WELCOME

Please Sign In

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For more information, please visit
www.SDAirportPlans.com
Meeting Format
Project Team Introductions
1. Master Plan Overview, Purpose and Schedule
2. Existing Conditions
3. Forecasts of Aviation Demand
4. Facility Requirements
5. Alternatives Analysis
1. Master Plan Overview, Purpose and Schedule
What is an Airport Master Plan?

- Vision for the future
- Examination of assets and deficiencies
- Forecast of aviation demand
- Consideration of alternatives
- Phased graphic representation of development
- Funding plan
We are here

Spring 2017

Existing Conditions Analysis
Forecasting & Facility Requirements
Alternatives Evaluation & FFA
Preferred Alternative & CEQA Analysis

Summer 2018

Master Plan Adoption & ALP Approval

Ongoing Public Outreach

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

The following documents can be accessed on the City of San Diego Airport Master Plans website:

- Fact sheets, and FAQs
- Working Papers 1, and 2 along with the FAA Forecast Approval letter
- The Airport Recycling, Reuse, and Waste Reduction Plan
- Advisory Committee Meeting Materials
- Public Meeting Materials

http://www.sdairportplans.com/
2. Existing Conditions
Based Aircraft

223 Based Aircraft in June 2017

Source: https://www.facebook.com/EAAChapter14/
Historical Operations

AAGR (5 year trend): -3.08%
AAGR (10 year trend): -3.86%

AAGR = Average Annual Growth Rate

Source: 2017 FAA ATADS
Airfield Geometry

Source: 2017 FAA U.S. Chart Supplements
Other Considerations

Services

• Improve public’s awareness of Airport
• Become more business friendly

Facilities

• Upgraded or new terminal building
• Additional hangar space
• Additional U.S. Customs apron & building
Environmental Overview
Biological Resources

Source: CNDDB/USFWS Database, Atkins 2017
Existing Noise Contours
3. Forecasts of Aviation Demand
Aviation Demand Forecast

Approved by FAA on 8/2/2017
Critical Aircraft

Runway 8L/26R

- Gulfstream 550
- Lockheed C-130

Runway 8R/26L

- Beechcraft Baron 58
4. Facility Requirements
Airside vs. Landside
Airside
Annual Service Volume (ASV) – Maximum number of annual operations that can occur at the airport before an assumed maximum operational delay value is encountered.

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Annual Operations</th>
<th>Annual Service Volume</th>
<th>Percent of Annual Service Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>85,780</td>
<td>262,870</td>
<td>32.65%</td>
</tr>
<tr>
<td>2022</td>
<td>85,840</td>
<td>262,870</td>
<td>32.77%</td>
</tr>
<tr>
<td>2027</td>
<td>86,443</td>
<td>262,870</td>
<td>32.88%</td>
</tr>
<tr>
<td>2032</td>
<td>86,746</td>
<td>262,870</td>
<td>33.00%</td>
</tr>
<tr>
<td>2037</td>
<td>87,050</td>
<td>262,870</td>
<td>33.12%</td>
</tr>
</tbody>
</table>

Sources: FAA AC 150.5060-5, Airport Capacity and Delay, Analysis by Atkins, 2017
ASV vs. Annual Demand

SDM is not forecast to require capacity driven airfield improvements within the 20-year forecast period.
Airside Deficiencies

Inadvisable Airfield Geometry
• Taxiway A at Runway 26R threshold
• Blast pad prior to Runway 26L threshold

Holding Bays
• Markings and area to maneuver safely

Instrument Approaches
• 3¼ SM Minimum on Runway 8L
• Straight-in approach procedure availability on Runway 26R
Landside
Aircraft Hangars

Conventional/Box Hangar

T-Hangars
## Aircraft Hangars

<table>
<thead>
<tr>
<th></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>130,000</td>
<td>53,400</td>
<td>55,800</td>
<td>58,200</td>
<td>63,200</td>
</tr>
<tr>
<td>T-Hangar (SF)</td>
<td>105,000</td>
<td>155,400</td>
<td>165,200</td>
<td>177,800</td>
<td>190,400</td>
</tr>
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</table>
## Aircraft Parking Apron

<table>
<thead>
<tr>
<th></th>
<th>2017 (existing)</th>
<th>2022</th>
<th>2027</th>
<th>2032</th>
<th>2037</th>
</tr>
</thead>
<tbody>
<tr>
<td>Itinerant Apron</td>
<td>13,500</td>
<td>11,200</td>
<td>11,200</td>
<td>11,200</td>
<td>11,600</td>
</tr>
<tr>
<td>(Square Yards)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Based Apron</td>
<td>36,500</td>
<td>20,100</td>
<td>21,600</td>
<td>23,400</td>
<td>24,900</td>
</tr>
<tr>
<td>(Square Yards)</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>
# Terminal/Airport Administration Building

<table>
<thead>
<tr>
<th>Year</th>
<th>2017 (existing need)</th>
<th>2022</th>
<th>2027</th>
<th>2032</th>
<th>2037</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terminal Size Required (SF)</td>
<td>11,500</td>
<td>11,800</td>
<td>11,800</td>
<td>11,800</td>
<td>11,800</td>
</tr>
</tbody>
</table>

Existing Structure: 12,600-square feet, not including old Tower
Support Facilities

- Aircraft Fueling
- Fencing
- Automobile Parking
- Access Roads
- Ancillary Facilities

Source: https://www.facebook.com/pg/EAAChapter14/photos/
5. Alternative Analysis
Alternative Analysis

Public Meeting #3

1. Identify alternative ways to address facility requirements
2. Evaluate alternatives based on defined set of criteria
3. Recommend Preferred Alternative
Information Stations