Welcome

Please Sign In

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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

SD Airports
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

Biological Resources - sensitive habitat presented in figure above
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

<table>
<thead>
<tr>
<th>Fleet Mix Aircraft Type</th>
<th>Annual Growth Rate</th>
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<tbody>
<tr>
<td>Single Engine</td>
<td>-0.9%</td>
</tr>
<tr>
<td>Multi-Engine</td>
<td>-0.5%</td>
</tr>
<tr>
<td>Turboprop</td>
<td>1.4%</td>
</tr>
<tr>
<td>Jet</td>
<td>2.3%</td>
</tr>
<tr>
<td>Military</td>
<td>-</td>
</tr>
<tr>
<td>Rotorcraft</td>
<td>1.6%</td>
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</table>

Source: [https://www.facebook.com/EAAChapter16/](https://www.facebook.com/EAAChapter16/)
Runway 8R/26L
Beechcraft Baron 58

**Characteristics:**
FAA Airport Reference Code: B-I (Small)
Wingspan: 37.83 ft.
Tail Height: 9.75 ft.
Maximum Takeoff Weight: 5,500 lbs.

Runway 8L/26R
Gulfstream 550/Lockheed C-130

**Characteristics:**
FAA Airport Reference Code: D-III/C-IV
Wingspan: 93.5 ft./132.6 ft.
Tail Height: 25.83 ft./39.3 ft.
Maximum Takeoff Weight: 91,000 lbs./155,000 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
Airside Facility Requirements

• Capacity driven airfield projects are not required.
• Increase Hold Bay capacity and ensure FAA design criteria is met.
• Address inadvisable airfield geometry.
**Landside Facility Requirements**

### Aircraft Hangars:

- **Conventional/Box Hangar (SF)**: 130,000 in 2017, projected to 63,200 over a 20-year planning period.
- **T-Hangar (SF)**: 105,000 in 2017, projected to 190,400.
- **Total Hangar Area (SF)**: 235,000 in 2017, projected to 253,600.

- **Aircraft Apron:**
  - Potentially reconfigure existing and add additional apron for U.S. Customs Operations.

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**Table:**

<table>
<thead>
<tr>
<th></th>
<th>2017 (Existing)</th>
<th>2022</th>
<th>2027</th>
<th>2032</th>
<th>2037</th>
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</thead>
<tbody>
<tr>
<td>Conventional/Box</td>
<td>130,000</td>
<td>53,400</td>
<td>55,800</td>
<td>58,200</td>
<td>63,200</td>
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<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>
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<tr>
<td>Total Hangar Area</td>
<td>235,000</td>
<td>208,800</td>
<td>221,000</td>
<td>236,000</td>
<td>253,600</td>
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</table>

**Aircraft Hangars:**

- 61 additional T-hangars needed over a 20-year planning period.

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**Table (continued):**

<table>
<thead>
<tr>
<th></th>
<th>2017 (existing)</th>
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<th>2027</th>
<th>2032</th>
<th>2037</th>
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</thead>
<tbody>
<tr>
<td>Itinerant Apron (SY)</td>
<td>13,500</td>
<td>11,200</td>
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<tr>
<td>Based Apron (SY)</td>
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<td>20,100</td>
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<td>24,900</td>
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<tr>
<td>Total Apron (SY)</td>
<td>50,000</td>
<td>31,300</td>
<td>32,800</td>
<td>34,600</td>
<td>36,500</td>
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</table>
## Landside Facility Requirements

<table>
<thead>
<tr>
<th>Year</th>
<th>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>46</td>
<td>115</td>
<td>11,500</td>
</tr>
<tr>
<td>2022</td>
<td>47</td>
<td>118</td>
<td>11,800</td>
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<tr>
<td>2027</td>
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<td>118</td>
<td>11,800</td>
</tr>
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<td>2032</td>
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<td>11,800</td>
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</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

Development of Project Alternatives

Evaluation of Project Alternatives & FFA

Public Meeting #3 (2018)

Recommendation of Preferred Alternative

FFA – Financial Feasibility Analysis