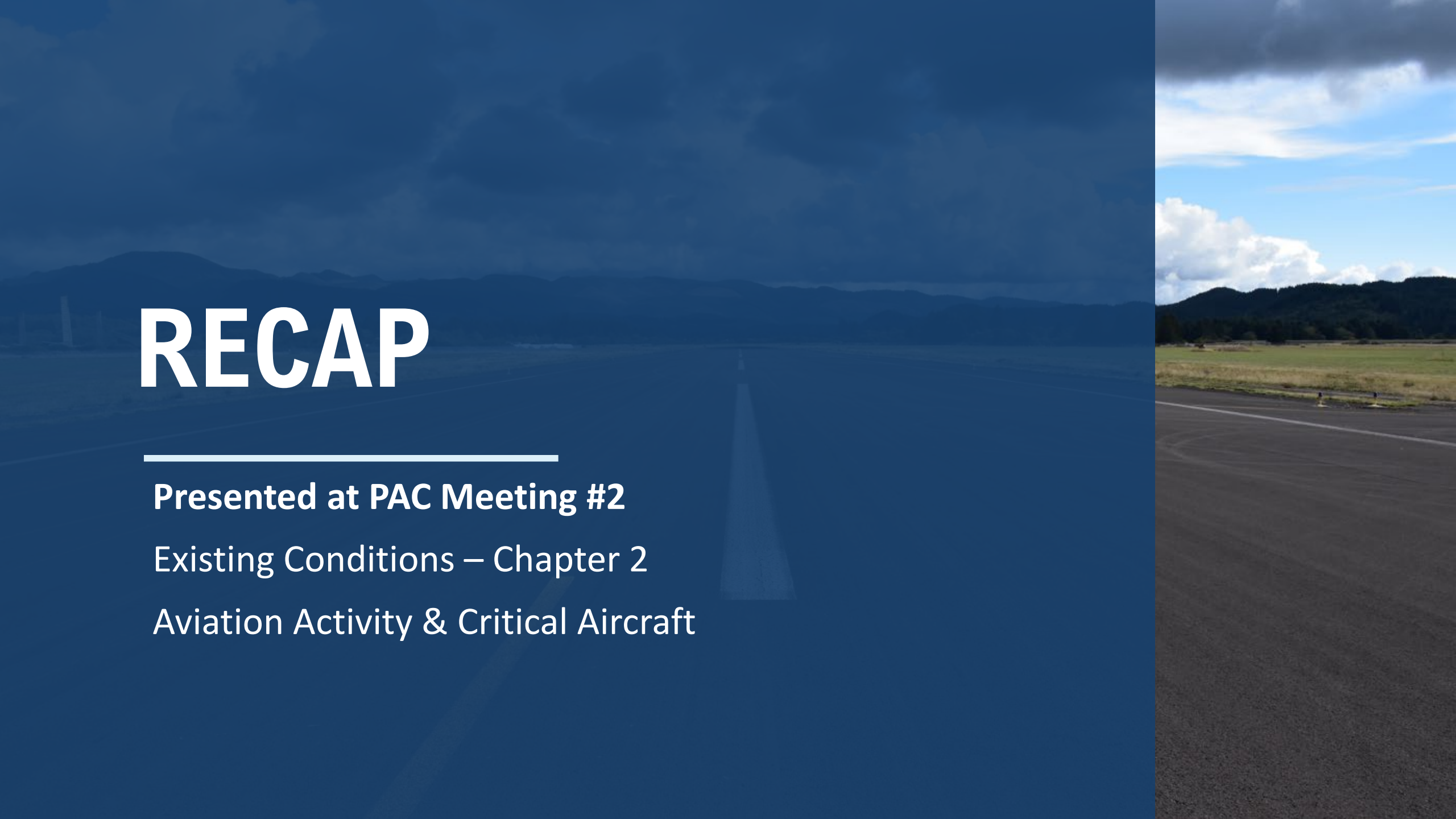
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# Schedule



# RECAP



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**Presented at PAC Meeting #2**

Existing Conditions – Chapter 2

Aviation Activity & Critical Aircraft

# Existing Conditions



# Aviation Activity Summary



| Activity                   | 2024  | 2029   | 2034   | 2039   | 2044   |
|----------------------------|-------|--------|--------|--------|--------|
| Based Aircraft             | 20    | 21     | 22     | 23     | 24     |
| Annual Aircraft Operations | 9,770 | 10,168 | 10,583 | 11,014 | 11,464 |

Note: The aviation activity has been updated based on additional evaluation since PAC Meeting #2. The updated information is presented in Draft Chapter 3 – Facility Requirements

# FAA Design Aircraft Designation

|                                               |                                                                                                                                                                              |                                                 |                                                                                                                                                                     |                                          |                                                                                                                                                                             |
|-----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A-I</b><br>12,500 lbs. or less             |  <p>Beech Baron 55<br/>Beech Bonanza<br/><b>Cessna 182</b><br/>Piper Archer</p>             | <b>B-I(small)</b><br>12,500 lbs. or less        |  <p><b>Beech Baron 58</b><br/>Beech King Air C90<br/>Cessna 402<br/>Cessna 421</p> | <b>A-II, B-II</b><br>12,500 lbs. or less |  <p>Super King Air 200<br/><b>Pilatus PC-12</b><br/>DCH Twin Otter<br/>Cessna Caravan</p> |
| <b>ARC - B-II</b><br>Greater than 12,500 lbs. |  <p>Super King Air 300, 350<br/>Beech 1900<br/><b>Cessna Citation</b><br/>Falcon 20, 50</p> | <b>A-III, B-III</b><br>Greater than 12,500 lbs. |  <p>DHC Dash 7, Dash 8<br/><b>Q-200, Q-300</b><br/>DC-3<br/>Convair 580</p>        | <b>C-I, D-I</b>                          |  <p>Lear 25, 35, 55, 60<br/>Israeli Westwind<br/>HS 125-700</p>                           |

## RUNWAY DESIGN CODES (RDC)

### Runway 13/31

- The **existing** RDC is **B-I-5000** (not lower than 1-mile), small aircraft
- The **future** RDC is **B-II-5000** (not lower than 1-mile)

### Runway 1/19

- The **existing** and **future** RDC is **A-I-VIS** (visual), small aircraft

Runway 13/31: Current Critical Aircraft (RDC B-I) (not to scale)



Source: Century West Engineering; Beechcraft C-99

Runway 13/31: Future Critical Aircraft (RDC B-II) (not to scale)



Source: Ameriflight; Beechcraft 1900

# FACILITY NEEDS

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# Future Facility Needs – Airside

## ➤ Runway 13/31

- Maintain existing B-II dimensions based on future needs
- Pavement maintenance & repaint markings
- Lighting and signage replacement at end of useful life
- MAG/VAR – change signage and markings to reflect 14/32

## ➤ Runway 1/19

- Maintain A-I Small
- Pavement maintenance & repaint markings
- Potential future reconfiguration based on design guidance

## ➤ Taxiways

- RWY 19 aligned taxiway
- Acute angle connector taxiways

Figure 3-8: Runway 13/31 - Acute Angle Connector Taxiways



Source: Century West Engineering

Figure 3-9: Runway 1/19 - Acute Angle and Aligned Taxiways



# Future Facility Needs

## ➤ Landside

- Hangar maintenance and replacement at end of useful life
- Apron and taxiway pavement maintenance & repaint markings

## ➤ Support Facilities

- Upgrade fuel system
- Future electric charging – AAM support
- Maintain existing road and vehicle access
- Maintain fencing and gates
- Replace AWOS at end of useful life



# Runway Length Evaluation

## TMK - Runway Length Recommendations

*No reductions to the existing length of Runway 13/31 or Runway 1/19 are recommended during the current planning period.*

*The current length of **Runway 13/31** (5,001 feet) meets or exceeds the runway length requirements identified in the FAA runway length curves described in this section. The existing runway length also exceeds most of the defined requirements for the multi-engine turboprops identified as the existing and future critical aircraft for Runway 13/31. As noted above, maintaining the current length of Runway 13/31 is recommended, which also maintains the future runway length depicted on the 2012 FAA-approved ALP.*

*The current length of **Runway 1/19** (2,911 feet) meets the runway length requirements identified in the FAA runway length curves for small aircraft, described above. It is noted that the 2012 ALP depicts future changes to the runway configuration and length, which are related to correcting specific FAA design criteria. The evaluation of the future runway configuration will be included in the airport development alternatives.*

# Pavement Conditions – Forecasted Needs

## SECTION PCI

- (86 - 100) GOOD
- (71 - 85) SATISFACTORY
- (56 - 70) FAIR
- (41 - 55) POOR
- (26 - 40) VERY POOR
- (11 - 25) SERIOUS
- (0 - 10) FAILED

## PREDICTED CONDITION IN 2028

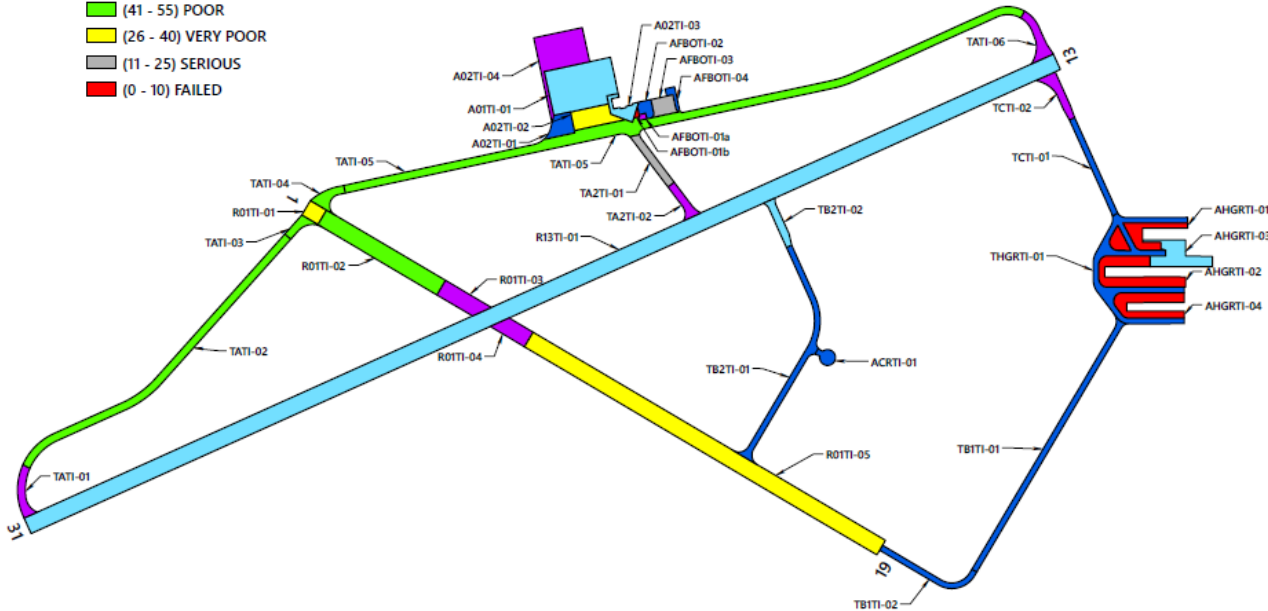


Table 3-5: TMK 5-Year Pavement Management Plan (2023-2028)

| Recommended Year | Pavement Section                    | Recommended Work                                 |
|------------------|-------------------------------------|--------------------------------------------------|
| --               | Main Apron (PCC & AC Sections)      | Routine Maintenance                              |
| 2024             | Runway 1/19                         | Overlay                                          |
| 2025             | Runway 13/31                        | Slurry Seal                                      |
| 2025             | Taxiway A, A1, A3                   | Slurry Seal                                      |
| 2025             | Taxiway B1                          | Slurry Seal                                      |
| 2025             | Taxiway B2                          | Slurry Seal                                      |
| 2025             | Taxiway C                           | Slurry Seal                                      |
| 2025             | North T-Hangar Area Taxilanes       | Slurry Seal                                      |
| 2026             | North T-Hangar Area Frontage Aprons | Fog Seal (between west and middle hangar)        |
| 2026-27          | Fuel Apron & FBO Apron              | Fog Seal/Reconstruction                          |
| 2026-27          | Main Apron (Front Section)          | Fog Seal/Reconstruction                          |
| 2026-27          | Taxiway A2                          | Reconstruction (west 2/3)/Slurry Seal (east 1/3) |
| 2028             | North T-Hangar Area Frontage Aprons | Reconstruction                                   |

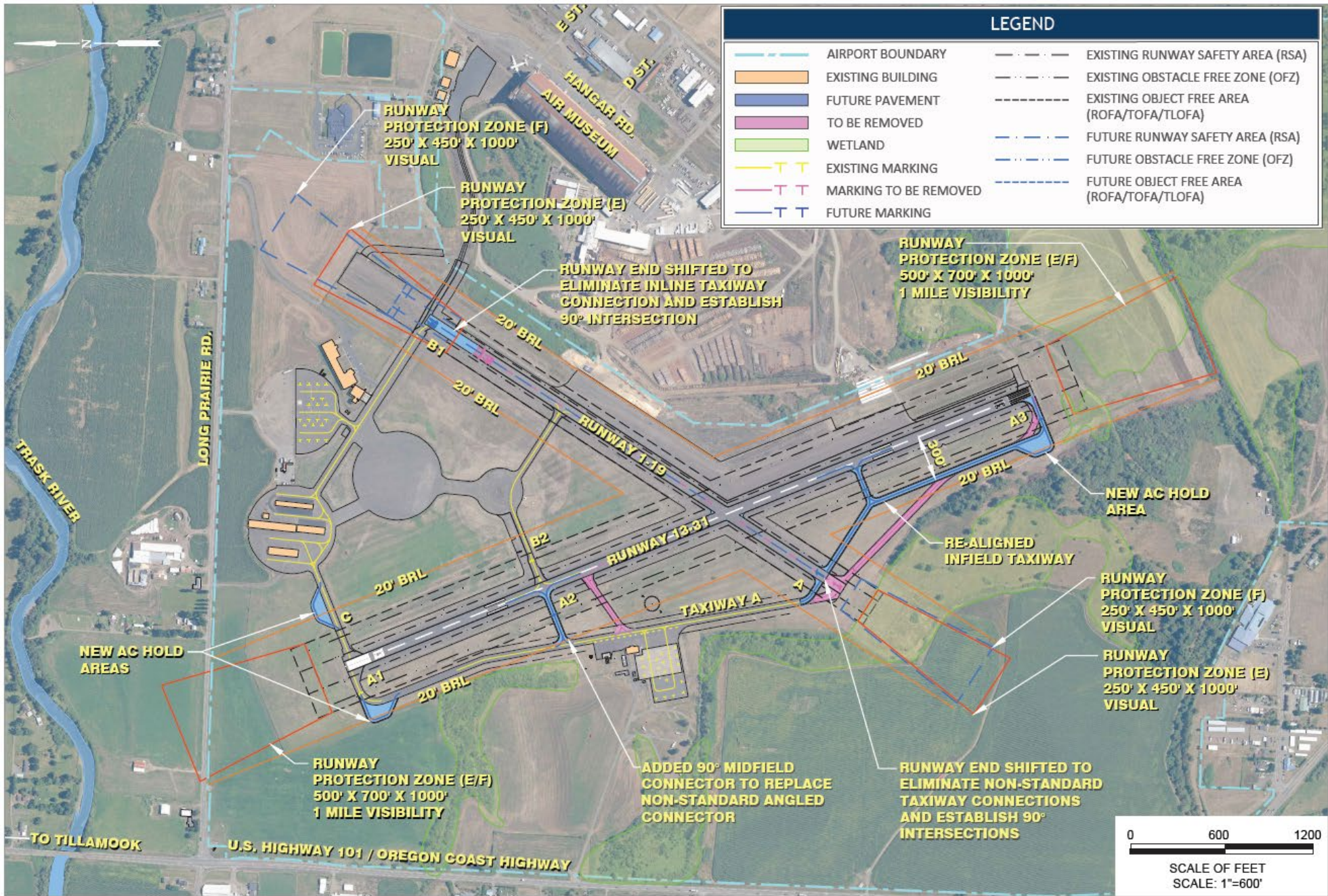
PCC = Portland Cement Concrete; AC = Asphaltic Concrete (Asphalt)

# PRELIMINARY ALTERNATIVES

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# Airside Alternative



## Airside Improvements

### Runway 13/31 Improvements

- Runway Magnetic Variation Change (Runway 14/32)
- Lighting and signage replacements (normal useful life cycles)

### Runway 1/19 Improvements

- Shift runway north to eliminate aligned taxiway and accommodate new 90-degree Taxiway A connections at Runway 1 end
- Future runway dimensions: 3,215 feet x 60 feet

### Taxiway A Improvements

- Relocate Taxiway A2, replace with 90-degree connection to Runway 13/31
- Reconfigure Taxiway A connections to Runway 1
- Realign south end of Taxiway A with new parallel section and additional connecting taxiway
- Add aircraft holding aprons at Runway 13 and 31 ends

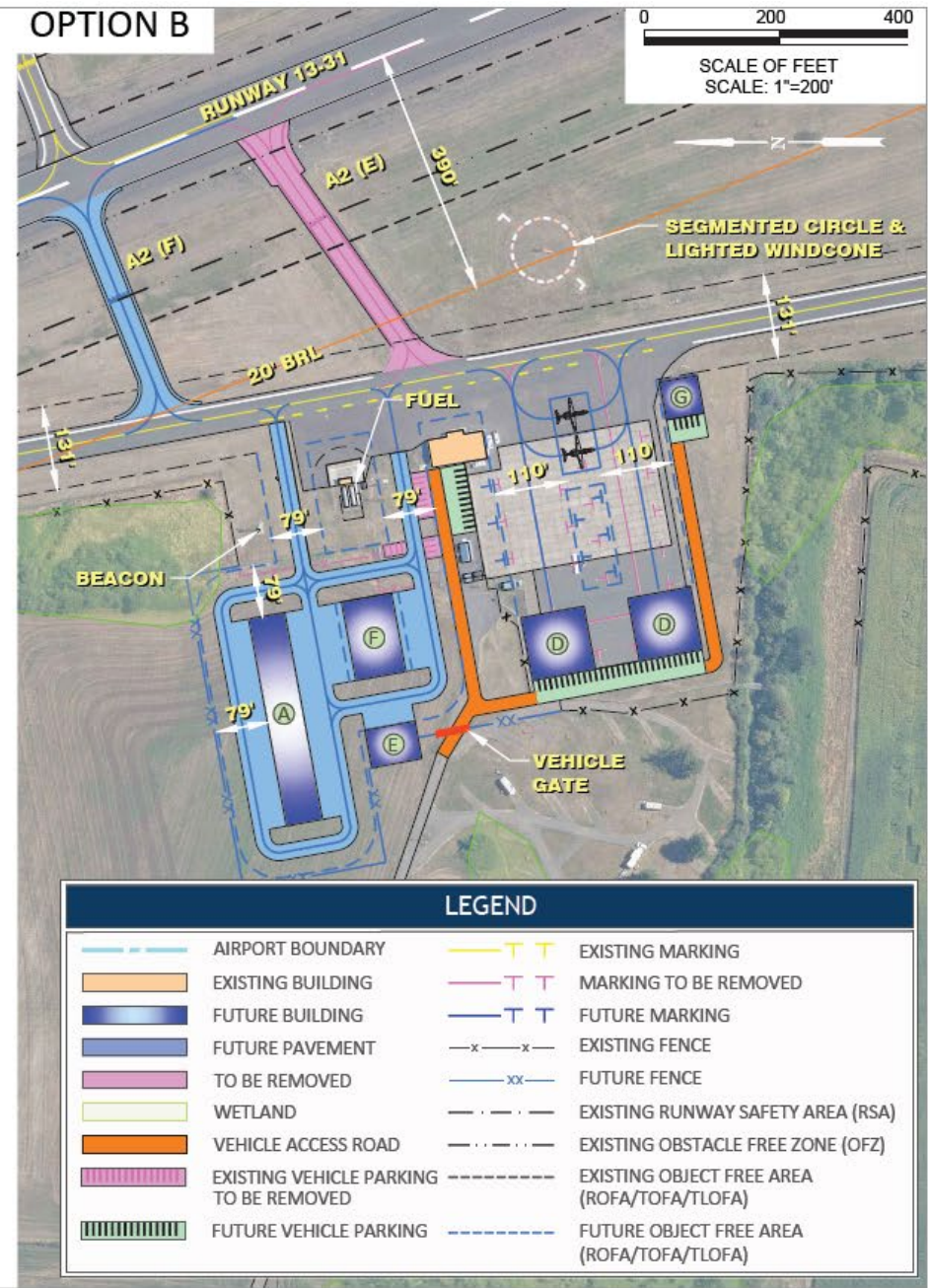
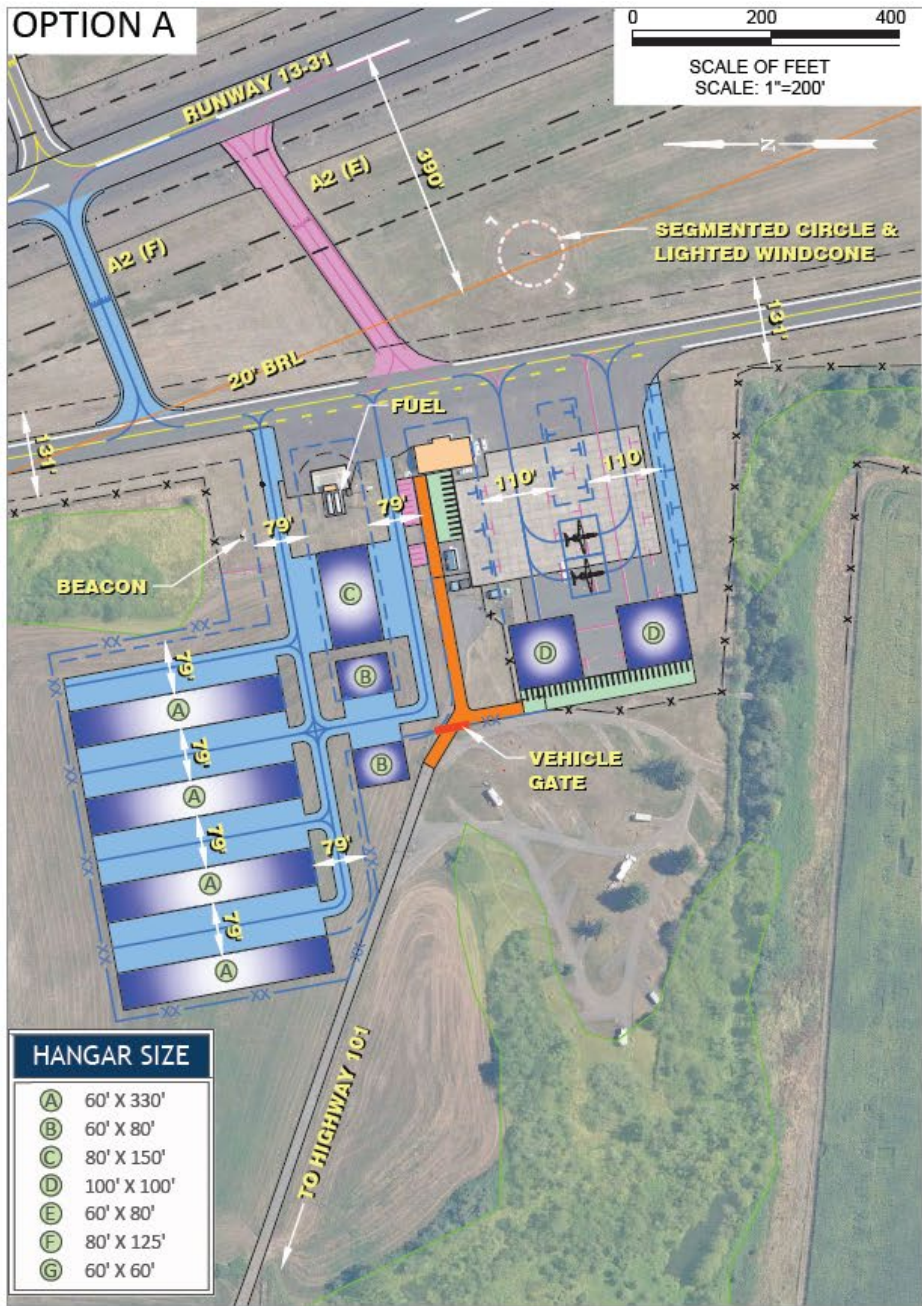
### Taxiway B Improvements

- Convert Taxiway B1 (aligned taxiway section at Runway 19 end) to runway

### Taxiway C Improvements

- Add aircraft holding apron between Aprons A1-A3 and Runway 13 end

# Terminal Area Alternatives



## Terminal Area Improvements: Options for future aircraft parking and hangar sites

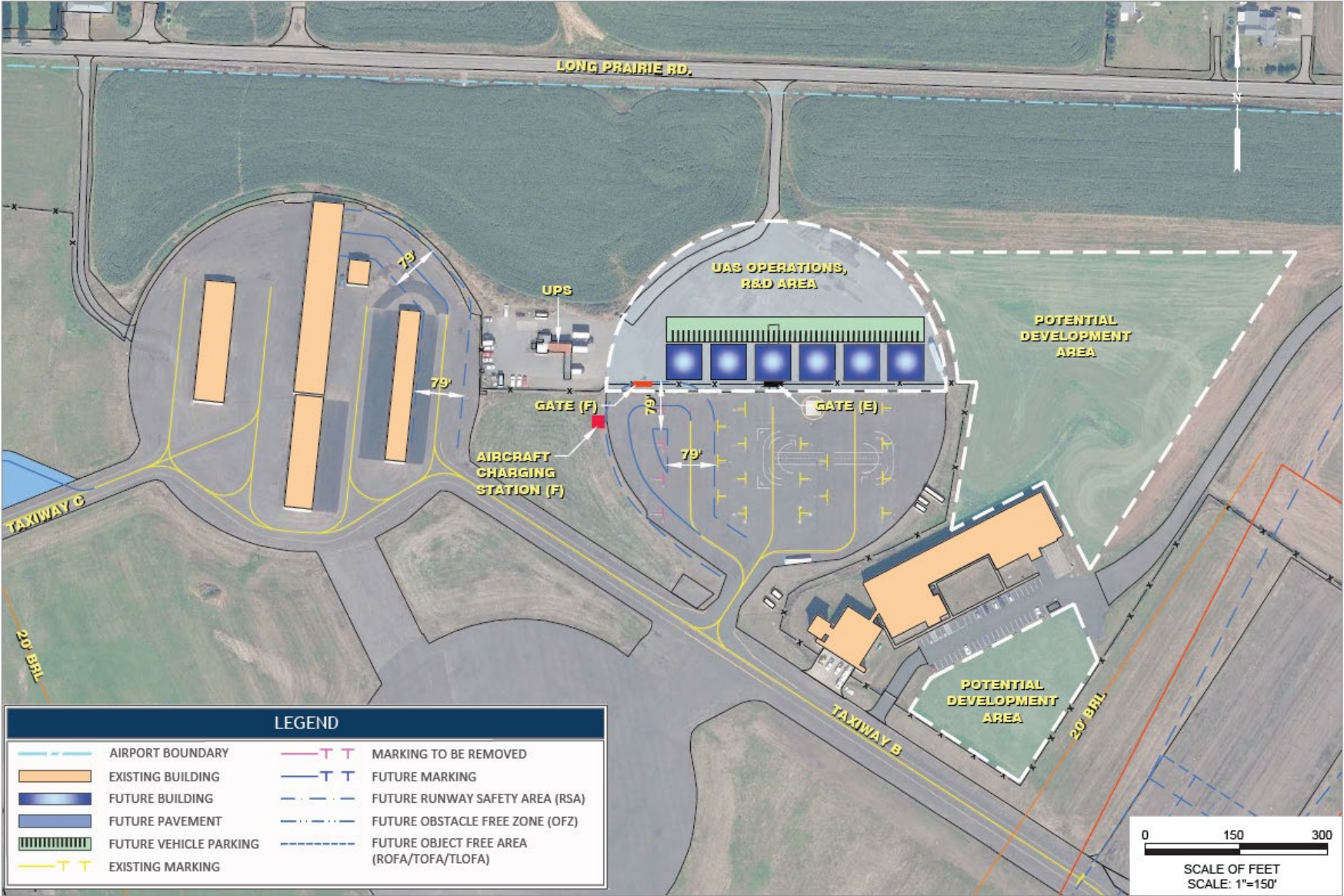
### Option A

- 2 medium/large conventional hangar sites adjacent to Main Apron
- 4 multi-unit hangars (10-unit T-hangars, typ.), 3 medium/large conventional hangar sites north of Main Apron
  - » Access taxilanes for new hangar sites (connect to Taxiway A)
  - » Compatible with current fuel area upgrade project
- Reconfigured aircraft parking spaces on Main Apron
  - » ADG II drive-through parking spaces (west end of apron)
  - » ADG I tiedowns
- Extend/improve vehicle access road to FBO/pilot building and hangars, vehicle parking

### Option B

- 3 medium/large conventional hangar sites adjacent to Main Apron
- 1 multi-unit hangar (10-unit T-hangar, typ.), 2 medium/large conventional hangar sites north of Main Apron
  - » Access taxilanes for new hangar sites (connect to Taxiway A)
  - » Compatible with current fuel area upgrade project
- Reconfigured aircraft parking spaces on Main Apron
  - » ADG II drive-through parking spaces (east end of apron)
  - » ADG I tiedowns
- Extend/improve vehicle access road to FBO/pilot building and hangars, vehicle parking

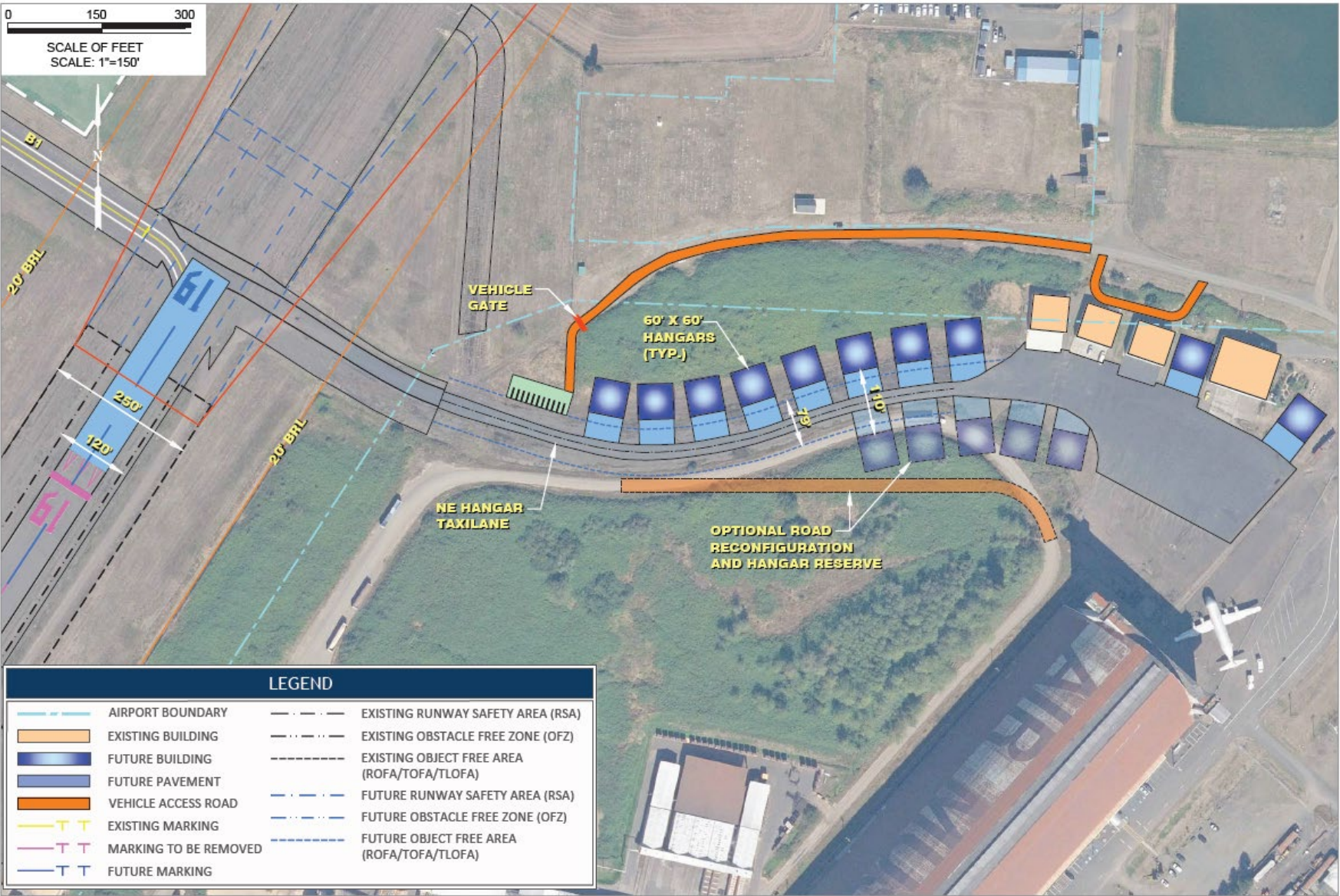
# North Landside Alternative



## North UAS Operations and R&D Area

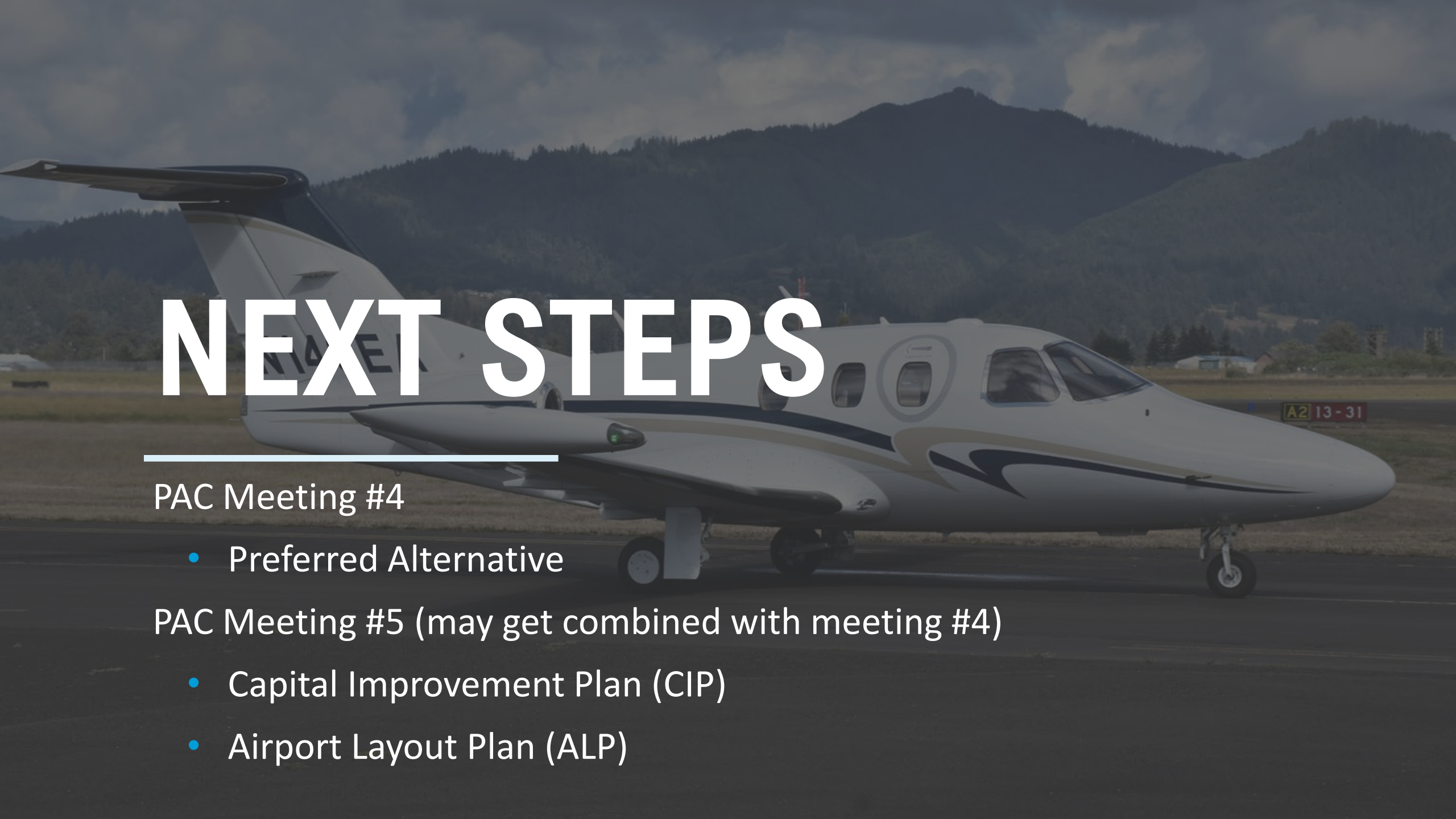
- Multiple hangar sites north of Apron A2
- Additional space for support facilities, parking, etc.
- Long term commercial development areas
- Electric aircraft charging station
- Maintain air cargo aircraft loading and operations area and GA hangars (Aprons A2, A1 and adjacent area)

# East Hangar Development Alternative



## Northeast Hangar Area

- Extend existing hangar row on north side of access taxilane
  - » 8 new small/medium conventional hangar sites
- Extend/Improve existing road access from Hangar B and Sacred Heart Roads
- Maintain ADG I object free area for access taxilane (for hangar setbacks)

A white private jet with gold and blue stripes is parked on a runway. In the background, there are green mountains under a cloudy sky. The text "NEXT STEPS" is overlaid in large white letters.

# NEXT STEPS

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PAC Meeting #4

- Preferred Alternative

PAC Meeting #5 (may get combined with meeting #4)

- Capital Improvement Plan (CIP)
- Airport Layout Plan (ALP)

# QUESTIONS?

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