

Mead&Hunt

RINCON CONSULTANTS, INC.



Santa Barbara Airport

Master Plan

October 27, 2022
2:00pm – 4:00pm

Agenda

Topic	Start	End	Duration
Introductions	2:00pm	2:10pm	10 minutes
Input Committee Role	2:10pm	2:20pm	10 minutes
Planning Process	2:20pm	2:35pm	15 minutes
SWOT Exercise	2:35pm	3:20pm	45 minutes
Demand Forecasts	3:20pm	3:35pm	15 minutes
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Introductions

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Airport Team

Chris Hastert
Airport Director

Sara Iza, AICP
Development Manager

Jessica Metzger, AICP
Project Planner

Teanna Herrera
Senior Engineering
Technician

Brad Klinzing, PE
Supervising Engineer

Consultant Team

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Around the Room

- What is your name?
- Where do you work?
 - Are you part of any other local groups or organizations?
- How does this project affect you?

Input Committee Role

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Your Responsibilities

- Attend four (4) meetings
- Review Master Plan documents
 - Will be providing before next three (3) meetings
- Provide feedback to project team
- Share relevant plans and information with the project team
- Promote public engagement events to your circle of friends, family, and colleagues



Ongoing and Recently Complete Planning Studies

Discussion: What else is going on in your organizations that the project team should be aware of?

Planning Process

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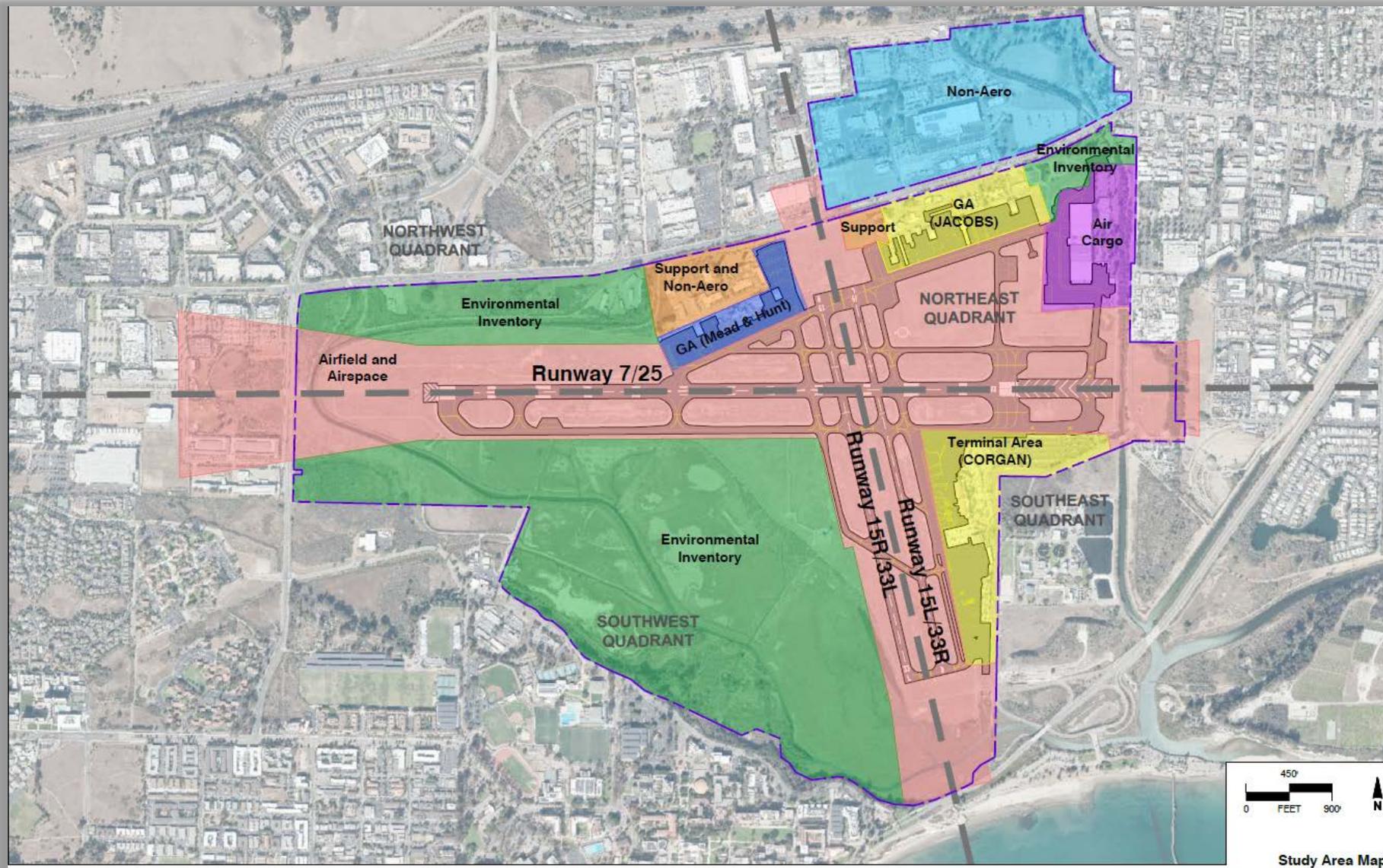
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2023 Airport Master Plan

- A Master Plan **is**:
 - A 20-year plan, completed about every 10 years
 - Capital improvement projects
 - Land use compatibility
 - Federal Aviation Administration (FAA) sponsored
 - Meet standards, justify funding

- A Master Plan **is not**:
 - A business plan or a marketing plan
 - A wish list or funding guarantee
 - A binding document
 - A document that sets policies or rates

Master Plan Study Areas



2023 Airport Master Plan Focus Areas



- Preparing Airport for coming trends



- Promoting financial resiliency



- Addressing environmental challenges



- Involving stakeholders in the process

2017 Master Plan Guiding Principles

Safety and Security



Economic Vitality



Transportation Diversity



Community



Sustainability



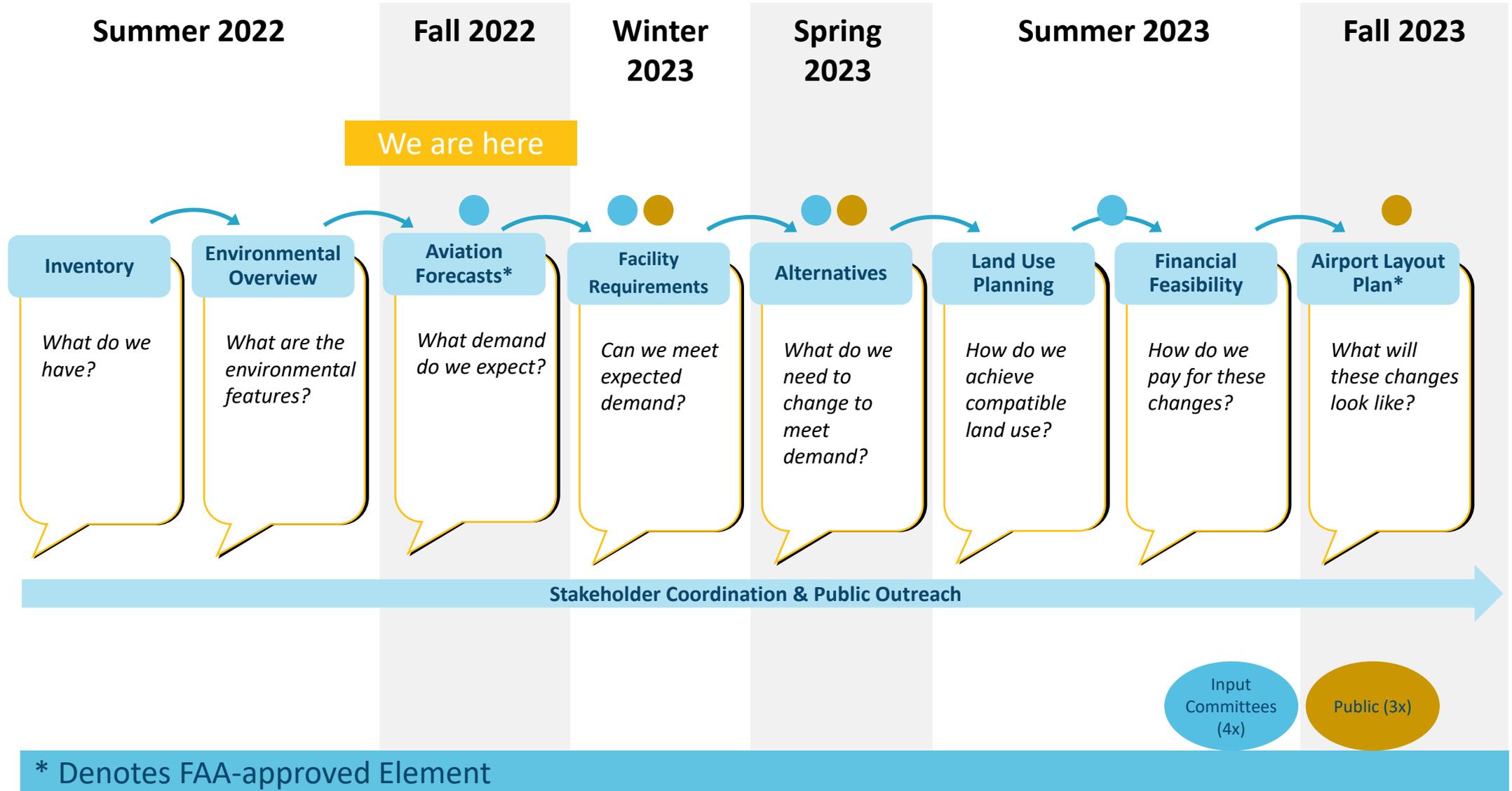
Cultural Resource Protection



Environmental Preservation

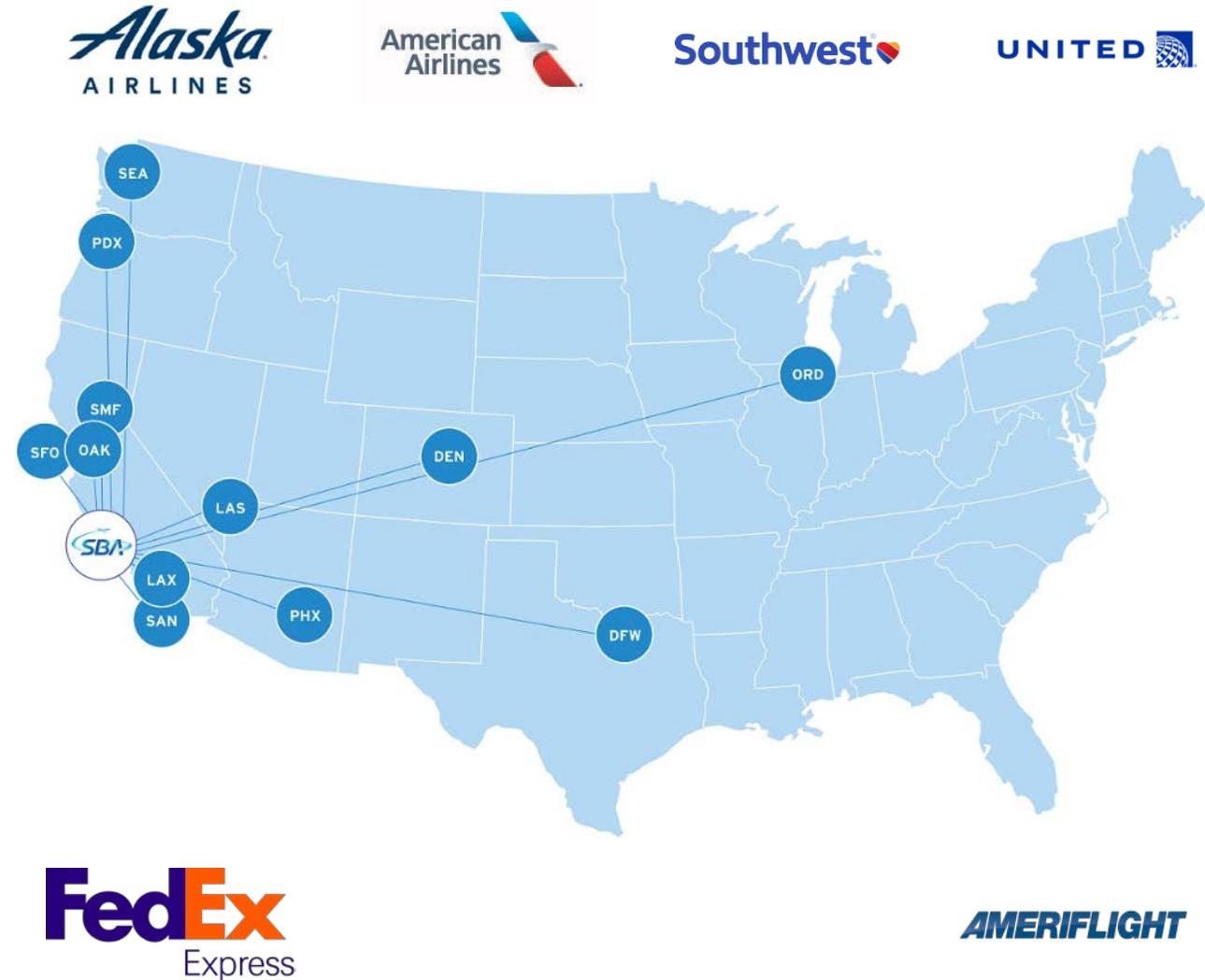


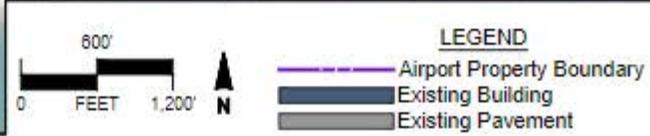
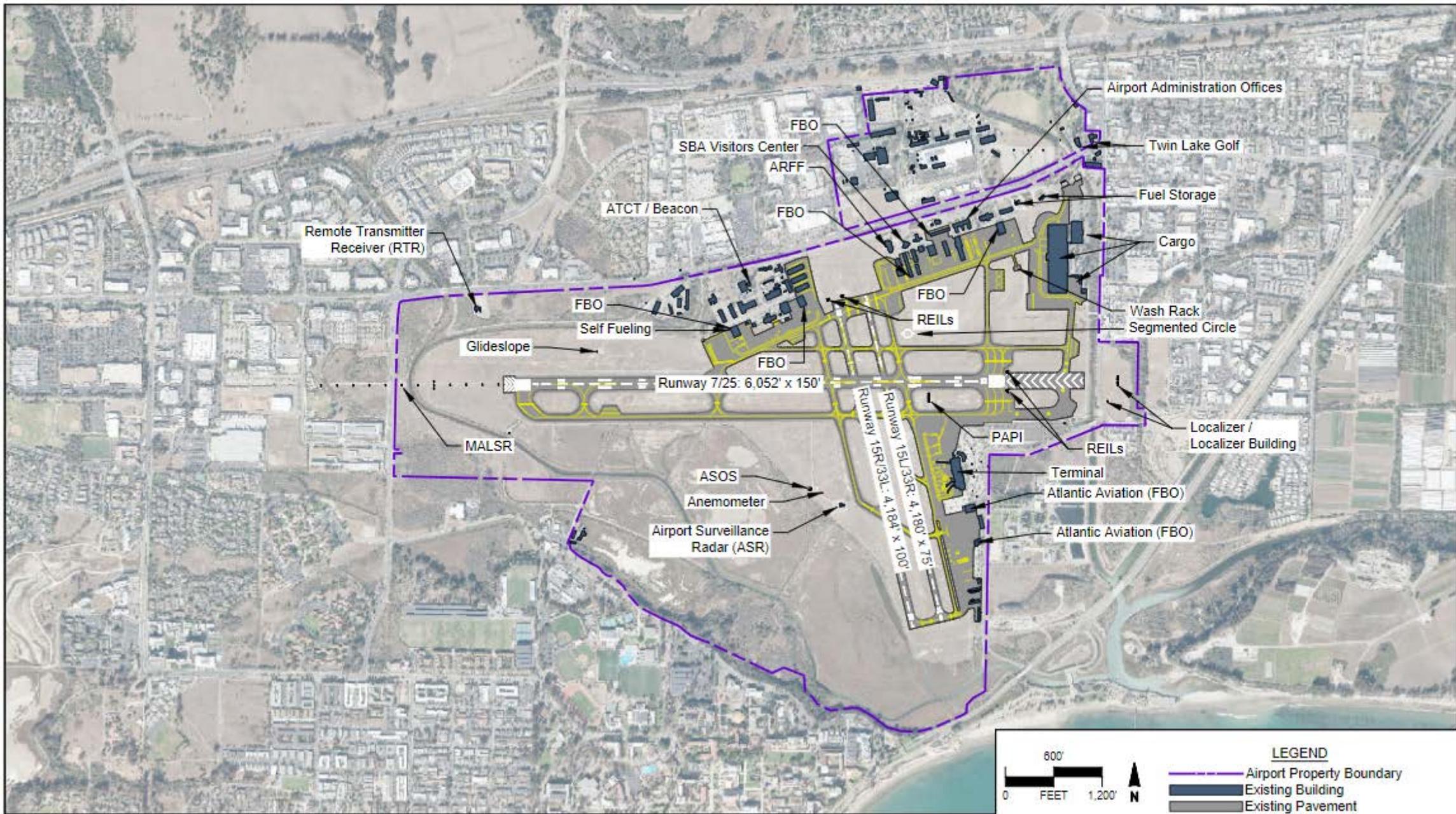
Project Schedule



2022 Airport Layout and Statistics

- Primary Commercial Service – Small Hub
 - One Million Annual Passengers
 - 100,000 Annual Operations
 - 150 Based Aircraft
- Three Runways
- Two Fixed Base Operators
- Flight Training
- Maintenance
- Emergency & First Response





FAA Expectation of the Planning Process

- This Master Plan is funded, in part, by a grant from the FAA
- The Los Angeles Airports District Office will provide oversight
- FAA Expectations
 - Forecasts that predict a reasonable level of activity
 - Infrastructure that complies with FAA design standards
 - Land use planning that promotes long-term operation of the Airport in a compatible manner
 - Capital planning that features projects that are justified, comply with standards, and protect past FAA investment



SWOT Exercise

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SWOT Process

Airport Controls	Strengths <i>Build on these</i>	Weaknesses <i>Address these</i>
Airport Doesn't Control	Opportunities <i>Capitalize on these</i>	Threats <i>Mitigate these</i>

Strengths

These are items that the Airport can control to some degree.

- What does the Airport do well?
 - Can these items be made even better?
- What aspects of the airport are enjoyable?
 - How can these be maintained as the Airport grows?
- How does the airport compare favorably to its competitors?
 - What can be done to maintain this advantage?
- What role does the Airport play in the success of its tenants?
 - How can staff and infrastructure further support this?

Weaknesses

These are items that the Airport can control to some degree.

- What does the Airport not do well?
 - How might it improve?
- What aspects of the airport are not enjoyable?
 - How could these be fixed?
- How does the airport compare unfavorably to its competitors?
- What role does the Airport play in the challenges that its tenants face?

Opportunities

These are items that the Airport does not control, but can prepare for.

Focus on opportunities for this slide, we will discuss threats using the same prompts next.

- What is going on in the world that might change how people fly?
 - E.g. Teleworking, climate awareness, price sensitivity
- What is going on locally that may change how the Airport is used?
 - E.g. Population and economic growth, new businesses and industries, population relocation from large cities
- How can the Airport improve its utility to locals and visitors?
 - Focus on things that can be built

Threats

These are items that the Airport does not control, but can prepare for.

- What is going on in the world that might change how people fly?
 - E.g. Teleworking, climate awareness, price sensitivity
- What is going on locally that may change how the Airport is used?
 - E.g. Population and economic growth, new businesses and industries, population relocation from large cities
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Demand Forecasts

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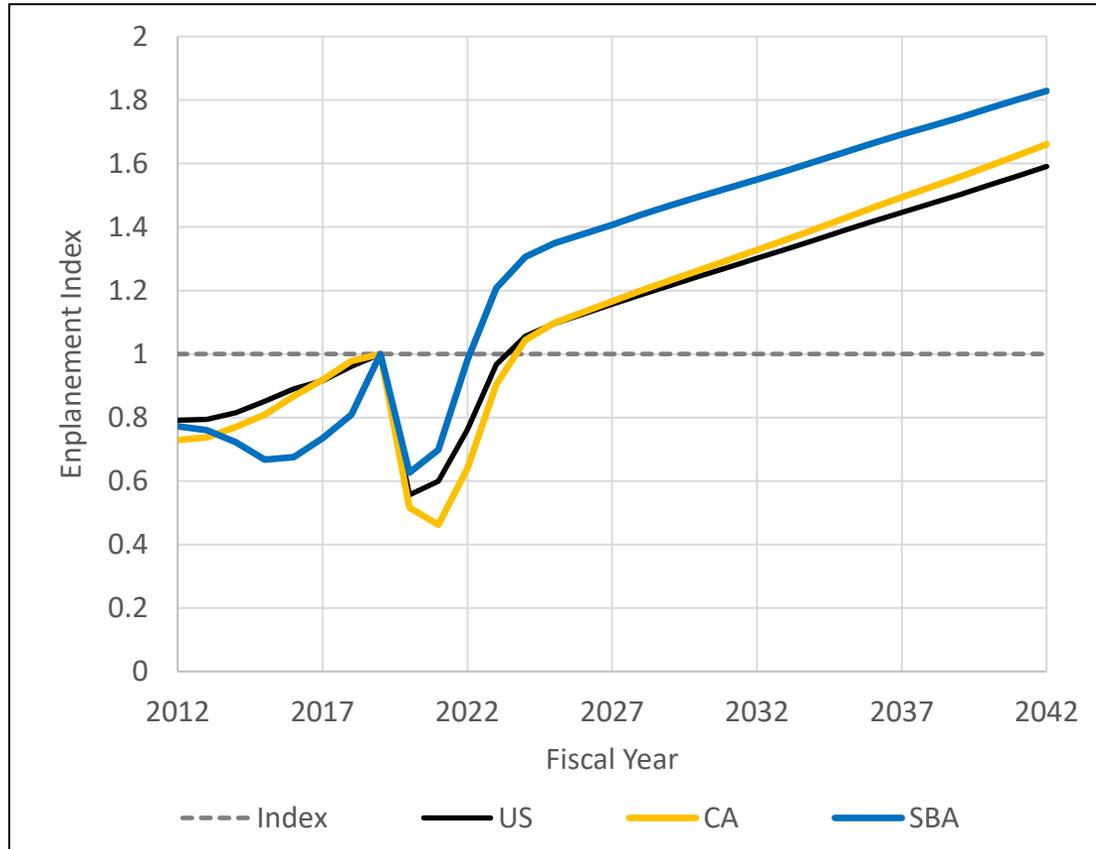
Demand Forecasts

- Commercial Airlines
 - Passengers, air cargo and operations
- General Aviation
 - Corporate, private, flight training, public service (e.g. law enforcement, medical evacuation)
- Military
 - Controlled by U.S. Department of Defense, not forecast like other items



2022 Airport Layout and Statistics

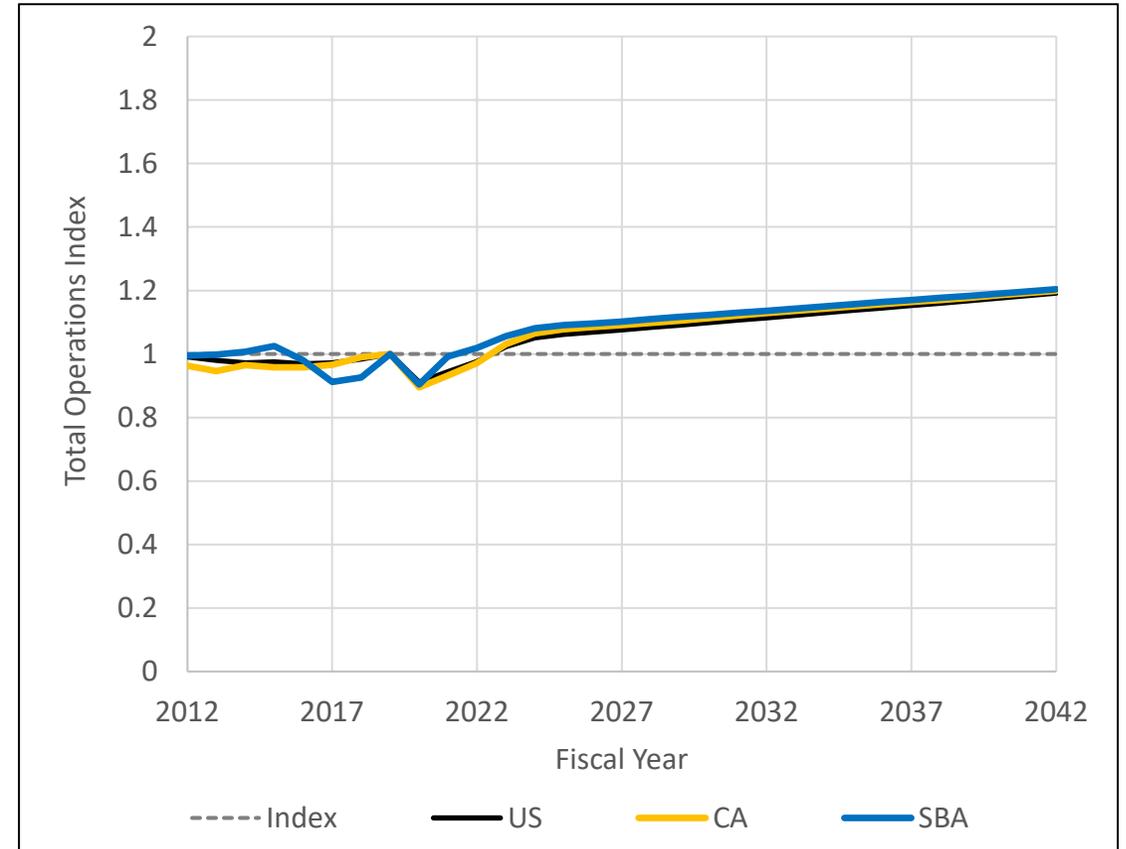
Total Enplanements



Source: FAA Terminal Area Forecast (TAF), published March 2022

An enplanement is a count of passenger boardings. It represents the number of passengers that depart SBA. Total passengers at airports like SBA is generally two times the number of enplanements.

Total Operations

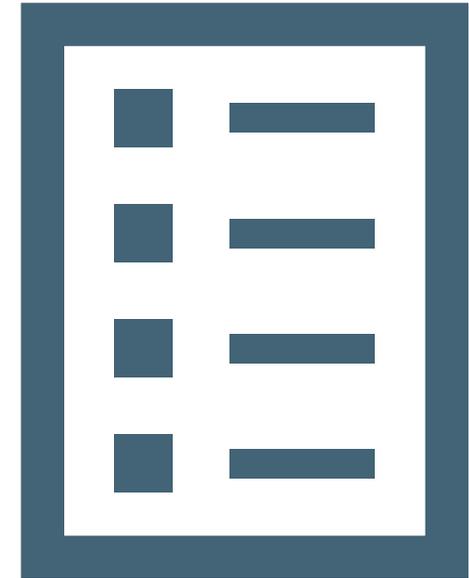


Source: FAA TAF, published March 2022

An operation is a count of aircraft takeoffs or a landings. An arrival and departure counts as two operations.

Outline

- Background information
- Forecast criteria and requirements
- Enplanements and Commercial Operations
- Itinerant General Aviation
- Local General Aviation
- Based Aircraft
- Advanced Air Mobility (AAM)



Background: Definitions/Assumptions and Data Sources

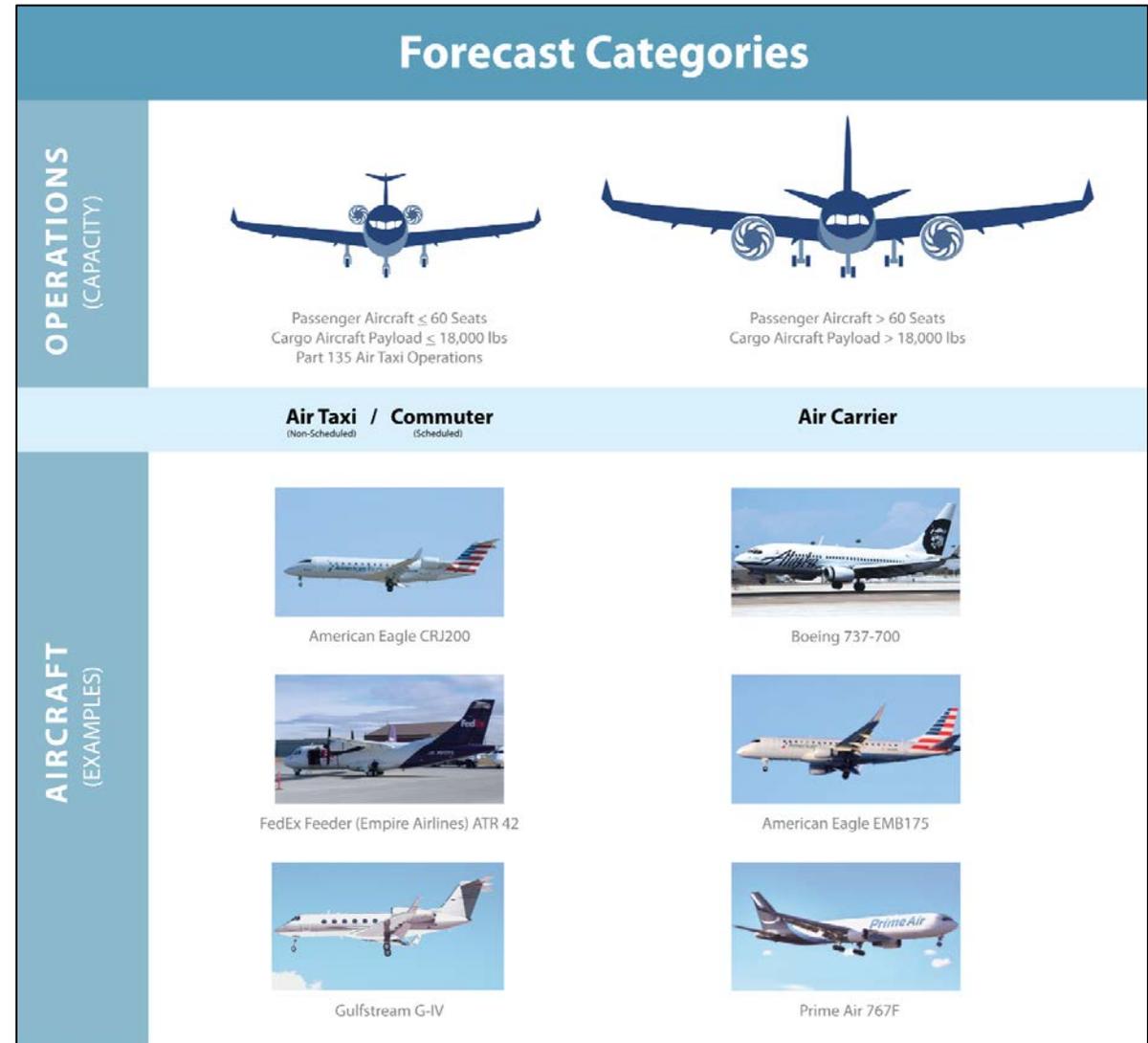
- FAA Fiscal Year is October to September
 - Forecast base year is FY2021
- Compound Annual Growth Rate (CAGR) – average annual growth rate over a set time period
- FY2020 is considered an outlier year and excluded from statistical analysis

Data Sources:

- Airport Provided Data
- U.S. Department of Transportation T-100 (Data available up to May 2022 at the time of analysis)
- 2021 FAA Terminal Area Forecast (Issued March 2022)
- FAA Aerospace Forecast FY2022-2042 (Updated June 2022)
- FAA Aviation System Performance Metrics (ASPM)

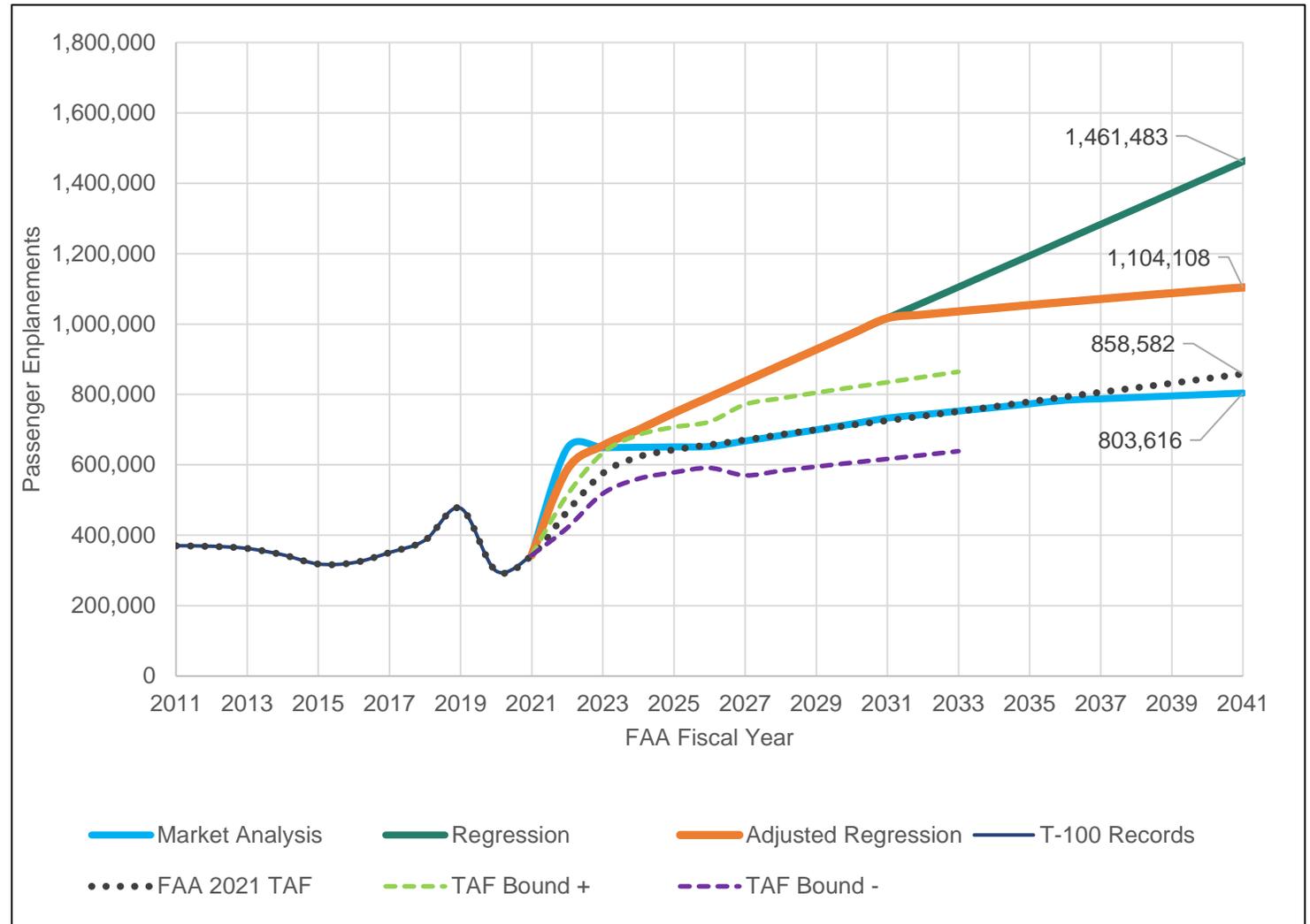
FAA Forecast Criteria and Requirements

- FAA has specific definitions for enplanement and operation types
- Airport Operations: number of arrival and departures to and from the airport
- Operations are defined by aircraft capacity
- Enplanements are defined by carrier types
 - Air Carrier = mainline carrier
 - Commuter = regional carrier



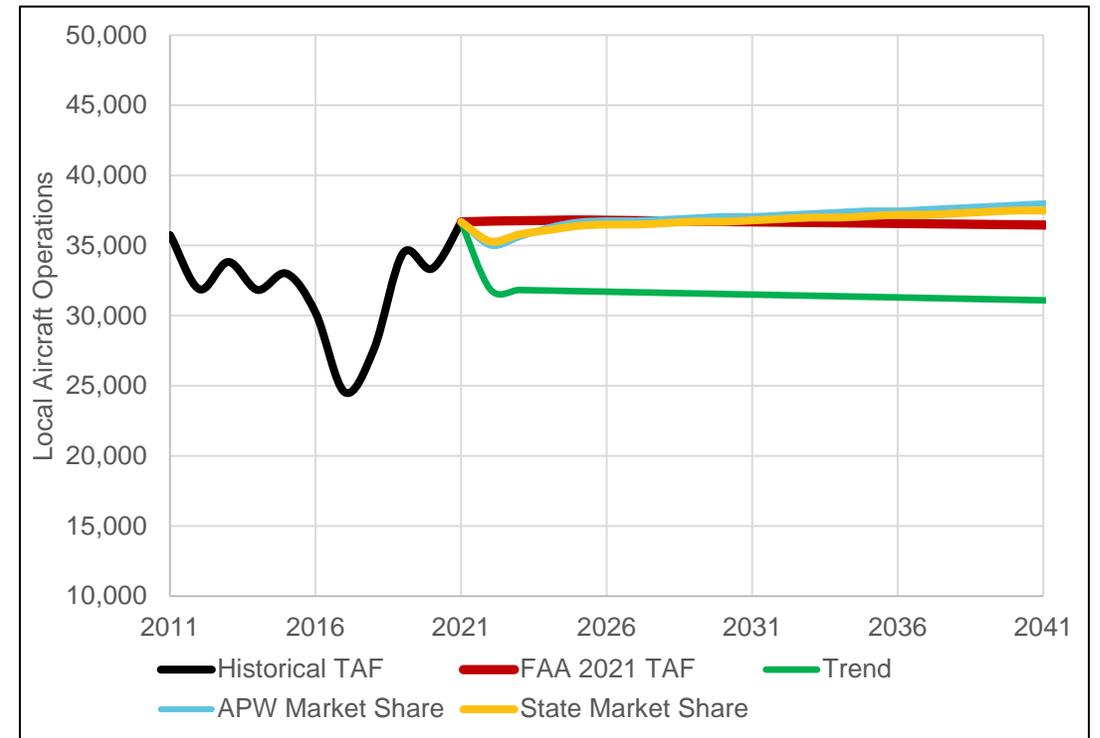
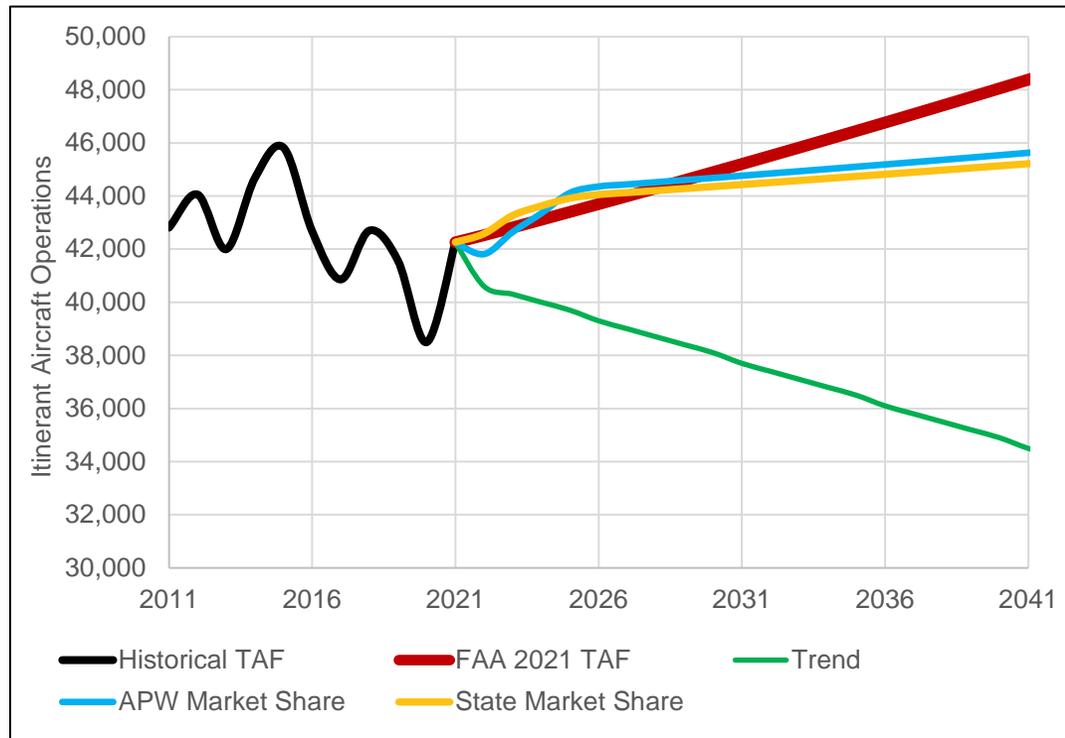
Enplanement Forecast

- Two methods tested
 - Regression analysis
 - Multi-variable regression with socioeconomic indicators
 - Enplanements per capita analysis (Adjusted Regression)
 - Air service projections (Market Analysis)
 - Based on aircraft order trends and potential additional routes



General Aviation Forecast

- Itinerant Operations – Operations begin and end at different airports
- Local Operations – Operations begin and end at the same airport (touch-and-go operations)
- Three methods: State market share, FAA Region (APW) market share, linear trend



Based Aircraft Forecast

- Forecast based on national market share
 - Compared historical SBA TAF record counts by aircraft type to national GA fleet
 - Notable national trends:
 - Fixed-wing piston fleet declining
 - Turbine, rotorcraft, experimental, and light sport aircraft fleets growing

FY	Single Engine Piston	Jet/Turbine	Multi Engine Piston	Helicopter	Other	Total
2021	104	25	8	2	2	141
2022	104	26	8	2	2	142
2026	104	29	9	3	2	147
2031	104	33	11	4	2	153
2036	104	38	12	5	2	161
2041	104	44	14	7	2	171

Advanced Air Mobility (AAM)

- Determine number of people traveling from Santa Barbara to destinations within 250 miles (current eVTOL range)
- How many of these visitors might use AAM instead of driving or flying?
- Peer reviewed market study with focus on 10 metropolitan regions in the United States found approximately 0.5% of unconstrained trips were captured using AAM
 - Based on FY2022 visitation statistics, approximately 10,800 annual travelers to and from the Santa Barbara area would choose to use AAM

Visitors to Santa Barbara Area	FY2018	FY2019	FY2020	FY2021	FY2022
Total	1,778,463	2,004,872	1,574,915	1,821,583	1,857,695
Los Angeles	167,911	174,695	140,842	174,744	175,594
Oxnard	49,093	55,771	40,813	46,124	41,353
San Diego	53,673	49,333	32,213	49,346	48,219
Santa Maria	44,220	51,063	48,744	45,146	38,552
Ventura	47,639	49,892	40,531	59,452	49,575
Visitors from Santa Barbara Area					
Total	349,974	269,283	222,948	297,160	297,300
Los Angeles	121,449	68,783	52,272	96,694	83,400
Oxnard	64,957	55,454	50,976	61,132	61,118
San Diego	49,260	39,736	25,271	46,022	39,019
Santa Maria	31,076	27,698	22,831	23,314	28,840
Ventura	83,232	77,612	71,598	69,998	84,923
Includes Cities of Santa Barbara, Goleta, and Summerland					

Facility Requirements

Agenda

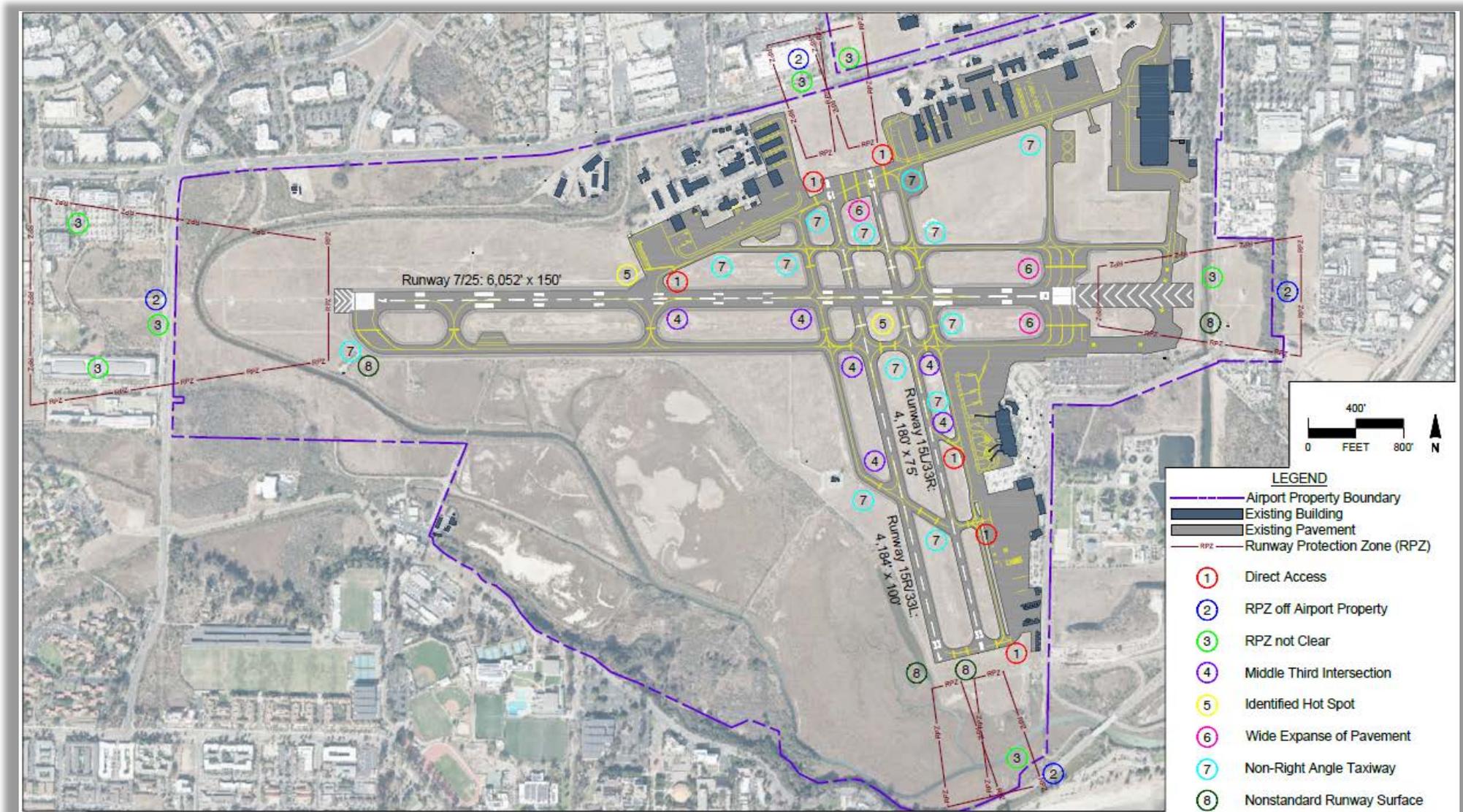
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Focus Areas

- Airfield Layout (Runways, Taxiways)
- Passenger Terminal (Long-term) and Automobile Parking
- General Aviation Needs
- Roadway and Passenger Access
- Non-aeronautical Development Opportunities
- Environmental Mitigation Areas

FAA Design Standard Analysis

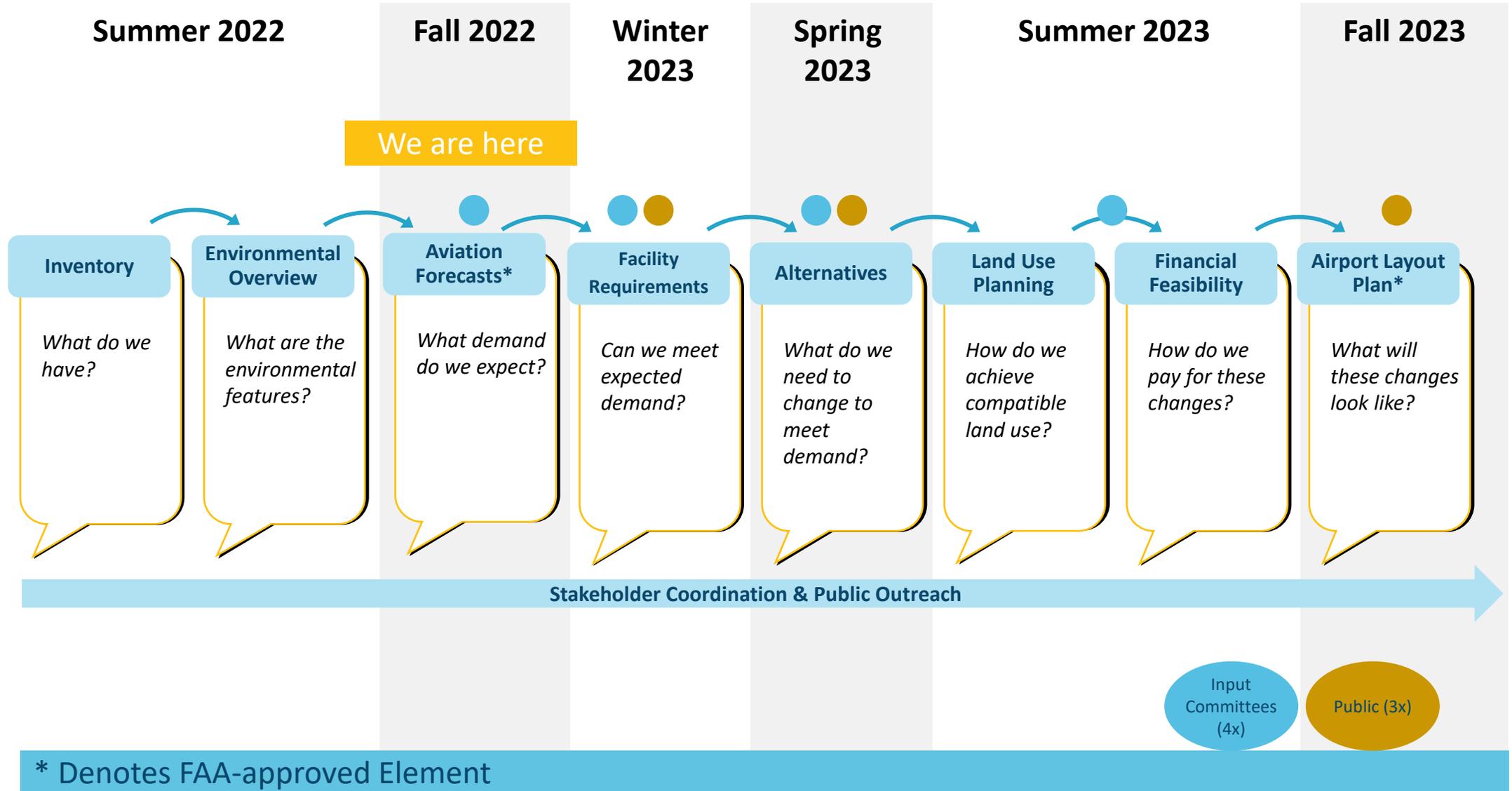


What facilities does this Airport need?

- In your opinion, what is:
 - Too small?
 - Too big?
 - Outdated?
 - Not up to current industry standards?
- What have you seen at other airports that you would like to see here?
 - Why do you think SBA would be a better place with this infrastructure?

Wrap Up and Next Steps

Project Schedule



Thank you.

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