



SANTA BARBARA AIRPORT

MASTER PLAN UPDATE

March 2024



Guiding Principles

Provide safe and secure facilities and operating environment for aviators and the general public.

Continue to serve as a vital economic contributor to the region while maintaining the Airport's economic self-sufficiency.

Provide modern, quality facilities to serve a variety of aviation needs and services. Facilitate ground transportation options for travel to and from the Airport.

Be a good neighbor by coordinating planning, being responsive to community concerns, and proactive in our environmental stewardship.

Support sustainable design of airport facilities and the wise use of resources.

Assess future development as it relates to the Goleta Sough and other sensitive habitats.

Preserve and enhance our archeological and historic resources.

Safety and
Security

Economic
Vitality

Transportation
Diversity

Community

Sustainability

Environmental Preservation

Cultural Resource Protection

The SBA Team



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The Mead & Hunt Team



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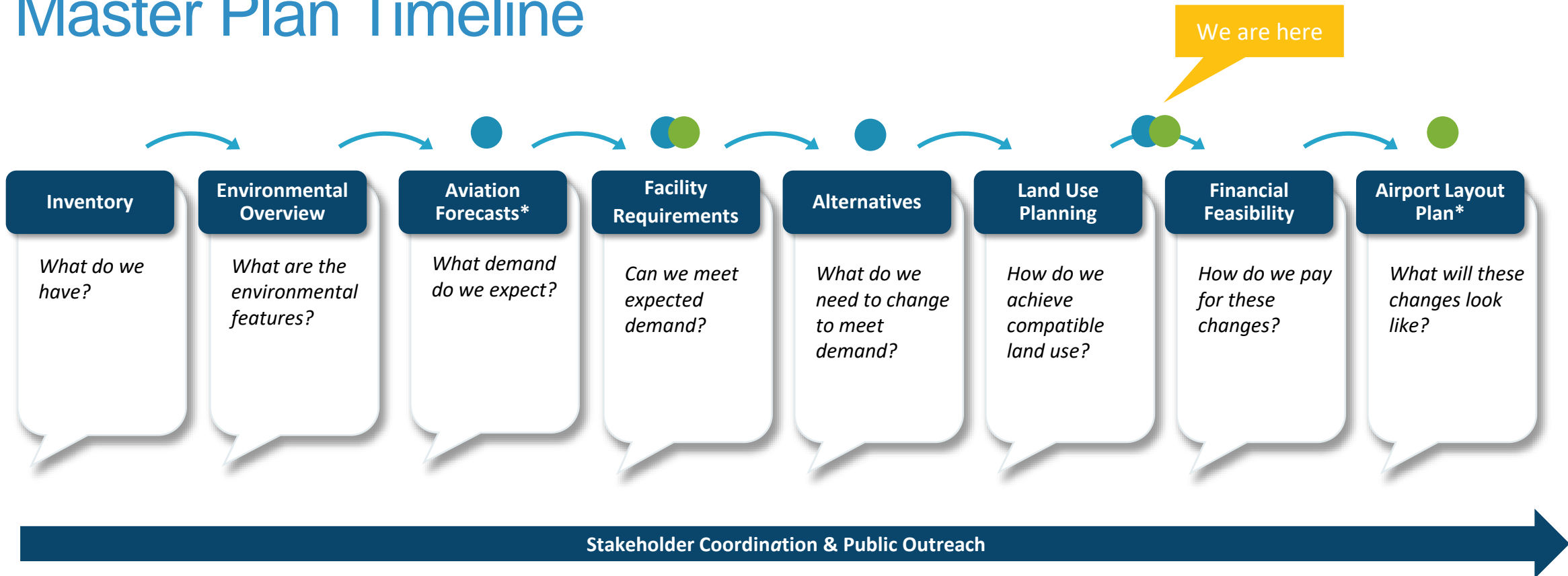


Agenda

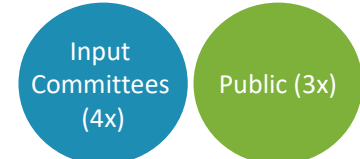
- Master Plan overview
- Recommended Alternatives and Preferred Development Concept
- Costs
- Noise Contours



Master Plan Timeline



* Denotes elements that require FAA approval





What is a Master Plan?

A Master Plan IS...

A 20-year plan

Completed about every 10 years

A document that looks at

Capital Improvement Projects and Land Use Compatibility

Sponsored by the Federal Aviation Administration (FAA)
and needs to meet standards to justify funding

Focused on planning for long-term development potential





What is a Master Plan?

A Master Plan IS NOT...

A business plan or marketing plan

A wish list or funding guarantee

A binding document

A document that sets policies or rates

An engineering-level document

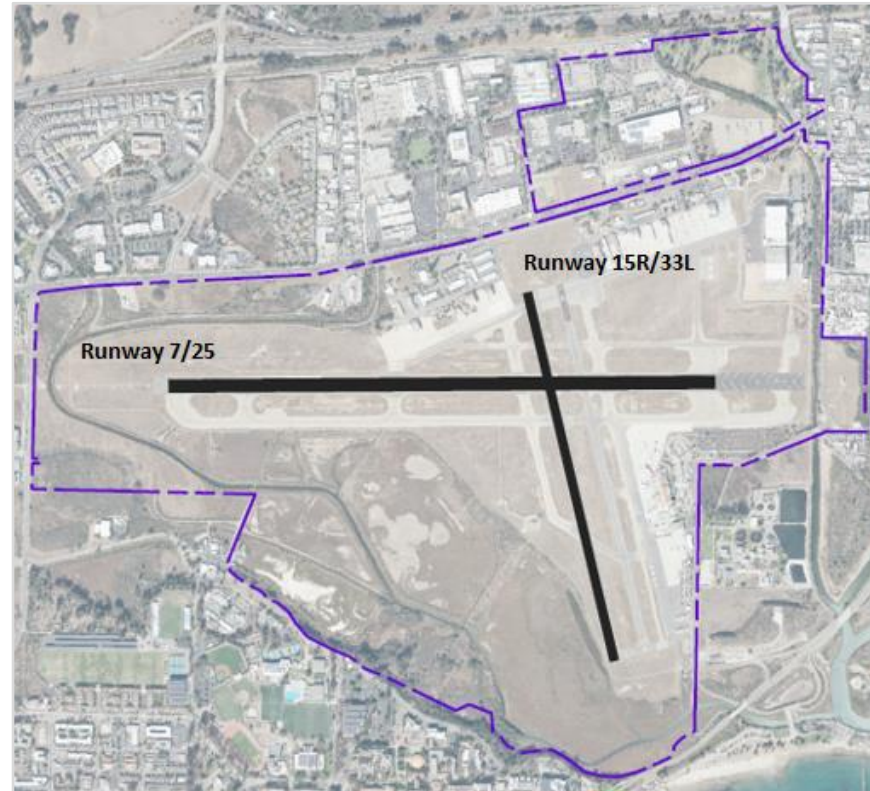
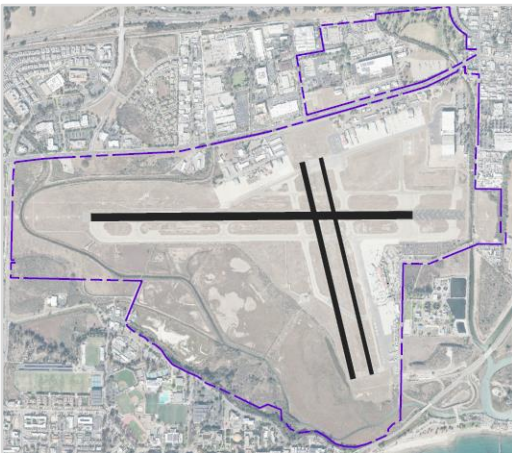
A rigid “blue-print” for future development



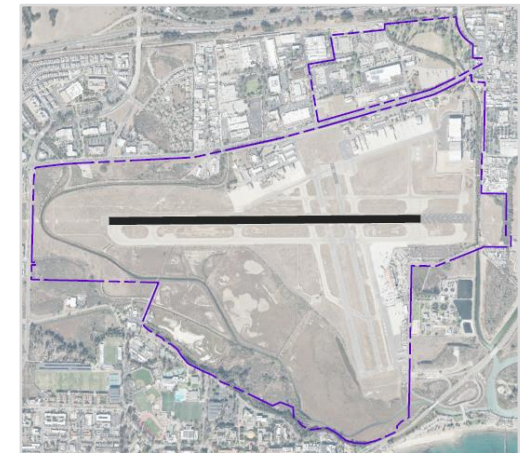
Ultimate Runway Configuration

Alt 2 - Preferred

Alt 1



Alt 3





Planning Activity Levels (PALs) for Terminal Analysis

Fiscal Year	Historical	Base Year	Forecast		
	2011	2021	2031	2041	21-'41 CAGR
Enplanements	370,233	342,669	732,500	878,700	4.8%
Operations	106,696	103,419	113,967	116,887	0.6%
Air carrier	4,040	10,328	16,100	17,900	2.8%
Air taxi	22,730	12,311	14,100	13,700	0.5%
Itinerant general aviation	42,810	42,258	44,260	45,020	0.3%
Local general aviation	35,751	36,695	37,680	38,440	0.2%
Subtotal general aviation	78,561	78,953	81,940	83,460	0.3%
Military	1,365	1,827	1,827	1,827	0.0%
Based Aircraft	202	141	167	185	1.4%
Single-engine piston	145	104	115	115	0.5%
Jet	29	25	33	44	2.9%
Multi-engine piston	22	8	13	17	3.9%
Helicopter	6	2	4	7	6.5%
Other	0	2	2	2	0.0%

Sources: Mead & Hunt, 2022 FAA TAF, U.S. DOT T-100, Santa Barbara Airport

Terminal Improvement Project underway now

Long-term Planning Level

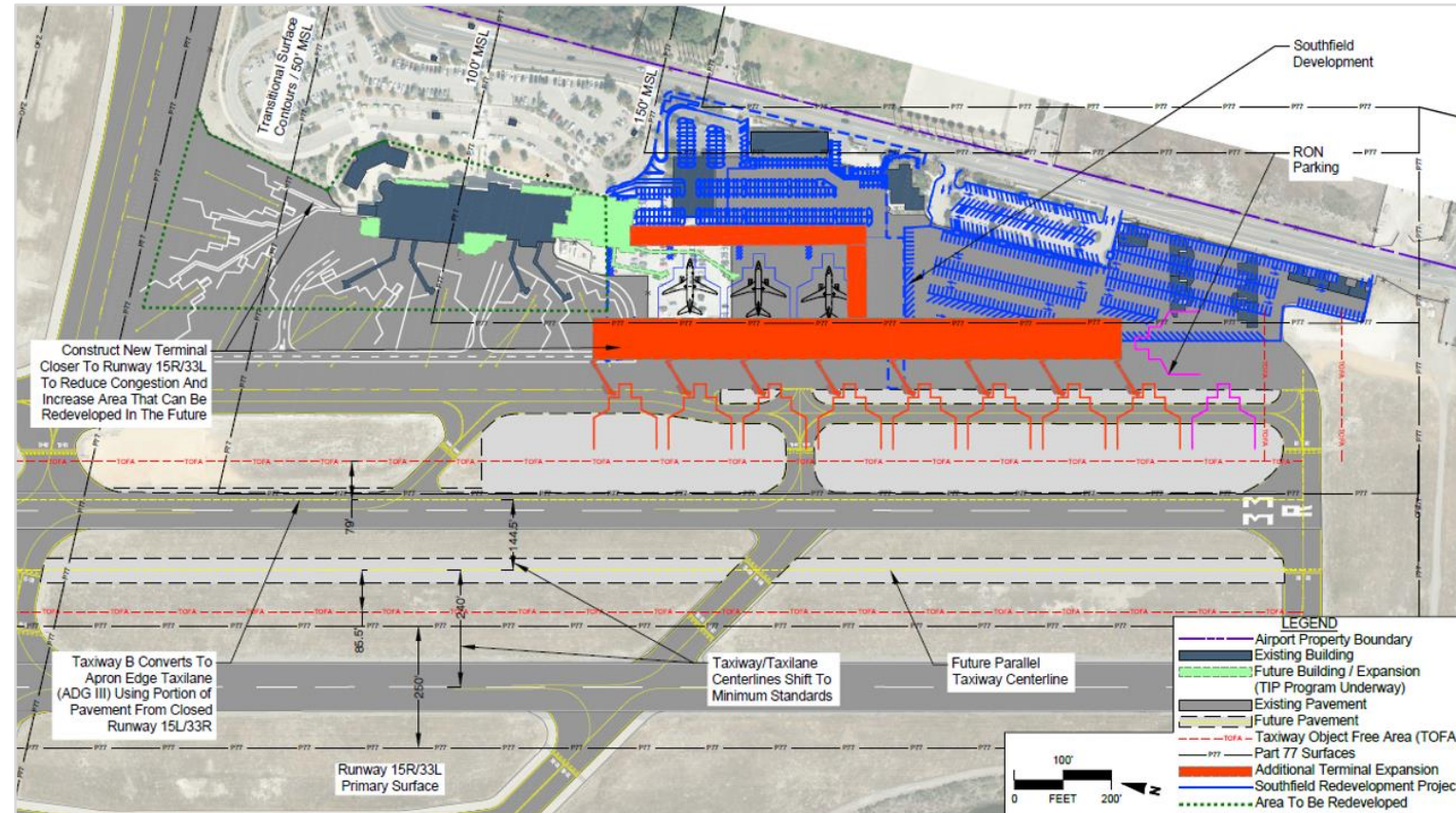
Annual Enplanements	
Baseline	342,000
PAL 1	575,000
PAL 2	725,000
PAL 3	1,100,000

PAL 3 will require a total of 8 gates and an additional 34,000 sq. ft. of terminal space

Terminal Reconfiguration

Preferred Alternative

- Long Term – Beyond the 20-year planning period. No cost estimates developed
- Accommodates 1.1M enplaned passengers
- Total of 8 gates with 2 remain overnight parking positions

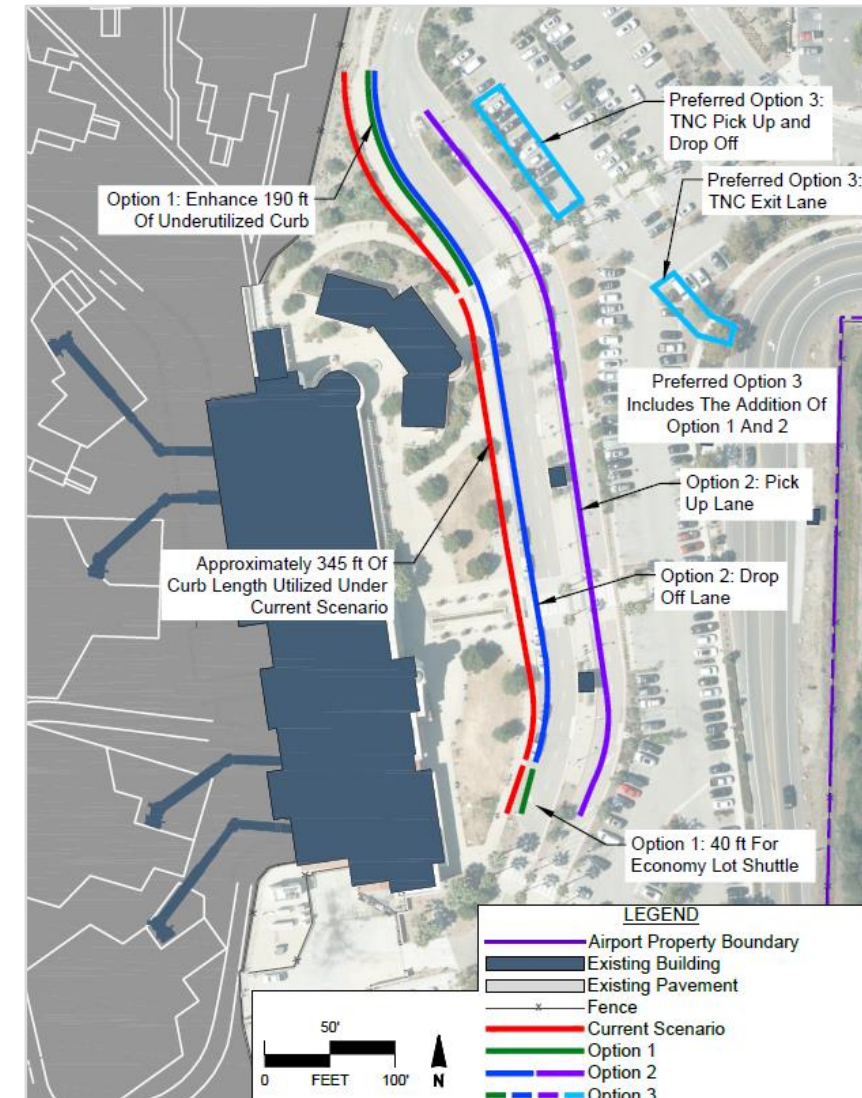




Landside Circulation

Preferred Alternative

- Includes signs, markings, way-finding and messaging
- Separates inner and outer curb for pick-up and drop-off
- Modification of short-term parking lot to accommodate TNC pick-up and drop-off
- Planning level cost estimates: TBD

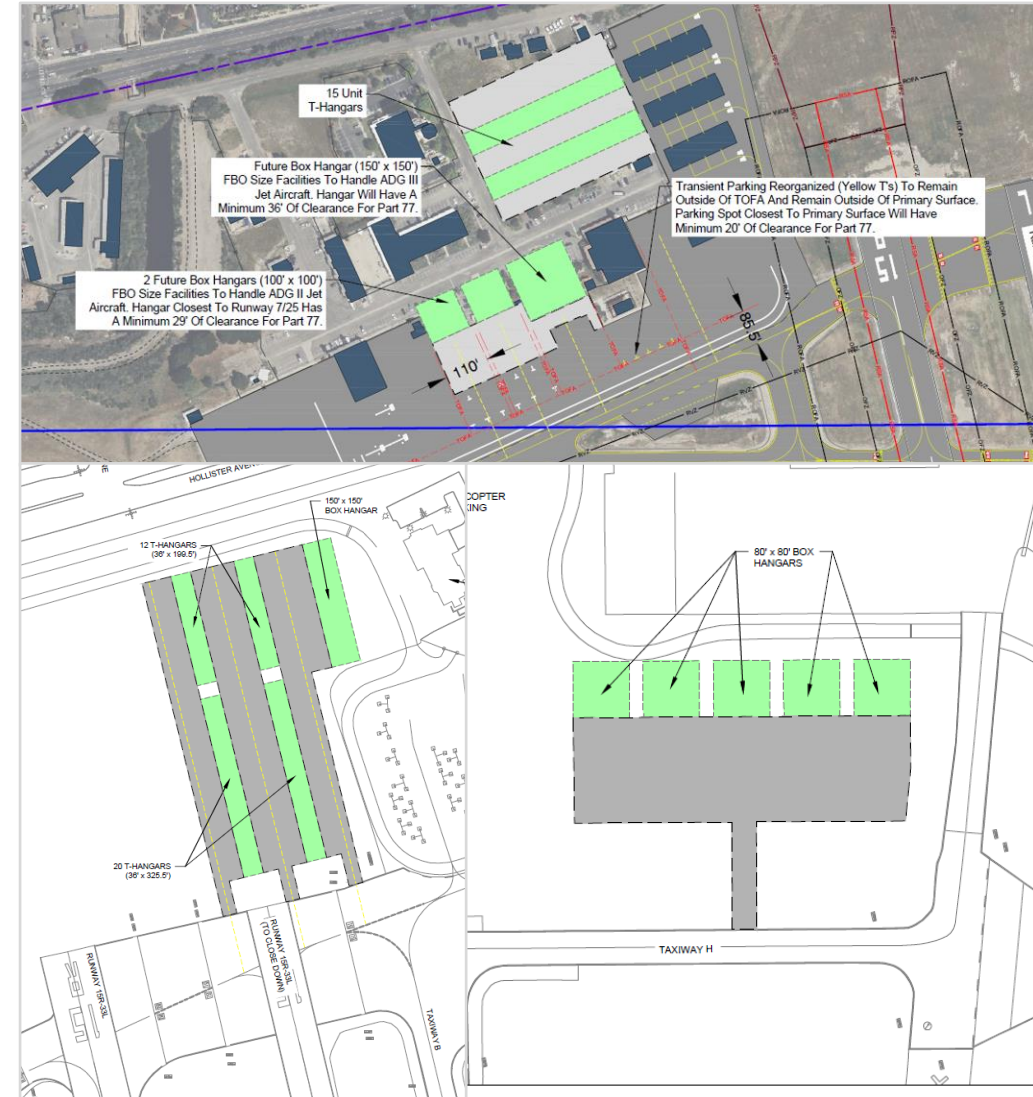




General Aviation Hangars

Preferred Alternative

- Accommodates a range of hangar sizes
- Could be Airport owned/controlled
- Planning level cost estimates:
\$17M – \$34M

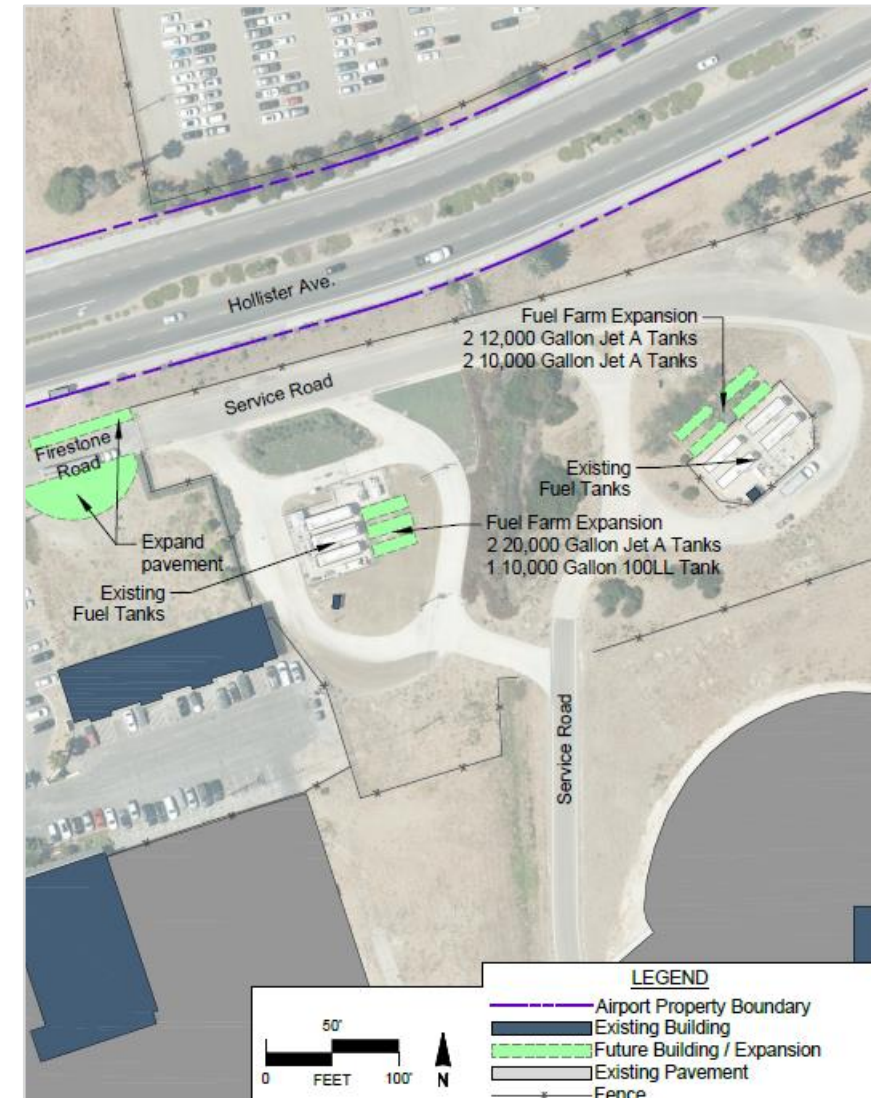




Fuel Farm

Preferred Alternative

- Existing fuel farms are well located and have capacity for expansion
- Could easily double airport capacity for 100LL and Jet A in this location
- Could also accommodate tanks for sustainable aviation fuels or non-leaded drop-in fuel.
- Planning level cost estimates: \$8.7M

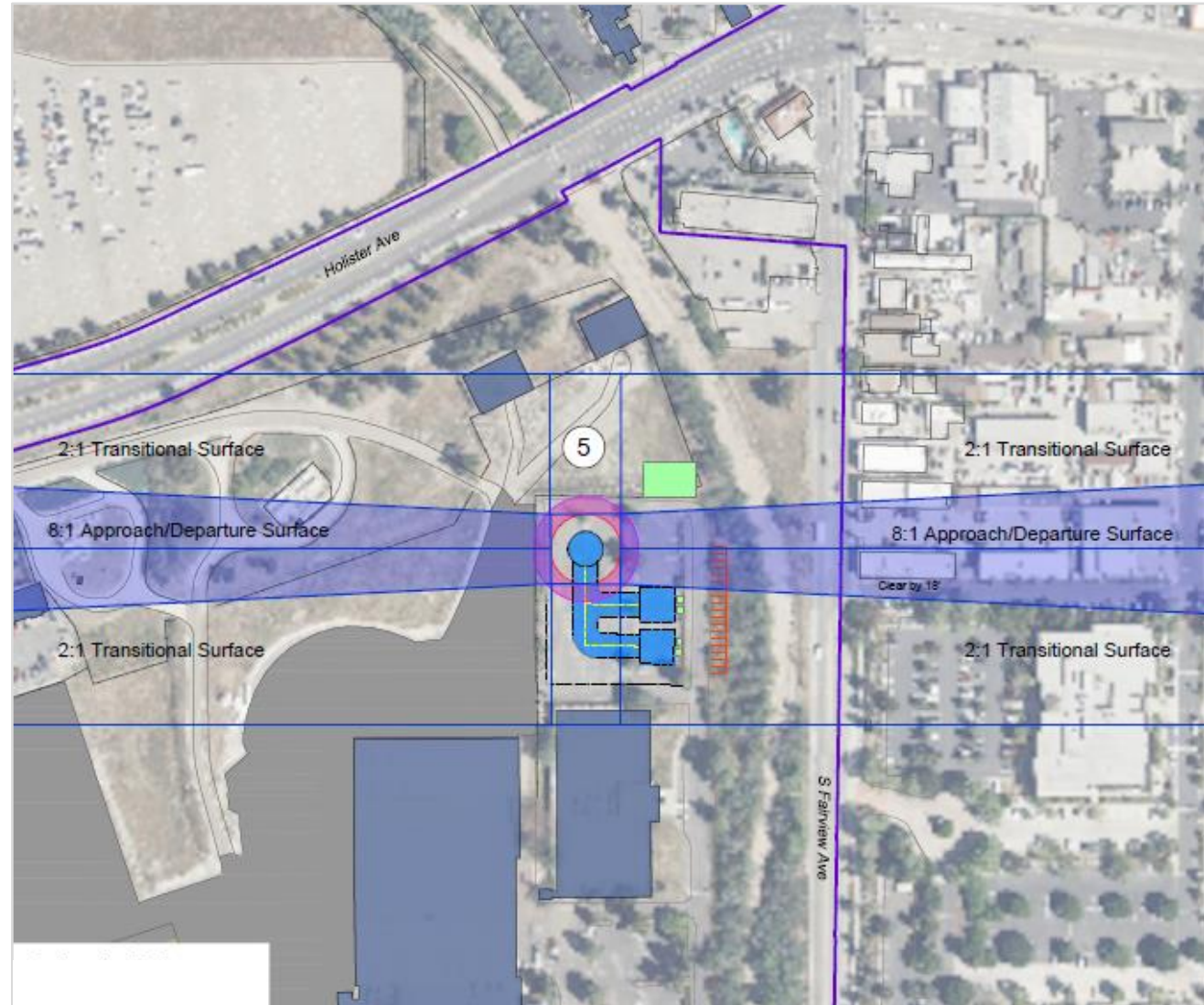


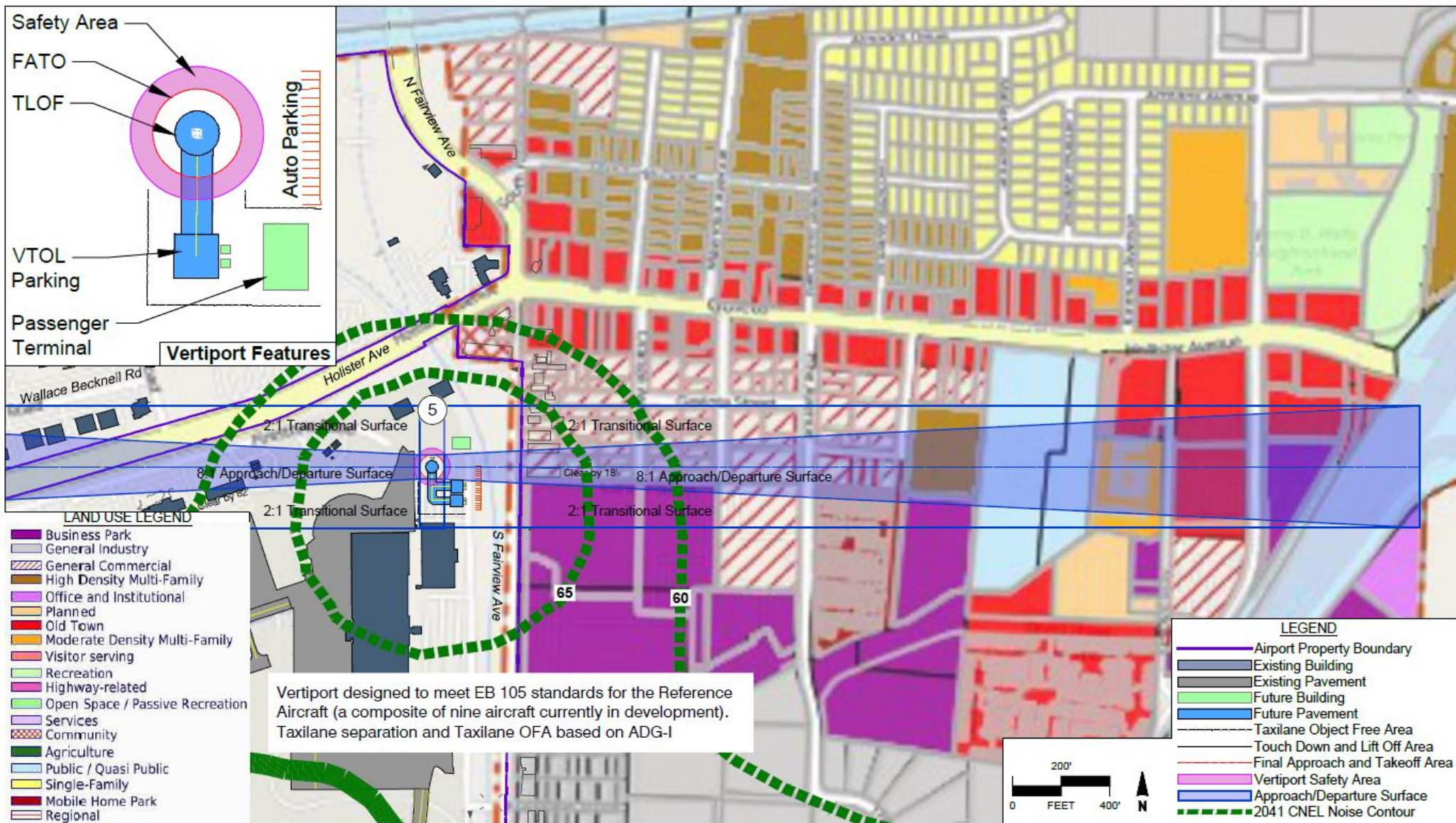


Vertiport Site

Preferred Alternative

- Site complies with all FAA vertiport siting guidance
- Planning level cost estimates: \$2.7M



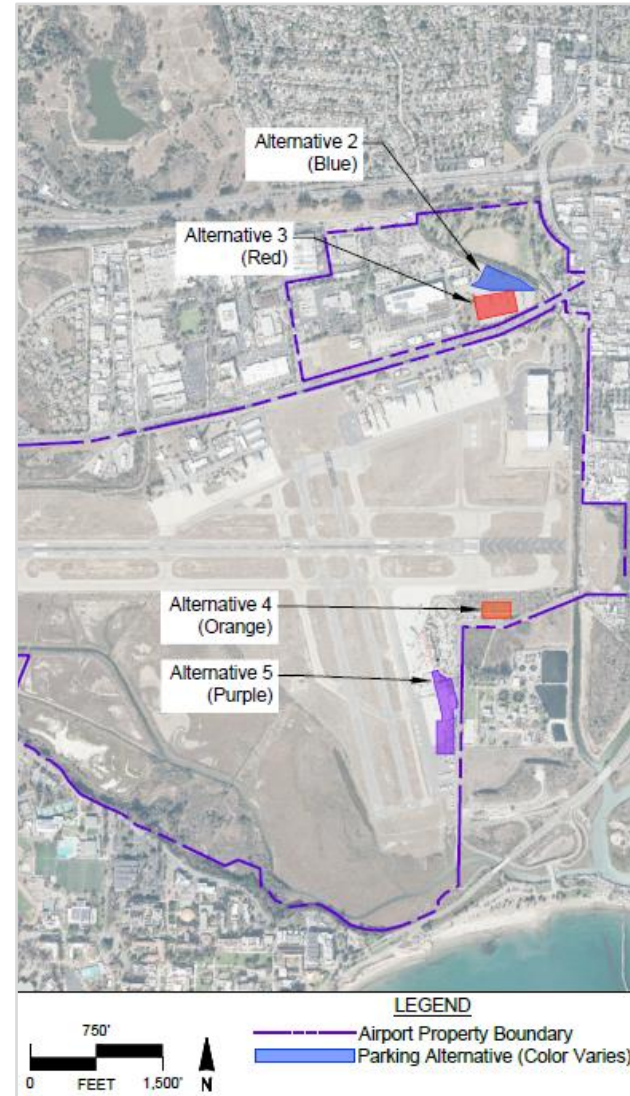




Auto Parking












Preferred Alternative

- Three level parking garage south of existing terminal building
- Accommodates approximately 1,250 parking stalls
- Planning level cost estimates: \$45M



Preferred Development Concept

LEGEND

-  Airport Property Boundary
-  Future Building / Expansion
-  Future Building - Additional
-  Future Parking Improvements
-  Future Pavement
-  Pavement Removal
-  Runway Safety Area (RSA)
-  Runway Object Free Area (ROFA)
-  Runway Protection Zone (RPZ)
-  Future FBO Redevelopment Area
-  Future Redevelopment Area
-  Southfield Redevelopment Project

NE Quadrant Hangar Expansion Alternative 1

NW Quadrant Hangar Expansion Alternative 2

Taxiway H Extension

Vertiport Site Alternative 5

Fuel Farm Improvements Alternative 1

Taxiway B Converts To Apron Edge Taxilane (ADG III) Using Portion Of Pavement From Closed Runway 15L/33R

Redesigned Runway 25 Entrance Taxiways

Redesigned Runway 7 Bypass Taxiway

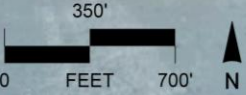
Long Term Terminal Alternative 7

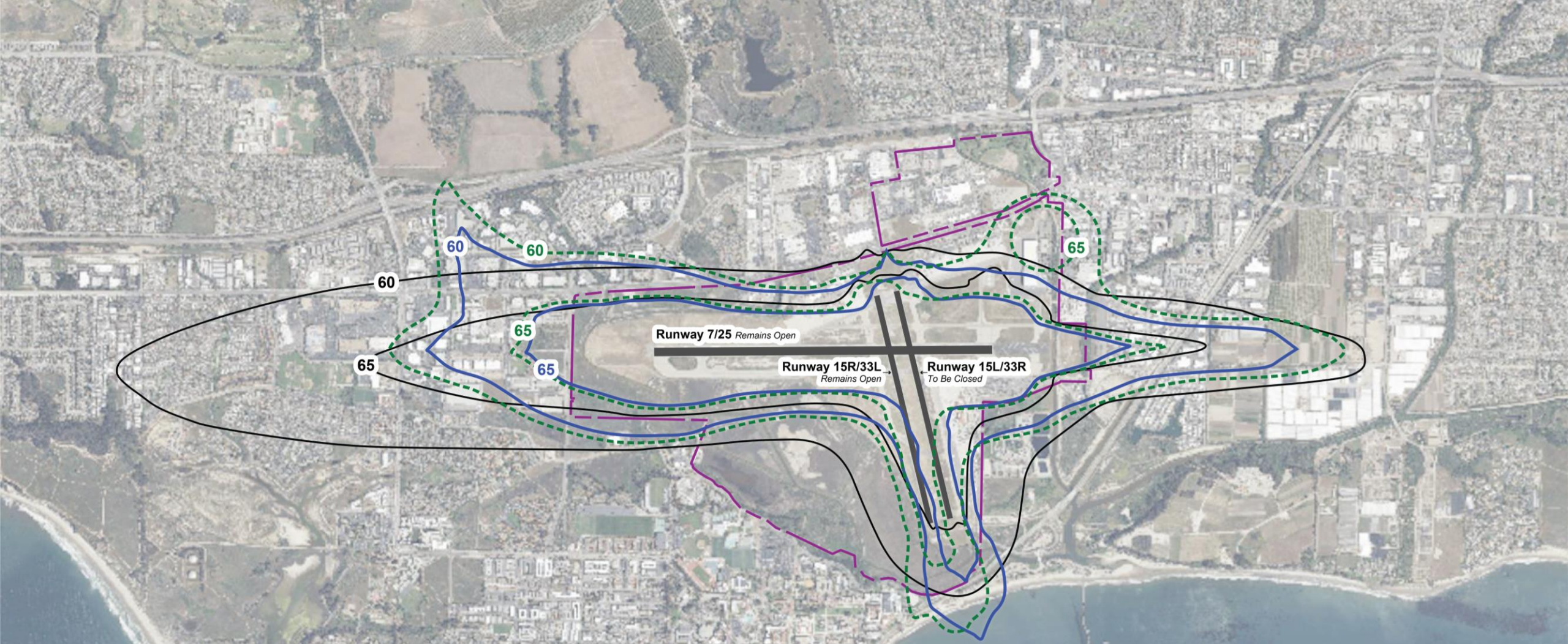
Future Parking Garage Alternative 5

Southfield Development

RON Parking

Future Parallel Taxiway Centerline

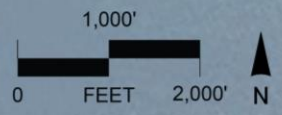




Existing & Future Noise Contours

LEGEND

- Airport Property Boundary
- Runway
- 2011 Community Noise Equivalent Level (CNELE) Noise Contour
- 2021 Existing CNELE Noise Contour
- - - 2041 Ultimate CNELE Noise Contour



Budget / Financial Information

- The FAA distributes the Airport Improvement Program funds each year
- Cover 90.66% of City staff time
- Specific project funding identified at time of design

Adopted Two – Year Financial Plan
for Fiscal Years 2024 and 2025
INCLUDING THE OPERATING AND CAPITAL BUDGET
FOR FISCAL YEAR 2024



CITY OF SANTA BARBARA, CALIFORNIA



Sustainability Impact

Santa Barbara General Plan's mission statement is "Living within Our Resources" and 2017 Airport Master Plan and the Update support the sustainable design policies and practices including:

- Following the Local Coastal Program which protect natural resources in the Airport and Goleta Slough
- Incorporates updated forthcoming sea-level rise data into the alternatives
- Examines aircraft electrification and sustainable aviation fuels
- Updates the existing SBA Recycling, Reuse, and Waste Reduction Plan



Recommendation

That the Planning Commission receive a briefing on the Santa Barbara Airport Master Plan Update Project



Thank you.



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