WELCOME

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SD Airports

For more information about the project, please visit

www.SDAirportPlans.com

What is a Master Plan

"...a comprehensive study of an airport [that] usually describes the short-, medium-, and long-term development plans to meet future aviation demand."
- FAA Advisory Circular 150/5070-6B, Airport Master Plans

- Statement of intention, but not a guarantee of action
- A set of guidelines to satisfy aviation demand in a financially feasible and environmentally friendly manner that meets the needs of the surrounding community

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Master Plan Objectives

1. What do you have?

- Existing conditions
- Inventory of assets
- Obtain stakeholder input

2. What do you need or want?

- Aviation forecasts (FAA reviews and approves)
- Demand and capacity analysis
- Obtain stakeholder and public input

3. How do you get it?

- Determine alternatives
- Select the best alternative
- Prepare an implementation plan
- Obtain stakeholder and public input

Airport Master Plan

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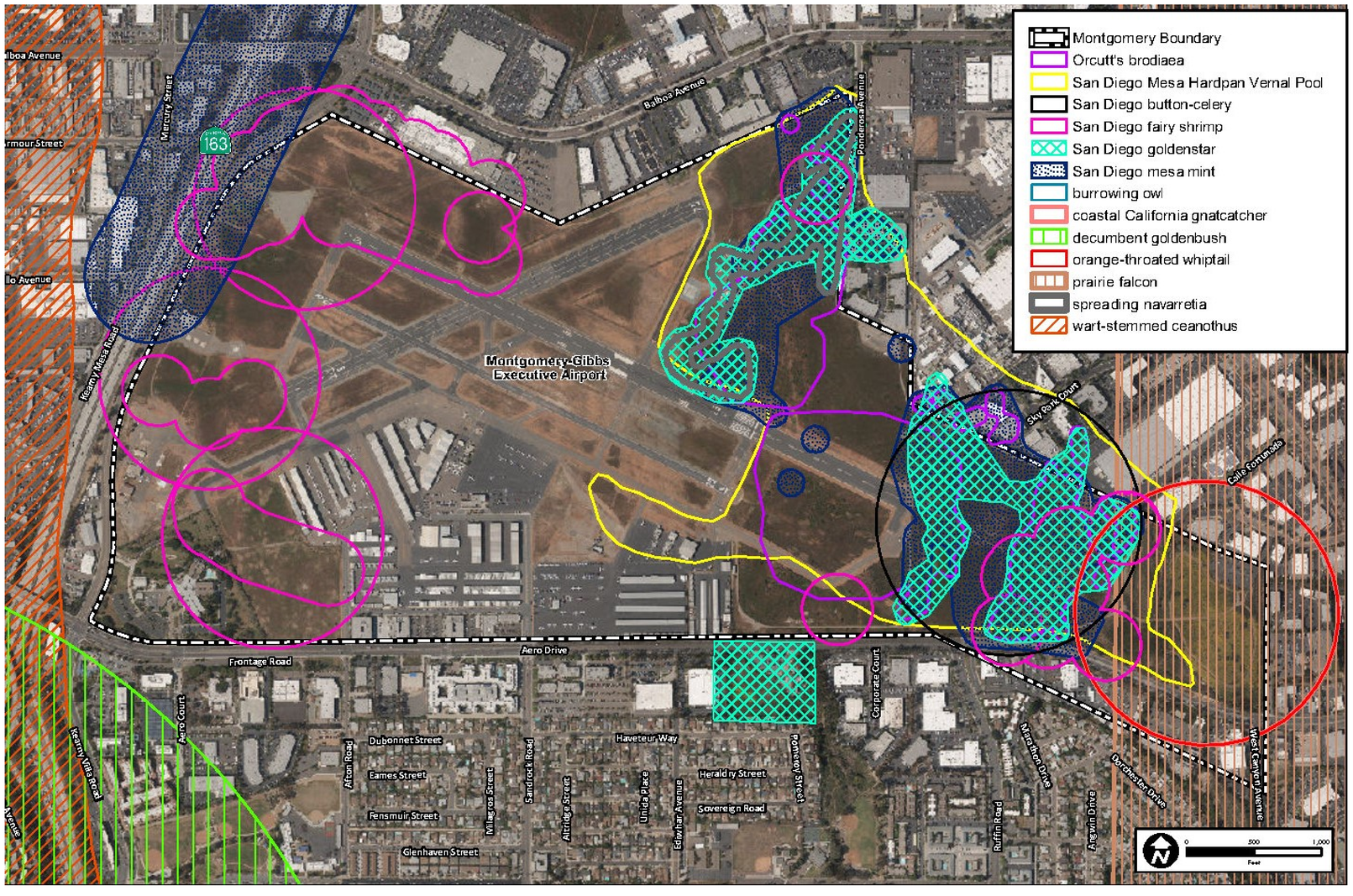
Environmental Overview



Biological Resources - sensitive habitat presented in figure above

What is an environmental overview?

> An evaluation of the existing conditions of the airport property and surrounding community with respect to environmental resources

> Information will be used for the following:

- Recognition of development constraints
- Evaluate airport development alternatives
- Minimize unavoidable impacts
- Help expedite subsequent environmental processing

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Environmental Overview

Environmental constraints split into three categories

Potentially significant impacts:

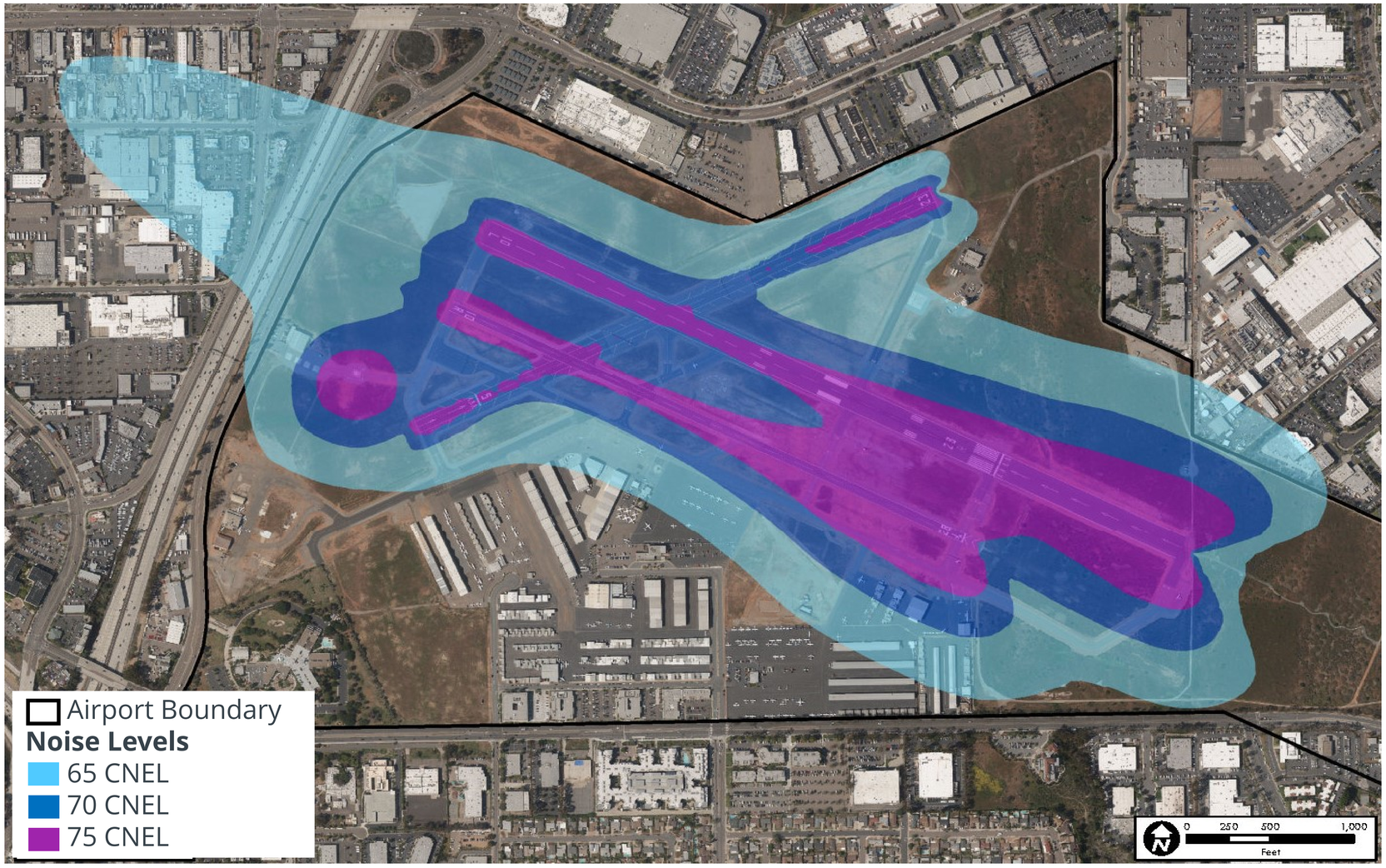
- Air quality
- Biological Resources
- Hazardous Materials
- Land Use
- Noise

No significant impacts:

- Climate, Section 4(f)
- Cultural Resources
- Visual
- Water Resources

No impacts or resource is not present:

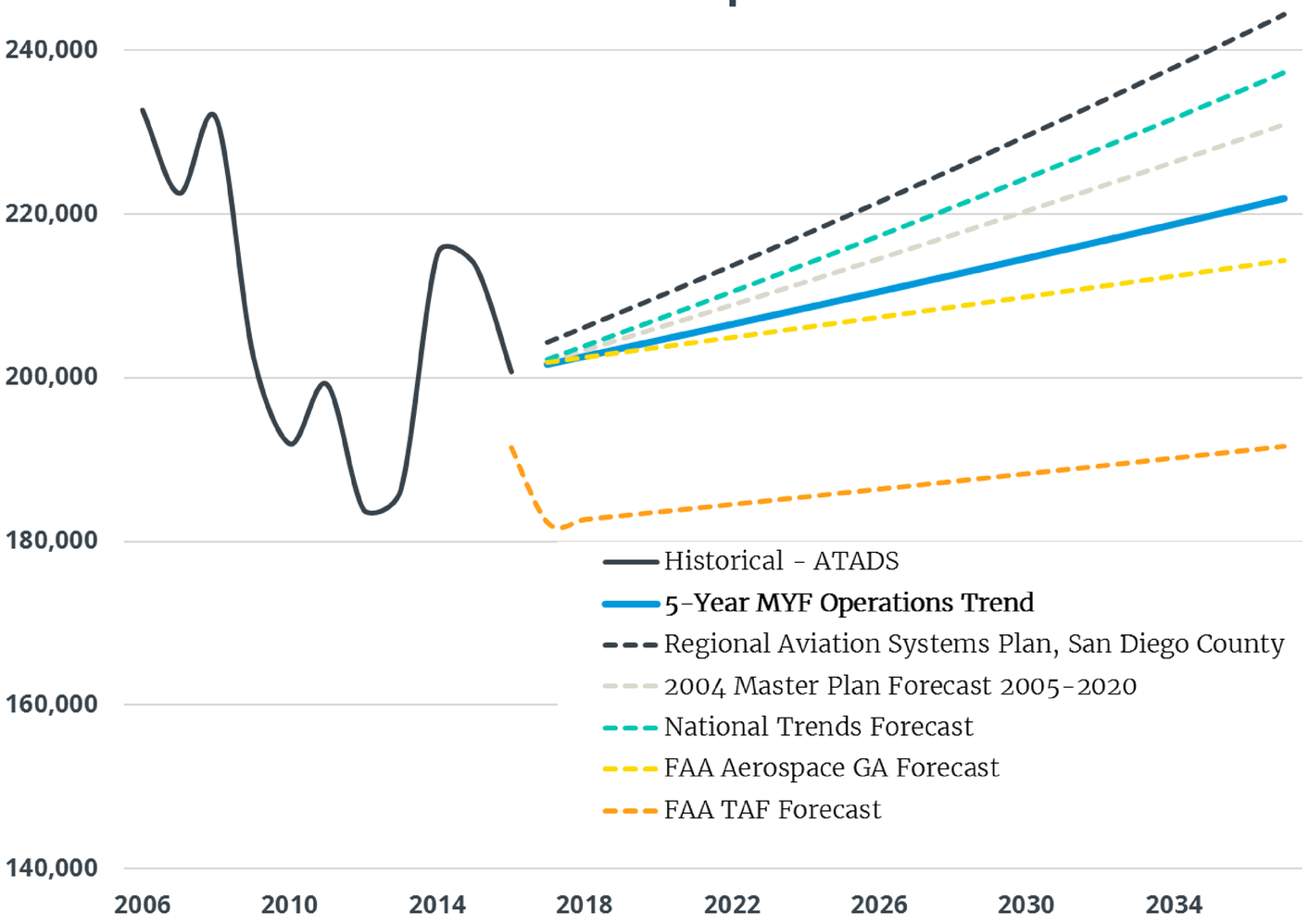
- Coastal Resources
- Farmlands,
- Natural Resources and Energy Supply
- Socioeconomics/Enviro Justice/Children's Health & Safety



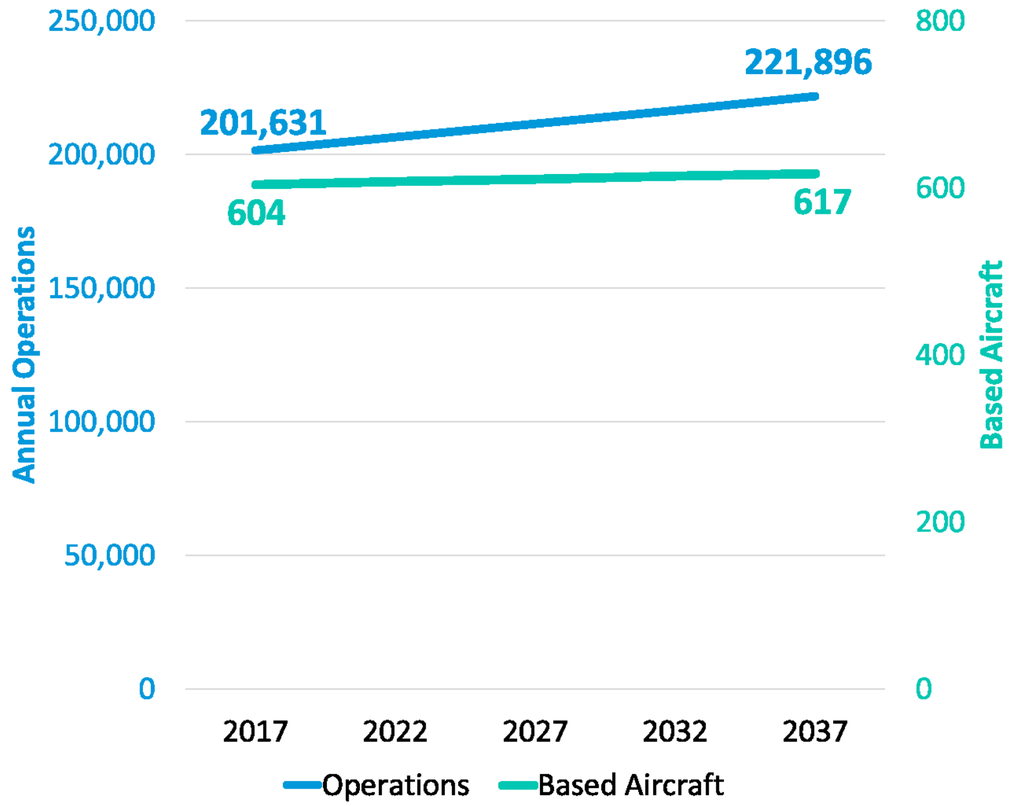
* Environmental resources reviewed based on FAA Order 1050.1F - Environmental Impacts: Policies and Procedures

Aviation Demand Forecast

Forecast Comparison



20 Year Forecast



FAA Approved on 7/26/17

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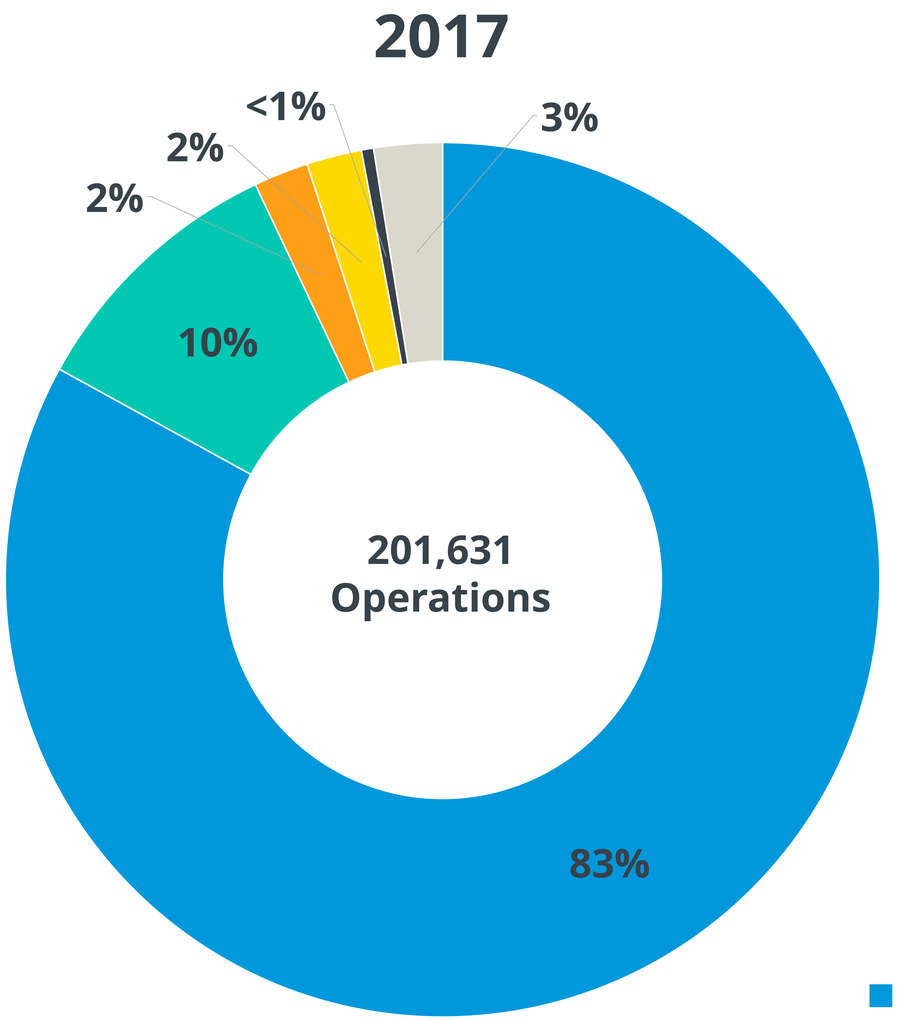
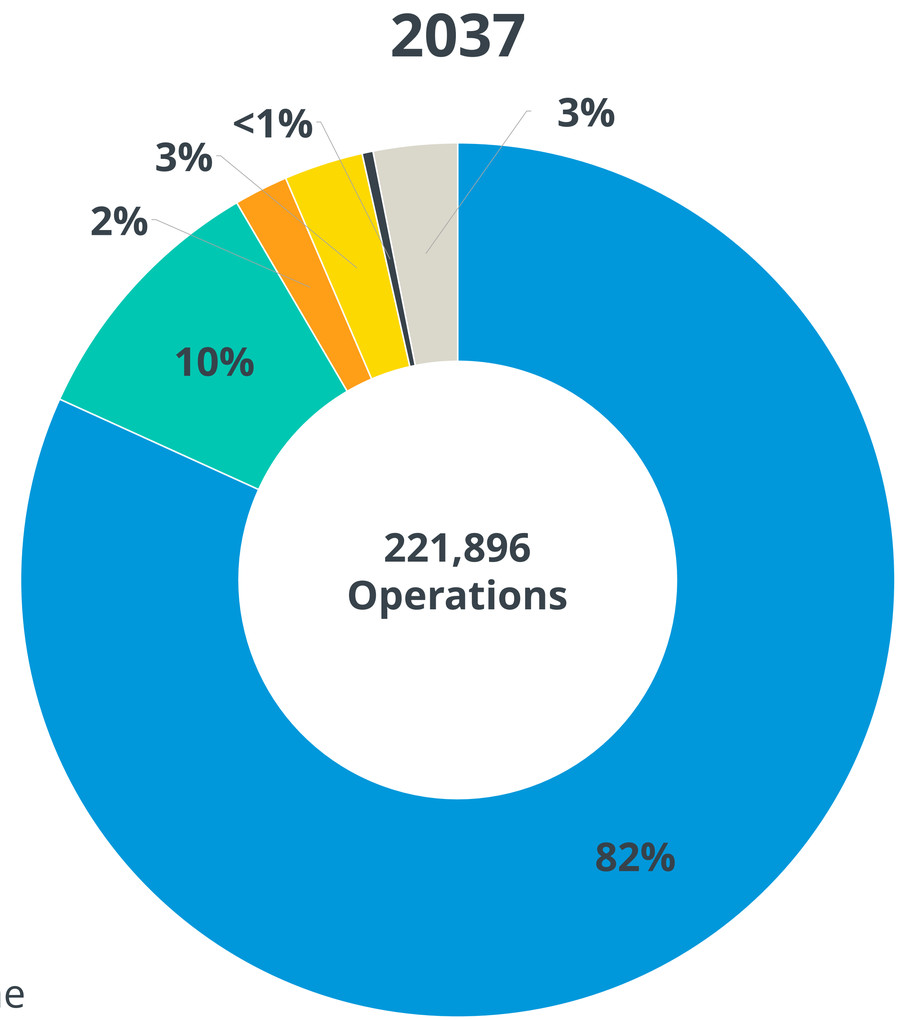
Aviation Demand Forecast





- Single Engine
- Multi-engine
- Turboprop
- Jet
- Military
- Rotorcraft

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Critical Aircraft

Runway 10R/28L
Cessna 421 Golden Eagle

Characteristics:
FAA Airport Reference Code: B-I (small)
Wingspan: 41.7 ft.
Tail Height: 11.6 ft.
Maximum Takeoff Weight: 7,450 lbs.

Runways 10L/28R and 5/23
Beechcraft King Air 350

Characteristics:
FAA Airport Reference Code: B-II
Wingspan: 57.9 ft.
Tail Height: 14.3 ft.
Maximum Takeoff Weight: 15,000 lbs.

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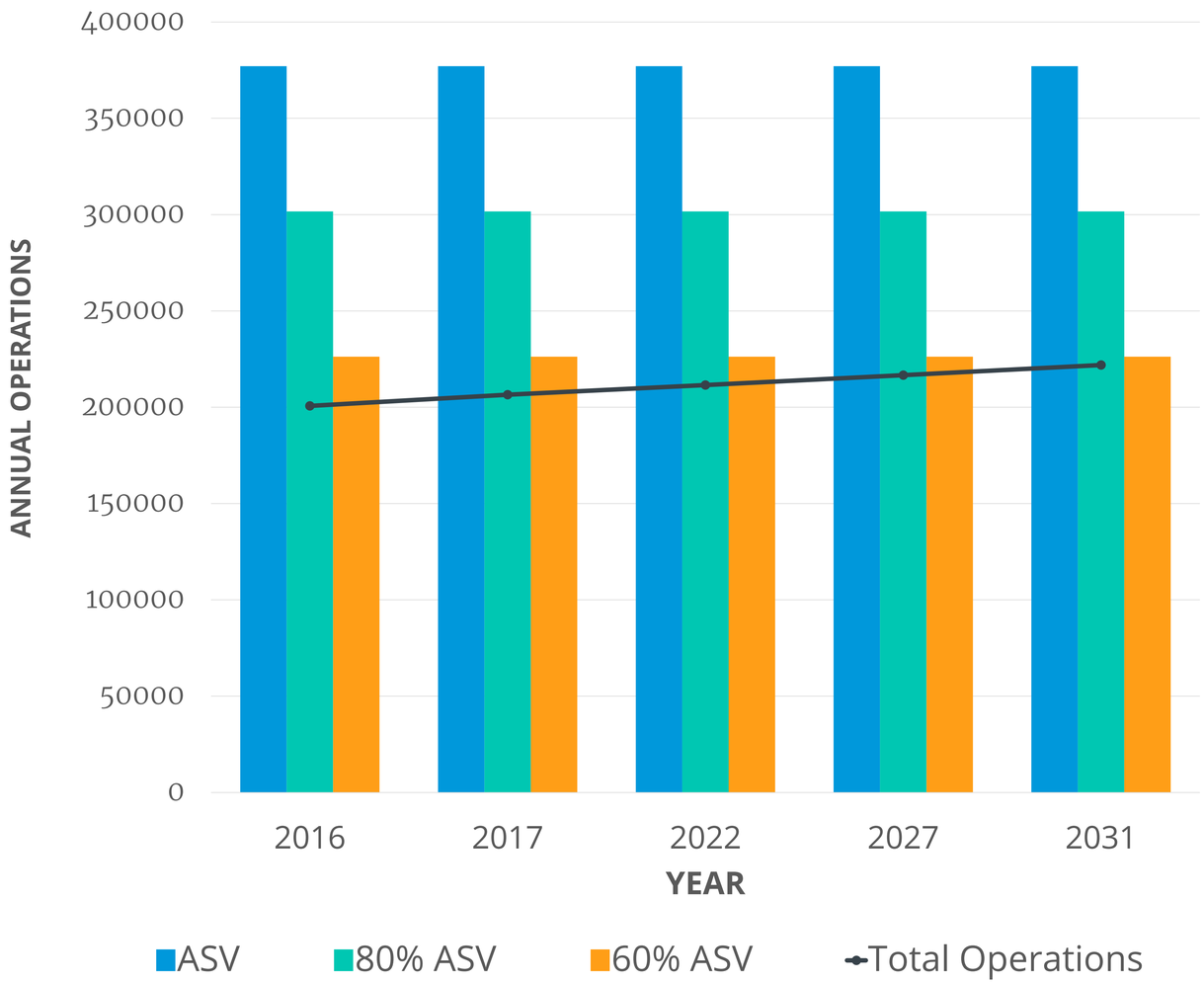
Demand vs. Capacity



Sources: FAA AC 150.5060-5, Airport Capacity and Delay, Atkins Atkins, 2017
C&S Forecast Analysis, 2017

Annual Service Volume (ASV) - Maximum number of annual operations that can occur before an assumed maximum operational delay value is encountered

- **60 percent of ASV** – threshold at which planning for capacity improvements should begin
- **80 percent of ASV** – threshold at which planning for improvements should be complete and construction should begin
- **100 percent of ASV** – airport has reached total number of annual operations it can accommodate, and capacity-enhancing improvements should be made to avoid delays

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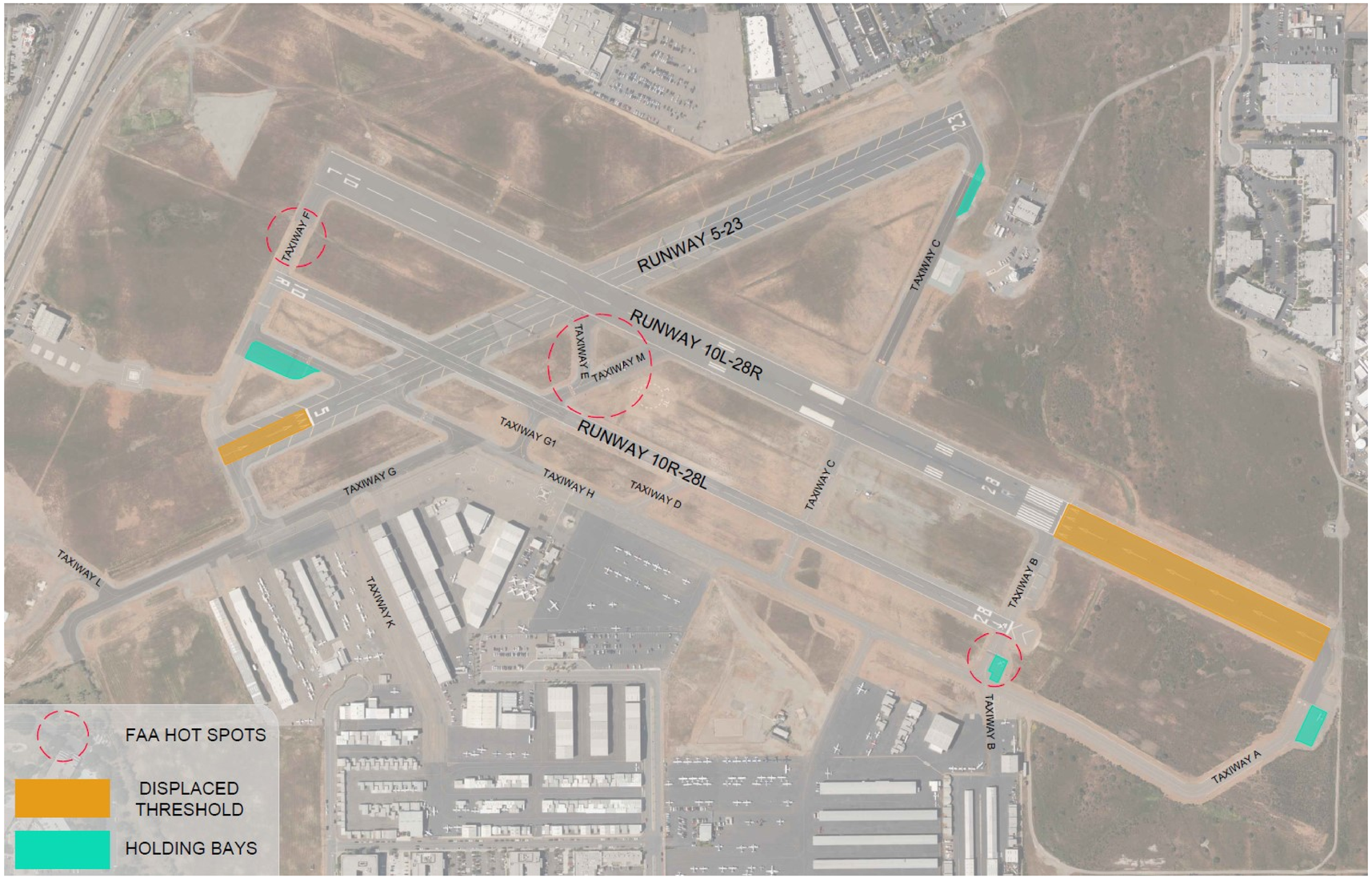
Facility Requirements



Airside Facility Requirements:

- Capacity driven airfield projects are not required
- Address “Hot Spot” Areas
- Increase Hold Bay capacity and ensure FAA design criteria met
- Evaluate runway threshold locations to identify potential improvements

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Aircraft Hangars/Apron

	2017 (Existing)	2022	2027	2032	2037
Conventional/ Box Hangar (SF)	**235,000**	183,400	184,600	184,600	185,800
T-Hangar (SF)	**334,000**	**364,000**	**364,000**	**368,200**	**369,600**
Total Hangar Area (SF)	**569,000**	547,400	548,600	552,800	555,400

Aircraft Hangars:

25 additional hangars needed over planning period

Aircraft Apron:

Expansion of itinerant aircraft parking needed over planning period

	2017 (existing)	2022	2027	2032	2037
Itinerant Apron (SY)	**20,000**	**38,000**	**38,800**	**40,000**	**41,200**
Based Apron (SY)	**40,000**	**40,200**	**40,400**	**40,600**	**40,600**
Total Apron (SY)	**60,000**	**78,200**	**79,200**	**80,600**	**81,800**

Terminal/Airport Administration

Year	Itinerant Design Hour Operations	Peak-Hour Pilot & Passengers	Terminal Size Required (SF)
2017	55	138	16,600 (current) 20,700 (demand)
2022	57	143	21,450
2027	58	145	21,750
2032	60	150	22,500
2037	61	153	22,950

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Project Schedule

Spring 2017 — **Summer 2018**

Existing Conditions Analysis

Forecasting & Facility Requirements

Alternatives Evaluation & FFA

Preferred Alternative & CEQA Analysis

Master Plan Adoption & ALP Approval

Ongoing Public Outreach

ALP – Airport Layout Plan
CEQA – California Environmental Quality Act
FFA – Financial Feasibility Analysis

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Next Steps

Development of Project Alternatives

→

Evaluation of Project Alternatives & FFA

→

Public Meeting #3 (2018)

↓

Recommendation of Preferred Alternative

FFA – Financial Feasibility Analysis

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