

CITY OF SANTA BARBARA CITY COUNCIL

November 20, 2012

Progress Summary for the Santa Barbara Airport Master Plan

Project Initiation

- The Santa Barbara Airport (SBA) Master Plan project was initiated in October 2011 and is anticipated to be completed in approximately 24 months.
- The SBA Master Plan is an update of the *Aviation Facilities Plan*, which was completed in March 2003.
- The SBA Master Plan will establish development objectives over the course of a 20-year planning period.

Inventory

- The Project began with an inventory of existing airport facilities, including those considered to be airfield facilities (runways, taxiways, etc.), landside facilities (terminal area, general aviation facilities, etc.), and roadway circulation (automobile parking, vicinity roadways), and a discussion of the Airport's vicinity airspace, other nearby airports, and a summary of socioeconomic characteristics of the City and County of Santa Barbara.

Aviation Forecasts

- Forecasts have been prepared to project "reasonable" demands that can be expected to occur over the 20-year planning period. Demand categories include:
 - Passenger enplanements
 - Air cargo (tons)
 - Annual operations (Itinerant and Local)
 - Based aircraft
 - Critical Design Aircraft
- The table below is a summary of the forecasts.
- Due to recent economic factors, every sector of air traffic activity has been significantly affected. CY 2011 saw declines in enplanements, air cargo, and overall general aviation operations at SBA.

- As the economy rebounds, enplanements at SBA should grow as load factors and the size of the commercial airline fleet increase over time.
- The general aviation fleet mix is anticipated to shift from smaller single- and multi-engine piston aircraft towards more business class, turbine-powered aircraft.
- The forecast chapter was submitted to the FAA for its review and approval in May 2012. As of August 2012, the FAA has provided its comments and requested minor revisions before approval. None of the revisions will result in changes to forecast figures.

Demand/Capacity Analysis

- Current airfield capacity was determined to be sufficient to meet long term operational demands. No new significant capacity improvements are necessary for the foreseeable future.
- An analysis of terminal gate utilization shows that the Airport is currently operating with the optimum number of gates (7).
- Based upon International Air Transport Association (IATA) level of service (LOS) standards and other FAA guidance standards, the current programmed functional area of the passenger terminal building (54,450 square feet) is operating at approximately 65 percent of its capacity. The existing terminal curb frontage (530 linear feet) is sufficient to meet current demand.
- Current automobile parking capacities of Short-Term Lot and Long-Term Lot 1 are insufficient to meet short term demand levels as well as long term demand levels.
- Signature Flight Support automobile parking is insufficient to meet current demand.

Aviation Demand Forecasts

	Base Year (2011)	Short Term	Intermediate Term	Long Term
Annual Enplanements	365,769	440,000	503,400	657,000
Annual Air Cargo (Tons)	2,058	2,600	2,800	3,400
Based GA Aircraft	178	194	206	236
Annual Operations				
Air Carrier	21,442	22,200	22,600	25,000
Air Cargo	430	540	600	700
Other Air Taxi	4,307	4,800	5,200	6,100
GA Itinerant	43,581	45,000	48,300	53,800
GA Local	37,132	39,000	41,300	46,100
Military	1,393	1,450	1,450	1,450
Total Operations	108,285	112,990	119,450	133,150

Facility Requirements

- The critical design aircraft determines the appropriate FAA design standards for the development and location of airport facilities. The critical design aircraft is defined as the most demanding category of aircraft, or family of aircraft, which conducts at least 500 operations per year at the airport.
 - The critical design aircraft for the Airport and Runway 7-25 are the Gulfstream G500/G550, which are considered Airport Reference Code (ARC) D-III aircraft. The most demanding commercial aircraft anticipated to use SBA is the narrow-body Boeing 737, which is an ARC C-III aircraft.
 - The critical design aircraft for the crosswind parallel runways (Runway 15L-33R & 15R-33L) are smaller aircraft such as the King Air 90, which is considered an ARC B-I aircraft.
- Each runway currently meets or exceeds all FAA airfield design standards, including those for the Runway Safety Area (RSA) and Object Free Area (OFA).
- A runway length analysis concluded that the existing Runway 7-25 length of 6,052 feet is sufficient to serve the existing and projected commercial and general aviation fleet mix.
- Existing runway length of the crosswind parallels (15R-33L - 4,184' and 15L-33R - 4,178') is sufficient for the existing and projected fleet mix of aircraft anticipated to use these runways.
- Portions of the crosswind runway's Runway Protection Zones (RPZs) extend beyond Airport property. To correct this issue, these areas may be considered for acquisition or for avigation easements in the alternatives analysis.
- Four "hot spots" are identified on the airfield. "Hot spots" are defined as an area on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots is necessary. Alternatives for correcting these "hot spots" will be considered in the alternatives analysis.
- An analysis of the passenger terminal facility indicates the following:
 - A need for nine total gates by the long term planning horizon. Of these nine, six would be equipped with passenger loading bridges and three would support ground boarding only.
 - Programmed functional area of the terminal is sufficient through the 503,400 enplanement milestone but will need to be expanded by approximately 5,500 square feet to meet the 657,000 enplanement milestone.
 - Adjustments in programmed space usage may be necessary as enplanements grow over time.
 - An additional 9,700 square feet of gross building area is needed to meet the 657,000 enplanement milestone.
 - An additional 109 feet of terminal curb frontage is needed by the long term horizon to maintain LOS C standards.

- Passenger automobile parking facilities need to be expanded to meet demands. Consideration will also be given to closing Long-Term Lot 2 due to its propensity to flooding and operational cost issues.
- Aircraft storage hangar requirements show a need for increased conventional/executive hangar and T-hangar storage space in each of the planning horizon milestones.
- Existing Aircraft Rescue and Firefighting (ARFF) equipment and facilities is sufficient to meet existing and projected demands.

Environmental Inventory

- Included as an appendix to the SBA Master Plan is an environmental inventory, which addresses existing environmental conditions at the Airport and is intended to help identify relevant environmental resources and issues that should be considered during the development of the Master Plan.

Public Outreach

- A Master Plan Advisory Committee was established and is comprised of representatives from various interested organizations as well as individual stakeholders including residents, pilots, airport users and local, state and federal public agencies. The Advisory Committee will meet five times and has held three meetings. The first Advisory Committee meeting was December 7, 2011. The other two meetings have been held the same day as the public workshops. Summary notes are developed for each Advisory Committee meeting.
- There will be four public workshops as part of the Master Plan. The first was held on March 28, 2012 and the second one was held July 11, 2012. The third workshop is scheduled for November 28, 2012. The workshops are open house format so that people can drop by anytime during the workshop.
- A project initiation brochure has been distributed to Advisory Committee members, at the public workshops, and to interested parties. The brochure explains what an airport Master Plan is and how the process will be conducted.
- A project website has been developed and each working paper (draft chapter) as well as public meeting notices is posted on the website which is linked to the Airport's website: FlySBA.com.
- Newspaper ads were placed as notification prior to each public meeting.
- Press releases were distributed to the media prior to each public meeting; media coverage has been very good.
- There has been very good attendance and participation at each public meeting.
- A project summary brochure will be developed near completion of the project for distribution to interested stakeholders and the general public.