



The City of



Airports

FAQs

Montgomery-Gibbs Executive and Brown Field Municipal Airports Master Plans

Facility Requirements Frequently Asked Questions (FAQs)

1. What are Facility Requirements?

The facility requirements task of the airport master plan is an evaluation to determine what, if any, additional facilities will be required to be constructed or improved upon to accommodate the forecasted aviation activity and meet the airport sponsor's strategic vision for the airport. The evaluation defines aviation-related issues and reasons why the airport sponsor needs to resolve them. Findings supporting an issue, and potential solutions are documented to provide sufficient information for describing the purpose and need for proposed improvements.

2. What sources of information do you use to prepare the Facility Requirements?

The facility requirements evaluation relies primarily on the content of Working Paper 1 – *Inventory, Surveys, & Data Collection* and Working Paper 2 – *Forecast of Aviation Demand*. This information, in combination with FAA and other industry published guidance, is utilized by the study team to assess the ability of the existing facilities to meet current and future aviation demand as well as, FAA design standards, and identify deficiencies in airport infrastructure.

3. What are the methods used to prepare the Facility Requirements?

The evaluation begins with an assessment of the ability of existing facilities to meet current and future aviation demand that was approved by the FAA under the prior task (see Working Paper 2 – *Forecast of Aviation Demand*). FAA and industry specific guidance that provide demand/capacity characteristics for each airport facility (e.g. runway and hangars) help identify when demand will exceed the capacity of existing infrastructure. This guidance is then compared to the outcomes of industry-standard calculations using the existing and forecasted aviation demand activity. The results are then summarized for each year over the planning period. Although displayed in a specific planning period, it is important to note that most improvements needed at an airport are driven by actual demand, and not a time frame or a specific year.

4. Does the FAA have any oversight of the Facility Requirements?

Future facility needs and FAA investment are based on the facility requirements evaluation and it is critical that it be adequate, feasible, and defensible. The airport sponsor and FAA will assess the purpose and need of each proposed project in determining funding priorities. The evaluation needs to provide the necessary background information to provide support as to why and when a project is necessary. The rationale being that the FAA will not likely support or fund a project if the evaluation is not sufficiently prepared to identify or address an issue. Thus, it is important for the sponsor and the FAA to work together early on in the process in order to ensure the sponsor does not waste time and resources during the alternatives analysis process.



5. How will the Facility Requirements be used?

As a part of Working Paper 3 - Facility Requirements, capacity of the existing facilities is compared to the forecast of aviation demand to determine if they are sufficient. Any areas with existing or future deficiencies will be identified and carried forward to develop the most practical plan for future improvements during the alternatives analysis process.

6. What facilities are being addressed?

Both landside and airside facilities will be reviewed in this evaluation. These facilities are categorized based on their intended use and eligibility for FAA funding. Proposed airside projects (e.g. runway rehabilitation) typically rank higher in the FAA funding criteria than landside projects that may require local or outside investment. Furthermore, projects that identify safety, security, and/or capacity issues related to airfield geometry and design standards are given higher FAA funding priority.

Commonly used Terms and Acronyms

Airside – portions of the airport that are utilized by aircraft for pilots to arrive, depart, and navigate to parking positions. This includes airspace, runways, taxiways, and the areas that lie adjacent to them to protect aircraft movements.

Based Aircraft – is an aircraft that is operational and air worthy that is typically based at an airport for a majority of the year.

Critical Aircraft – defined as the most demanding aircraft type, or group of aircraft with similar characteristics, that make regular use of the airport.

Landside - portion of the airport that does not play a direct role in the movement of aircraft beyond aprons and taxilanes used to transit to parking positions. This includes areas such as hangars, terminal, offices, parking lots, entrance roads, and restaurants.

National Plan of Integrated Airport Systems (NPIAS) – identifies nearly 3,400 existing and proposed airports that are significant to national air transportation and thus eligible to receive federal grant funding under the Airport Improvement Program (AIP).

Operation – an aircraft landing or take-off. Each is counted as one (1) operation.

Peak Period – where demand surpasses the average demand levels over the course of a specified period of time (e.g. hour or month).

The City of San Diego welcomes community input at all stages of the Airport Master Plan process. Feedback can be provided to Wayne Reiter, Airports Program Manager for the City of San Diego, at (858) 573-1436 or at WReiter@sandiego.gov.