Welcome

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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
Master Plan Steps

Data collection
- Airport inventory
- Environmental setting
- Related studies
- Historical activity

Forecast
- Aircraft operations
- Fleet mix
- Based aircraft
- Peaking characteristics
- FAA approval

Facility requirements
- Airfield
- Landside support

Develop and evaluate alternatives
- Reasonable and practical
- Formulate evaluation criteria
- Matrix evaluation

Preferred alternative / CEQA analysis
- City selects preferred alternative
- Conduct CEQA analysis
- Financial plan

Master plan adoption and ALP approval
- City adopts the plan
- FAA approves Airport Layout Plan (ALP)
Roles and Responsibilities

**Community**
- Shares Ideas
- Reviews Work Product
- Offers Recommendations and Suggestions

**Advisory Committee**
- Advise Study Team
- Promote Planning Process to Others
- Collaborate on Key Issues
- Reviews Work Product

**City of San Diego**
- Airport Sponsor
- Provides Historical Data
- Converges Community Input
- CEQA Lead Agency
- Adopts Master Plan

**FAA**
- Provides Grant Funding
- Gives Technical Guidance
- Approves the Forecast
- Reviews Work Product
- Approves Airport Layout Plan
Airport History

- 1945: The Airport is leased to the Ryan School of Aeronautics to provide flight training to the Army Air Corps cadets.
- 1954: The Runway 10R/28L and the administration building are constructed.
- 1963: Construction of 2 asphalt runways and taxiways.
- 1972: The Air Traffic Control Tower is constructed.
- 1975: Noise monitoring system is installed.
- 1984: Runway 28R is extended to the east to a total of 4,577 feet.
- 1991: The Runway 28R instrument landing system is established.
- 1995: The Montgomery-Gibbs Executive Airport is renamed in honor of Bill Gibbs and his commitment to providing quality services and facilities.
- 2005: The Montgomery Field is renamed in honor of John J. Montgomery, credited with the first controlled flight in a fixed wing aircraft, which took place in the Otay Mesa Area of San Diego.

William "Bill" Gibbs opens "Gibbs Field" as a single turf runway airport.

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Airport Services

- Emergency Services
- General Aviation
- Tourist Connection
- Business Travel
Key Issues

- Environmental
- Runway Capacity
- Tenant & Community Concerns
- Noise
- Displaced Threshold
- Aircraft Storage
- Demand vs. Availability
Key Issues

- Airfield Geometry
- Pavement Condition
- Facilities Assessment
- Economic Development
- Hot Spots
- Strength and Capacity
- Aeronautical/Non Aeronautical Development
- Capacity and Condition
Project Schedule

- Spring 2017
  - Existing Conditions Analysis
  - Forecasting & Facility Requirements
- Summer 2018
  - 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
Next Steps

1. Development of Facility Requirements
2. Environmental Baseline Analysis
3. Development of Project Alternatives
4. Public Meeting #2 (Nov. 2017)