Welcome

Please Sign In

Project Contact: Wayne Reiter
Airports Division Program Manager
(858) 573-1436 | WReiter@sandiego.gov

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
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
Environmental Overview

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
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

2017

- Single Engine: 10%
- Multi-engine: 2%
- Turboprop: <1%
- Jet: 2%
- Military: 2%
- Rotorcraft: 3%

Operations: 201,631

2037

- Single Engine: 10%
- Multi-engine: 2%
- Turboprop: <1%
- Jet: 2%
- Military: 3%
- Rotorcraft: 3%

Operations: 221,896
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.
Demand vs. Capacity

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

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

Aircraft Hangars:
25 additional hangars needed over planning period

<table>
<thead>
<tr>
<th>Hangar Type</th>
<th>2017 (Existing)</th>
<th>2022</th>
<th>2027</th>
<th>2032</th>
<th>2037</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conventional/Box Hangar (SF)</td>
<td>235,000</td>
<td>183,400</td>
<td>184,600</td>
<td>184,600</td>
<td>185,800</td>
</tr>
<tr>
<td>T-Hangar (SF)</td>
<td>334,000</td>
<td>364,000</td>
<td>364,000</td>
<td>368,200</td>
<td>369,600</td>
</tr>
<tr>
<td>Total Hangar Area (SF)</td>
<td>569,000</td>
<td>547,400</td>
<td>548,600</td>
<td>552,800</td>
<td>555,400</td>
</tr>
</tbody>
</table>

Aircraft Apron:
Expansion of itinerant aircraft parking needed over planning period

<table>
<thead>
<tr>
<th>Apron Type</th>
<th>2017 (existing)</th>
<th>2022</th>
<th>2027</th>
<th>2032</th>
<th>2037</th>
</tr>
</thead>
<tbody>
<tr>
<td>Itinerant Apron (SY)</td>
<td>20,000</td>
<td>38,000</td>
<td>38,800</td>
<td>40,000</td>
<td>41,200</td>
</tr>
<tr>
<td>Based Apron (SY)</td>
<td>40,000</td>
<td>40,200</td>
<td>40,400</td>
<td>40,600</td>
<td>40,600</td>
</tr>
<tr>
<td>Total Apron (SY)</td>
<td>60,000</td>
<td>78,200</td>
<td>79,200</td>
<td>80,600</td>
<td>81,800</td>
</tr>
</tbody>
</table>
## Terminal/Airport Administration

<table>
<thead>
<tr>
<th>Year</th>
<th>Itinerant Design Hour Operations</th>
<th>Peak-Hour Pilot &amp; Passengers</th>
<th>Terminal Size Required (SF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>55</td>
<td>138</td>
<td>16,600 (current) 20,700 (demand)</td>
</tr>
<tr>
<td>2022</td>
<td>57</td>
<td>143</td>
<td>21,450</td>
</tr>
<tr>
<td>2027</td>
<td>58</td>
<td>145</td>
<td>21,750</td>
</tr>
<tr>
<td>2032</td>
<td>60</td>
<td>150</td>
<td>22,500</td>
</tr>
<tr>
<td>2037</td>
<td>61</td>
<td>153</td>
<td>22,950</td>
</tr>
</tbody>
</table>
Project Schedule

Spring 2017
- Existing Conditions Analysis
- Forecasting & Facility Requirements
- Alternatives Evaluation & FFA

Summer 2018
- 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
Next Steps

1. Development of Project Alternatives
2. Evaluation of Project Alternatives & FFA
3. Recommendation of Preferred Alternative
4. Public Meeting #3 (2018)

FFA – Financial Feasibility Analysis