



WELCOME

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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

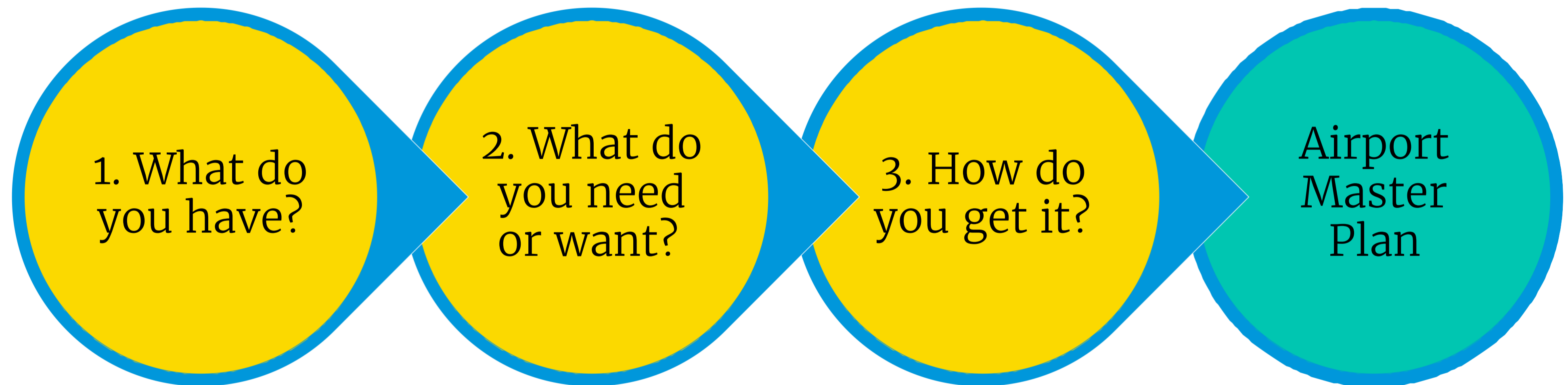
What is a Master Plan

“...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

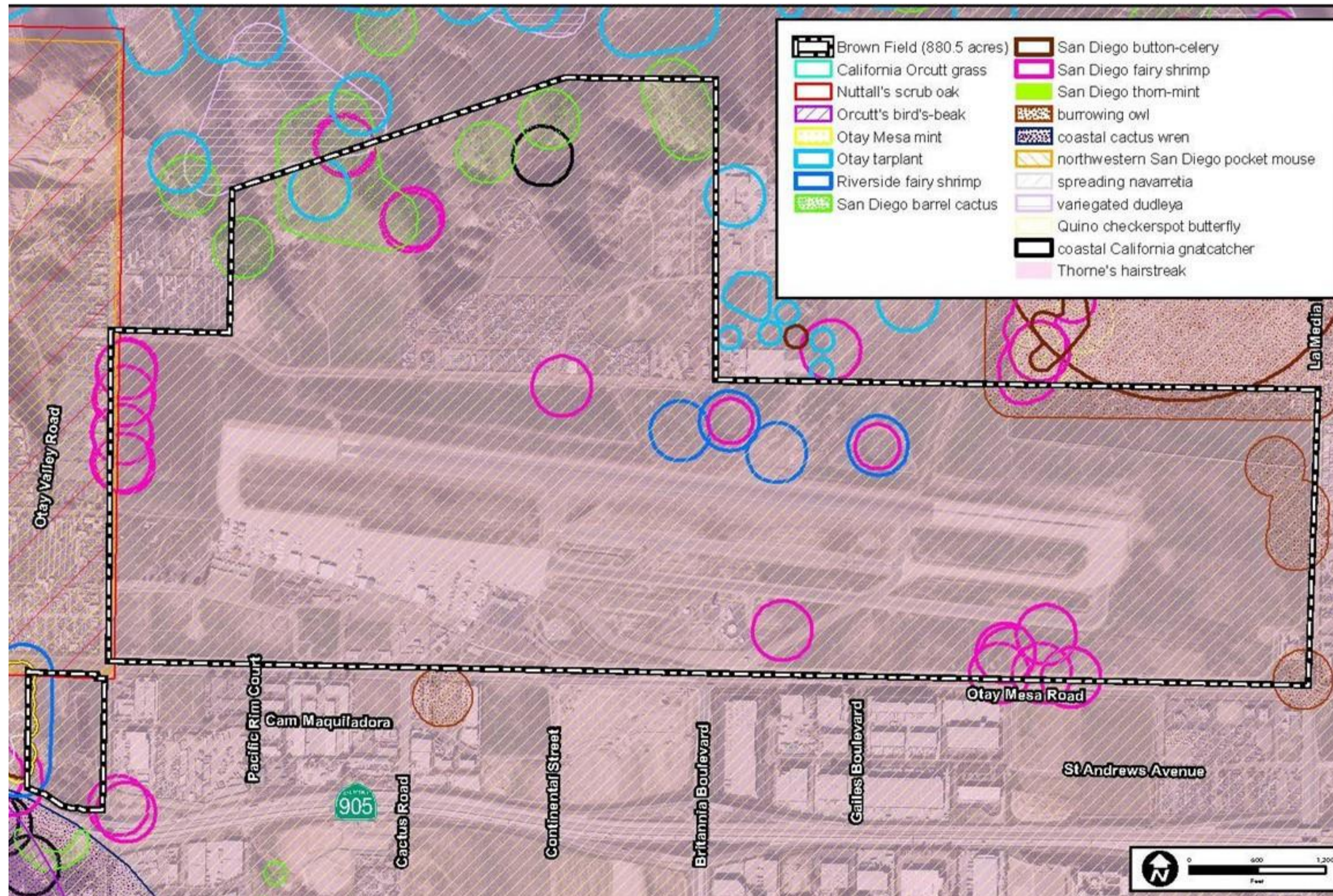


- Existing conditions
- Inventory of assets
- Obtain stakeholder input

- Aviation forecasts (FAA reviews and approves)
- Demand and capacity analysis
- Obtain stakeholder and public input

- Determine alternatives
- Select the best alternative
- Prepare an implementation plan
- Obtain stakeholder and public input

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:

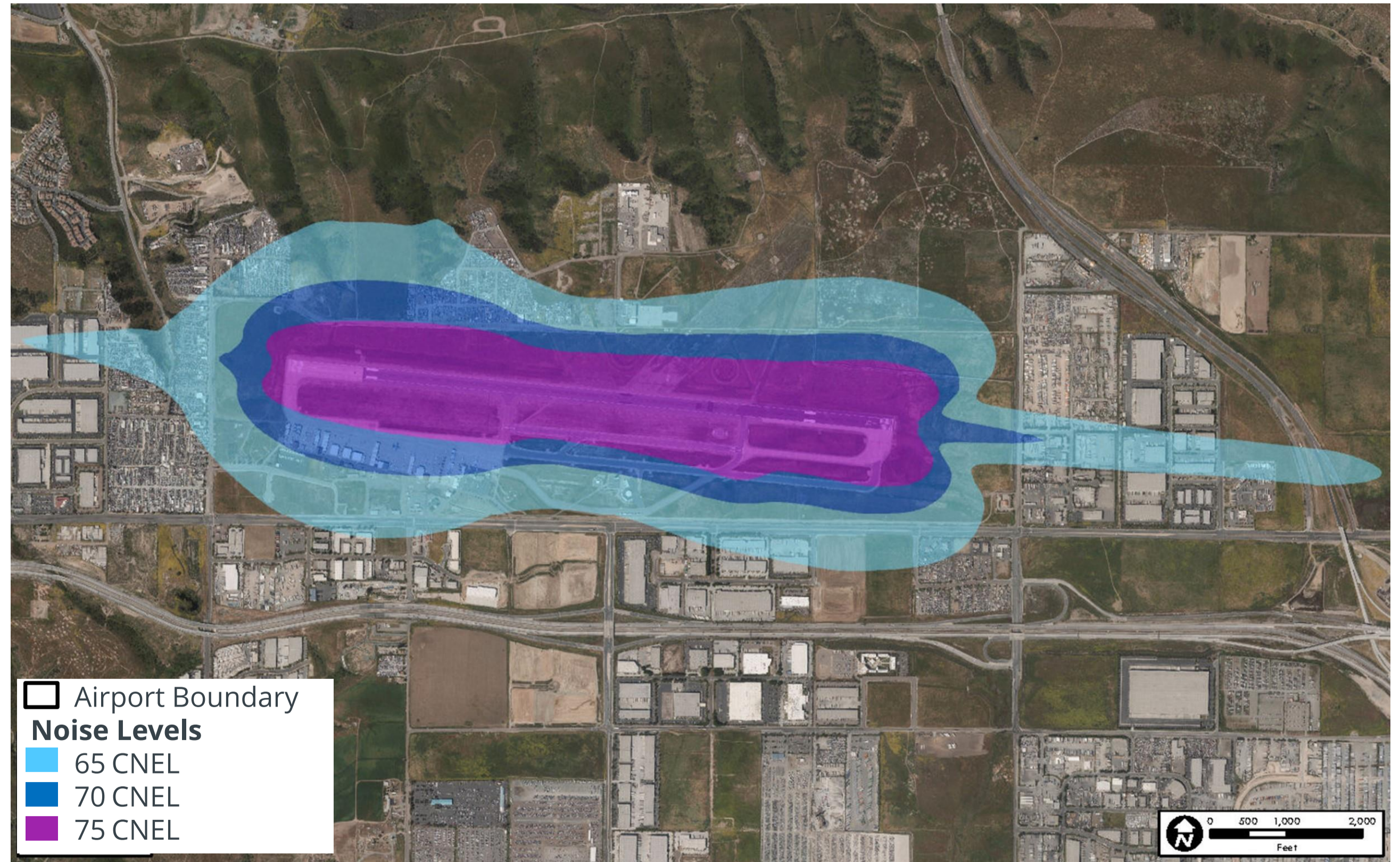
- > Air quality
- > Biological Resources
- > Hazardous Materials
- > Land Use
- > Noise

No significant impacts:

- > Climate, Section 4(f)
- > Cultural Resources
- > Visual
- > Water Resources

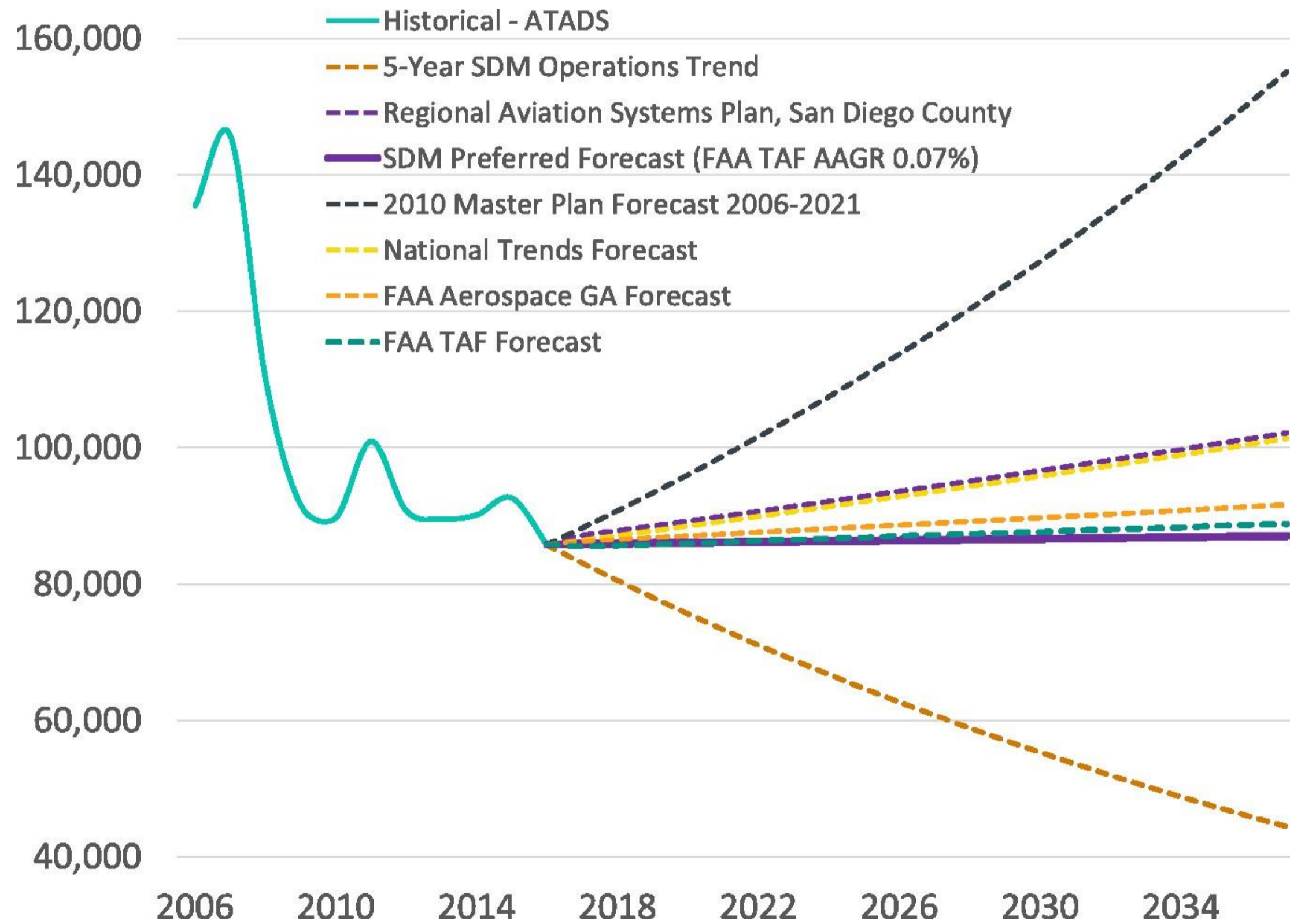
No impacts or resource is not present:

- > Coastal Resources
- > Farmlands,
- > Natural Resources and Energy Supply
- > Socioeconomics/Enviro Justice/Children's Health & Safety

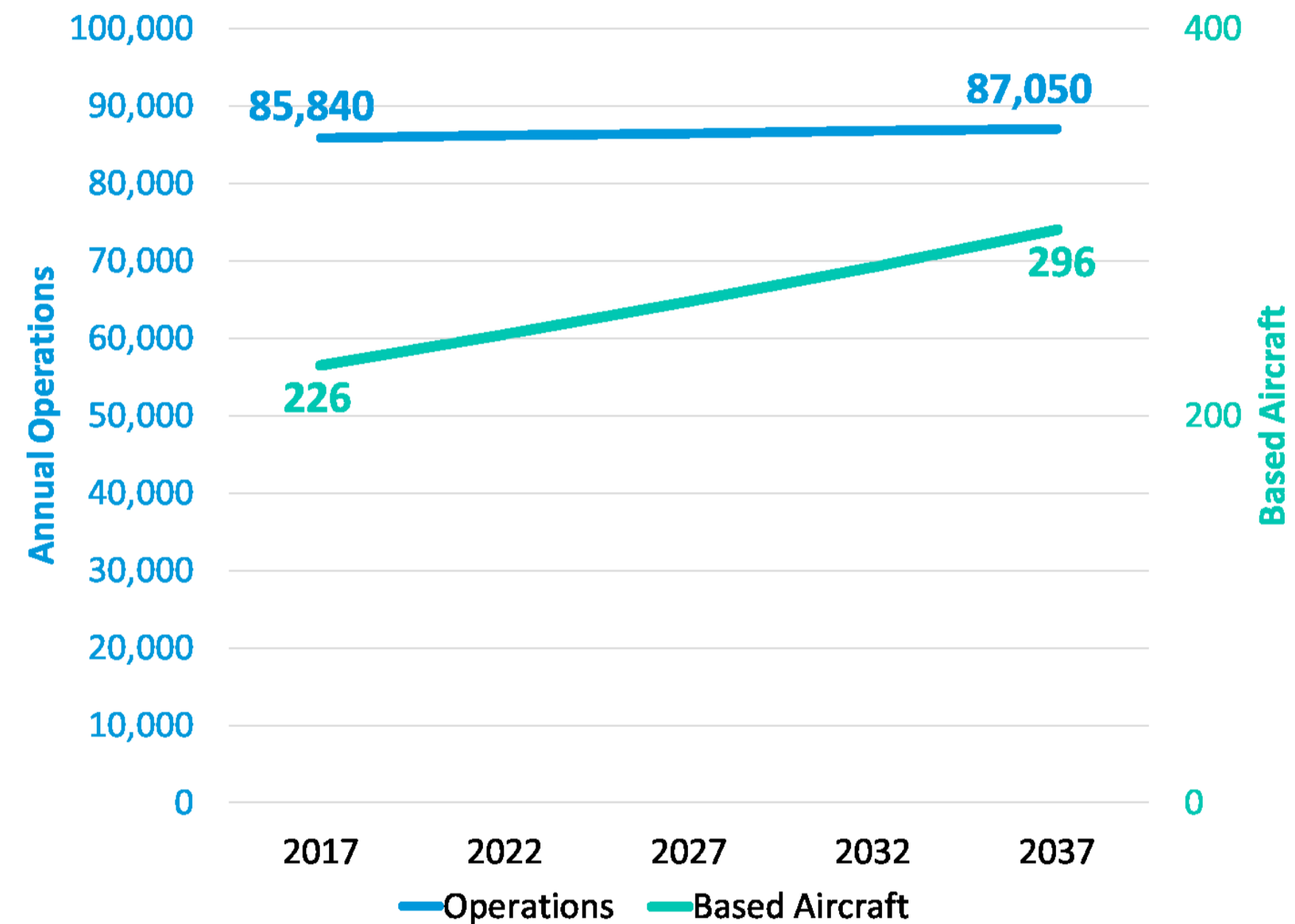


Aviation Demand Forecast

Forecast Comparison



20-Year Forecast



FAA Approved on 8/2/17

Aviation Demand Forecast

Fleet Mix Aircraft Type	Annual Growth Rate
Single Engine	-0.9%
Multi-Engine	-0.5%
Turboprop	1.4%
Jet	2.3%
Military	-
Rotorcraft	1.6%



Source: <https://www.facebook.com/EAAChapter14/>

Critical Aircraft



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.

Runway 8R/26L

Beechcraft Baron 58

Characteristics:

FAA Airport Reference Code: B-I (Small)

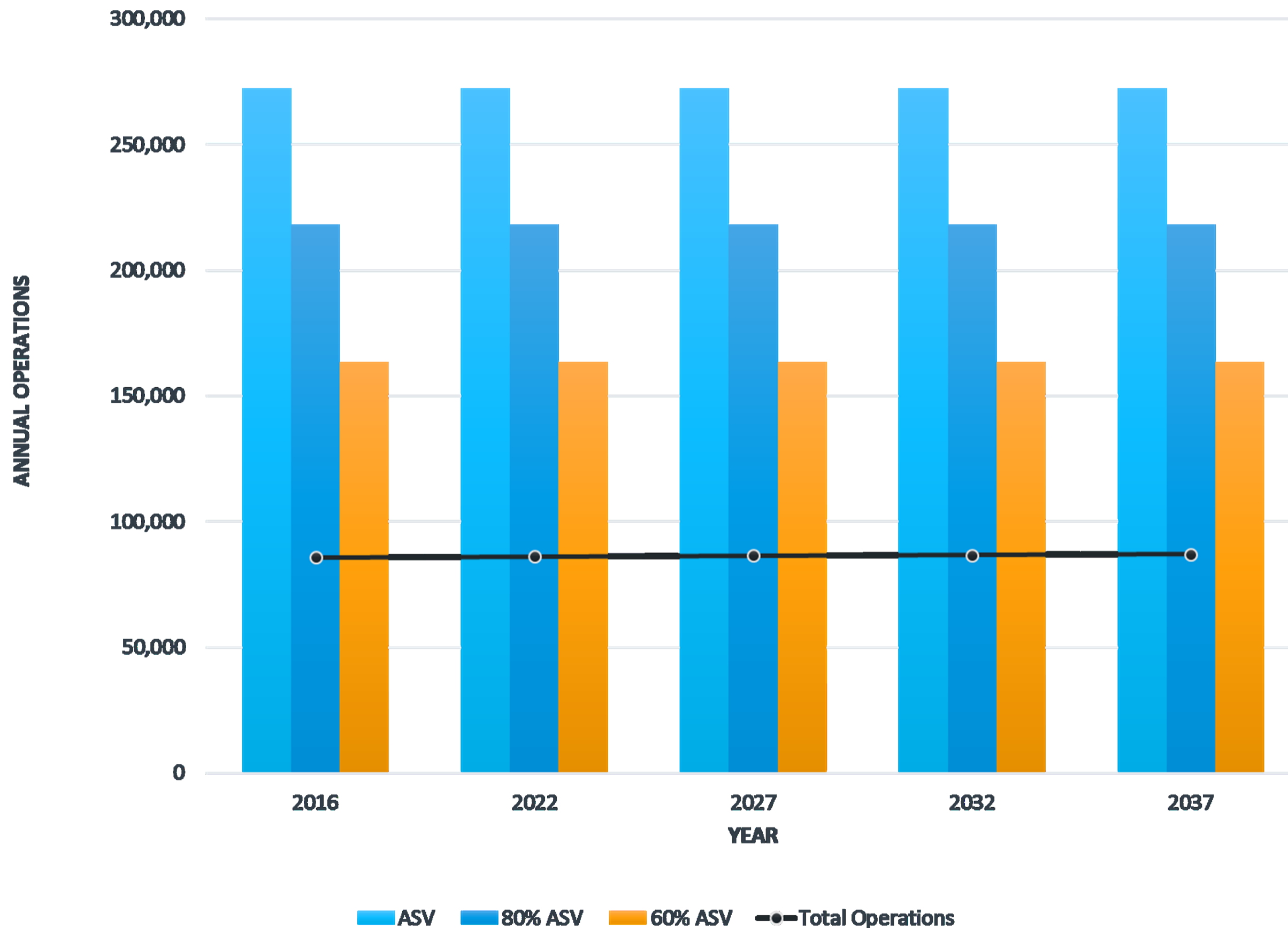
Wingspan: 37.83 ft.

Tail Height: 9.75 ft.

Maximum Takeoff Weight: 5,500 lbs.



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

	2017 (Existing)	2022	2027	2032	2037
Conventional/ Box Hangar (SF)	130,000	53,400	55,800	58,200	63,200
T-Hangar (SF)	105,000	155,400	165,200	177,800	190,400
Total Hangar Area (SF)	235,000	208,800	221,000	236,000	253,600

Aircraft Hangars:



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

Aircraft Apron:

Potentially reconfigure existing and add additional apron for U.S. Customs Operations



	2017 (existing)	2022	2027	2032	2037
Itinerant Apron (SY)	13,500	11,200	11,200	11,200	11,600
Based Apron (SY)	36,500	20,100	21,600	23,400	24,900
Total Apron (SY)	50,000	31,300	32,800	34,600	36,500

Landside Facility Requirements

Year	Design Hour Operations	Peak-Hour Pilot & Passengers	Terminal Size Required (SF)
2017	46	115	11,500
2022	47	118	11,800
2027	47	118	11,800
2032	47	118	11,800
2037	47	118	11,800

Project Schedule

Spring 2017

Summer 2018

Existing
Conditions
Analysis

Forecasting &
Facility
Requirements

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

