

SANTA BARBARA CITY COUNCIL

September 17, 2013

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 FAA approved the use of the Master Plan forecasts in April 2013.
- The following is a summary of the forecasts:

Demand/Capacity Analysis and Facility Requirements

- 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.
- The critical design aircraft for the Airport and Runway 7-25 is a combination of the Gulfstream business jet aircraft, the Embraer 170/190, and the Boeing 737 series of aircraft (ARC C-III/D-II). The resulting design standards conform to ARC D-III design standards.
- 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).

Recommended Master Plan Concept

- Airfield Concept
 - Recommended airfield projects consist primarily of improvements to the taxiway system to conform with the recent update to the FAA's Airport Design Advisory

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

Circular. These projects will reduce the potential for runway incursions and improve overall operational safety and efficiency.

- Terminal Area Concept
 - Recommended terminal area projects focus on relocating general aviation facilities near the terminal to the north side of the airfield to allow for expanded parking facilities and future additions to the terminal building.
 - Terminal addition of 16,190 square feet to LOS standards for specific functional areas.
 - New surface parking lots to add approximately 1,315 spaces of short term, long term, rental car ready/return, and employee parking.
- North Landside Concept
 - Consolidate general aviation activities by identifying fixed base operator (FBO) development leaseholds as well as new hangars, ramp, aircraft wash rack, and a self-maintenance facility.
 - 46 acres of total FBO leasehold area to accommodate general aviation customer ramp/hangar and helicopter parking needs.
 - Land use recommendations to enhance revenue generation near the flight line.
 - Support facility recommendations include the relocation of the Airport's maintenance yard, which is currently located within a floodway, to a more accessible location that is less prone to flooding.

Capital Financial Plan

- Demand-based development schedule dividing the improvement needs into three planning horizons (short term, intermediate term, long term).
- Short term projects consist primarily of airfield safety improvements. Relocation of general aviation facilities south of the terminal is anticipated in the short term.
- Intermediate term projects focus on expansion of parking capacity near the terminal, a 5,000 square foot terminal addition and the development of the two FBO leaseholds on the north side.
- Long term projects include an 11,200 square foot addition to the terminal, expanded general aviation facilities on the north side, and the paving of Runway 15R-33L shoulders.
- Cost estimates have been prepared for each individual project to account for engineering and other

contingencies. The table below summarizes the overall Master Plan capital needs for the Airport for each planning horizon including Airport Improvement Program (AIP) eligible funds.

Environmental Overview

- Included as an appendix to the SBA Master Plan is an environmental overview, 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.
- Environmental concerns identified include the Airport's location within a coastal protection zone and floodplain, and how projects would impact the Goleta Slough, which is a tidal wetland located on Airport property, and potential impacts on sensitive species and culturally sensitive and historic sites and facilities.

Public Outreach

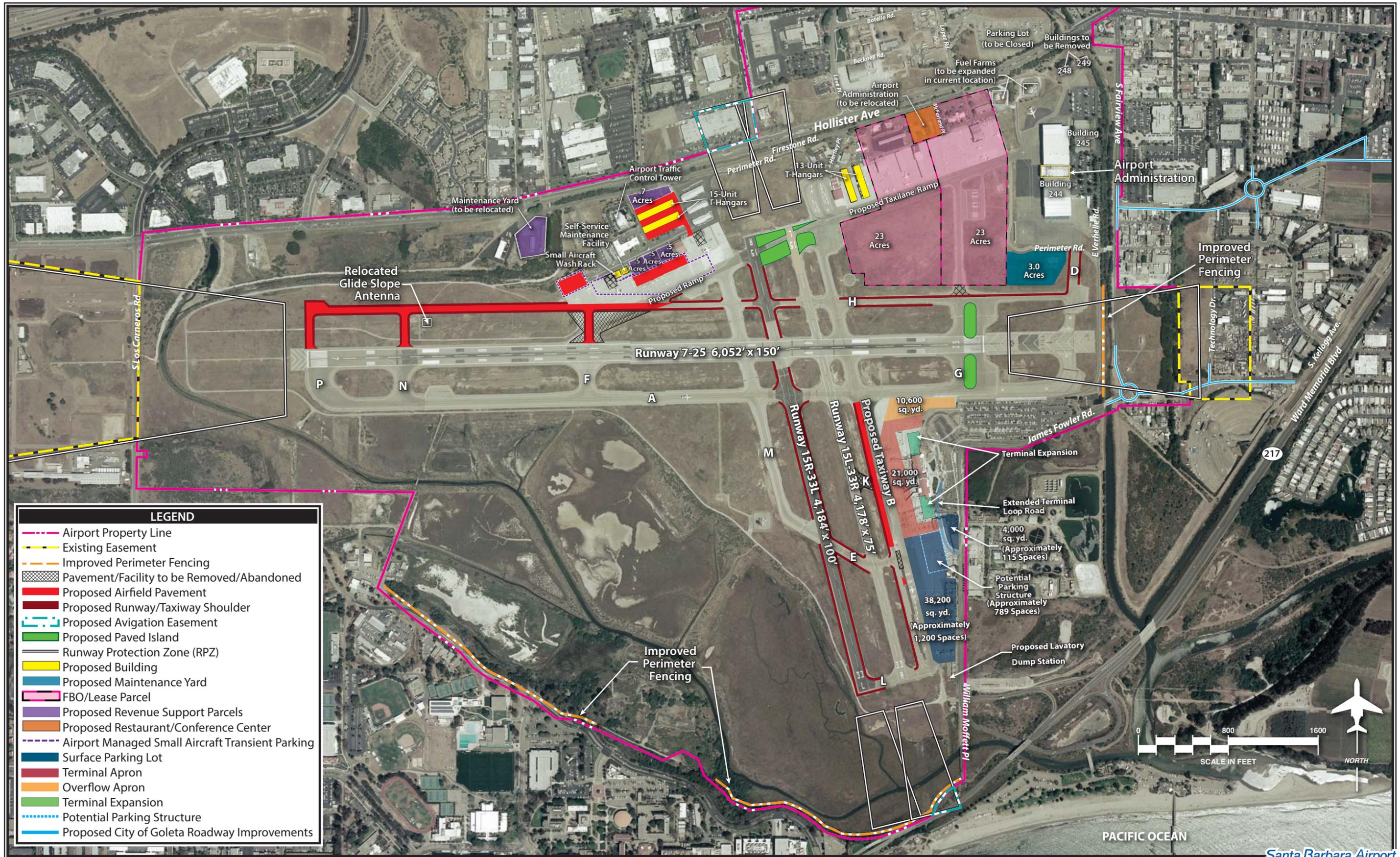
- A Master Plan Advisory Committee was established and is comprised of representatives from various interested organizations as well as individual stakeholders including residents, pilots, Airport users and local, state and federal public agencies. The Advisory Committee has met six times.
- There were four public workshops as part of the Master Plan. The workshops were open house format so that people can drop by anytime during the workshop.
- A project initiation brochure was 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 was developed and each working paper (draft chapter) as well as public meeting notices was 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 was very good.
- There has been very good attendance and participation at each public meeting.
- A project summary brochure will be developed for distribution to interested stakeholders and the general public.

Capital Financial Plan

	AIP Eligible	Local Share	Total Costs
Short Term Program Total	\$26,136,035	\$2,798,338	\$28,934,373
Intermediate Term Program Total	\$16,337,622	\$5,314,603	\$21,652,225
Long Term Program Total	\$18,268,106	\$12,171,261	\$30,439,366
Total Program Costs	\$60,741,763	\$20,284,202	\$81,025,964

Sources: Estimates prepared by Kimley-Horn and Associates.

All costs in current (2013) dollars based upon current federal funding programs.



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RECOMMENDED DEVELOPMENT CONCEPT OVERVIEW