Appendix 13-A – Public Outreach

Public Advisory Committee (PAC) Meeting #1

Project Advisory Committee (PAC) Meeting #1

Airport Master Plan
Salinas Municipal Airport
February 23, 2022 | 1:30-4:00 PM

Agenda

- Introductions
- Project Overview and Goals
- Scope Review
- Next Steps
- Q&A

Project Team

- City of Salinas
  - Brett Godown, Airport Manager
  - Ivan Zarate, Airport Maintenance Worker
  - David Jacobs, Director of Public Works
- Consultant Team
  - David Sperling, Project Manager, C&S Companies
  - Jake Shurer, Deputy Project Manager, C&S Companies
  - Kelly Moulton, QA/QC, C&S Companies
  - Drew Taplin, Planning, C&S Companies
  - Centurion Planning & Design, Environmental/Outreach Sub-consultant
  - Martinez Geospatial, Airport GIS Sub-consultant

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Project Advisory Committee

- Introductions
  - **David Jacobs** – City of Salinas
  - **Jonathan Moore** – City of Salinas
  - **Eric Sandoval** – City of Salinas
  - **Ivan Zarate** – City of Salinas
  - **Tony Barrera** – City Council District 2
  - **Phyllis Cleveland** – Monterey County Land Use Commission
  - **Ryan Gauger** – Jet West (Airport Business)
  - **Robert McGregor** – Airport Commission
  - **Kristy Santiago** – Chamber of Commerce/KION TV
  - **Stacey Wilson** – Bob Hoover Flight Academy (Airport Association)
  - **Glynn Dennis** – Salinas Pilots Association/Tenant

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Project Advisory Committee

- Role
  - To provide technical oversight, guidance, and input into the planning process throughout the Airport Master Plan
  - Up to five meetings

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What is a Master Plan?

- Blueprint for long-term development

- Typically includes:
  - Visual representation of airport features, development, and land use
  - Schedule of proposed development and costs
  - Validation of concepts through technical, economic, and environmental grounds
  - A vision in coordination with the community

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Oversight

- The Federal Aviation Administration (FAA) regulates airport development through master plans

- FAA reviews and formally approves:
  - Forecast / Critical Aircraft
  - Airport Layout Plan (ALP)

- Eligibility of Airport Improvement Program (AIP) funding for airports is tied to the elements above

Goals for SNS

- Enable growth of the Airport to meet its strategic vision over the next 20 years (2022-2042)
- Focus on airfield improvements, sustainability, land use, and the east side of the Airport
- Address emerging technologies
  - Electric aircraft
  - Vertical take-off and landing (VTOL)
- Assess the potential for limited Part 139 commercial service
- Meet current FAA design standards, update master plan and ALP to reflect existing conditions
- Highest and best use of available property

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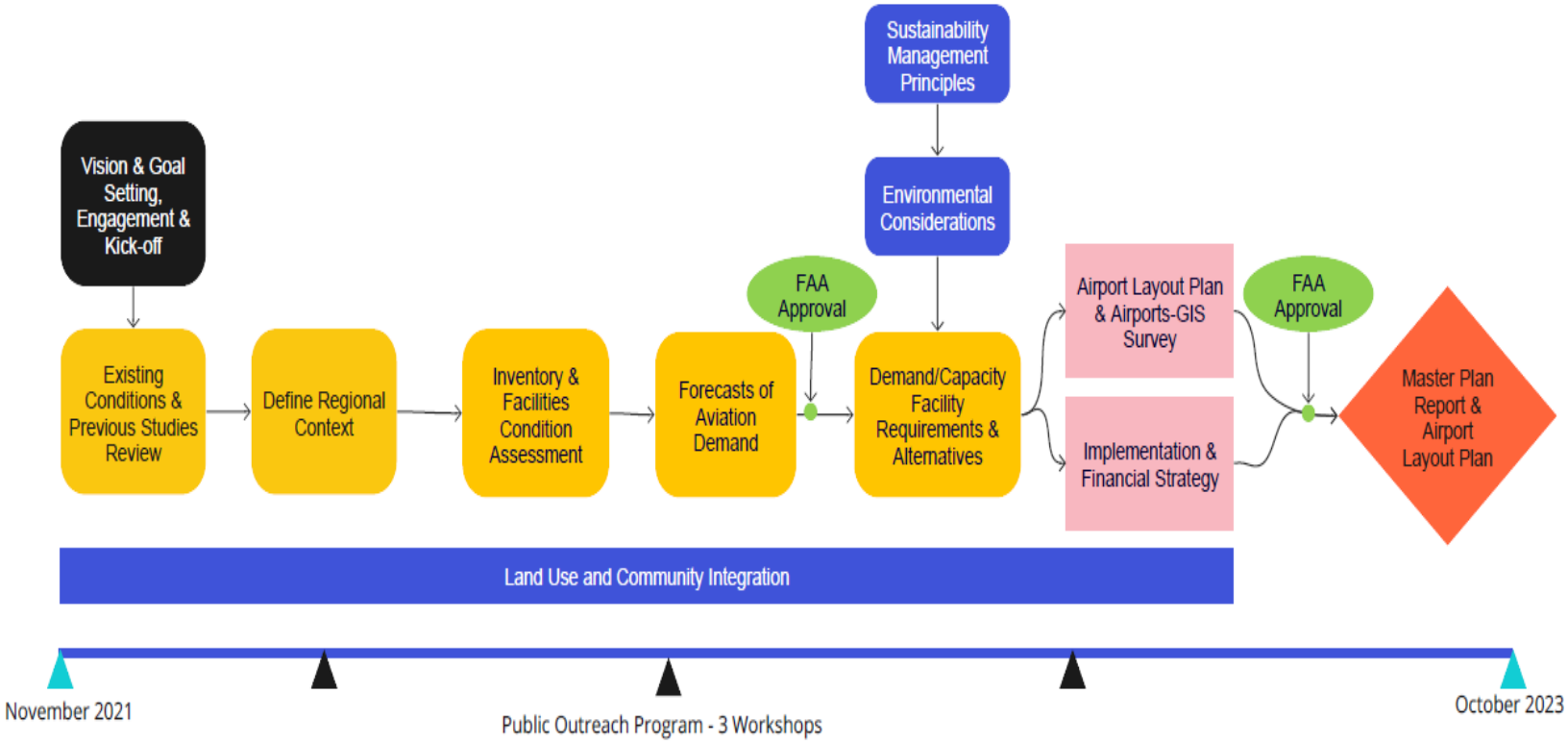
PAC Feedback

Process Flowchart/Schedule



In-Progress

- Public Outreach & Working Groups
- Existing Conditions & Inventory
- Regional Context & Land Use
- Forecast Context & Land Use

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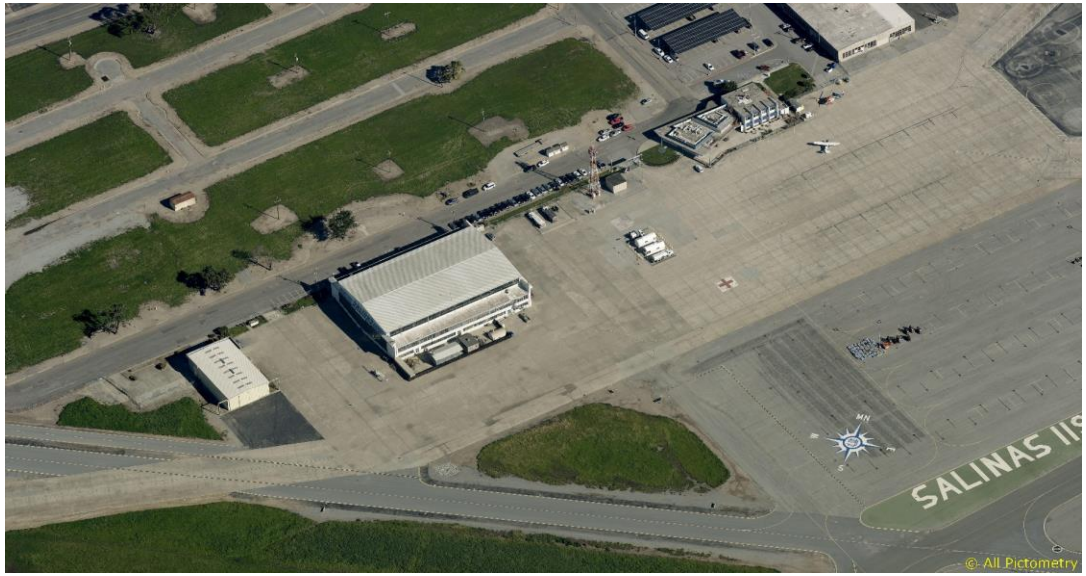
Public Outreach & Working Groups

- Stakeholder Involvement
  - Planning Advisory Committee
  - Public Input

Existing Conditions/Inventory

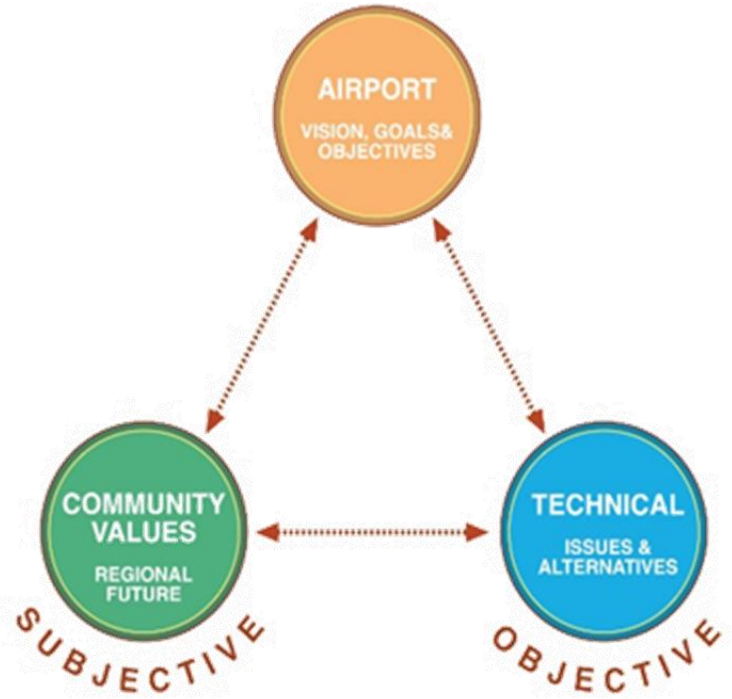
- Assemble and organize relevant information and data pertaining to the Airport.
- AGIS & Aerial Survey
- Collect information for:
  - Aviation system
  - Airfield
  - Terminal Area
  - Landside
  - GA & Support Facilities
  - Utilities
  - Environmental Data



Regional Context and Land Use

- Vision & Goal Setting
  - Airport as an air service facility
  - Relationship of Airport to transportation and communications network
  - Airport's role in social and economic development

- Regional Context and Land Use
  - Evaluate:
    - Future Growth Boundary
    - Existing and proposed land uses
    - Wildlife habitat, stormwater, agriculture



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Forecast of Aviation Demand

- Develop aviation demand forecast for 5-, 10-, and 20-year planning horizon.

- Using FAA Terminal Area Forecast (TAF), estimates of aviation demand will include:
  - Based aircraft totals and fleet mix
  - Annual operations by type of aircraft
  - Operational mix by type and Airport Reference Code
  - Critical/design aircraft

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Upcoming Elements

- Facility Requirements
- Environmental Review
- Solid Waste & Recycling Plan
- Sustainability Management Plan
- Part 139 Study
- Land Use Planning
- Alternatives Development & Evaluation
- Implementation, Phasing & Funding
- Airport Layout Plan (ALP)

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Facility Requirements

- Determine the facility needs for the planning horizon.
- Based on demand, FAA design standards, capital maintenance needs, and the vision for SNS.
- Airside facilities
- Landside facilities
- Support facilities and infrastructure

Environmental Review

- Identify potential environmental factors that would need to be addressed as part of future airport environmental studies

- Examples:
  - Noise Impacts
  - Water Quality
  - Endangered and Threatened Species
  - Air Quality
  - Light Emissions
  - Historic, Architectural, Archaeological, and Cultural Resources

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Solid Waste & Recycling Plan

- Review current waste management/recycling practices

- Identify opportunities to:
  - Minimize the generation of solid waste
  - Reduce operations & maintenance needs
  - Minimize cost

- Recommend updated practices

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Sustainability Management Plan

- Economic Viability
  - Minimized operations and cost
  - Local economy
  - Sustainable revenue
- Operational Efficiency
  - Optimize procedures
  - Resilience
  - Solid Waste & Recycling Plan
- Natural Resource Conservation
  - Air quality & water quality
  - Energy management
- Social Responsibility
  - Community & staff engagement
  - Local workforce

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FAR Part 139 Study

- Determine the feasibility of transitioning the Airport to a FAR Part 139 certificated facility as needed to provide relief to MRY during inclement weather or other conditions that require aircraft diversion.

- Data collection & facility analysis
- Agency requirements
- FAR Part 139 outreach & recommendations

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Land Use Planning

- Inventory and assess current and future non-aeronautical land use at and surrounding SNS to support economic sustainability

- Interviews with community stakeholders
- Land use & market analysis

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Alternatives Development & Evaluation

- Prepare and evaluate concepts for Airport development to accommodate future requirements

- Considerations:
  - Design standards
  - Environmental impacts
  - Cost
  - Capacity
  - Operational efficiency

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Implementation, Phasing & Funding

- Define individual development projects
- Develop the implementation schedule, cost estimates, and the Capital Improvement Program (CIP)
- Determine airport development schedule
  - 5-year CIP (short-term development)
  - Intermediate & long-term development plan
- Collect, organize, and analyze historical financial documents
- Identify funding sources for proposed projects

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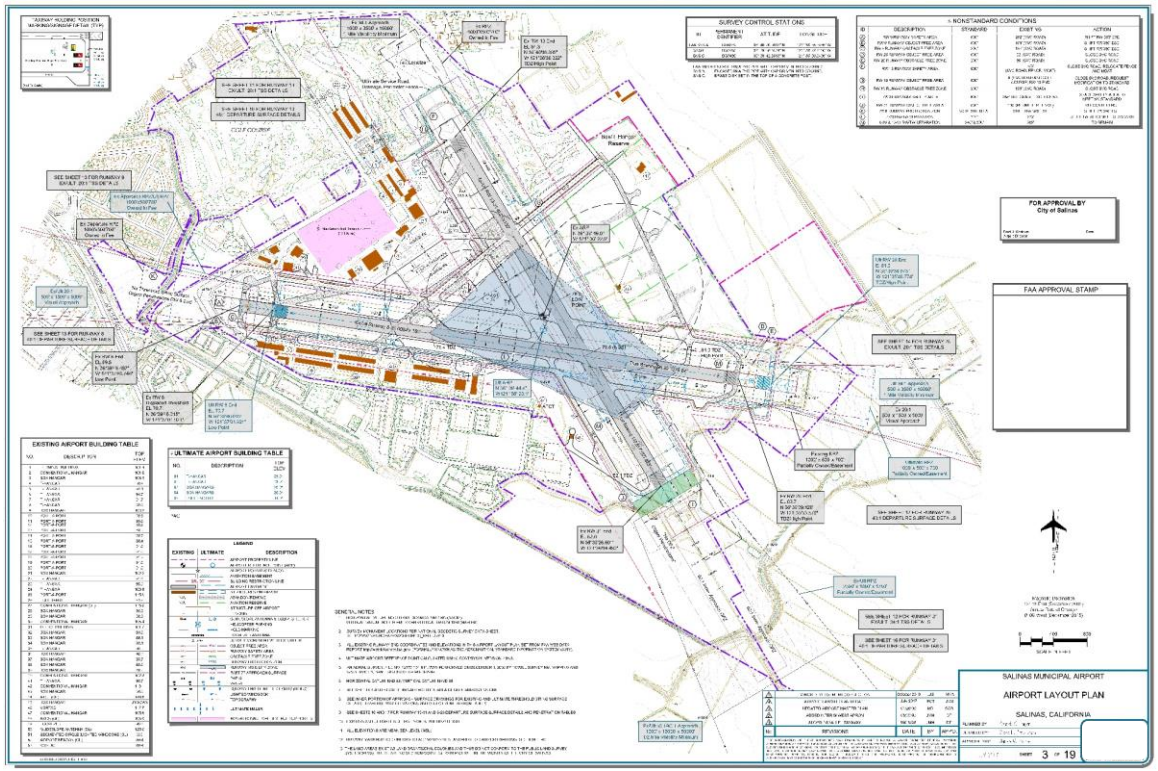
Airport Layout Plan (ALP)

- Receives FAA Approval
- Includes:
  - Visual depiction of phased airport development
  - Data tables
  - FAA design standards
  - Obstructions to airspace
  - Property information



PAC Feedback

Next Steps

- Master Plan working papers review
- Stakeholder interviews
- PAC Meeting #2

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Q&A

- Public Outreach & Working Groups
- Regional Context & Land Use
- Existing Conditions & Inventory
- Forecasts of Aviation Demand
- Demand/Capacity & Facility Requirements
- Land Use Planning
- Alternatives Development & Evaluation
- Environmental Review
- Implementation & Phasing
- Financial Planning
- Master Plan Reporting
- Airport Layout Plan (ALP)
- Solid Waste & Recycling Plan
- Sustainability Management Plan
- Part 139 Study
- AGIS & Aerial Survey
- Project & Grant Administration

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Public Advisory Committee (PAC) Meeting #2

Project Advisory Committee (PAC) Meeting #2

Airport Master Plan
Salinas Municipal Airport
August 24, 2022 | 1:30-4:00 PM

Agenda

- Introductions
- Completed Tasks
  - Recap of Inventory
  - Regional Context
  - Sustainability Workshop
- In Progress Tasks
  - Draft Forecast
  - Draft Part 139 Study
- Upcoming Tasks
  - Intro to Facility Requirements
  - Next Steps

Project Team

- City of Salinas
  - Brett Godown, Airport Manager
  - Ivan Zarate, Airport Maintenance Worker
  - David Jacobs, Director of Public Works
- Consultant Team
  - Kelly Moulton, Project Manager, C&S Companies
  - David Sperling, Quality Control, C&S Companies
  - Jake Shurer, Deputy Project Manager, C&S Companies
  - Whitney Robare, Principal Consultant, C&S Companies
  - Marc Champigny, Principal in Charge, C&S Companies

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Introductions

What destination would you like to see at the Salinas Airport if the airport were to begin commercial service?

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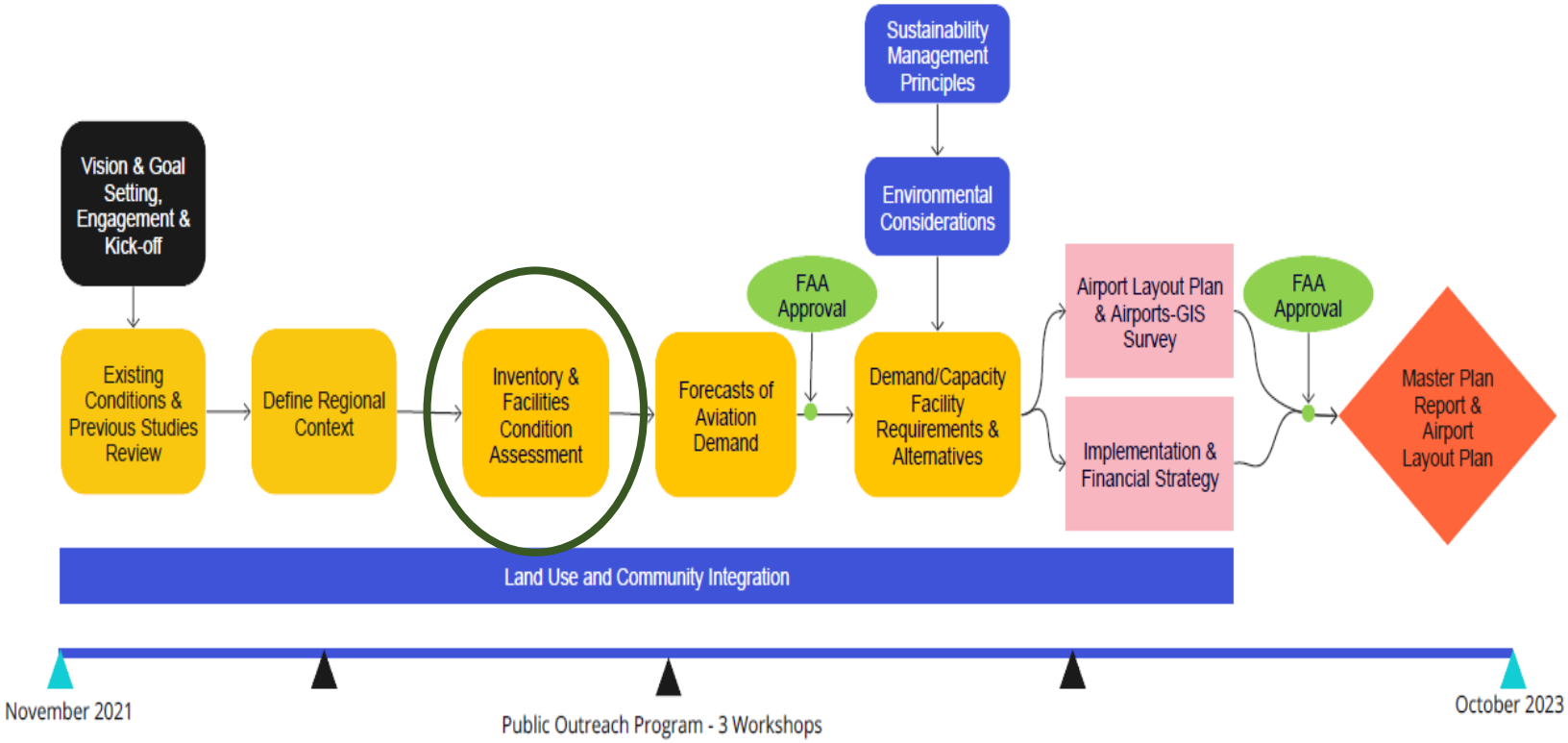
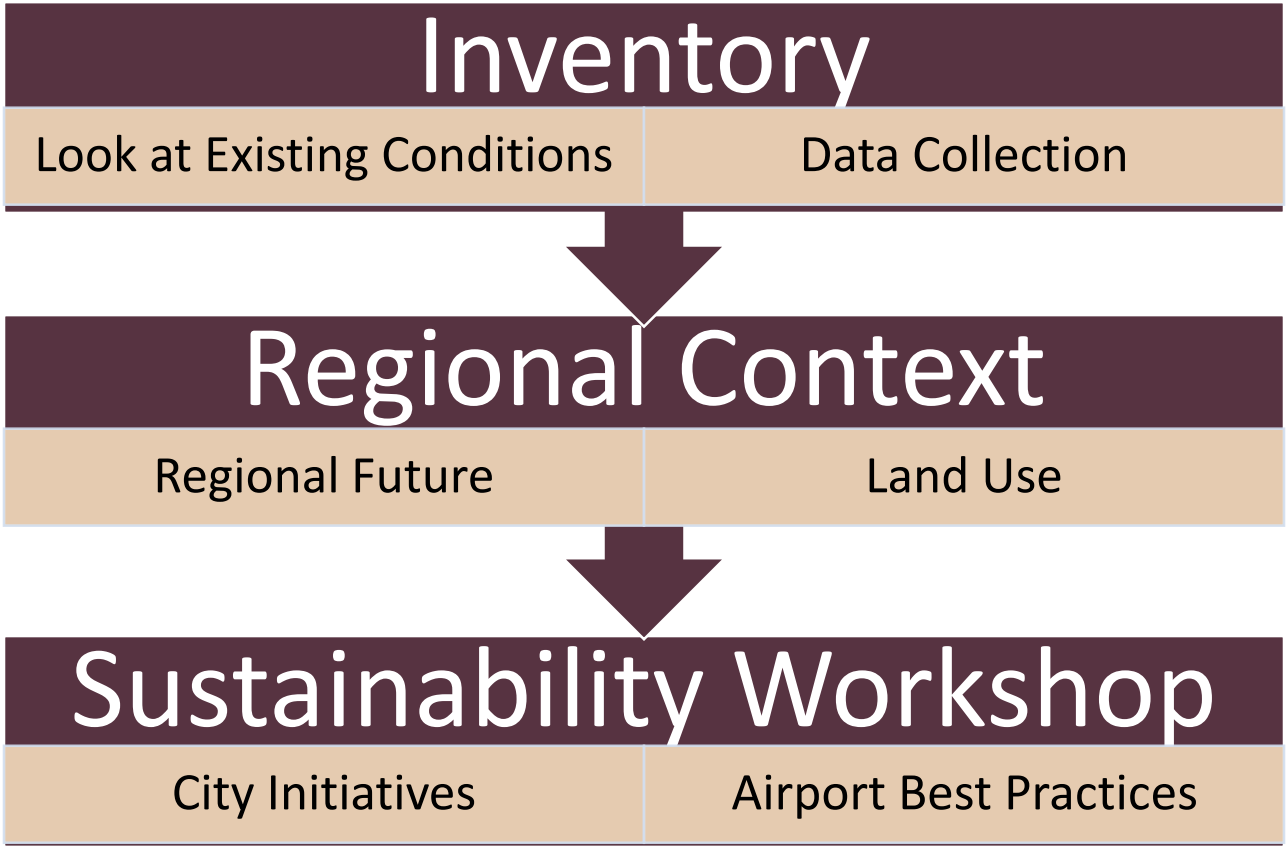
Process Flowchart/Schedule



Completed Tasks



Inventory

- AGIS & Aerial Survey
- Collect information for:
  - Aviation system
  - Airfield
  - Terminal Area
  - Landside
  - GA & Support Facilities
  - Utilities
  - Environmental Data

Inventory- Airside Facilities

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Inventory- Support Facilities

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Regional Context Draft

- Population Increase
- Employment Increase
- Growth Industries
  - Ag. Tech
  - Advanced Air Mobility
- SNS Market Area dominated by Industrial + Retail
- Additional Demand for Industrial Property

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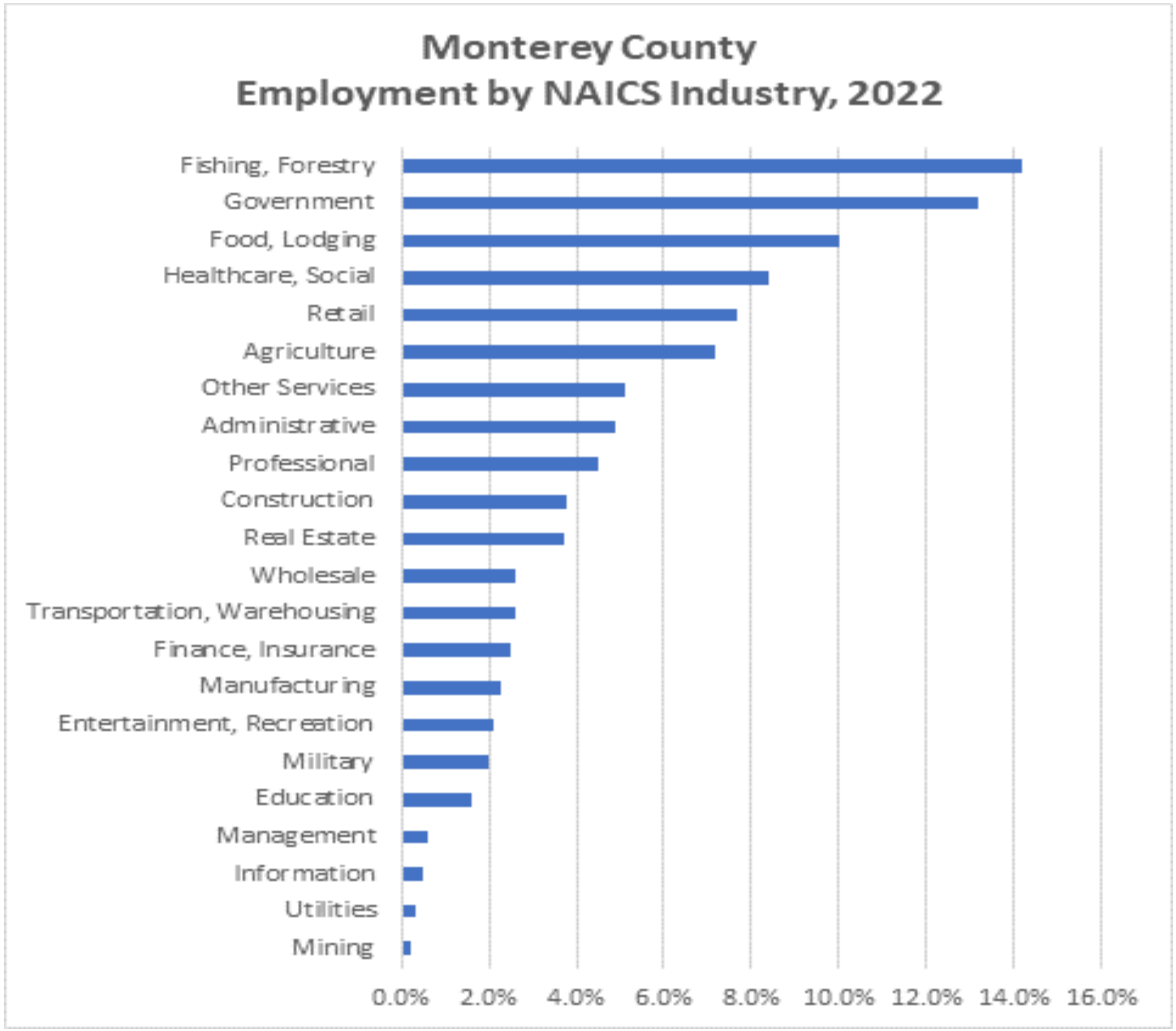
Regional Context Draft



Source: Woods & Poole

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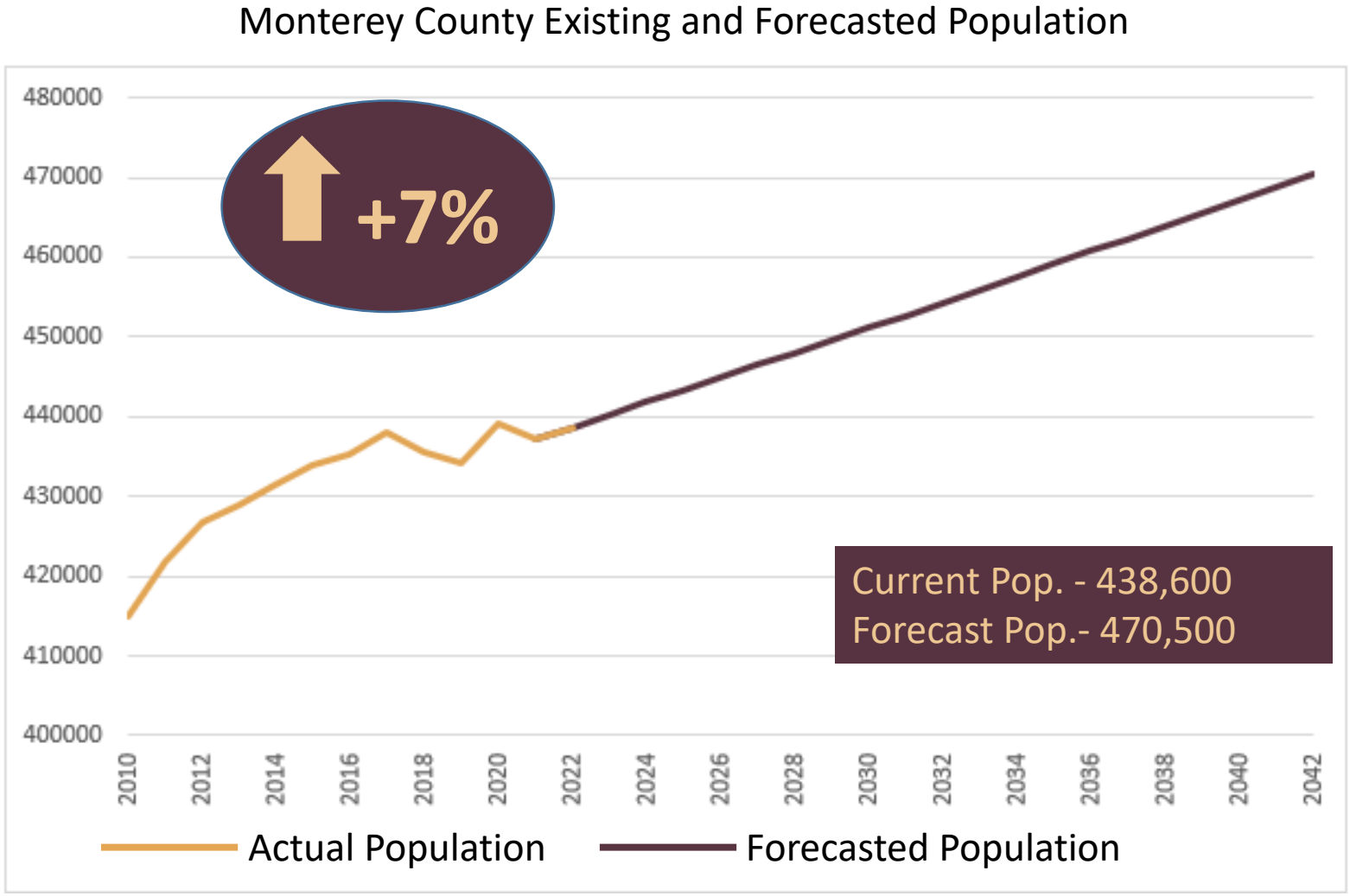
Regional Context Draft



Source: Woods & Poole

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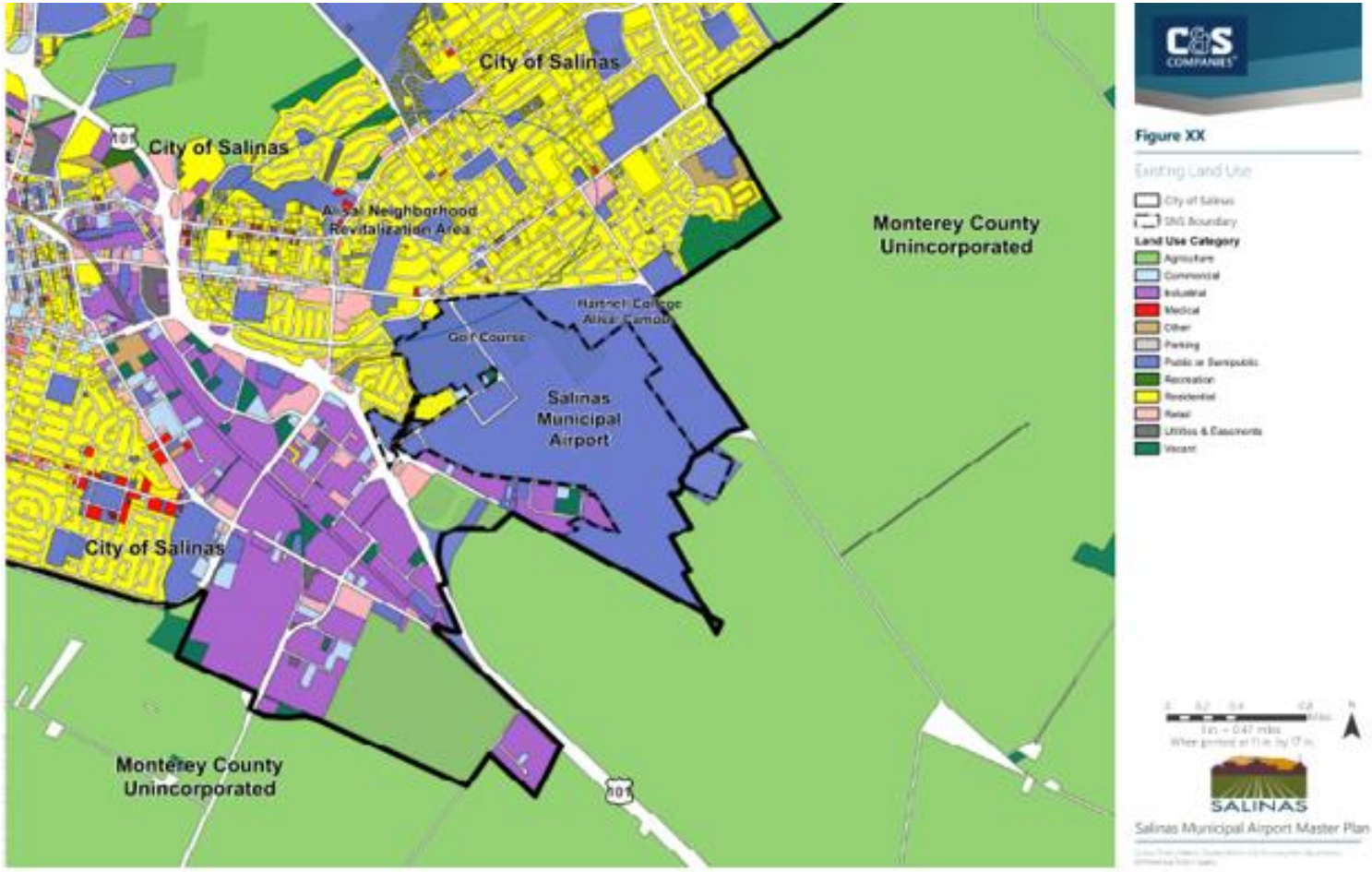
Land Use- Regional Context Draft



PAC Feedback

Sustainability Workshop

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Sustainability Management

- Economic Viability
  - Minimized operations and cost
  - Local economy
  - Sustainable revenue
- Operational Efficiency
  - Optimize procedures
  - Resilience
  - Solid Waste & Recycling Plan
- Natural Resource Conservation
  - Air quality & water quality
  - Energy management
- Social Responsibility
  - Community & staff engagement
  - Local workforce

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Sustainability Workshop Recap

- Defined Sustainability + Sustainability Plan
- Discussed City Sustainability Initiatives
- Airport Sustainability Best Practices
- Small Group Discussion + Dot Polling

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Top Recommendations

- Economic Viability
  - Land Use Planning (HABU)
  - Attract Diverse Tenants (Commercial Service, Avionics, eVTOL, other innovations)

- Natural Resource Conservation
  - Implementation of Proper Food Waste Management (Compostable food ware and diversion of food waste)
  - Installing Solar Field, Wind Turbines, and EV Charging
  - Establish building standards to encourage resource neutrality
  - Stormwater Capture and Reuse

- Operational Efficiency
  - Education
  - Optimize Policy/ Procedure

- Social Responsibility
  - Build Sustainability Initiatives into Public Events
  - Build Relationships with other Departments, The City, and County Organizations
  - Engage local schools, co-ops, educate the community on what the airport does, what can be done and how the land impacts the airport's future

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Poll Questions

Access Poll Everywhere to answer some questions for us...

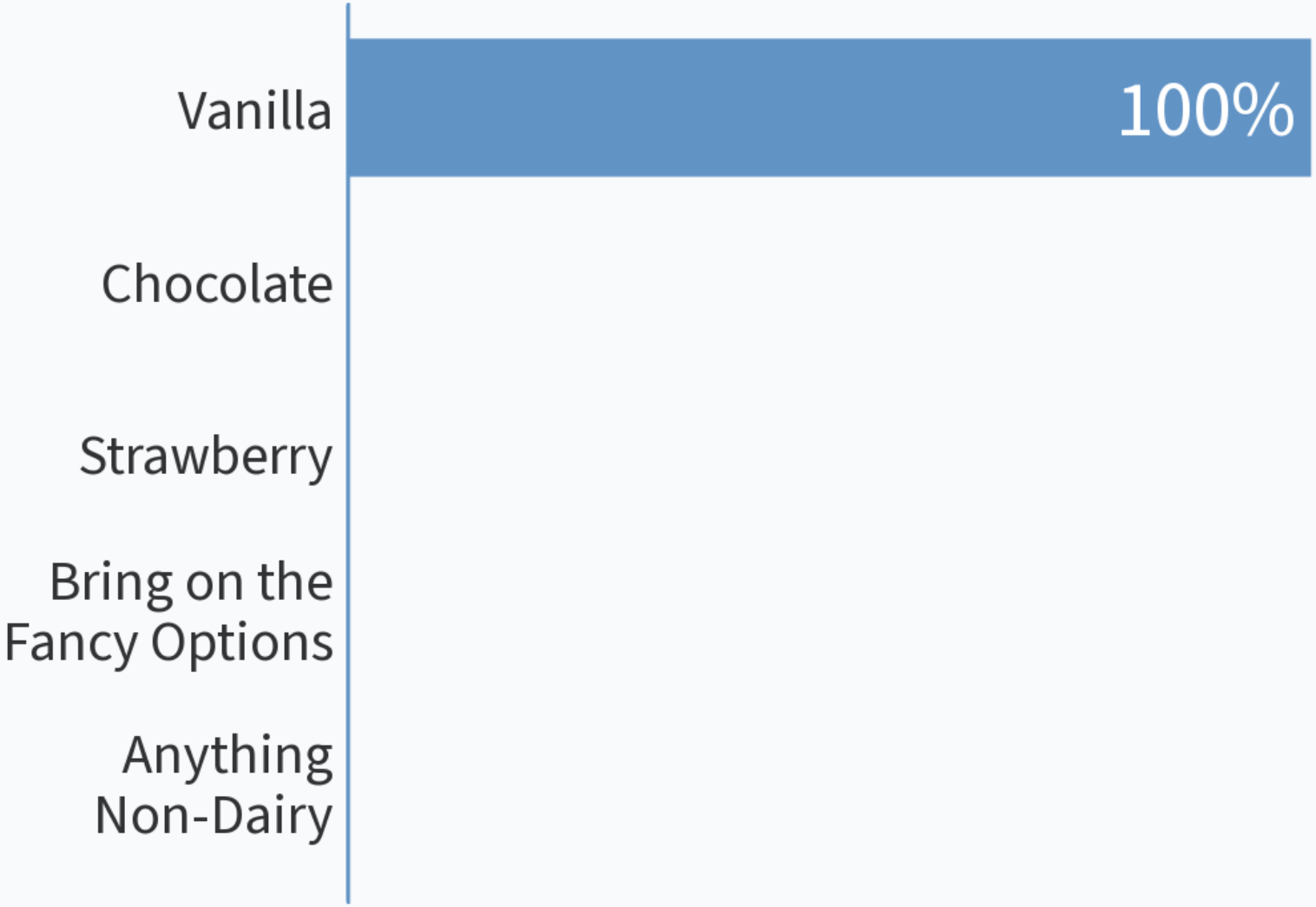
Join by Web

1. Go to **PollEv.com**
2. Enter **CLIMBTOGETHER**
3. Respond to activity

Join by Text

1. Text **CLIMBTOGETHER** to **22333**
2. Text in your message

Which ice cream flavor do you prefer?

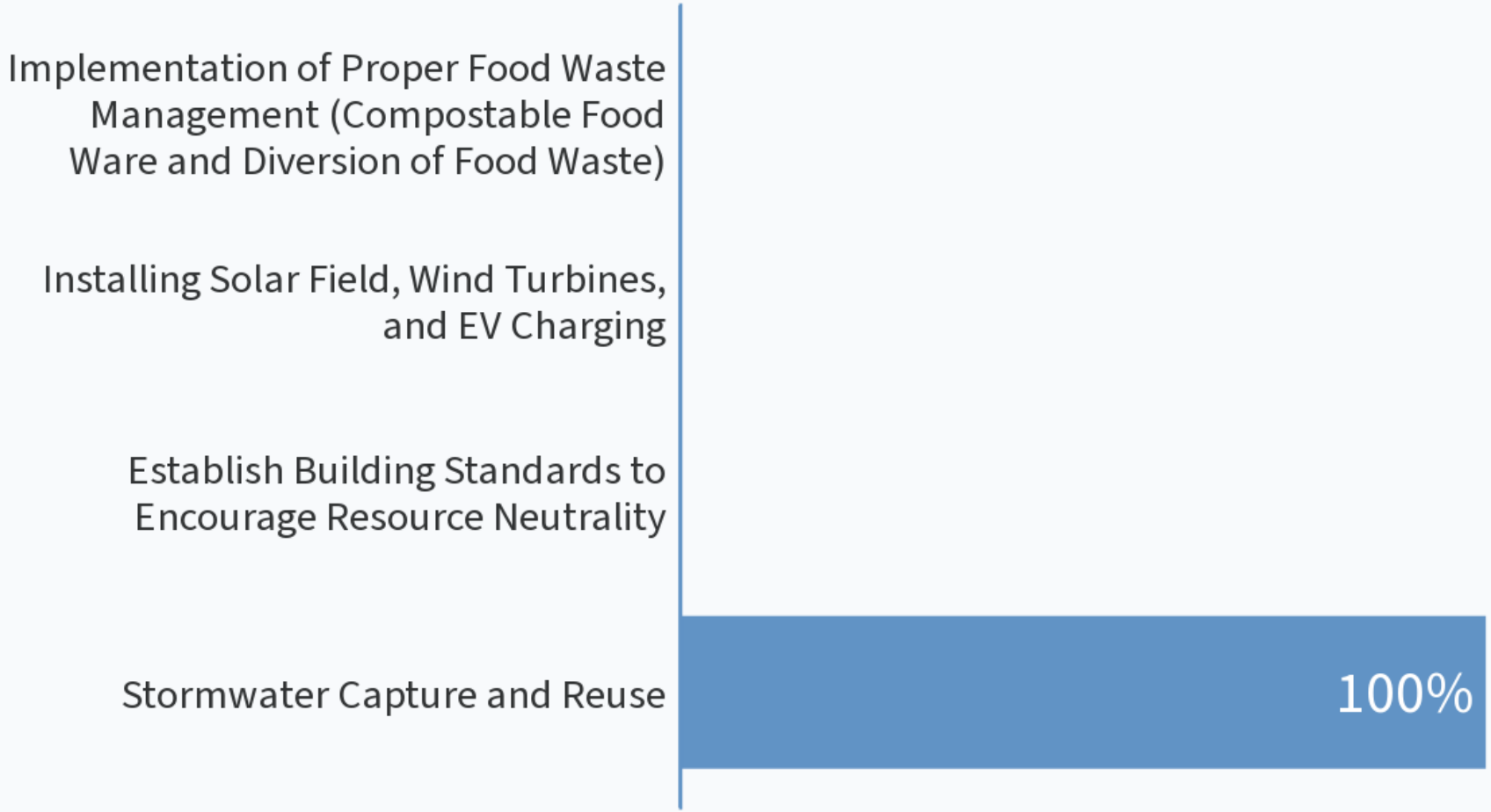


Economic Viability- Minimized Operations and Cost/ Local Economy/ Sustainable Revenue

Land Use Planning (Highest and Best Use) **A**

Attract Diverse Tenants (Commercial Service, Avionics, eVTOL, Other Innovations) **B**

Natural Resource Conservation- Air & Water quality/ Energy Management



Operational Efficiency- Resilience/ Solid Waste & Recycling Plan

Education

Optimize Policy + Procedures

Social Responsibility- Community & Staff Engagement/ Local Workforce

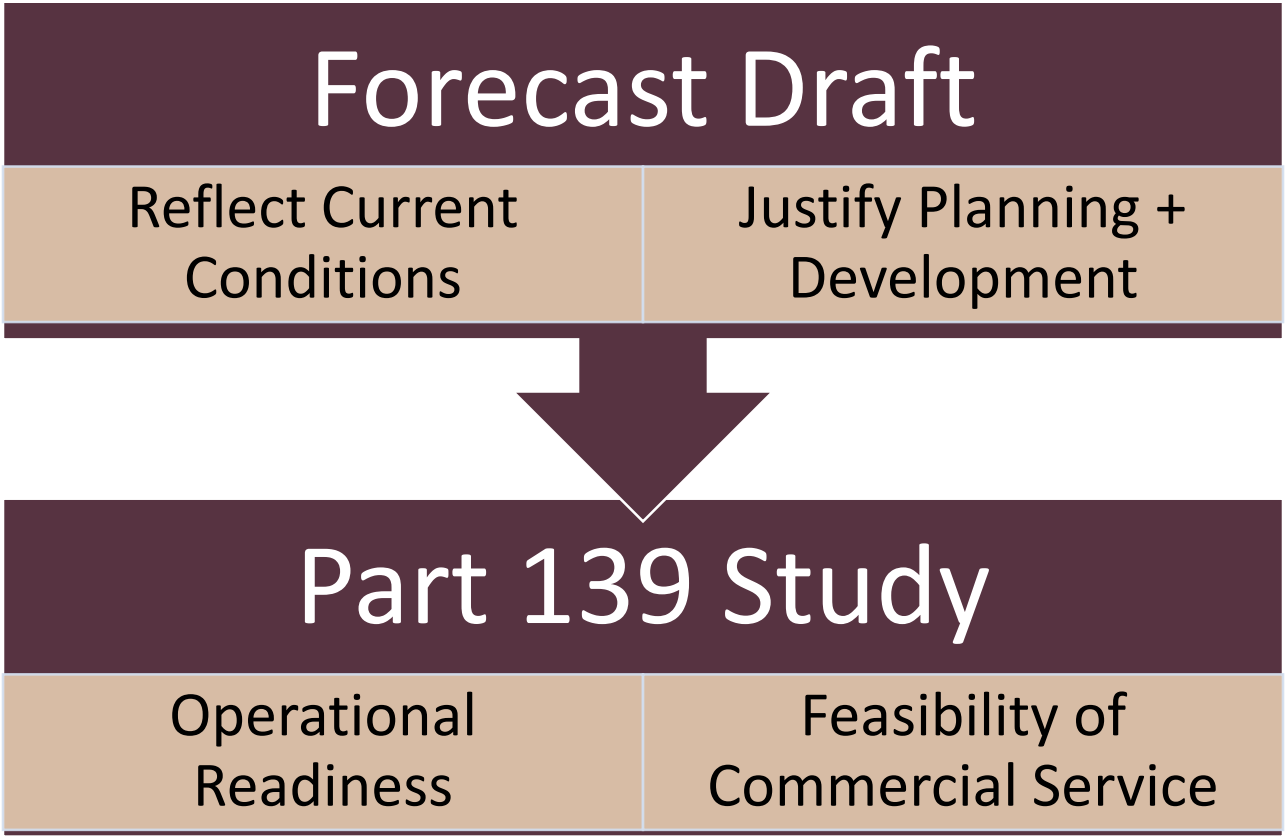
Build Sustainability Initiatives into Public Events

Build Relationships with other Departments, The City, and County Organizations

Engage Local Schools, Co-Ops, Educate the Community on What the Airport Does, What Can Be Done and How the Land Impacts the Airport's Future

PAC Feedback

Tasks In-Process



Forecast of Aviation Demand

- What is critical aircraft?
  - The most demanding aircraft type or grouping of aircraft with similar characteristics, that makes regular use of the airport.
- Define Regular Use?
  - 500 annual operations, including both itinerant and local operations (take-off or landing).
- How does critical aircraft affect Master Plan?
  - Critical Aircraft is used in facility planning and design studies and related FAA decision making.

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Forecast of Aviation Demand

- Forecasts of Salinas Municipal Airport's future aviation demand were developed for the planning period extending through 2041 using various data sources

B-II Citation CJ4

C-II Learjet 75

	Existing	2041
Based Aircraft	153	190
Operations	62,335	81,219
Itinerant	*37,401*	*48,731*
Local	*24,934*	*32,488*
Peak Month	7,840	9,746
Average Day Peak Monthly	241	314
Design Hour	30	39

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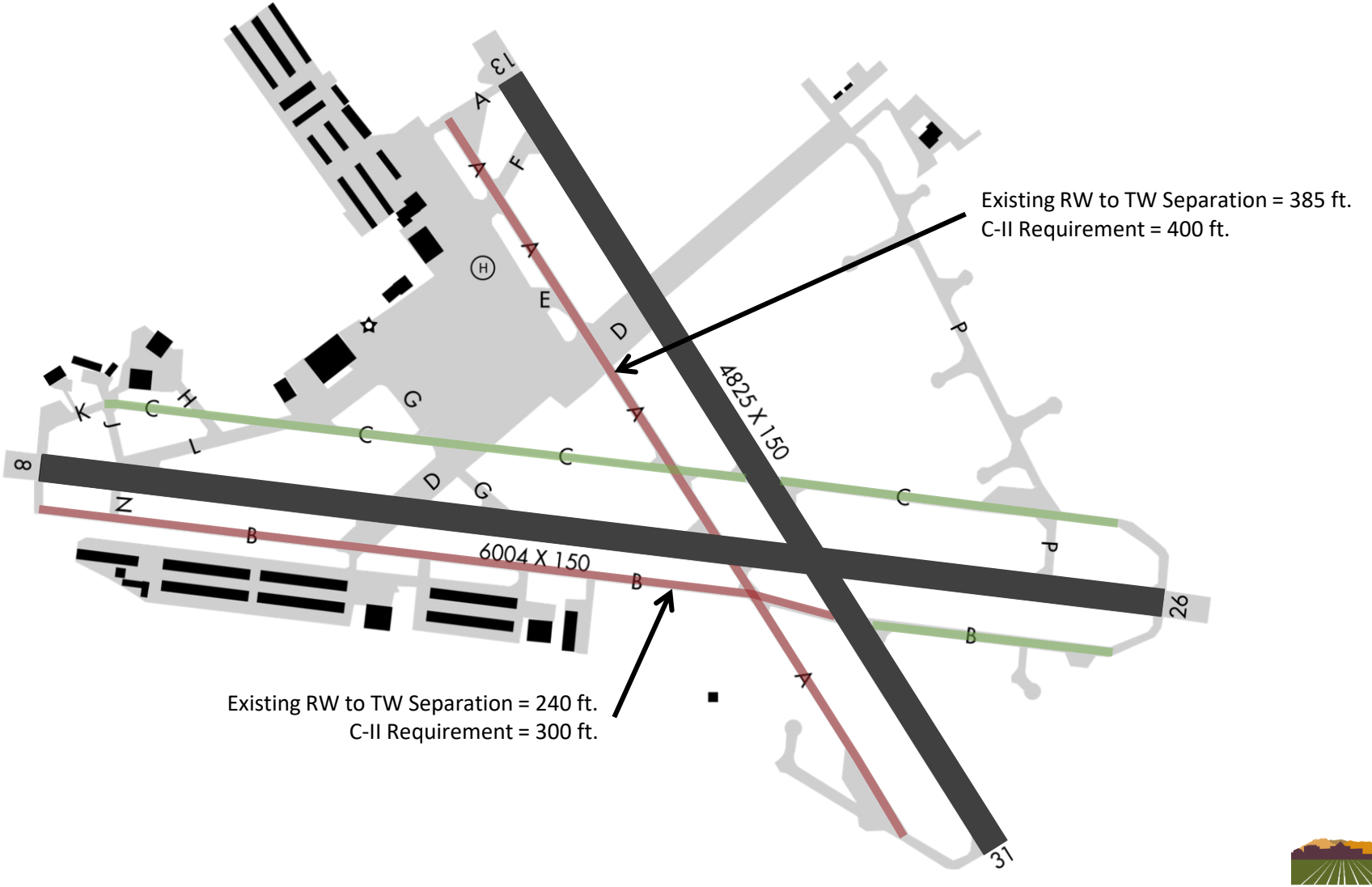
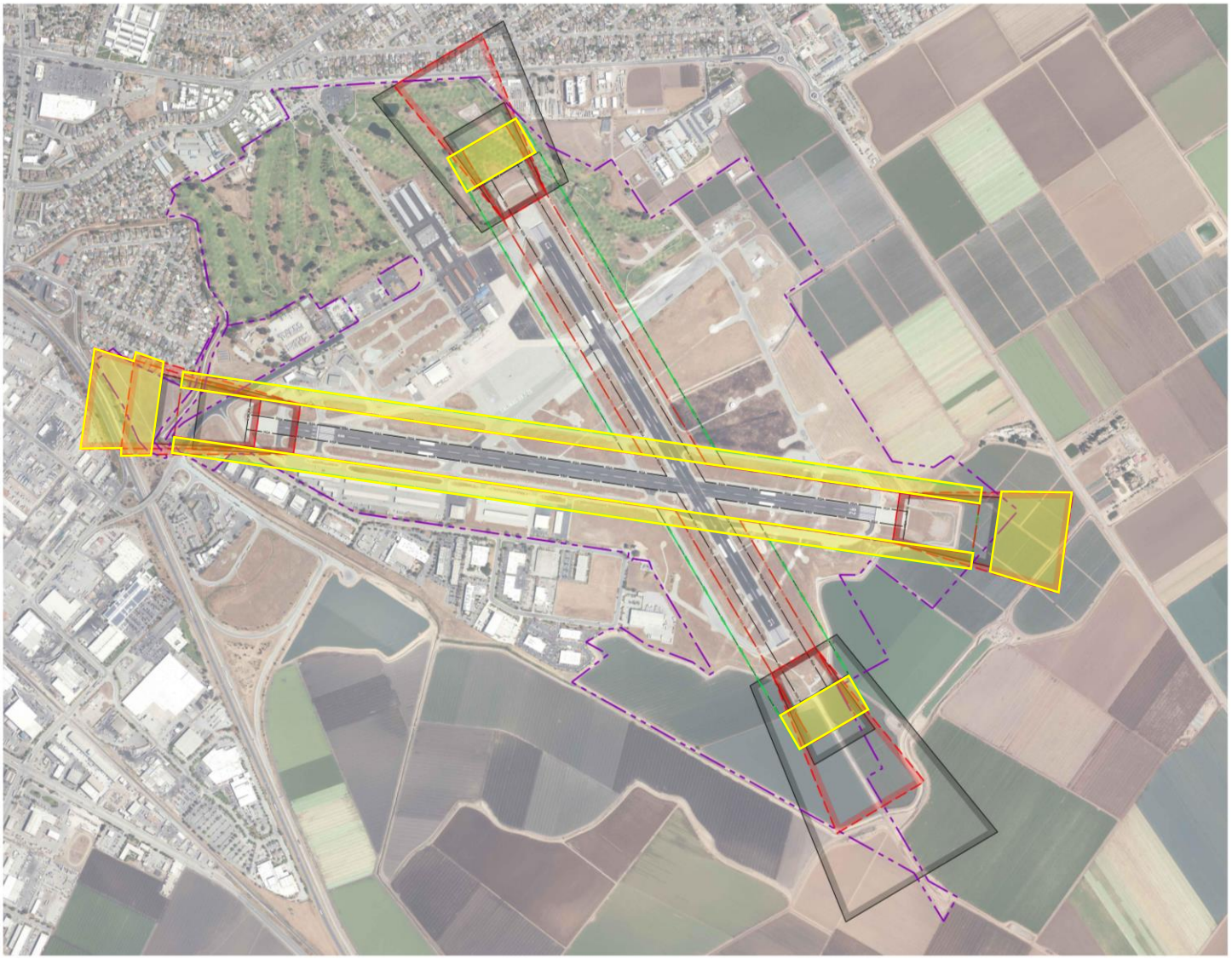
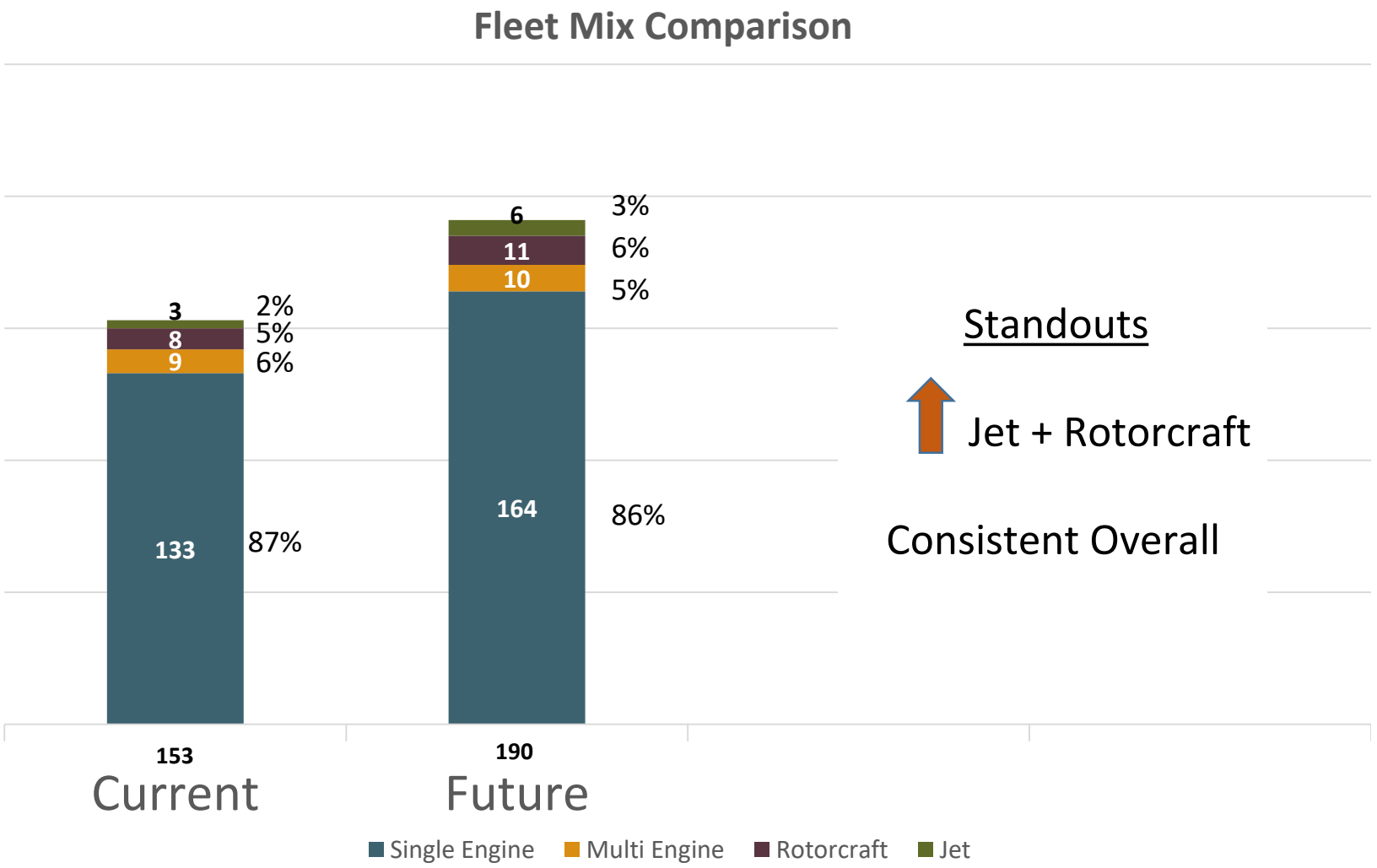
Impacts of Changing Critical Aircraft



Impacts of Changing Critical Aircraft



Based Aircraft Info



Standouts

Jet + Rotorcraft

Consistent Overall

Fleet Mix

- Verti-Port AC 150/5390-3
- Growth Areas- eVTOL
- Powered Lift Category (eVTOL)

Part 139 Study Draft

- Data collection & facility analysis
- Agency requirements
- FAR Part 139 outreach & recommendations

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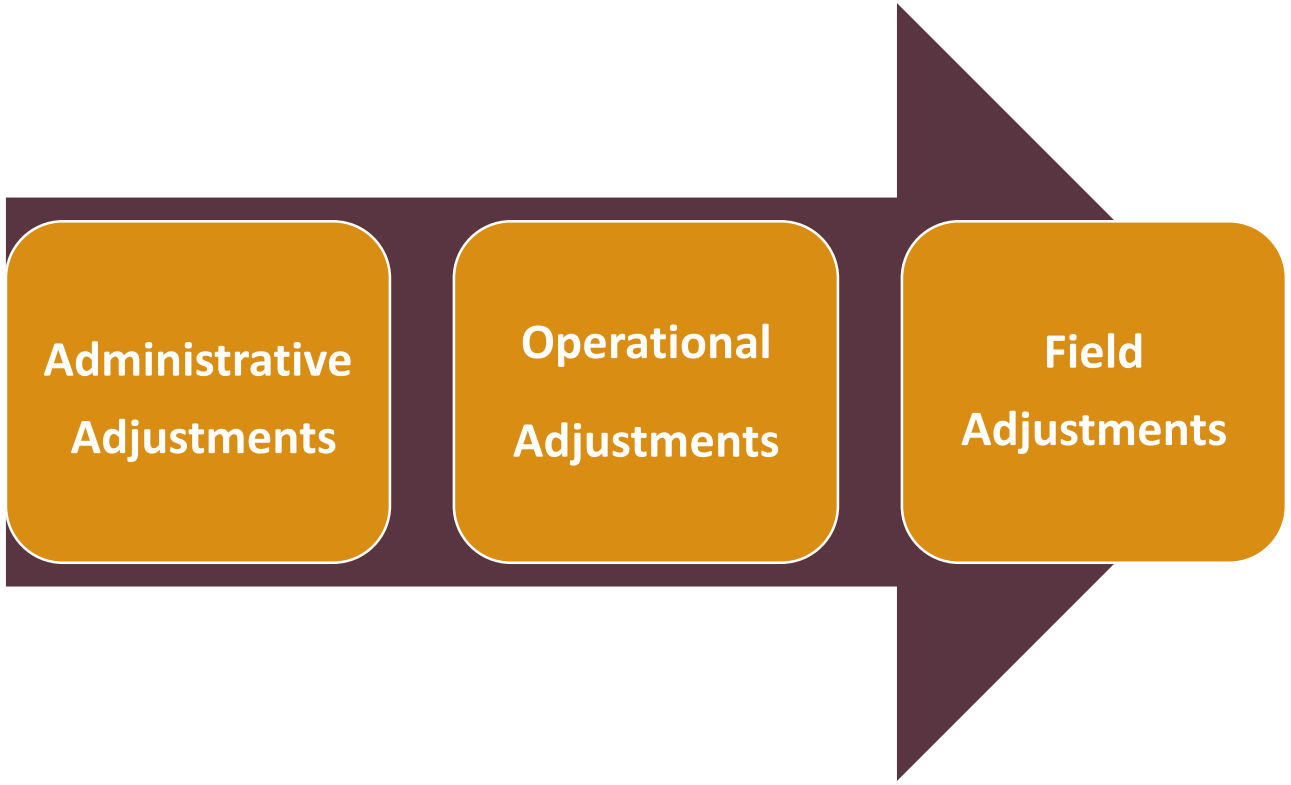
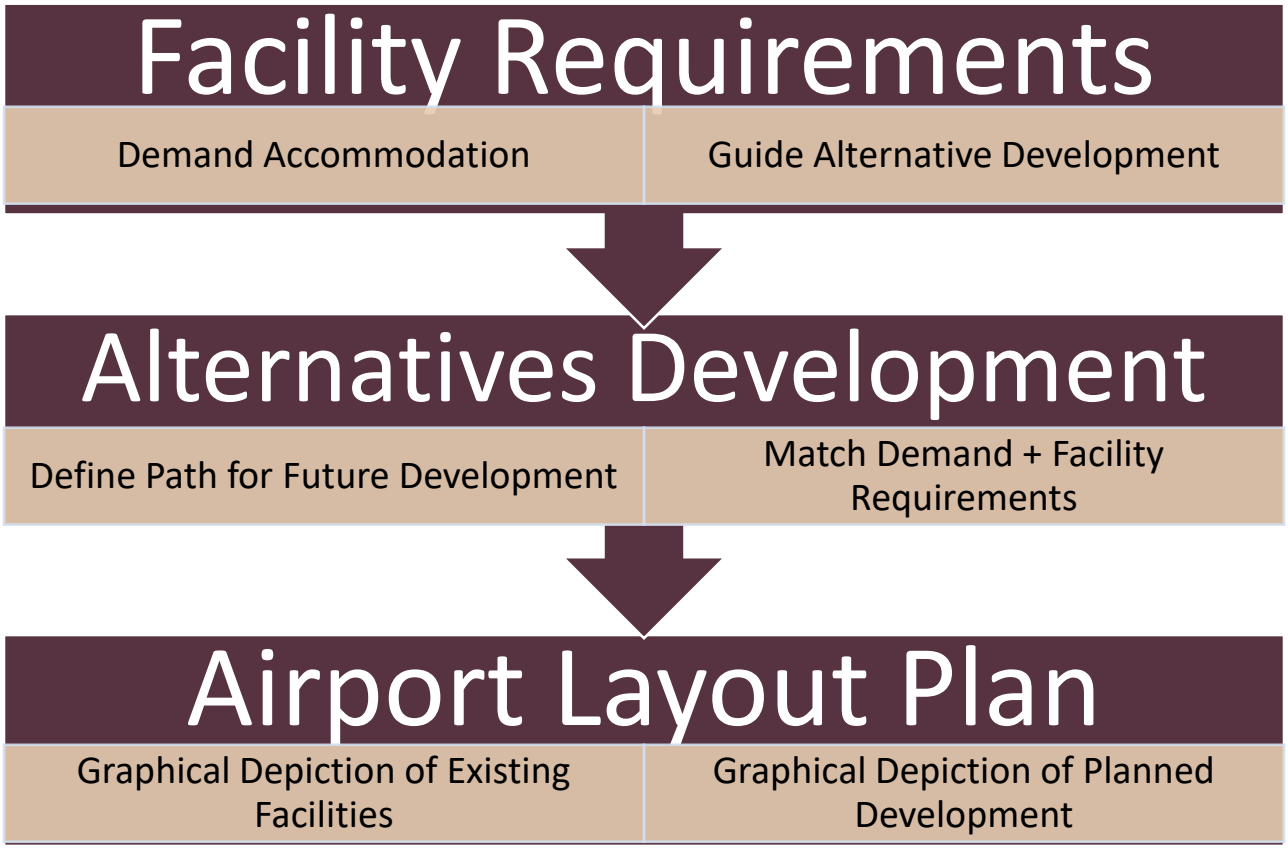
Part 139 Study Draft

Key Observations from Site Visit



PAC Feedback

Upcoming Tasks



Next Steps

- Master Plan working papers review
- Public Outreach
- PAC Meeting #3

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Q&A

- Public Outreach & Working Groups
- Regional Context & Land Use
- Existing Conditions & Inventory
- Forecasts of Aviation Demand
- Demand/Capacity & Facility Requirements
- Land Use Planning
- Alternatives Development & Evaluation
- Environmental Review
- Implementation & Phasing
- Financial Planning
- Master Plan Reporting
- Airport Layout Plan (ALP)
- Solid Waste & Recycling Plan
- Sustainability Management Plan
- Part 139 Study
- AGIS & Aerial Survey
- Project & Grant Administration

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Public Advisory Committee (PAC) Meeting #2.5

Project Advisory Committee (PAC) Meeting #2.5

Airport Master Plan
Salinas Municipal Airport
November 16, 2022 | 1:00-2:30 PM

Agenda

- Project Update
- Forecast Overview
- Critical Aircraft
- Potential Impacts
- Next Steps

Project Team

- City of Salinas
  - Brett Godown, Airport Manager
  - Ivan Zarate, Airport Maintenance Worker
  - David Jacobs, Director of Public Works
- Consultant Team
  - Kelly Moulton, Project Manager, C&S Companies
  - David Sperling, Quality Control, C&S Companies
  - Jake Shurer, Deputy Project Manager, C&S Companies
  - Whitney Robare, Principal Consultant, C&S Companies
  - Marc Champigny, Principal in Charge, C&S Companies

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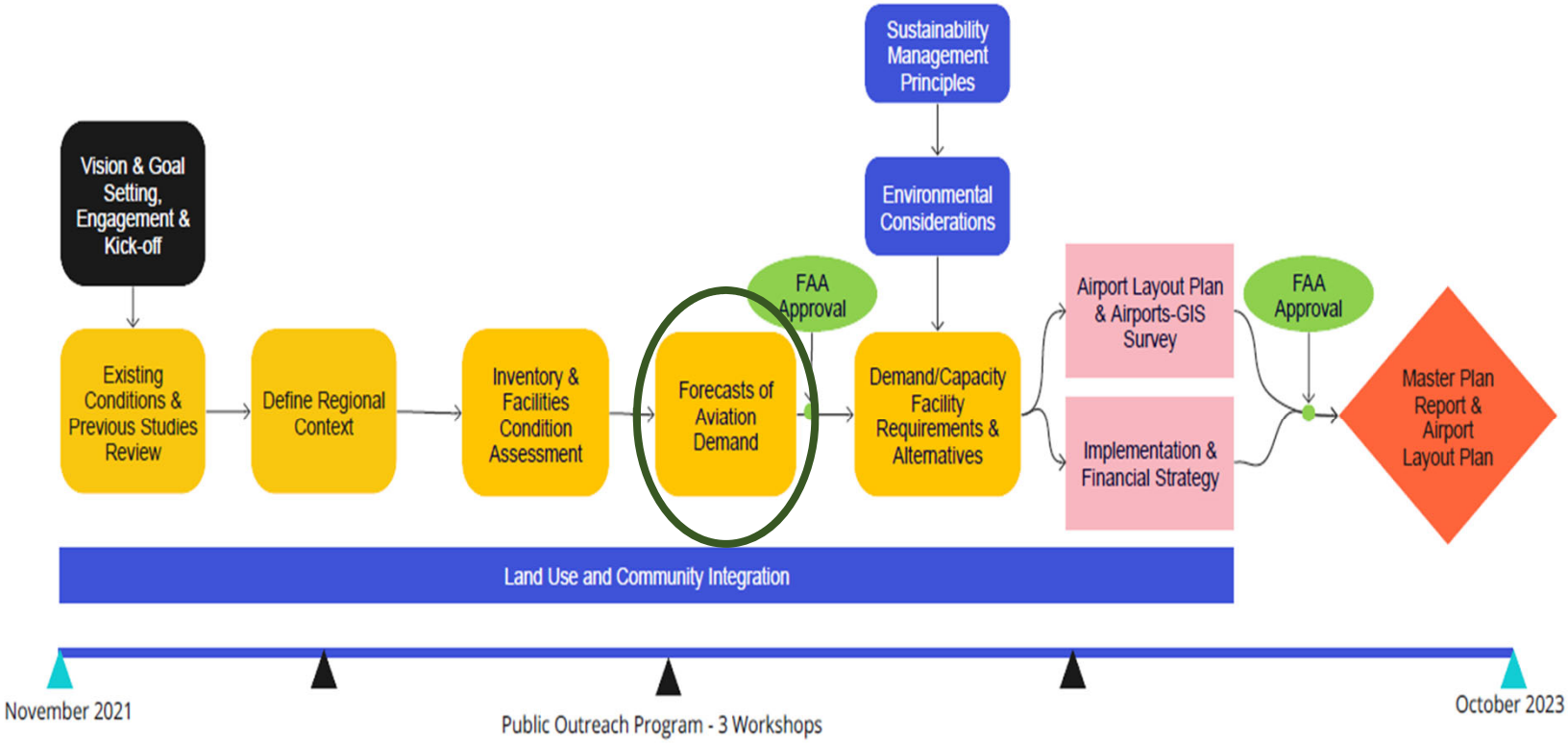
Process Flowchart/Schedule



Forecasts of Aviation Demand

Forecasts of Salinas Municipal Airport's future aviation demand were developed for the planning period extending through 2041 using various data sources

Based Aircraft Forecast

- Baseline from National Based AC Inventory
- Historical data from FAA TAF
- *FAA TAF Adjusted Forecast*

Operations Forecast

- Baseline & History from FAA TAF
- TFMSC – IFR Operations Counts
- National, Regional and Local Trends
- *FAA TAF Forecast*

	Existing	2041
Based Aircraft	153	190
Operations	62,335	81,219
Itinerant	37,401	48,731
Local	24,934	32,488
Peak Month	7,840	9,746
Average Day Peak Monthly	241	314
Design Hour	30	39

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What do the Numbers Mean?

How does the Forecast of Operations translate to Airport Development?

Peak Month

- Calendar month when peak operations occur
- August 2021 with 12%

Average Day Peak Month (ADPM)

- Average day within the peak month
- 7,480 divided by 31 (# of days in August)

Design Hour

- Peak hour within ADPM
- Range between 10-15% of ADPM operations
- 12.5% for SNS

	Existing	2041
Based Aircraft	153	190
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Local	24,934	32,488
Peak Month	7,840	9,746
Average Day Peak Monthly	241	314
Design Hour	30	39

Design Hours are used to determine facility needs:

- Vehicle Parking
- Terminal Space Requirements
- Airport Capacity

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Critical Aircraft

- What is critical aircraft?

  The most demanding aircraft type or grouping of aircraft with similar characteristics, that makes regular use of the airport.

- Define Regular Use?

  500 annual operations, including both itinerant and local operations (take-off or landing).

- How does critical aircraft affect Master Plan?

  Critical Aircraft is used in facility planning and design studies and related FAA decision making.

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Critical Aircraft

Existing Critical Aircraft:

B-II AAC/ADG with over 1,400 annual operations

B-II Citation CJ4

Future Critical Aircraft:

C-II AAC/ADG with over 300 annual operations

C-II Learjet 75

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Example Aircraft

B-II Aircraft

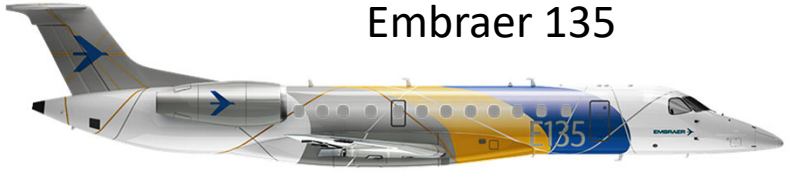
King Air C90GTx

Falcon 2000S

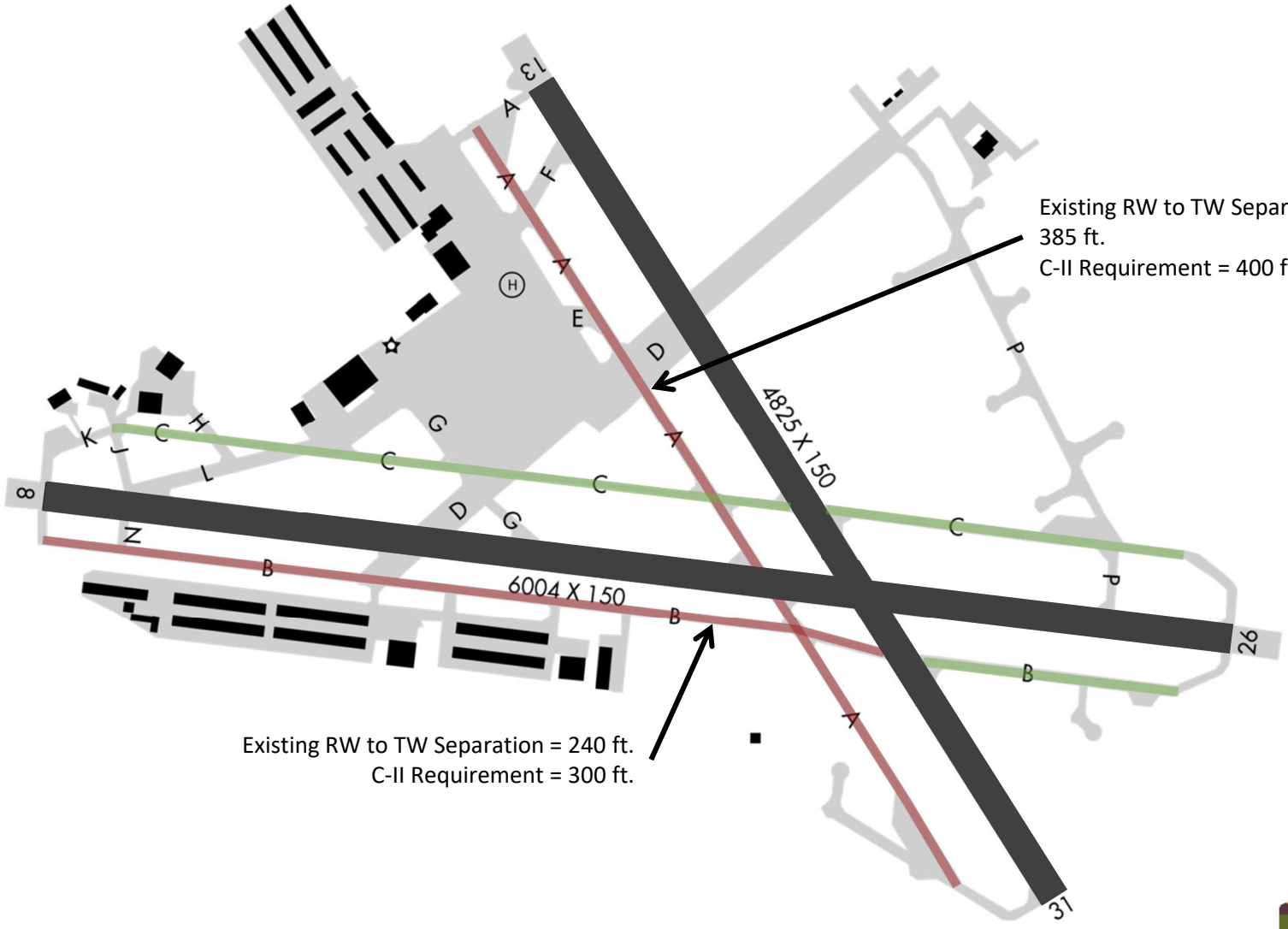
C-II Aircraft

CRJ 700

Embraer 135



Impacts of Changing Critical Aircraft



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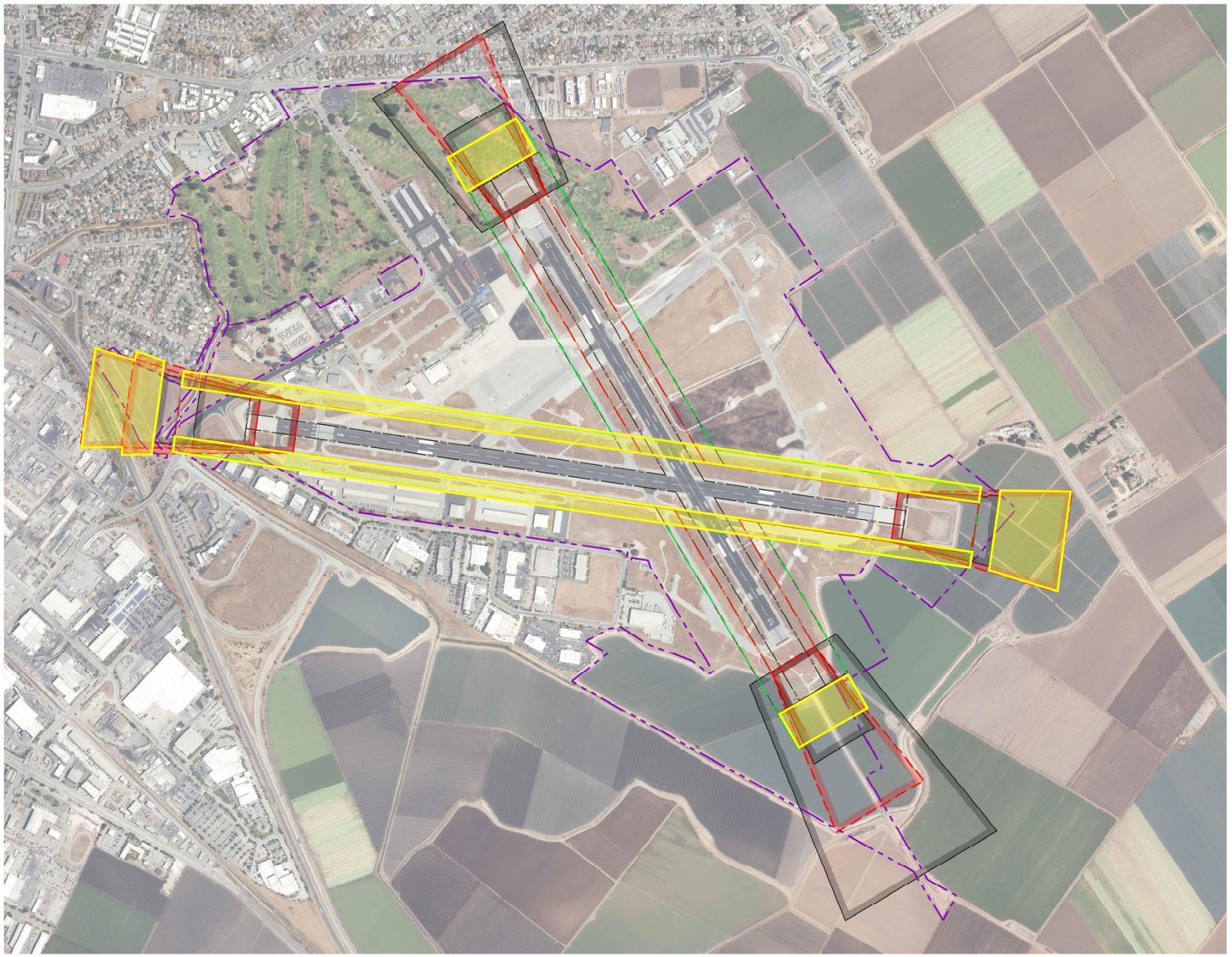

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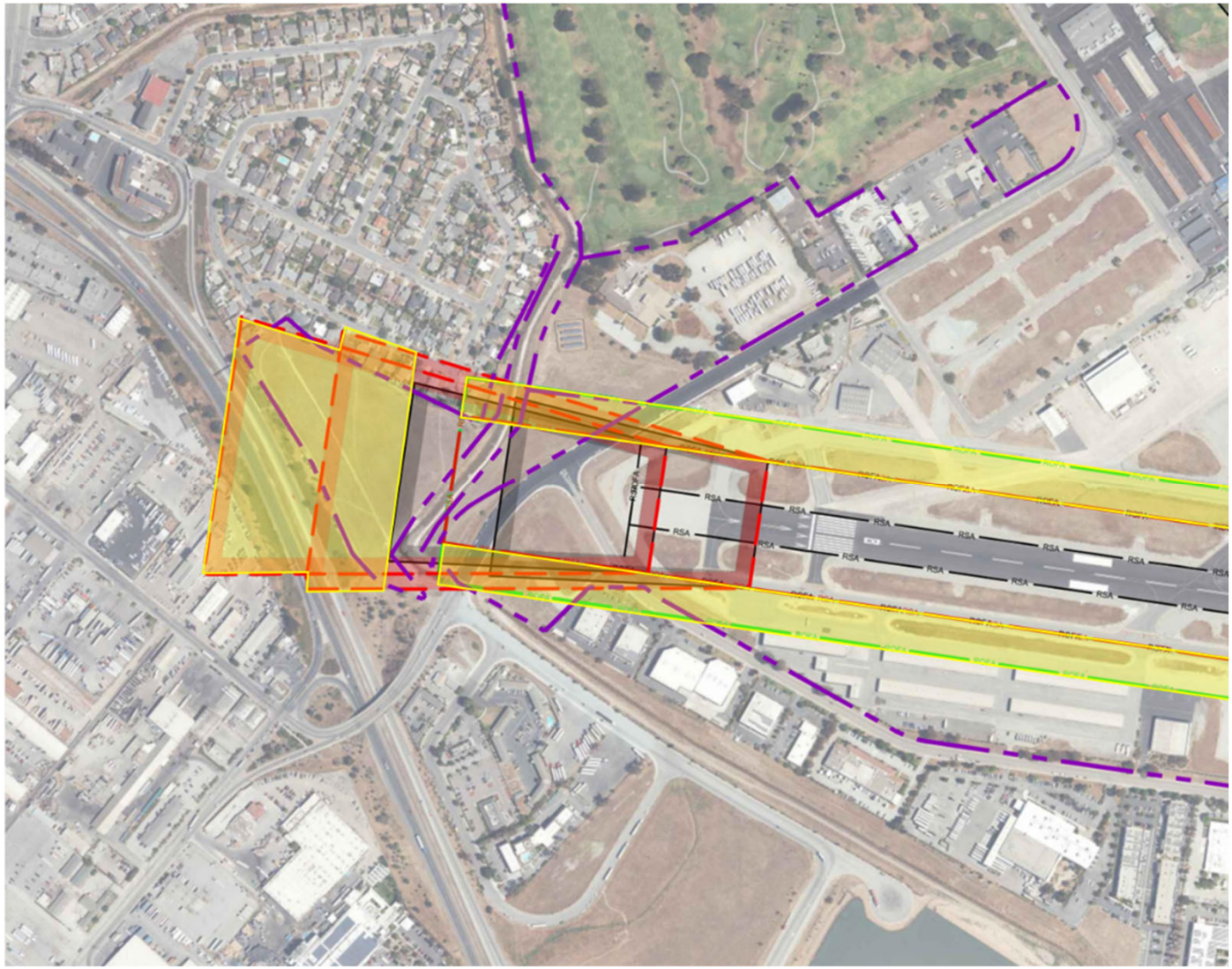

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Next Steps

- PAC consensus on best path forward
- Submit forecast to FAA for review and approval

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Open Discussion

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Public Advisory Committee (PAC) Meeting #3

Project Advisory Committee (PAC) Meeting #3

Airport Master Plan
Salinas Municipal Airport
March 23, 2023 | 2:00-4:00 PM

Agenda

- Project Update
- Forecast Recap
- Landside Requirements
- Airside Requirements
- Alternatives
- Next Steps

Project Team

- City of Salinas
  - Brett Godown, Airport Manager
  - Ivan Zarate, Airport Maintenance Worker
- Consultant Team
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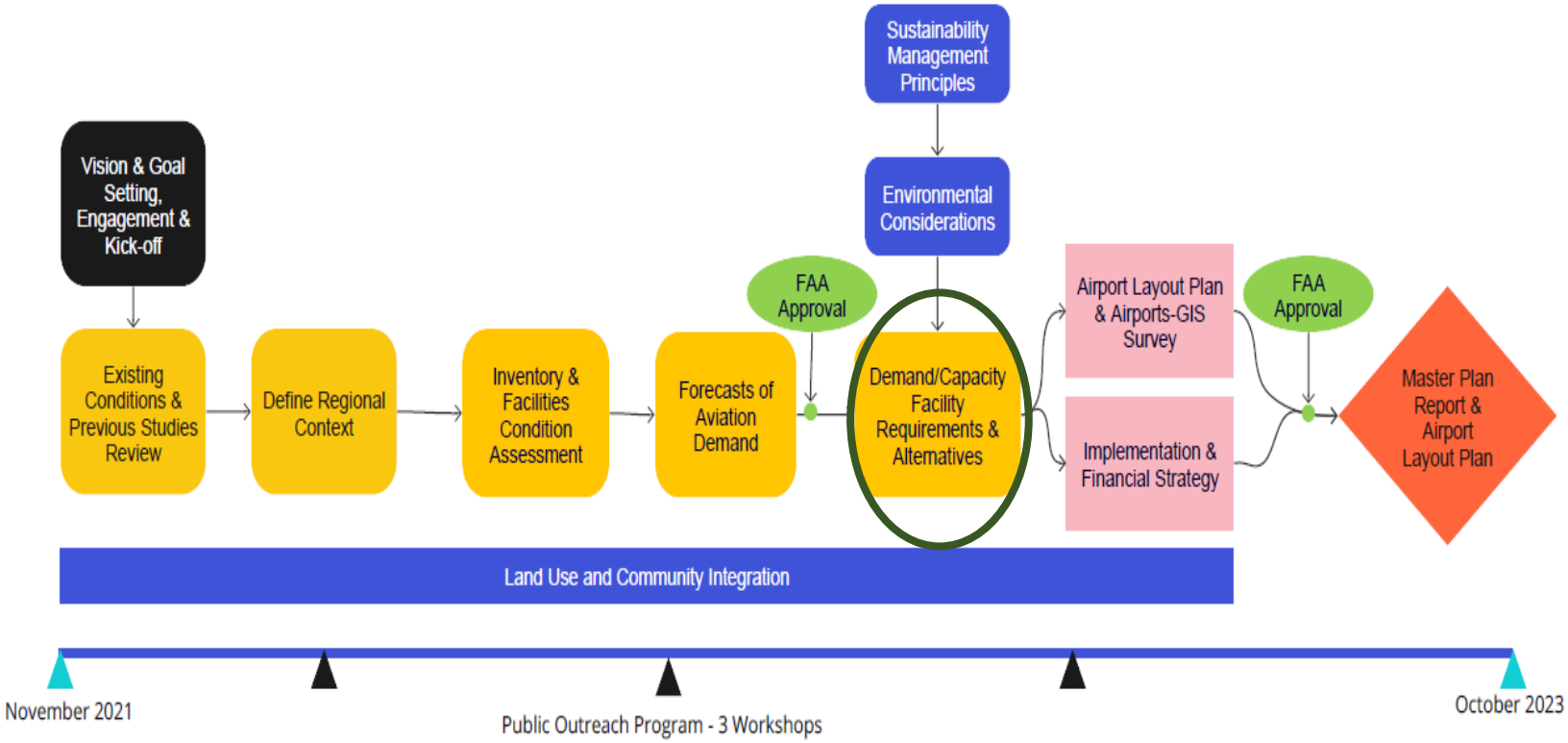
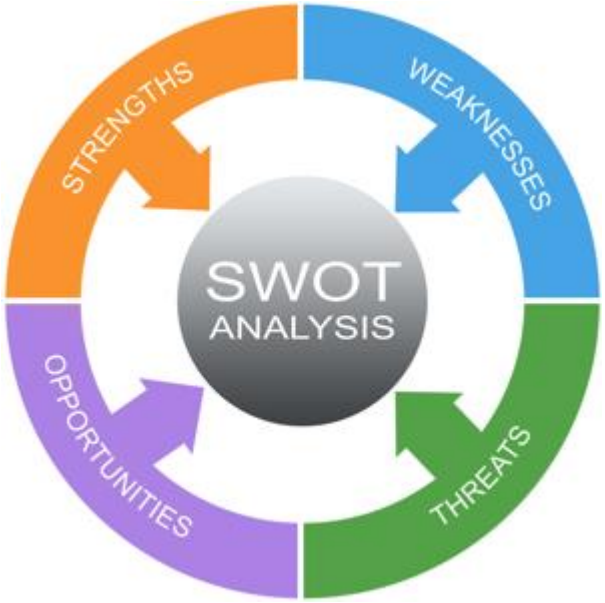
Process Flowchart/Schedule



Check In

- What does SNS do well?
  - What are the strengths?
  - What are we proud of?

- What could SNS do better?
  - What constraints do we have?



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Forecast Summary

	Existing	2026	2031	2036	2041
Based Aircraft	153	162	171	180	190
Operations	62,335	78,191	79,187	80,196	81,219
Itinerant	*37,401*	*46,915*	*47,512*	*48,118*	*48,731*
Local	*24,934*	*31,276*	*31,675*	*32,078*	*32,488*
Peak Month	7,480	9,383	9,502	9,624	9,746
Average Day Peak Month	241	303	307	310	314
Design Hour	30	38	38	39	39

Source: Salinas Municipal Airport; C&S Engineers, Inc. (June 2022)

20 Year Planning Horizon

Current

Critical Aircraft
B-II Citation CJ4

Future

Critical Aircraft
C-II Learjet 75

Facility Requirements

- Revisiting the Forecast
- What are the Facility Requirements
  - Landside Facility
  - Airside Facility

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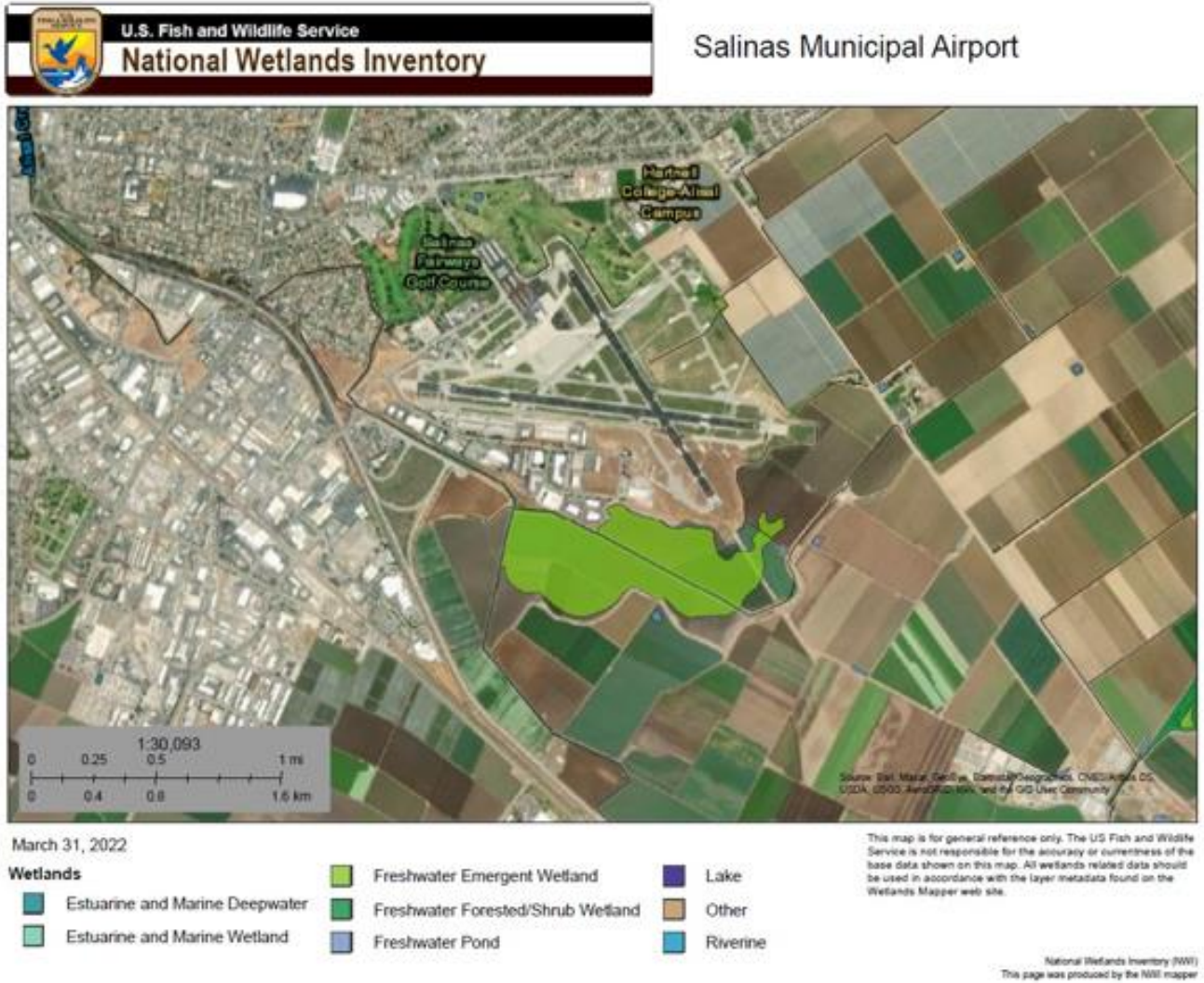
Environmental Overview



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Environmental Overview

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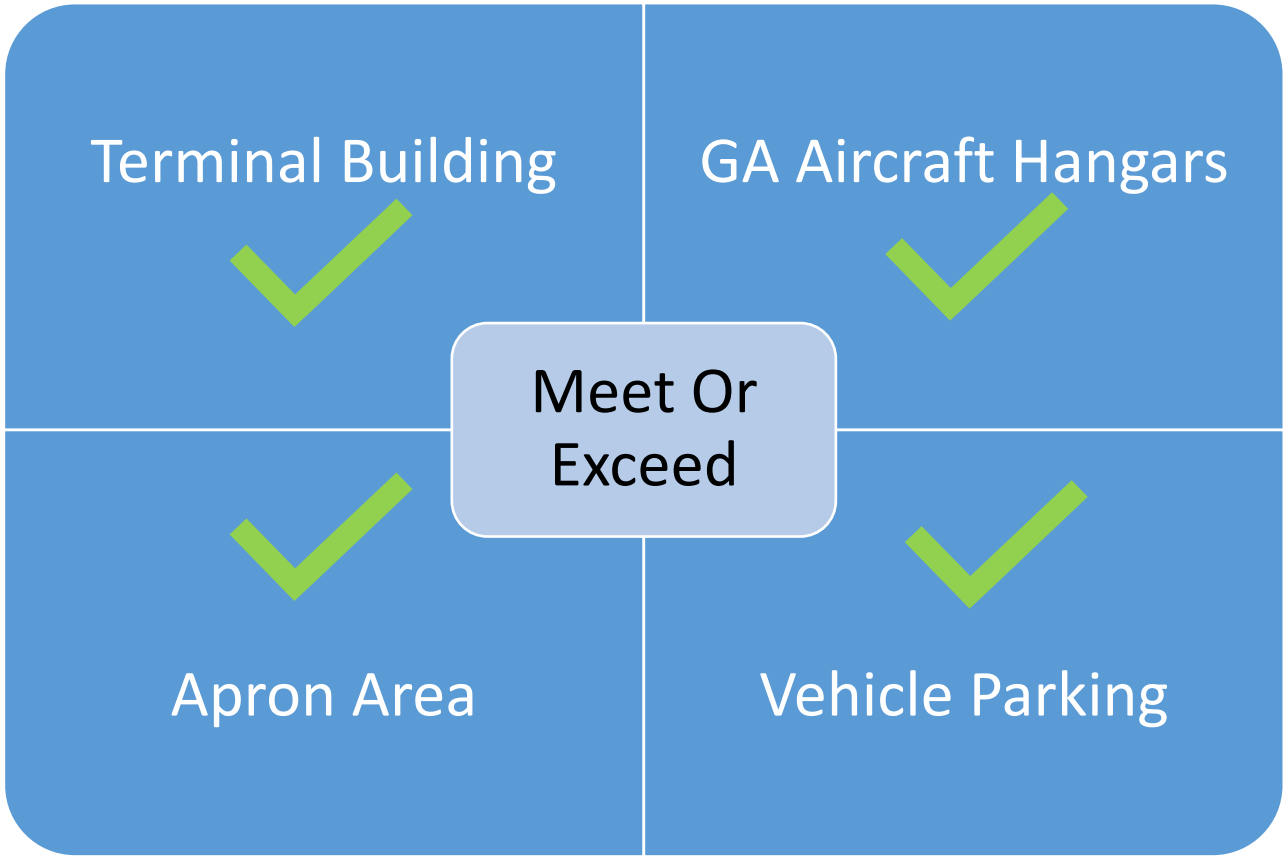
Airside/ Landside

Landside Requirements



Landside Capabilities + Needs

Potential Service Gaps
Taxilane Widths in Hangar area
Hangar Age
Workshop Inputs
Corp Hangars

Workshop

SUSTAINABILITY INITIATIVES & STRATEGIES

	Recommendation	Highly Recommended/To Be Considered
Natural Resource Conservation	Installing solar field, wind turbines, and EV charging/ Utility Planning	Highly Recommended
	Establish building standards to encourage resource neutrality	Highly Recommended
Operational Efficientcy	Installation of LEDs throughout airport facilities	To Be Considered
	Growth-Facilities, Part 139, EVTOL	To Be Considered
	Safety and Security	To Be Considered
Social Responsibility	Community Garden/Area- i.e. walking path	To Be Considered
	ADA Improvements	To Be Considered

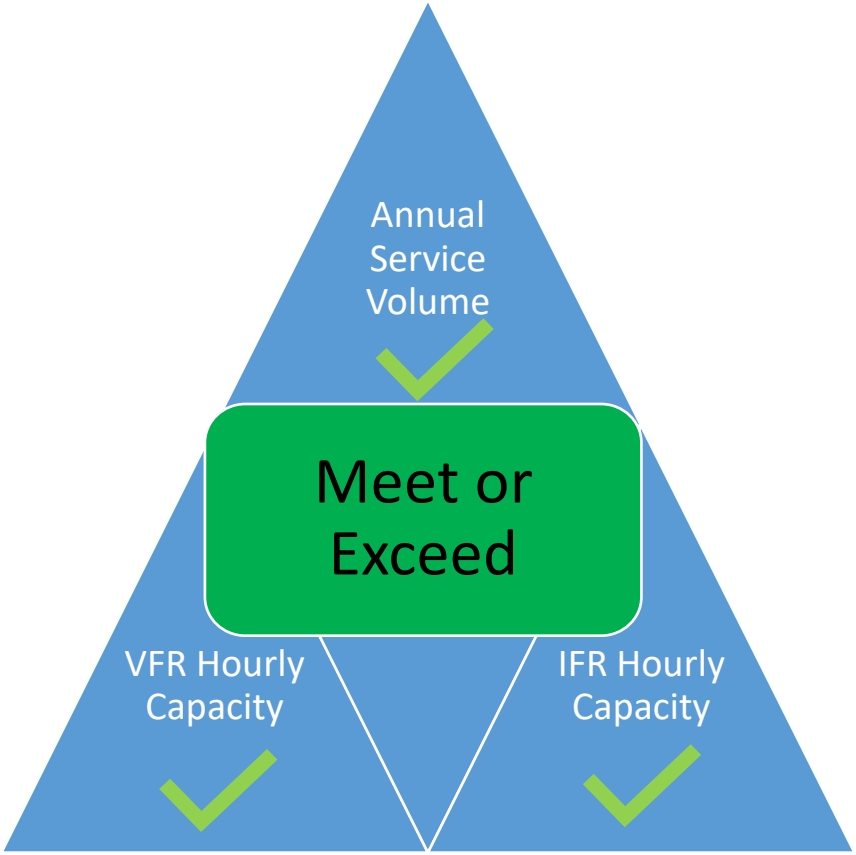
Non-Aeronautical Development

Feedback

- Terminal
- Hangar
- Parking
- Apron
- Potential Needs
  - Taxilane Widths
  - Hangar Age
  - Workshop Inputs
- Non-Aeronautical Development
- What about Air Show? Car Show?

Airside

Airfield Requirements



Annual Service Volume

- Annual Service Volume (ASV) - Maximum number of annual operations that can occur at the airport before an assumed maximum operational delay value is encountered

Annual Service Volume vs. Annual Demand

Year	Annual Operations	Annual Service Volume	Percent of Annual Service Volume
2021	62,335	230,000	27.1%
2026	78,191	230,000	34.0%
2031	79,187	230,000	34.4%
2036	80,196	230,000	34.9%
2041	81,219	230,000	35.3%

Source: Annual Operations FAA TAF Actuals (2021-2041); 2021 Data- SNS Tower Ops Counts

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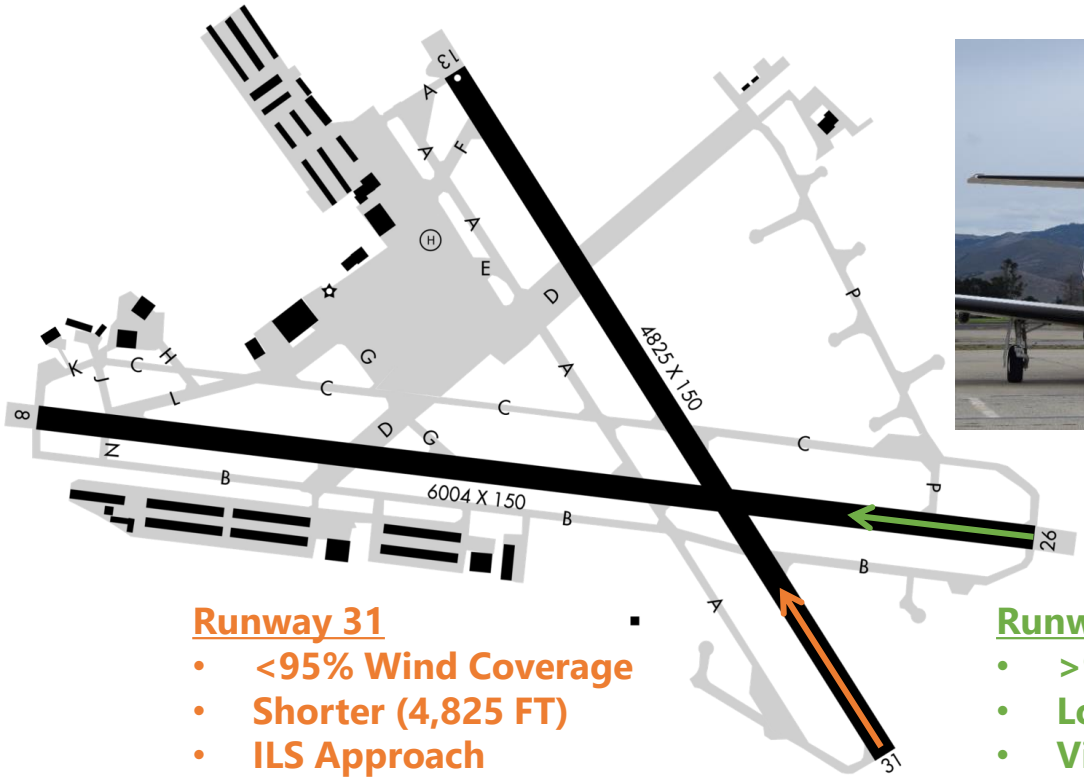
Runway Length Analysis



Runway 31

- <95% Wind Coverage
- Shorter (4,825 FT)
- ILS Approach

Runway 26

- >95% Wind Coverage
- Longer (6,004 FT)
- Visual Approaches Only

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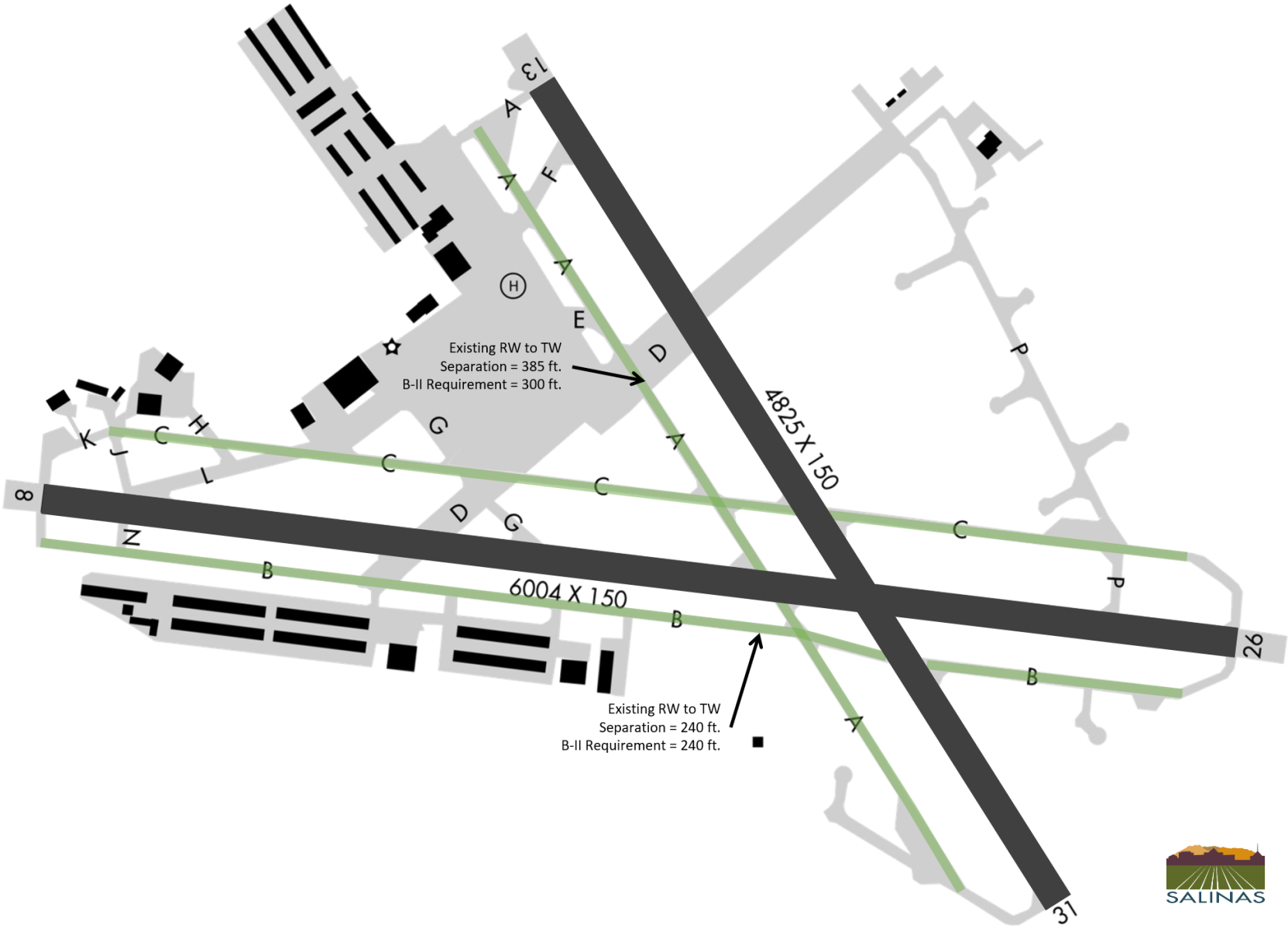
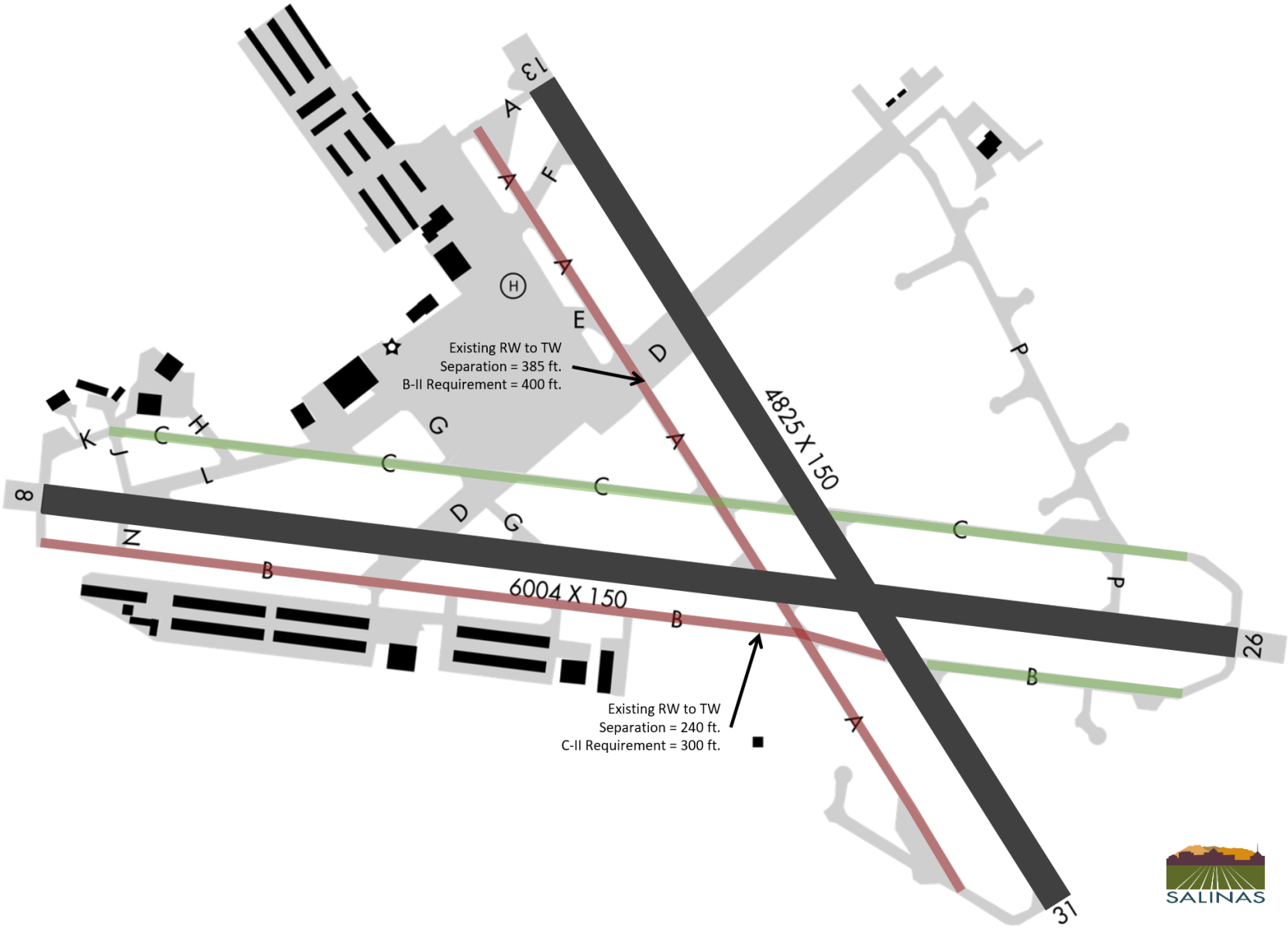
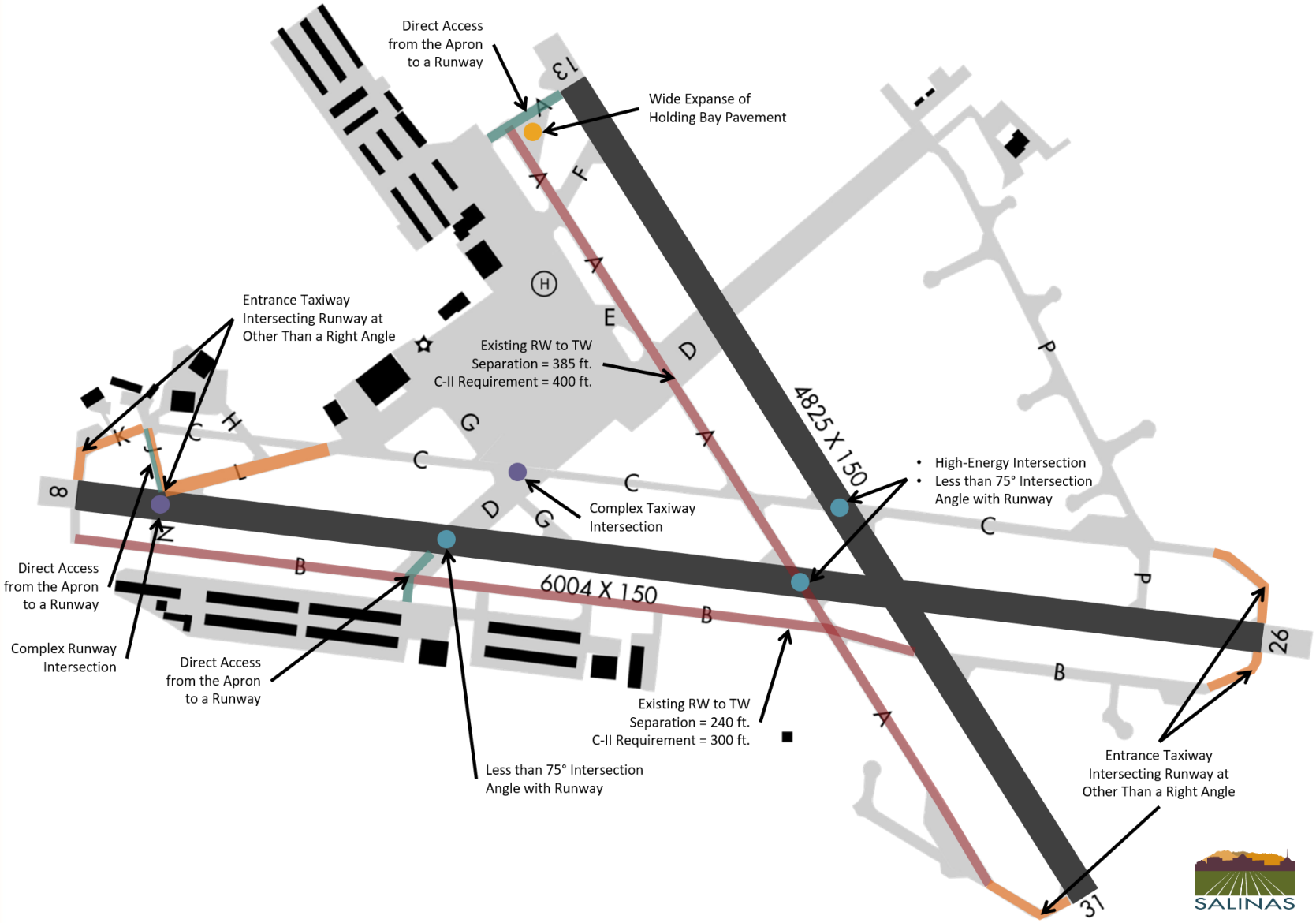
Runway to Taxiway Separation



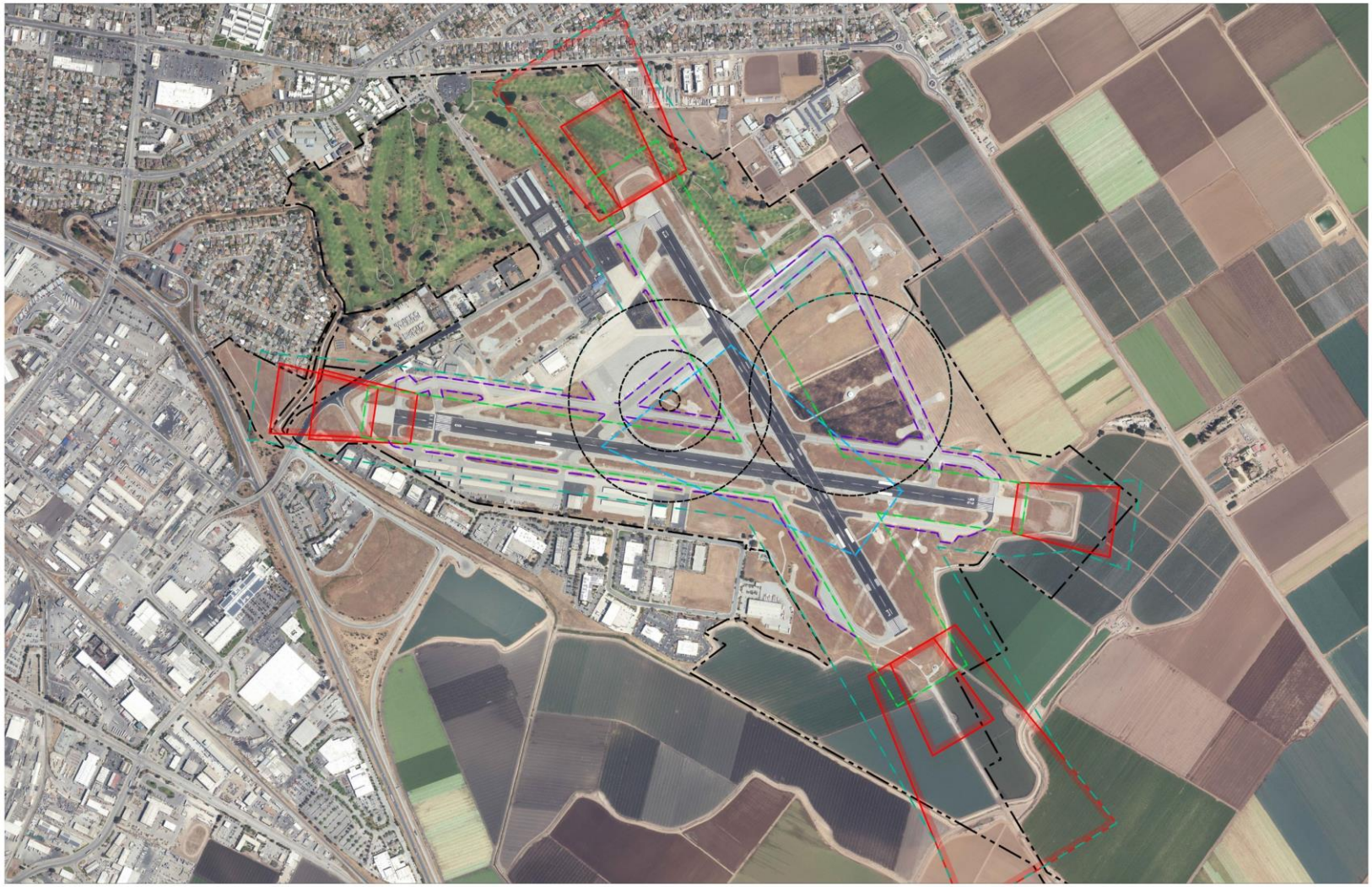
Runway to Taxiway Separation



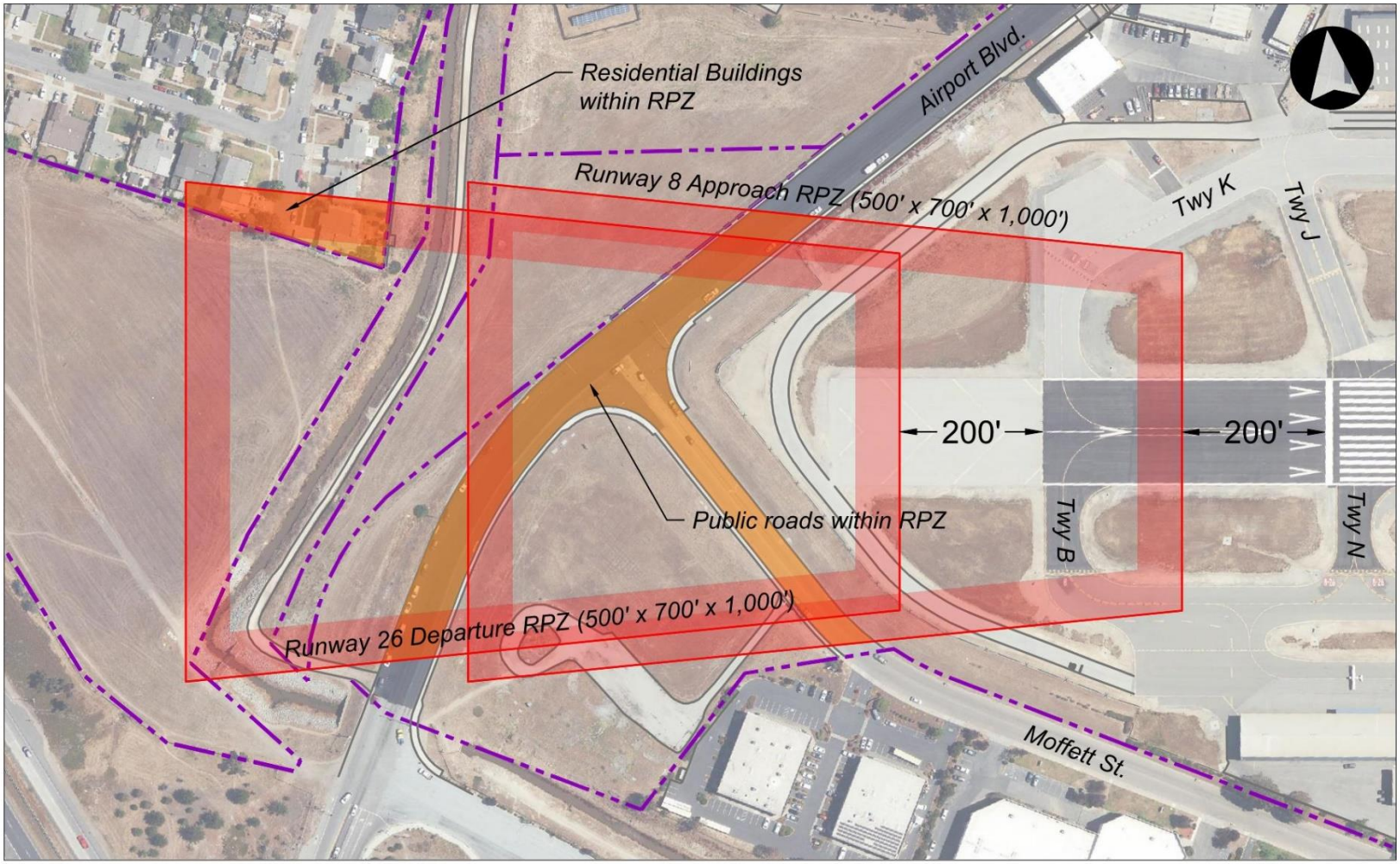
Taxiway Geometry



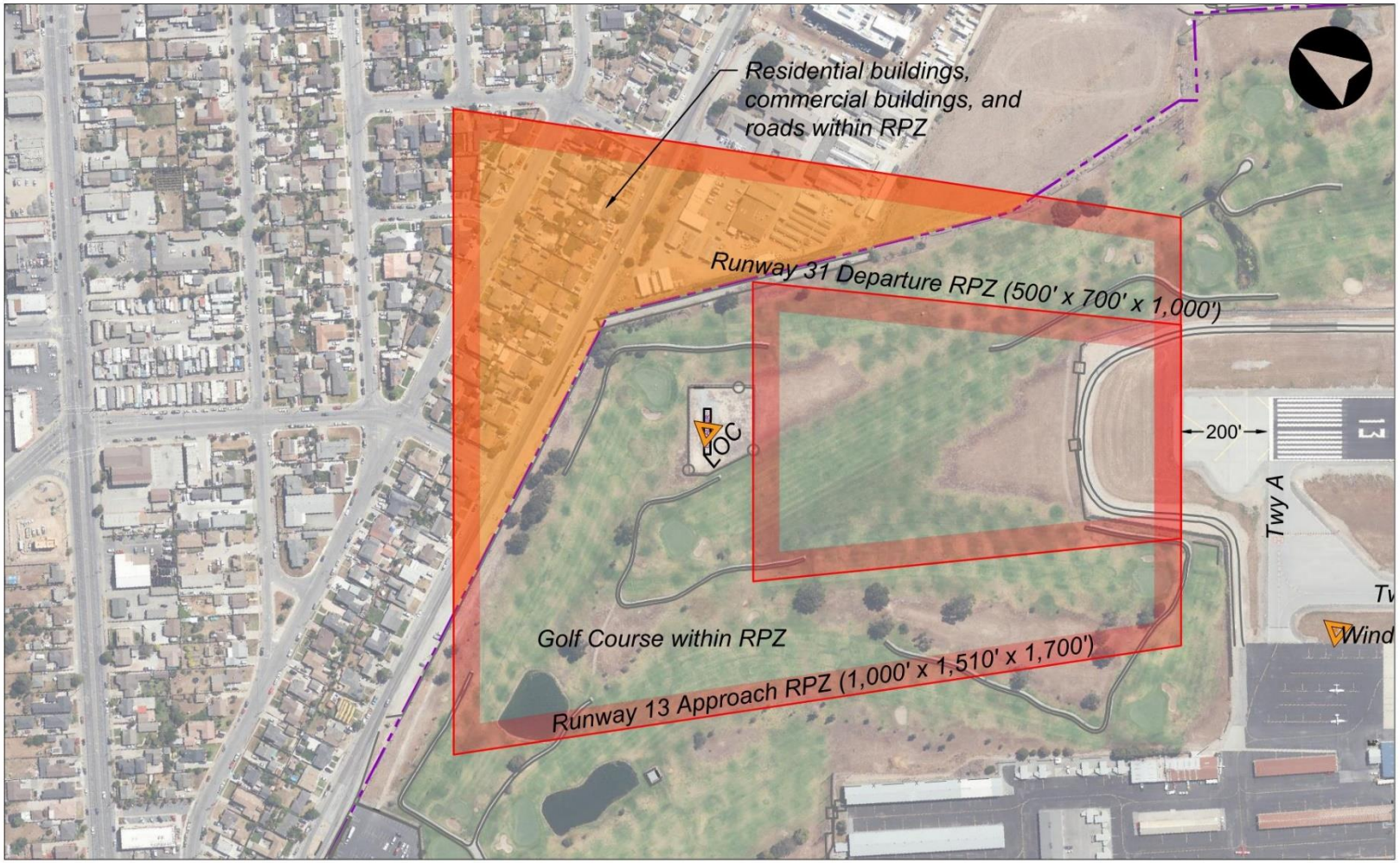
Safety Area Analysis



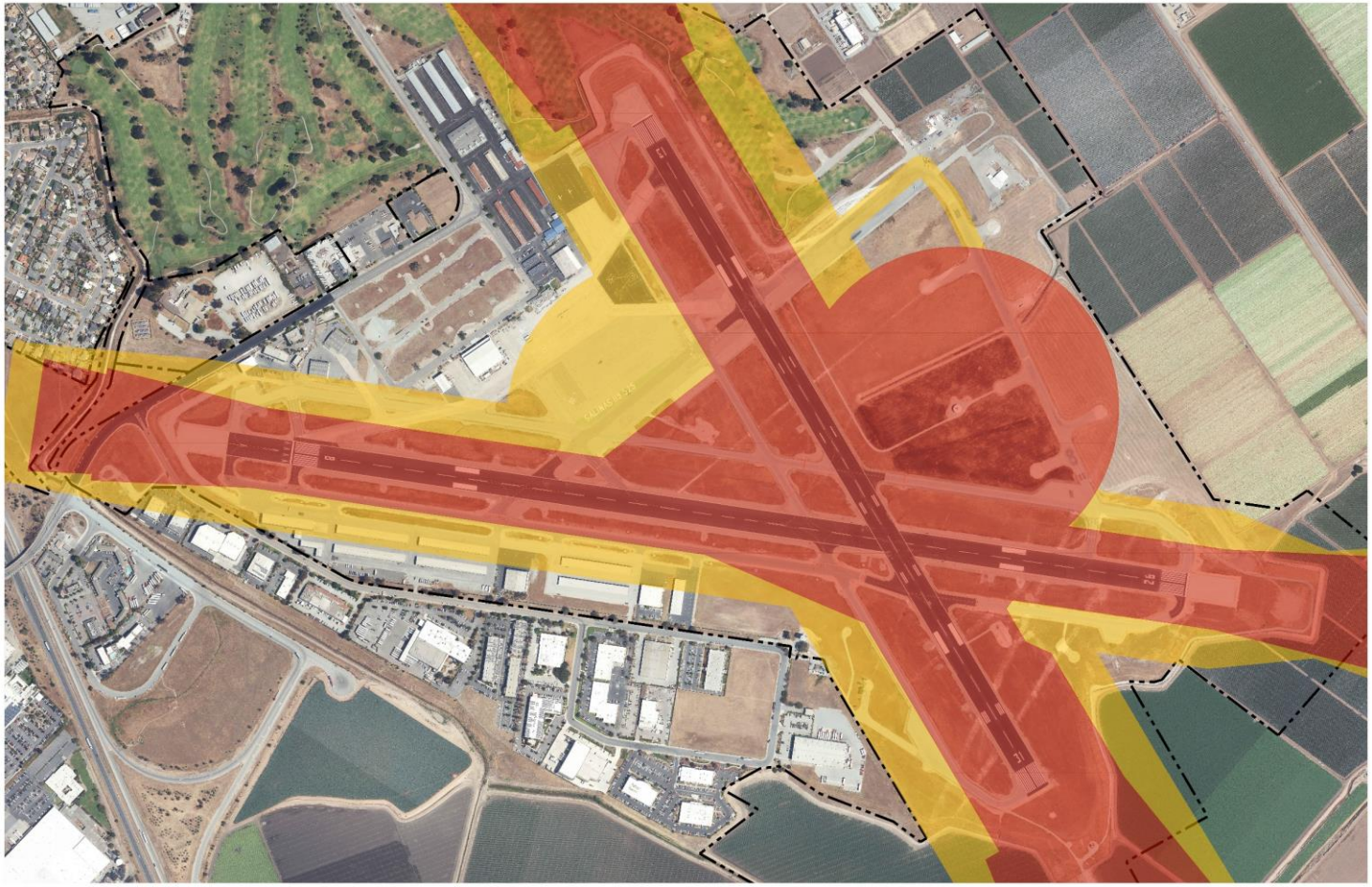
Runway Protection Zones



Runway Protection Zones



Constraints to Development



Airfield Capabilities + Needs

Potential Service Gaps
IAP Availability
Runway Length
Taxiway Geometry
Safety Areas

Feedback

- What else should we know?
- What's different at SNS?

Think Big

- What could this airport be in 20 years?
  - Who will be using the airport?
  - What will you be doing?
  - Where does the revenue come from?
  - What will you be doing differently?
  - What does SNS want to be when it grows up?

Alternatives

1. What if the Airport retains its current role
2. What if this was a Part 139 Airport?
2. What if this was a Cargo Airport?
3. What if eVTOL comes to the Airport?
4. What's the ideal combination?

Open Discussion

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Public Advisory Committee (PAC) Meeting #4

Project Advisory Committee (PAC) Meeting #4

Airport Master Plan
Salinas Municipal Airport
June 28, 2023

Agenda

- **Project Update**
- **Requirements Review**
  - **Airside**
  - **Landside**
- **Regional Context Review**
- **Alternatives**
- **Next Steps**

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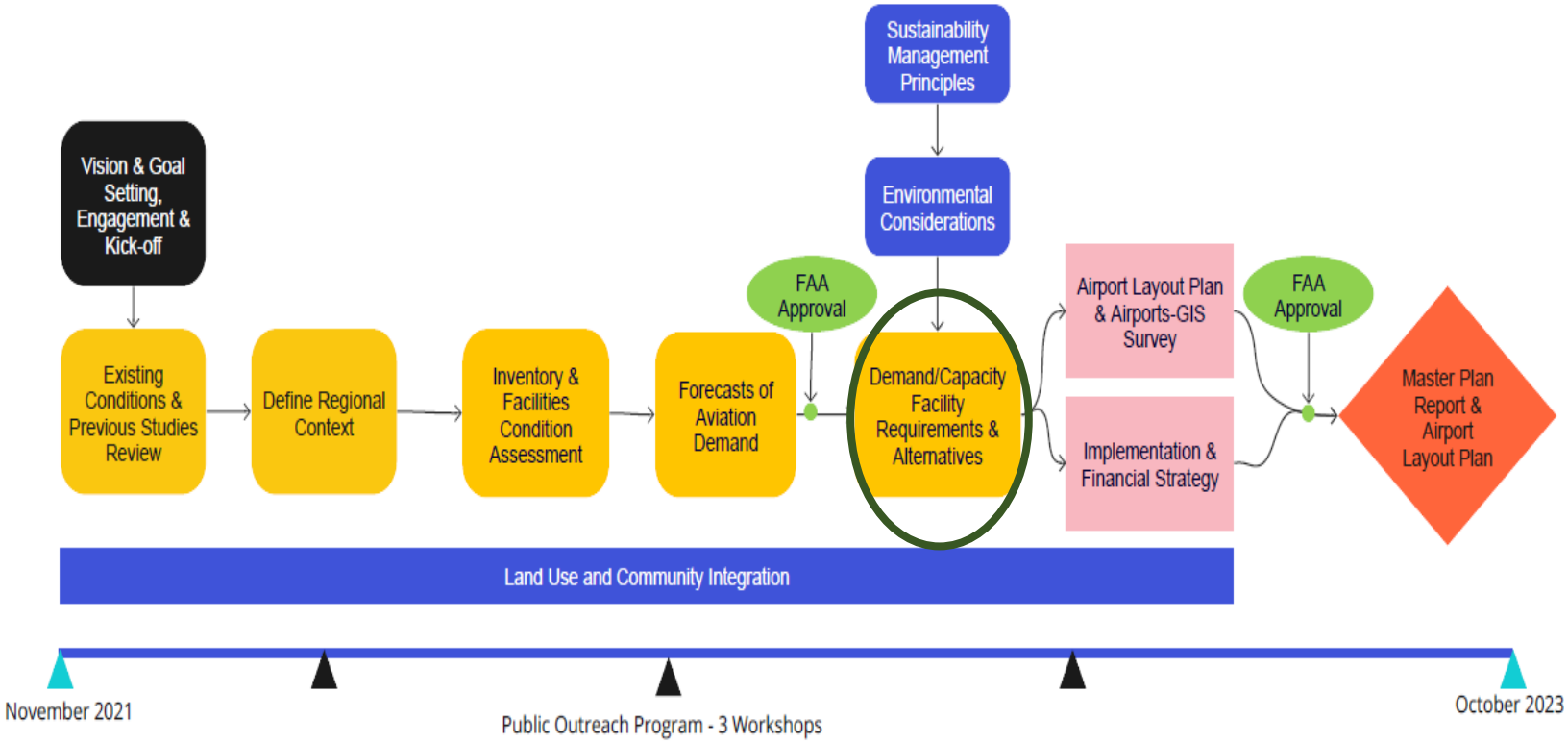
PAC Meeting #4

Today we will review the airports requirements for the next 20 years and begin to brainstorm how to address them.

Key questions for today

What did we miss in the requirements review?	What factors are key in selecting/reviewing alternatives?	Brainstorm what alternatives could look like

Process Flowchart/Schedule



Requirement Process

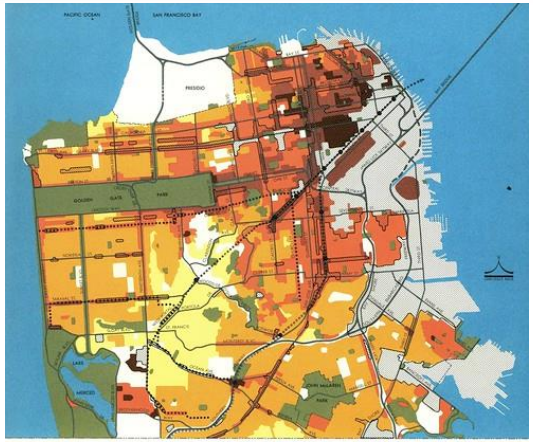
Technical requirements

PAC Input

Community Input

Landside Needs

Fencing



Land Use Planning

Hangars

Parking

Fueling Facility

Utility Study

Airside Needs

PAPI: Replace aging VASIs on Runway Ends 13, 8, and 26 with PAPIs

VORTAC: Decommission the VORTAC to enable development on the east side of the airfield

Airspace Obstructions: Address obstructions to airspace surfaces as detailed in the ALP

Runway Length: Requires an extension to fully accommodate the existing fleet mix

Runway Designation: Update designation of Runway 13/31 to 14/32 in long-term

Runway Safety Areas: Non-standard conditions including perimeter fencing, vehicle service road, golf course, and grading

Runway Object Free Areas: Non-standard conditions including perimeter fencing, vehicle service road, and golf course

Runway Protection Zones: Non-standard conditions include public roads, residential/commercial buildings, and a golf course within the RPZ

B-II to C-II Change: The future change in critical aircraft will increase the impacts to the RSA, ROFA, and RPZ

Future Runway to Taxiway Separation: Future C-II classification will require an increase in runway to taxiway separation from Runway 13/31 to Taxiway A and Runway 8/26 to Taxiway B

Taxilane Safety Area and Taxilane Object Free Areas: Existing TSA and TLOFA between hangar rows do not meet standards

Non-Standard Taxiway Geometry: Several areas of the taxiway system do not meet current FAA guidelines on taxiway design

Aircraft Run Up Areas: Add additional markings to run up areas to more clearly define movement vs. non-movement areas

Airfield Pavement: Address rehabilitation and reconstruction projects as identified in the PMP

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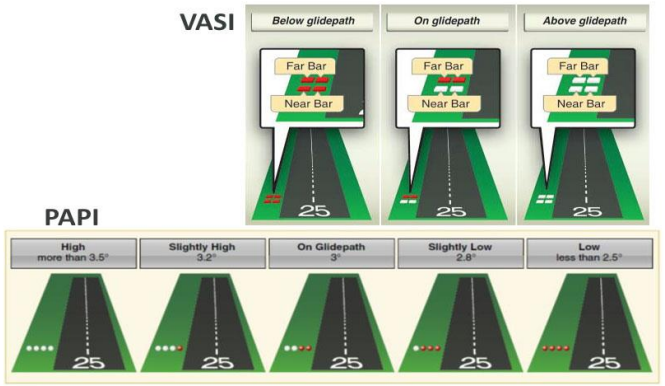
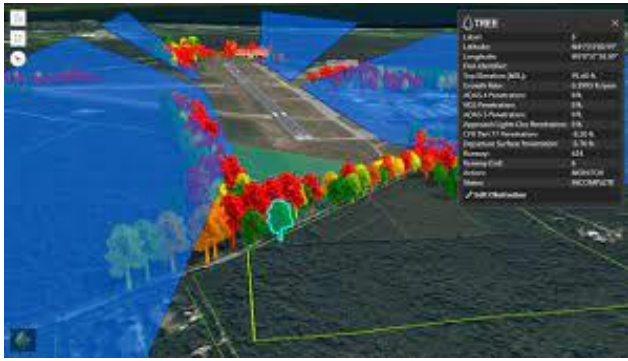
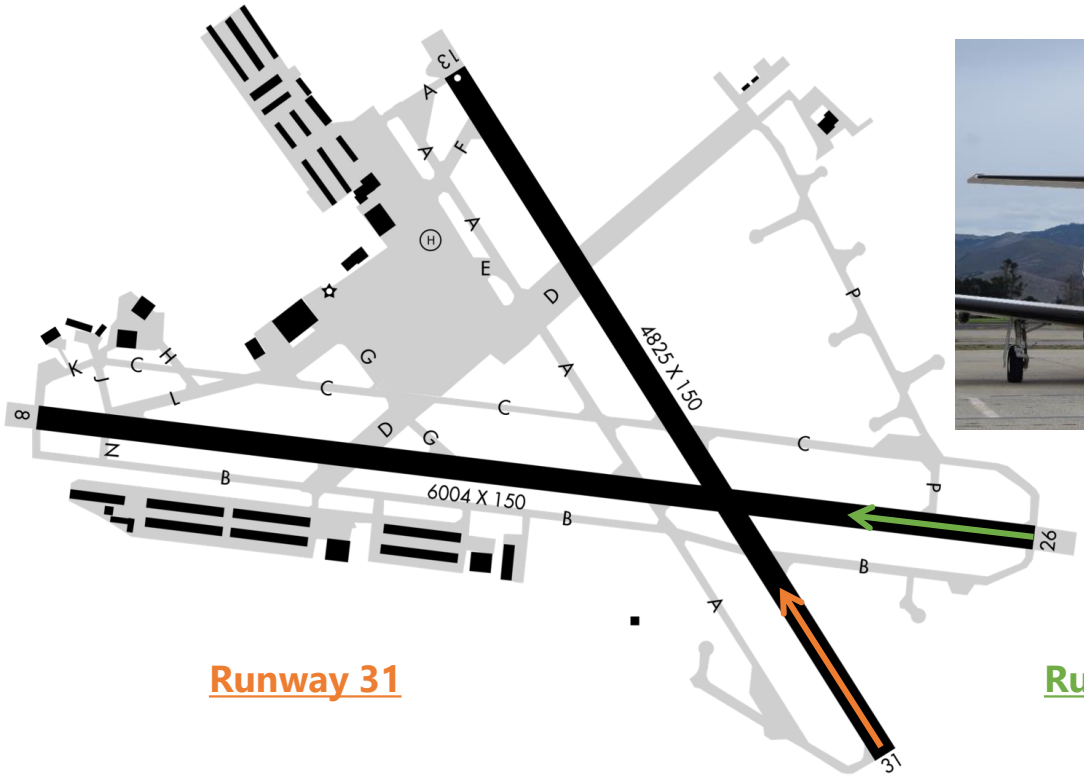
Airside Needs





Replace	Decommission	Address
PAPI: Replace aging VASIs on Runway Ends 13, 8, and 26 with PAPIs	VORTAC: Decommission the VORTAC to enable development on the east side of the airfield	Airspace Obstructions: Address obstructions to airspace surfaces as detailed in the ALP

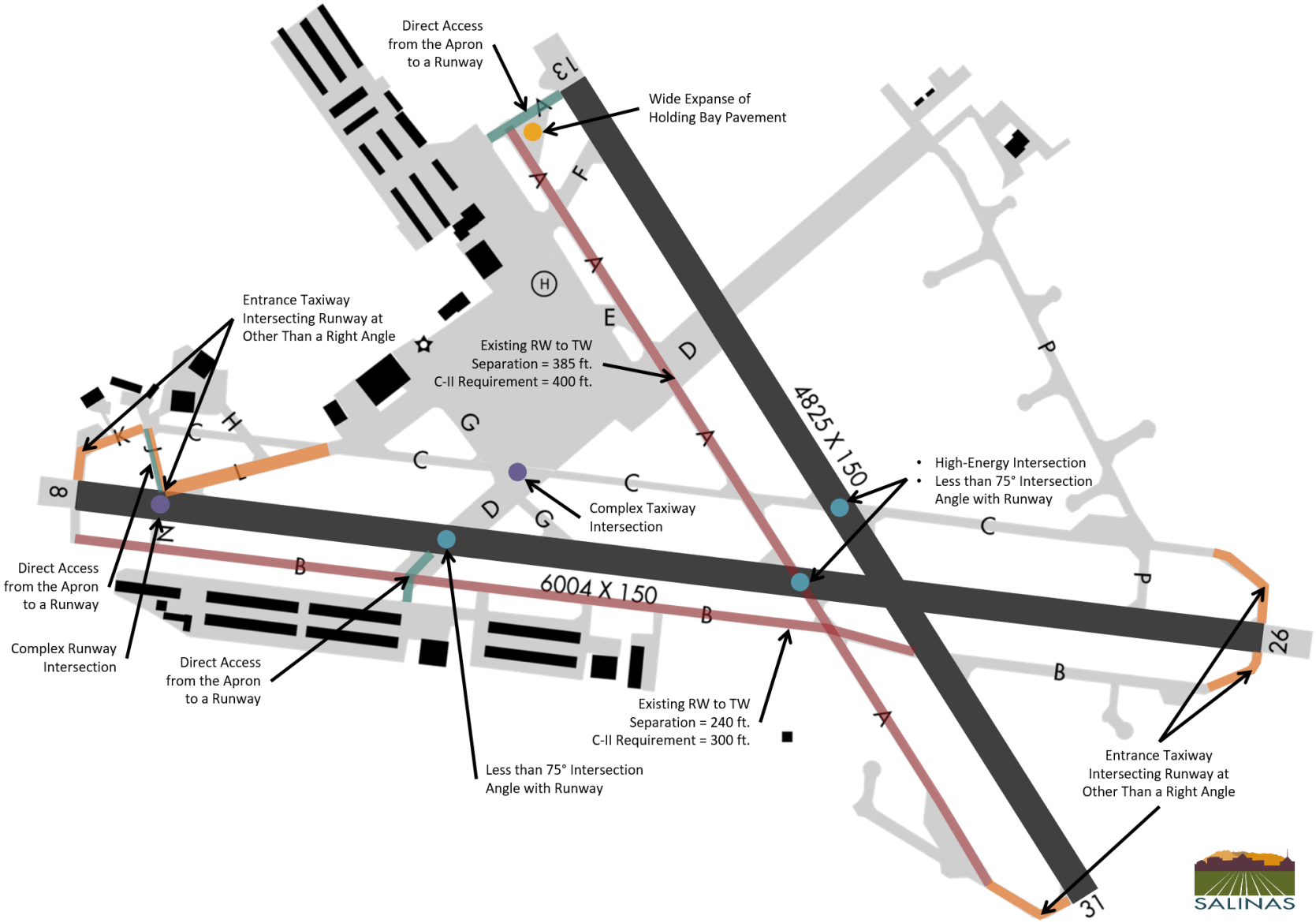
Runway Length Analysis



Runway 31

Runway 26

Taxiway Geometry



Regional Context

- Growth Industries
  - Agriculture Technology
  - Advanced Air Mobility
- SNS Market Area dominated by Industrial and Retail
- Additional Demand for Industrial Property

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Feedback

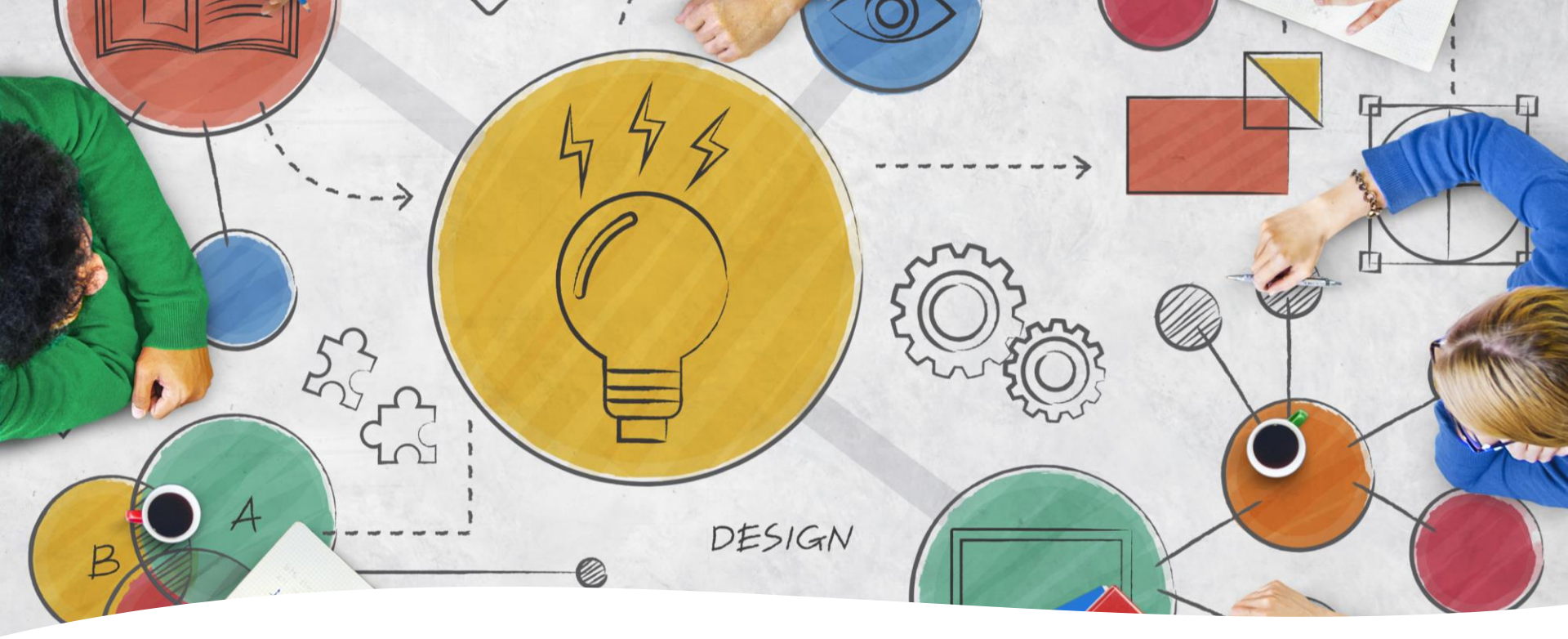
- **What did we overlook?**
- **What else should we consider?**

Alternatives

What if the Airport retains its current role

1. Based on projected demand
2. Highlight facility deficiencies + future growth
3. Multiple scenarios presented

Take identified issues and propose solutions



Why Alternatives

- **Potential Conflicts**
- **Environmental Impacts**
- **Cost-effective**
- **Build Support**

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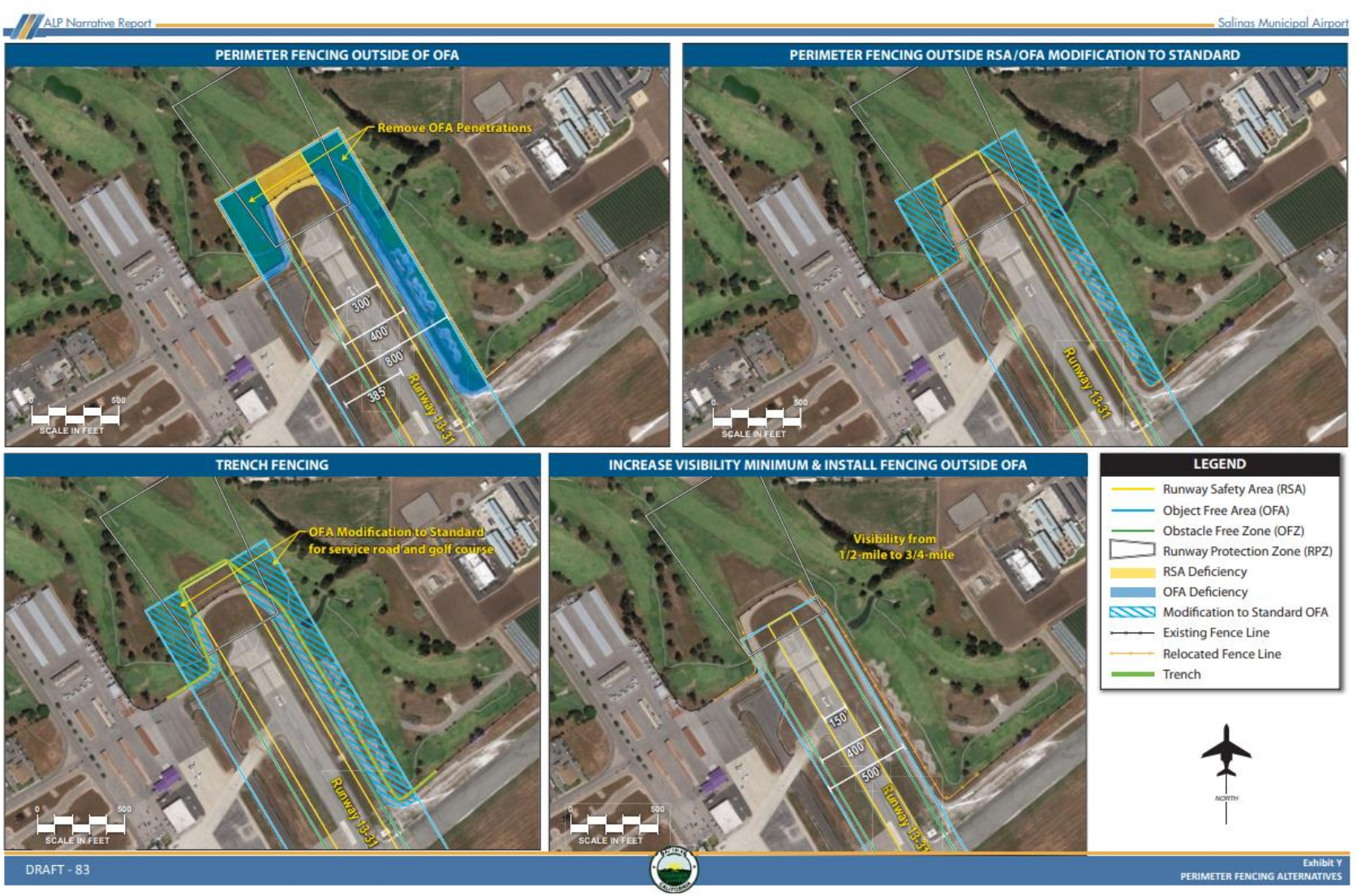
Example



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Evaluation

○ -1 : Negative ◑ 0 : Neutral ● +1 : Positive	Alternative 1: No Action	Alternative 2: Smooth Transition	Alternative 3: Reconfiguration	Alternative 4: Fresh Perspective
Comparative Features				
Financial Feasibility				
Development Costs	●	○	○	○
Job Creation	◑	●	●	●
Financial Sustainability	○	●	●	●
Operational Performance				
Capacity	○	●	●	●
Capability	○	●	●	●
Operational Efficiency	◑	◑	◑	●
Environmental Implications				
Air Quality	◑	○	○	○
Biological Resources (Including Fish, Wildlife, and Plants)	◑	○	○	○
Hazardous Materials, Solid Waste, and Pollution Prevention	◑	◑	◑	◑
Land Use	◑	◑	◑	◑

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Criteria Summary

Strategic Factors	Financial Sustainability Development Costs
Operational Performance	Capacity Capability Operational Efficiency Meet Demand
Environmental Implications	Impacts to environment Long-Term Sustainability
Best Planning Tenets	Flexibility Technically Feasible Conforms to General Plan
Financial Feasibility	Budget Funding Availability

Scoring

Rating	Evaluation of Impact	Score
	0	No standards met and/or all impacts negative
	1	Few standards met and/or Most impacts negative
	2	Most standards met and/or Most impacts positive
	3	All standards met and/or all impacts positive

Source: C&S Engineers, Inc.

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Open Discussion

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Public Advisory Committee (PAC) Meeting #5

Project Advisory Committee (PAC) Meeting #5

Airport Master Plan
Salinas Municipal Airport
November 7, 2023

Agenda

- **Project Team**
- **PAC Members**
- **Project Overview**
- **Requirements Review**
- **Alternatives Example**
- **Next Steps**

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Project Team

City of Salinas

Brett Godown, Airport Manager

Ivan Zarate, Airport Maintenance Worker

David Jacobs, Director of Public Works

Consultant Team

Jake Shurer, Project Manager, C&S Companies

Hannah Brazil, Deputy Project Manager, C&S Companies

Marc Champigny, Project Principal, C&S Companies

Kim Fabend, QA/QC, C&S Companies

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Project Advisory Committee

- **David Jacobs** – City of Salinas
- **Jonathan Moore** – City of Salinas
- **Ivan Zarate** – City of Salinas
- **Tony Barrera** – City Council District 2
- **Phyllis Cleveland** – Monterey County Land Use Commission
- **Ryan Gauger** – Jet West (Airport Business)
- **Robert McGregor** – Airport Commission
- **Kristy Santiago** – Chamber of Commerce/KION TV
- **Rais Abbasi** – Alisal School District
- **David Stoik** – Tenant/Community Business
- **Mike Bikle** – Seatec (Airport Business)
- **Bill Harness** – Tenant/Airline Pilot

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Project Advisory Committee

- Role
  - To provide technical oversight, guidance, and input into the planning process throughout the Airport Master Plan

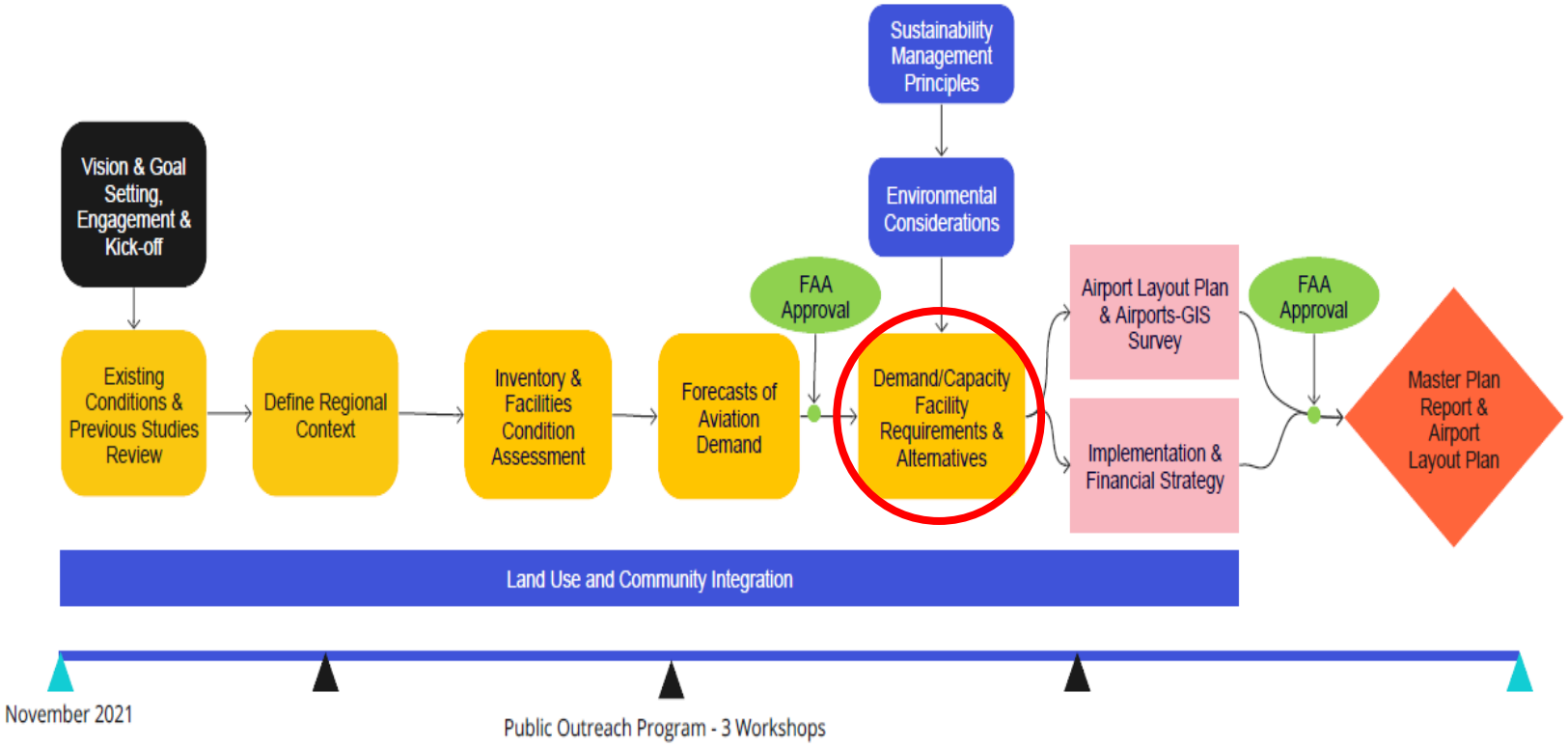
Virtual PAC Meeting

Today we will look at where we've been and where we are going.

Key objective for today

Prepare for alternatives workshop

Process Flowchart/Schedule



Project Status

- Existing Conditions & Inventory
  - Submitted for PAC review on 8/3/2022
- Regional Context & Land Use
  - Submitted for PAC review on 11/10/2022
- Forecasts of Aviation Demand
  - Submitted for PAC review on 11/10/2022
  - Currently under FAA review
- Solid Waste and Recycling Plan
  - Submitted for Airport review on 6/27/2023
- Sustainability Management Plan
  - Submitted for Airport review on 5/10/2023
- Facility Requirements
  - Submitted for PAC review on 8/31/2023
- Part 139 Study
  - Submitted for Airport review on 10/23/2023

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Forecast Approval

- Submitted draft Forecast to FAA on 12/14/2022
- Preliminary approval received 1/5/2023
- Review of critical aircraft 3/6/2023
- FAA requested base year update 5/24/2023
- Forecast updated and resubmitted 10/18/2023
- Final forecast approval still pending

Forecast Updates

Table 3.11 - Salinas Municipal Airport Demand Forecast Summary

	Existing	2026	2031	2036	2041
Based Aircraft	153	162	171	180	190
Operations	62,335	78,191	79,187	80,196	81,219
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Average Day Peak Month	241	303	307	310	314
Design Hour	30	38	38	39	39

Source: Salinas Municipal Airport; C&S Engineers, Inc. (June 2022)

Submitted 12/14/2022

Table 3.11 - Salinas Municipal Airport Demand Forecast Summary

	Existing 2021	Existing 2022	2026	2031	2036	2041
Based Aircraft	153	163	171	181	191	201
Operations	62,335	48862	82,480	83,526	84,587	85,662
Itinerant	37,401	29317	49,488	50,116	50,752	51,397
Local	24,934	19,545	32,992	33,410	33,835	34,264
Peak Month	7,480	5863	9,898	10,035	10,150	10, 279
Average Day Peak Month	241	189	319	324	327	332
Design Hour	30	24	40	40	41	41

Source: Salinas Municipal Airport; C&S Engineers, Inc. (June 2022)

Submitted 10/18/2023

5.5% Increase in 20-year operations

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Inventory- Airside Facilities

C&S COMPANIES

Figure 1.8

Existing Facilities and Navigational Aids

- Wind Cone
- Segmented Circle
- ASOS
- Beacon
- VASI
- REIL
- MALSR
- PAPI
- VOR
- Facilities
- Building Identifier
- Airport Boundary

N

0 0.075 0.15 0.3 Miles

1 in. = 0.15 miles

When printed at 11 in. by 17 in.

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Salinas Municipal Airport Master Plan

Inventory- Support Facilities

Terminal


Tower


Fuel Storage

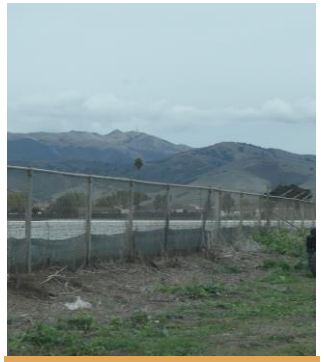
Requirement Process

Technical requirements

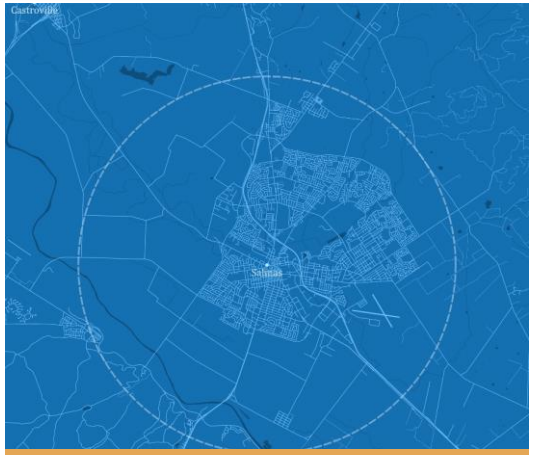
PAC Input

Community Input

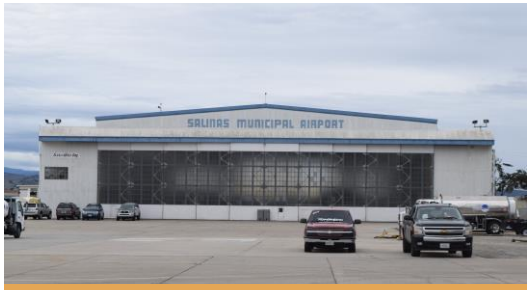
Landside Needs



Fencing



Land Use Planning



Hangars

Parking

Fueling Facility

Utility Study

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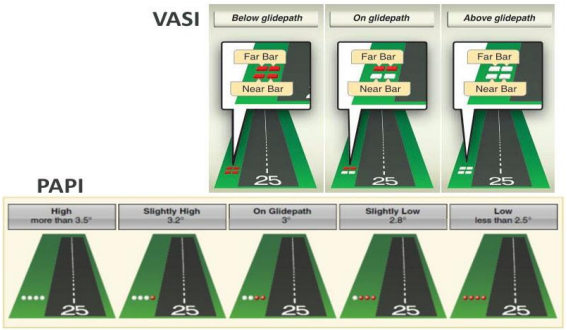
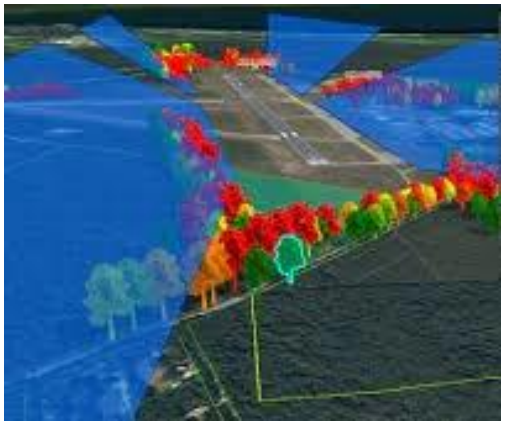
Airspace Needs





Replace VASI with PAPI

Replace aging VASIs on Runway Ends 13, 8, and 26 with PAPIs

Relocate VORTAC

Relocate the VORTAC to enable development on the east side of the airfield

Obstruction Removal

Address obstructions to airspace surfaces as detailed in the ALP

- Instrument approach to Runway 26

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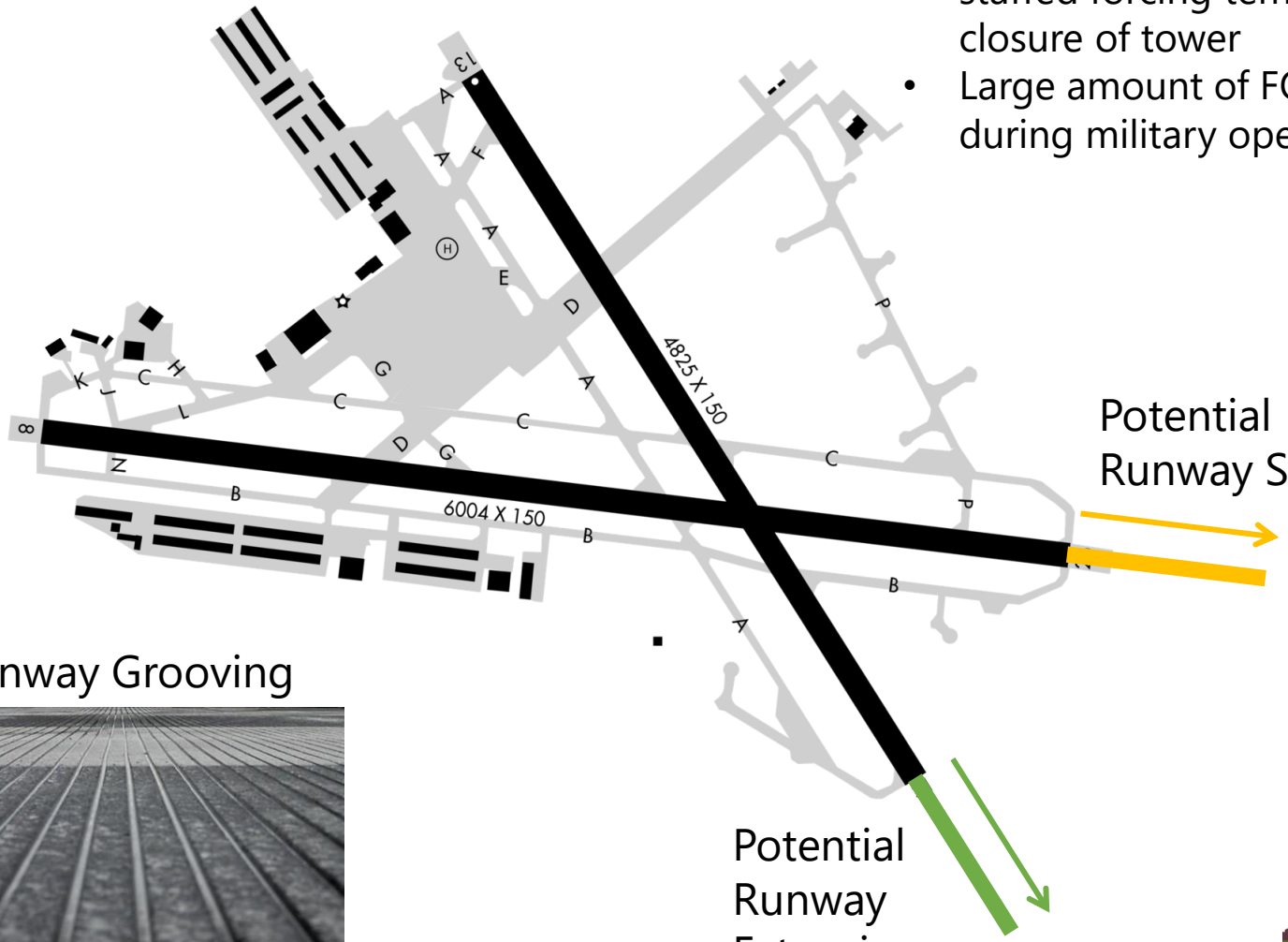
Airfield Needs

- ATCT is often short-staffed forcing temporary closure of tower
- Large amount of FOD during military operations



Runway Grooving

Questions?

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Why Alternatives

- **Potential Conflicts**
- **Environmental Impacts**
- **Cost-effective**
- **Build Support**

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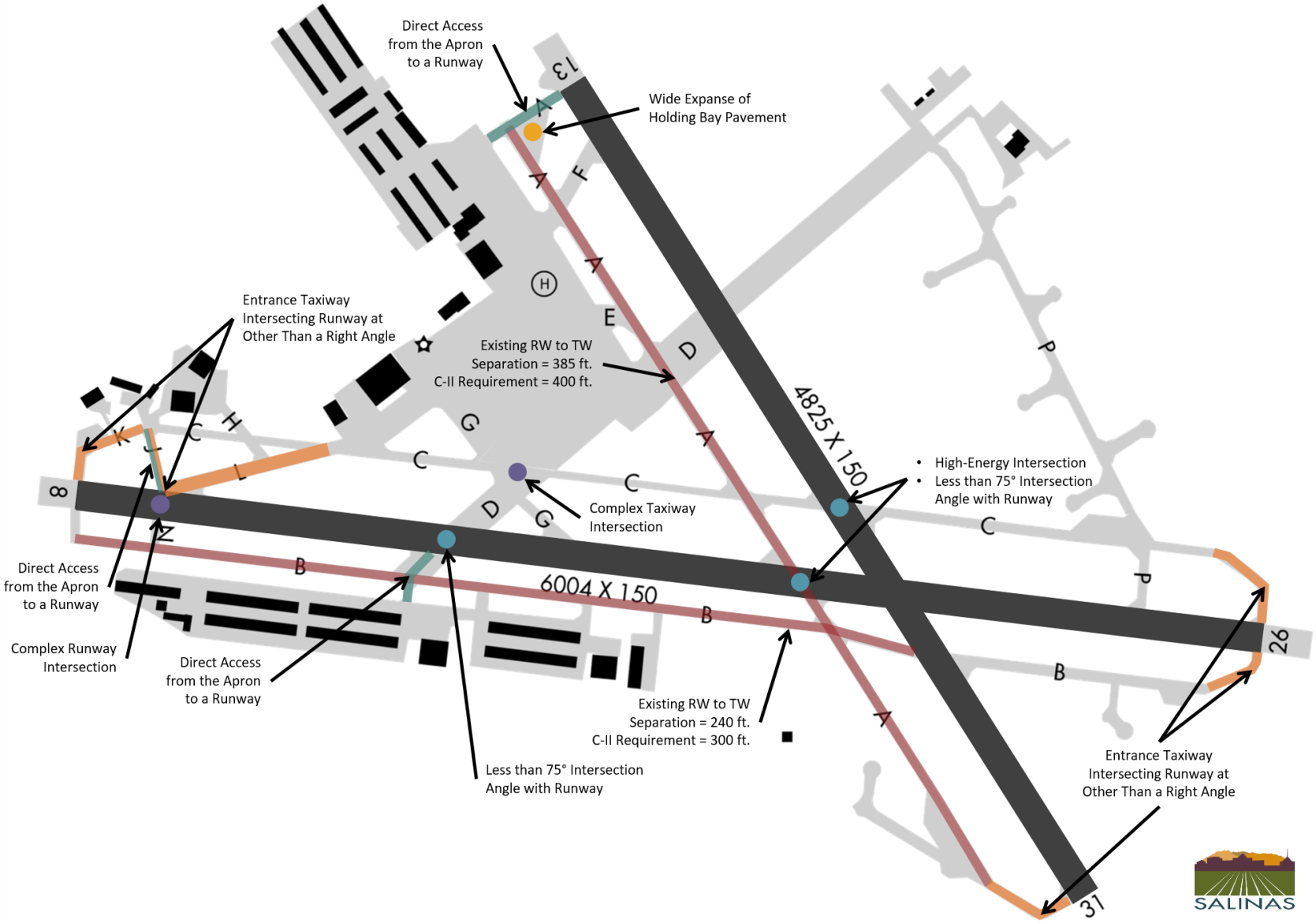
Alternatives

What if the Airport retains its current role

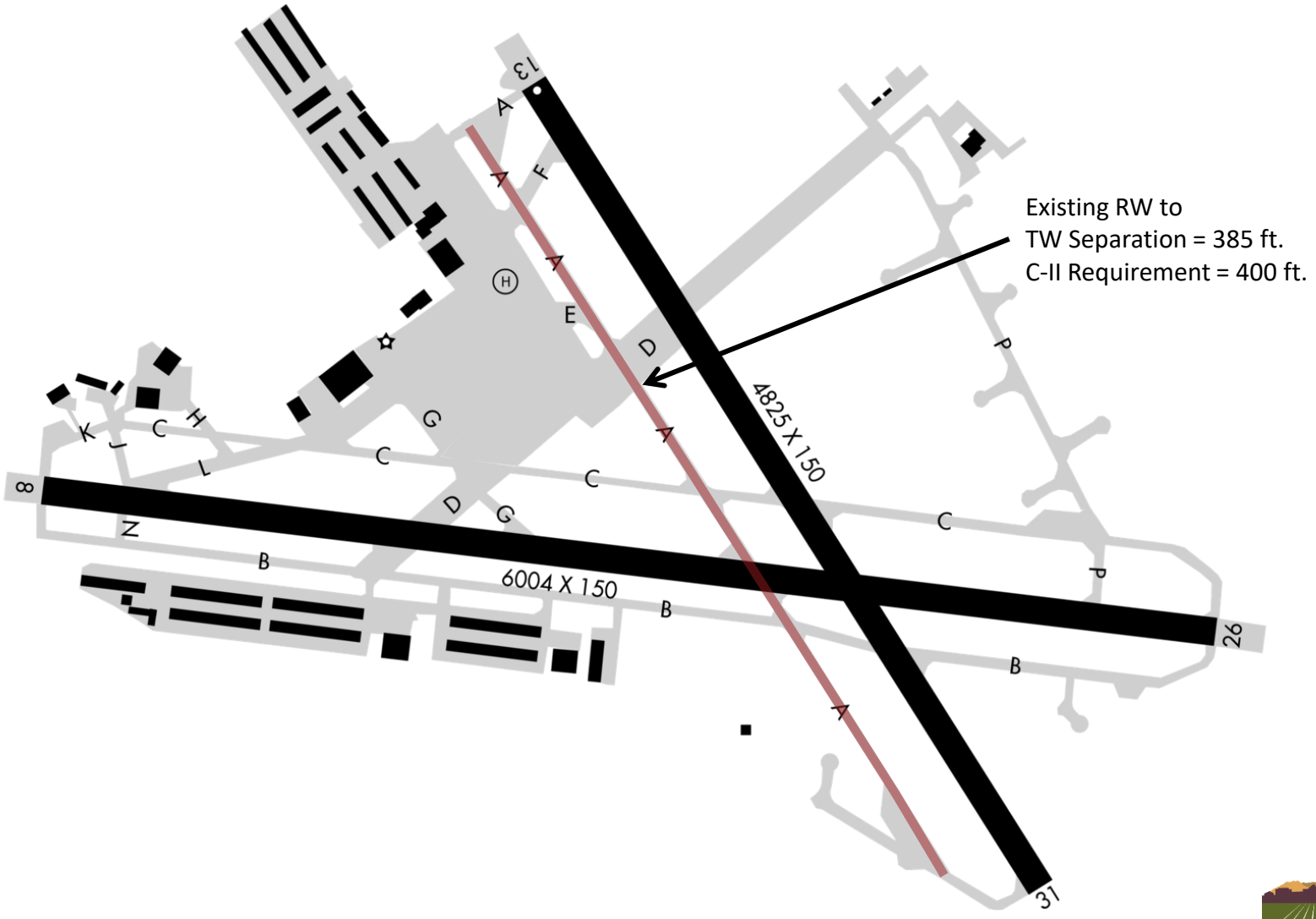
1. Based on projected demand
2. Highlight facility deficiencies + future growth
3. Multiple scenarios presented

Take identified issues and propose solutions

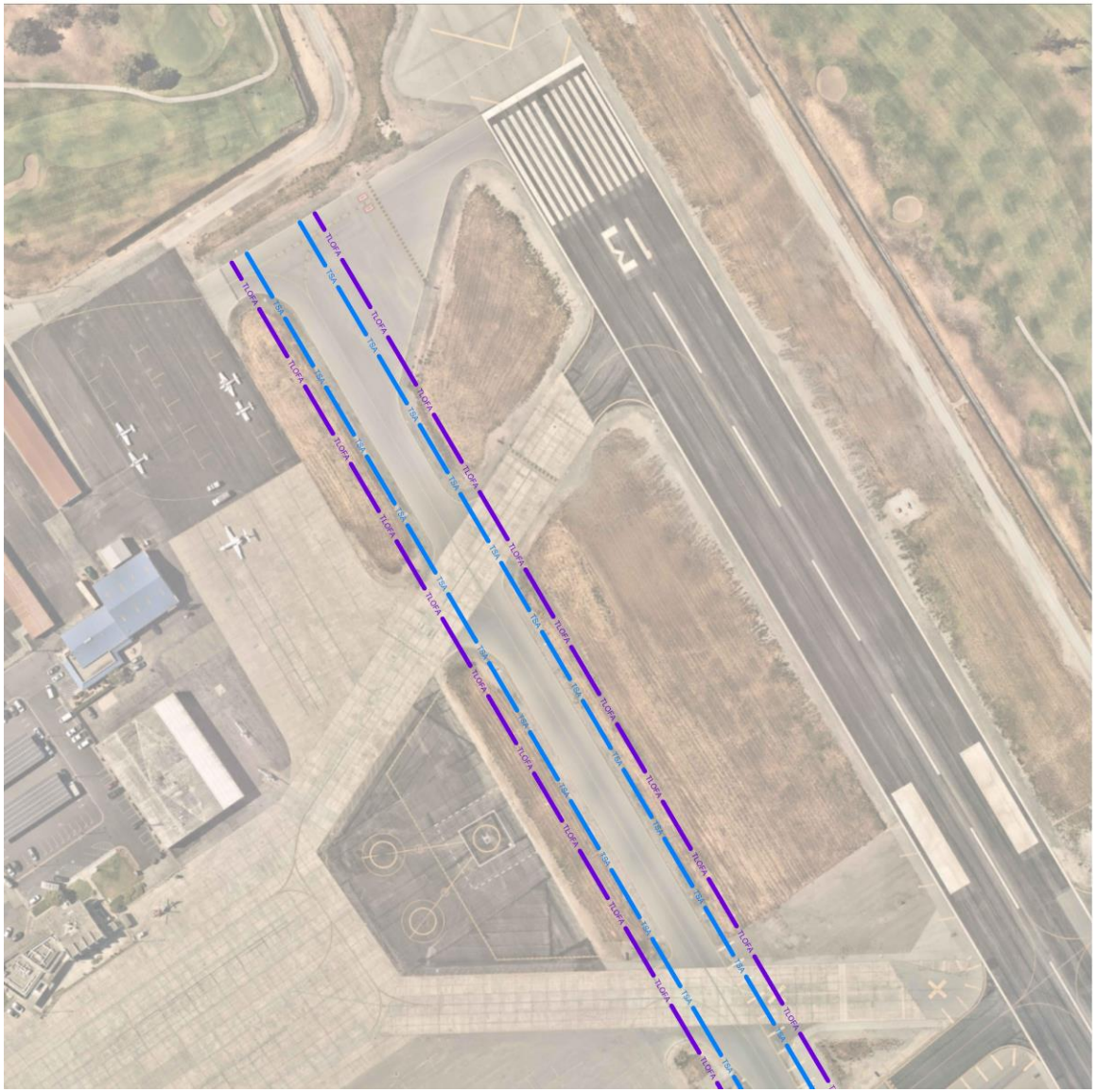
Taxiway Geometry



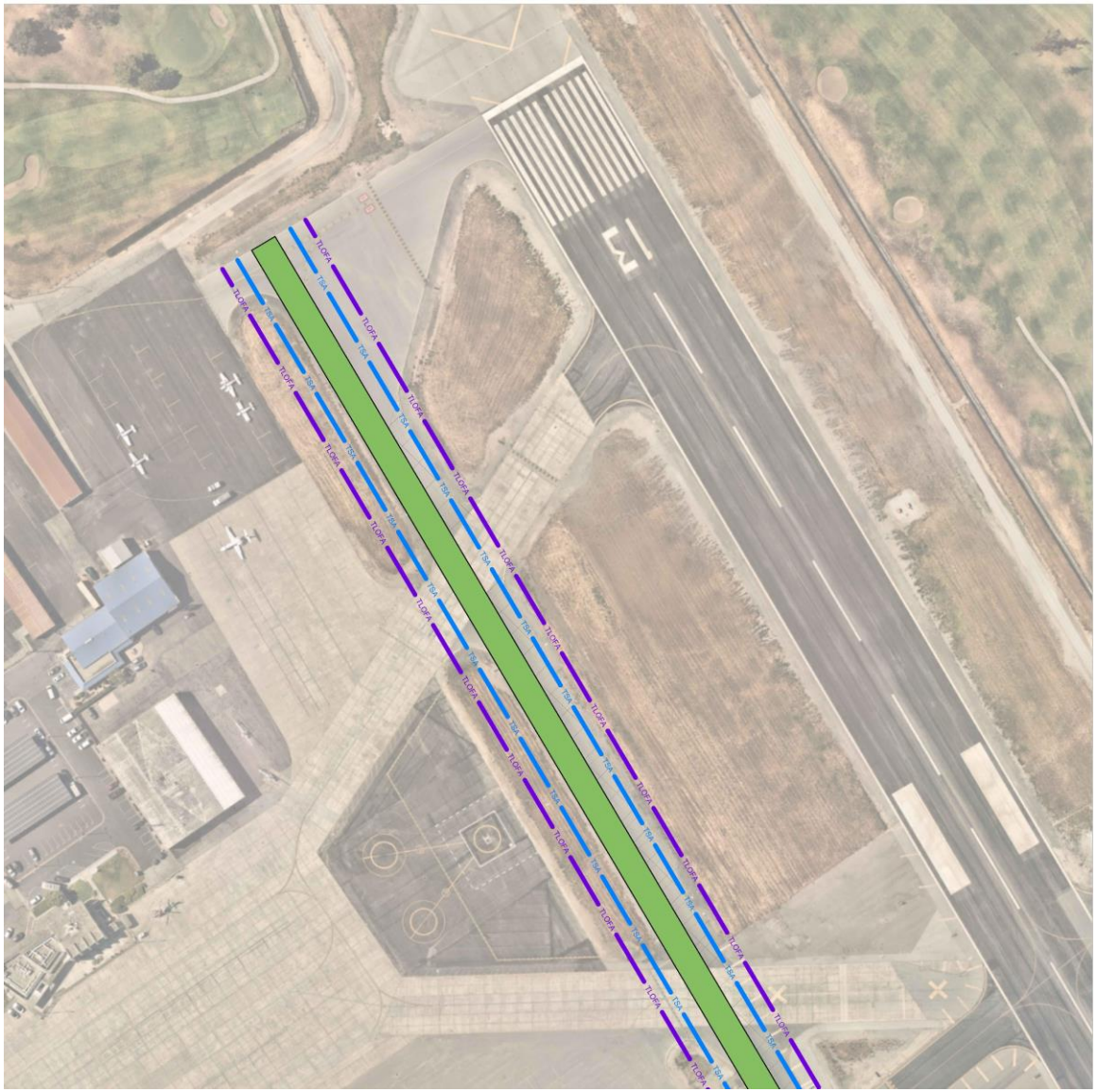
Runway to Taxiway Separation



Alternative 1



Alternative 2



Any Additional Alternatives?

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Criteria Summary

Operational Performance

- Capacity
- Capability
- Operational Efficiency
- Meet Demand

Environmental Implications

- Long-Term Sustainability
- Impacts to Environment

Best Planning Practices

- Flexibility
- Technically Feasible
- Conforms to FAA Standards

Financial Feasibility

- Financial Sustainability
- Development Cost
- Funding Availability

Alternative Ranking

	Alternative 1 – Modification of Design Standard	Alternative 2 – Shift Taxiway 15 FT	Alternative 3 – ATCT Staggers Planes
Operational Performance	0	0	-1
Environmental Factors	0	-1	0
Best Planning Tenets	-1	1	-1
Financial Feasibility	1	-1	1
Score	**0**	**-1**	**-1**
Ranking	**1**	**2**	**2**

-1: Negative Impact
0: Neutral Impact
1: Positive Impact

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Open Discussion

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Next Meeting

In-Person Alternatives Workshop

Wednesday, December 6, 2023

1:00 PM – 3:00 PM

342 Airport Blvd., Salinas, CA 93905

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Public Advisory Committee (PAC) Meeting #6

Project Advisory Committee (PAC) Meeting #6

Airport Master Plan
Salinas Municipal Airport
December 6, 2023

Agenda

- **Project Team**
- **PAC Members**
- **Project Overview**
- **Requirements Review**
- **World Cafe**
- **Next Steps**

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Project Team

City of Salinas

Brett Godown, Airport Manager

Ivan Zarate, Airport Maintenance Worker

David Jacobs, Director of Public Works

Consultant Team

Jake Shurer, Project Manager, C&S Companies

Hannah Brazil, Deputy Project Manager, C&S Companies

Marc Champigny, Project Principal, C&S Companies

Kim Fabend, QA/QC, C&S Companies

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Project Advisory Committee

- **David Jacobs** – City of Salinas
- **Jonathan Moore** – City of Salinas
- **Ivan Zarate** – City of Salinas
- **Tony Barrera** – City Council District 2
- **Phyllis Cleveland** – Monterey County Land Use Commission
- **Ryan Gauger** – Jet West (Airport Business)
- **Robert McGregor** – Airport Commission
- **Kristy Santiago** – Chamber of Commerce/KION TV
- **Rais Abbasi** – Alisal School District
- **David Stoik** – Tenant/Community Business
- **Mike Bikle** – Seatec (Airport Business)
- **Bill Harness** – Tenant/Airline Pilot

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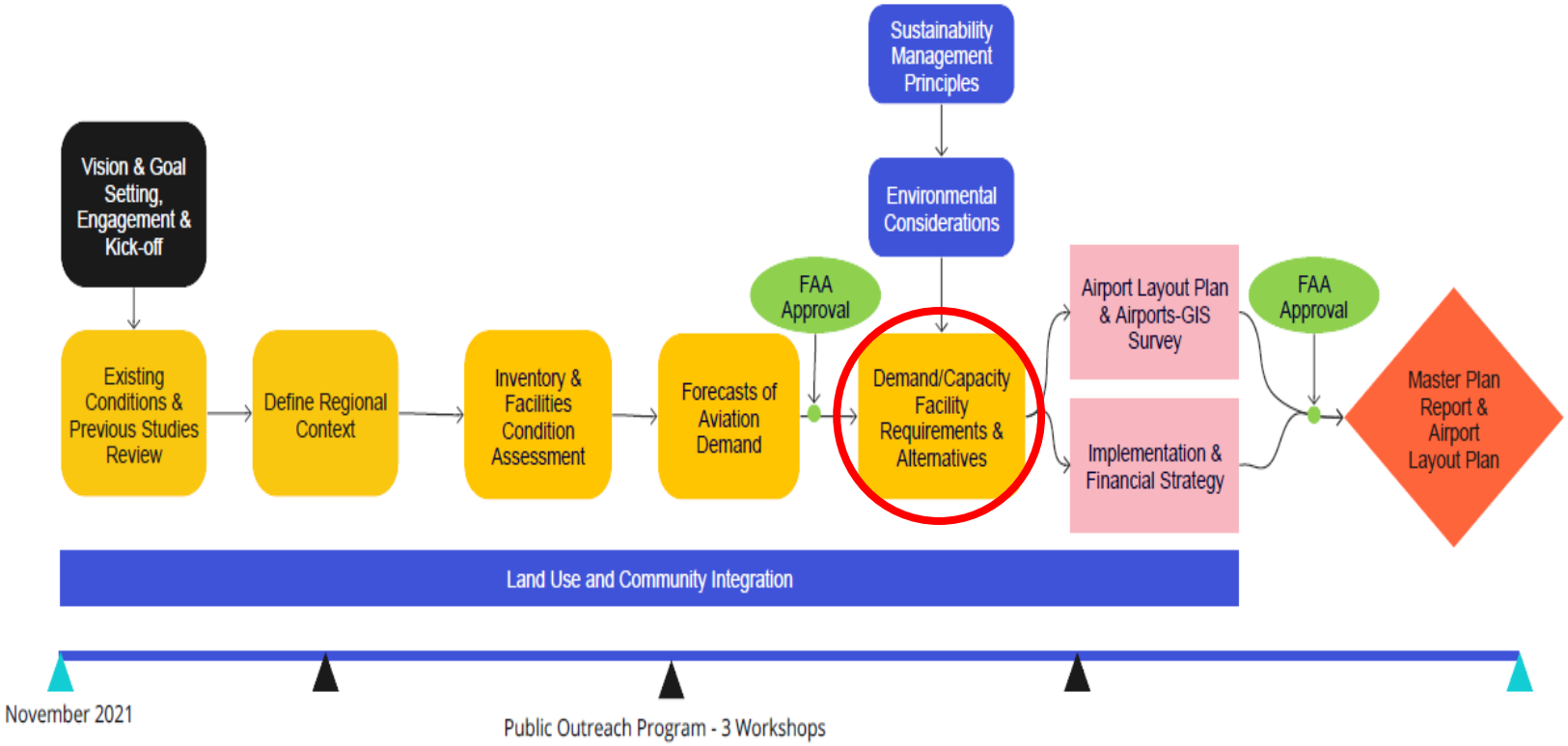
PAC Meeting #6 Goal

Today we will review the draft alternatives to meet the projected needs of the airport.

Key objective for today

Alternatives review and generation

Process Flowchart/Schedule



Requirement Process

Technical requirements

PAC Input

Community Input

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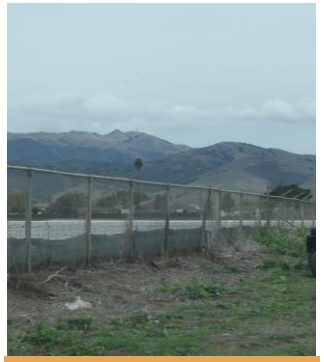
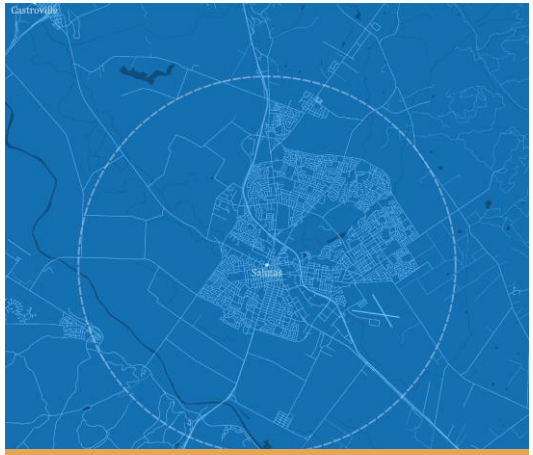
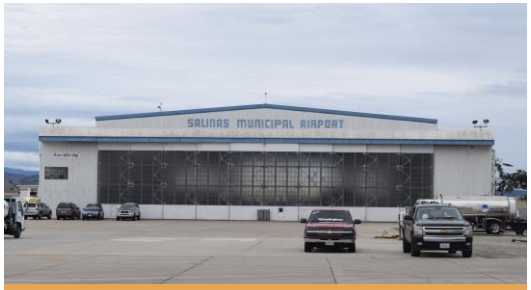
Landside Needs



Fencing



Land Use Planning



Hangars

Parking

Fueling Facility

Utility Study

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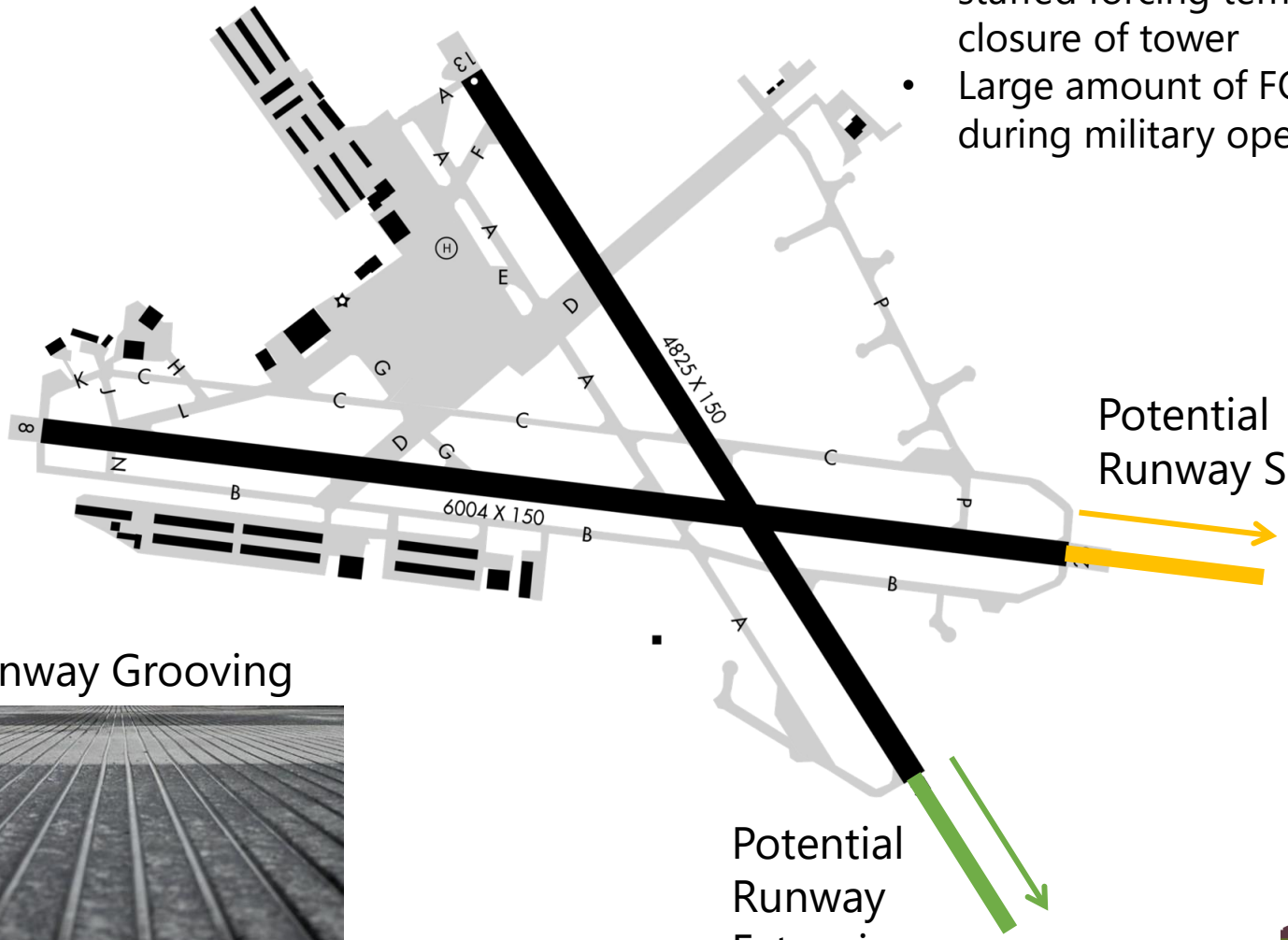
Airfield Needs

- ATCT is often short-staffed forcing temporary closure of tower
- Large amount of FOD during military operations



Runway Grooving

Questions?

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Alternatives

What if the Airport retains its current role

1. Based on projected demand
2. Highlight facility deficiencies + future growth
3. Multiple scenarios presented

Take identified issues and propose solutions

World Cafe

- **Self select groups**
- **Shuffle groups each round**
- **C&S team members will report out**

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Open Discussion

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Next Steps

- Draft Alternatives Chapter for PAC Review
- Phasing/Implementation/Financing Chapter for PAC Review

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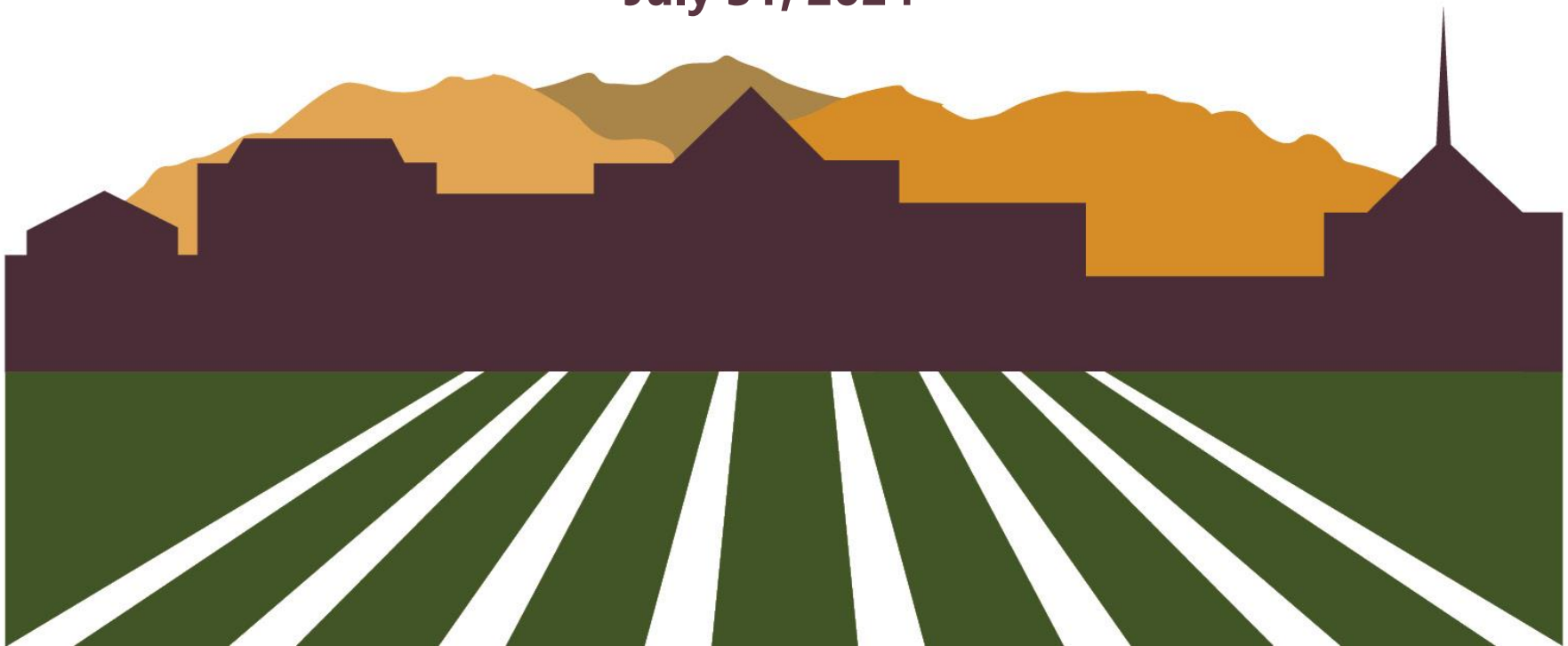
Public Advisory Committee (PAC) Meeting #7

Project Advisory Committee (PAC) Meeting #7

Airport Master Plan
Salinas Municipal Airport
July 31, 2024



Agenda

- Introductions
- Project Update
- Forecast Approval
- Land Use Planning
- Recap of Alternatives Workshop
- Preferred Alternative and Proposed Phasing
- Cost Estimates
- Draft Airport Layout Plan
- Next Steps

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Project Team

City of Salinas

Matt Nelson, Airport Manager

Ivan Zarate, Airport Maintenance Worker

David Jacobs, Director of Public Works

Consultant Team

Jake Shurer, Project Manager, C&S Companies

Hannah Brazil, Deputy Project Manager, C&S Companies

Marc Champigny, Project Principal, C&S Companies

Kim Fabend, QA/QC, C&S Companies

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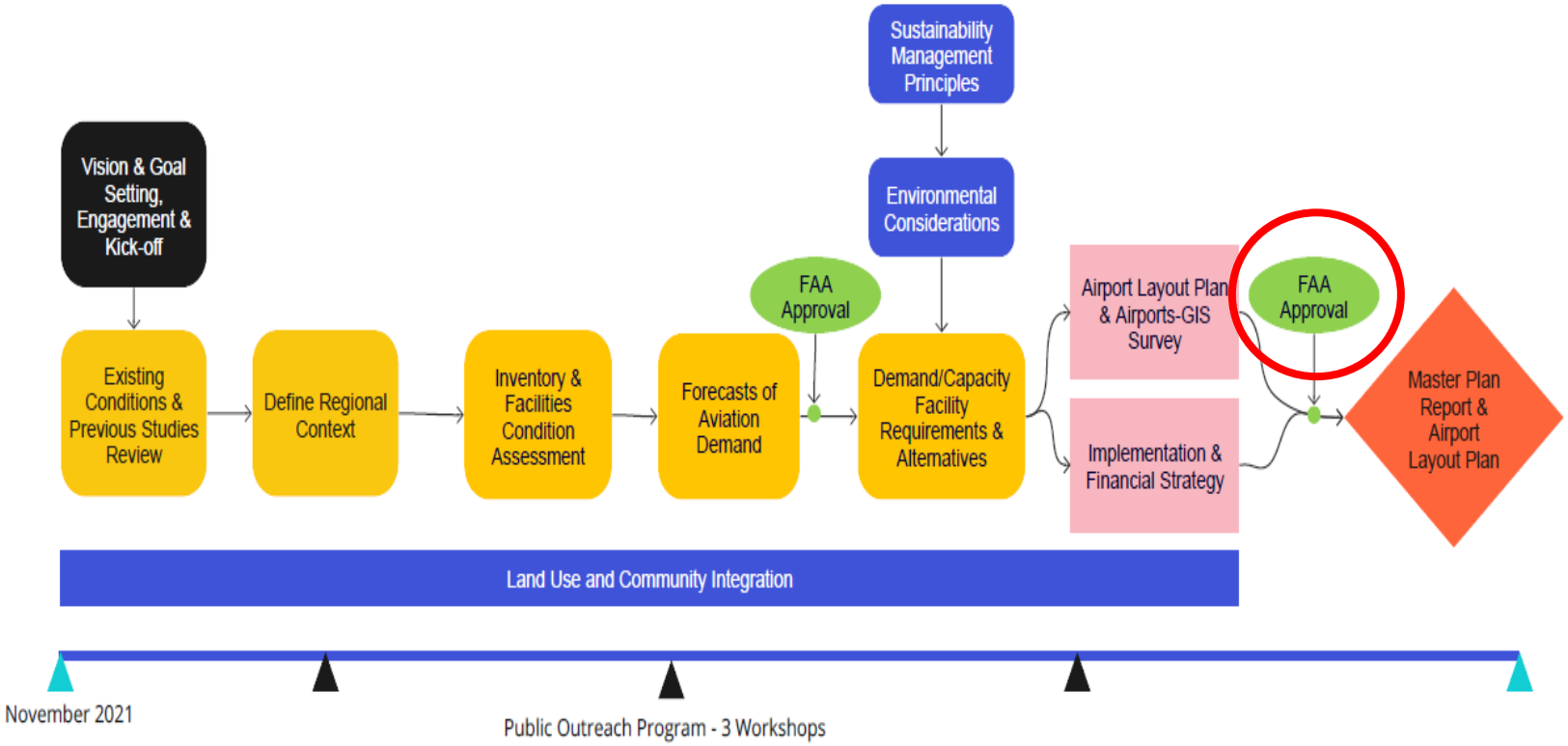
PAC Meeting #7 Goal

Today we will review the draft development plan and phasing

Key objective for today

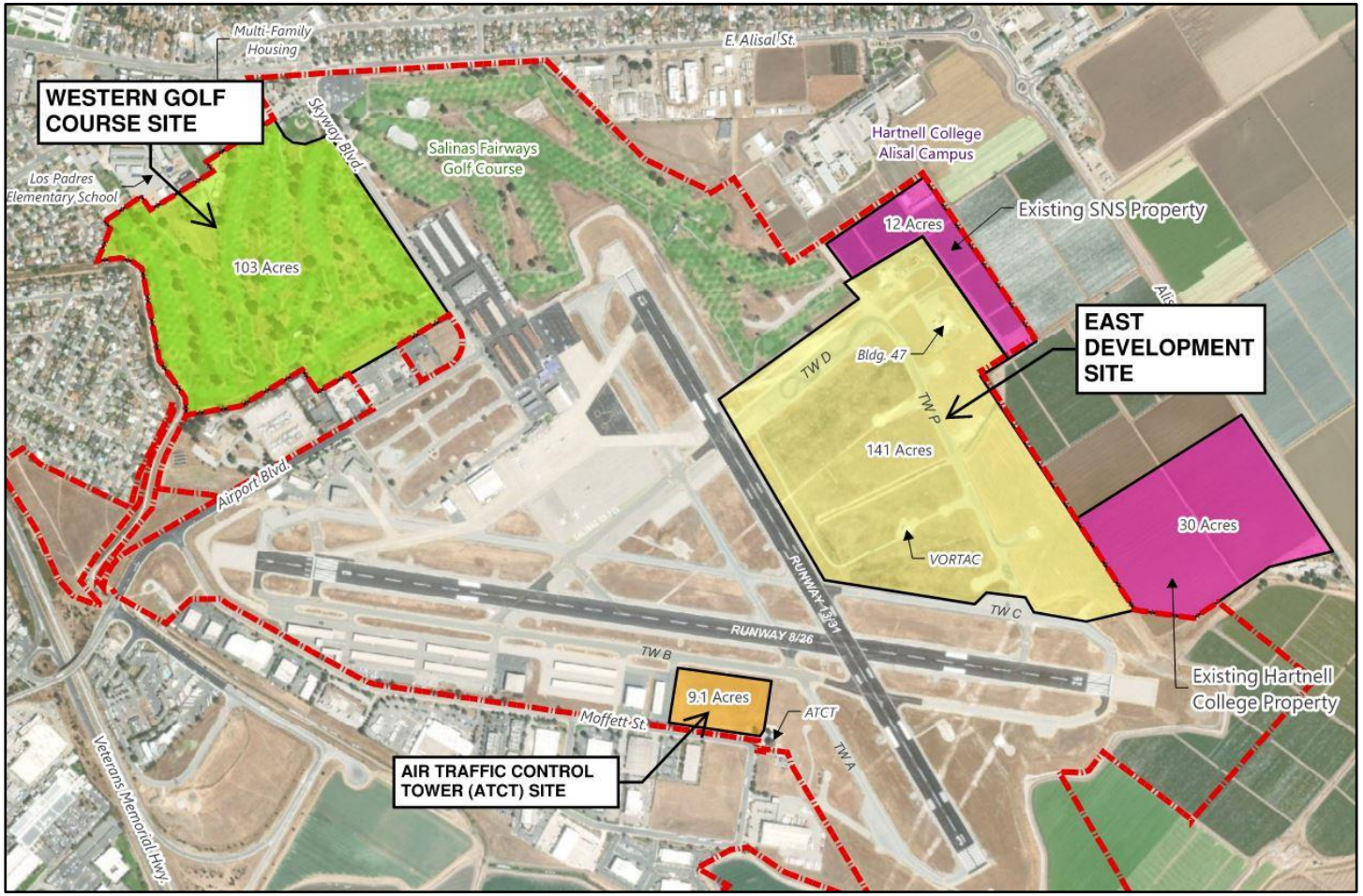
Finalize Preferred Development Plan

Process Flowchart/Schedule



Land Use Planning

Address future use opportunities for three priority sites totaling 295 acres – based on their characteristics and market position.



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Land Use Planning

Aeronautical Uses

- Benchmarking:
  - Aerospace (Aircraft) Manufacturing
  - Maintenance, Repair, and Overhaul (MRO)
  - Advanced Air Mobility (AAM)
  - Air Cargo
- Takeaways:
  - Scale, Access, Business Climate, Workforce
  - No immediate alignments or demand apparent
  - East Development Site
  - Valuable "beachfront property"

Non-Aeronautical Uses

- Subject to FAA regulation and approvals
- Takeaways:
  - Limited supply of available land in Salinas
  - Near-term demand for industrial property
    - Food processing, warehousing & distribution
  - Approvals, site readiness, Airport priorities

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Land Use Planning

ATCT Site

Land Use Planning

Western Golf Course Site

- Non-aeronautical
- Community interest, likely demand
- Revenue production
  - Lease through 2038
- Buffering
- Willingness to consider alternative uses
  - Public benefit, no financial impact
- Takeaway:
  - Continue golf course use, possible future consideration

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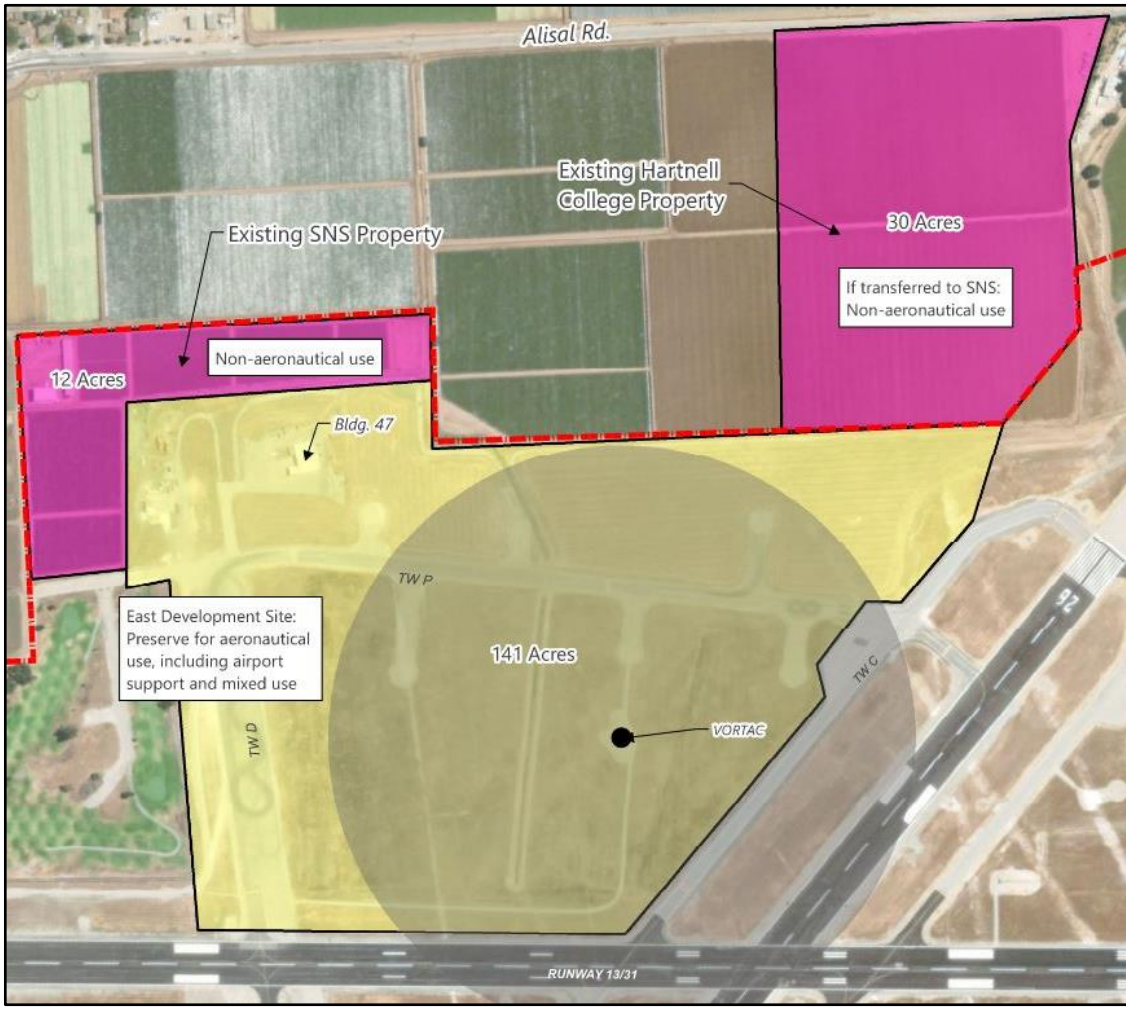
Land Use Planning

East Development Site

- Scale and airfield access
  - Aeronautical – Future passenger, AAM, air cargo, hangars
- Non-aeronautical position
- VORTAC buffer
- Hartnell College land transfer
- Takeaways:
  - Preserve aeronautical use potential, some non-aeronautical
  - VORTAC, airside improvements, access



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Questions?

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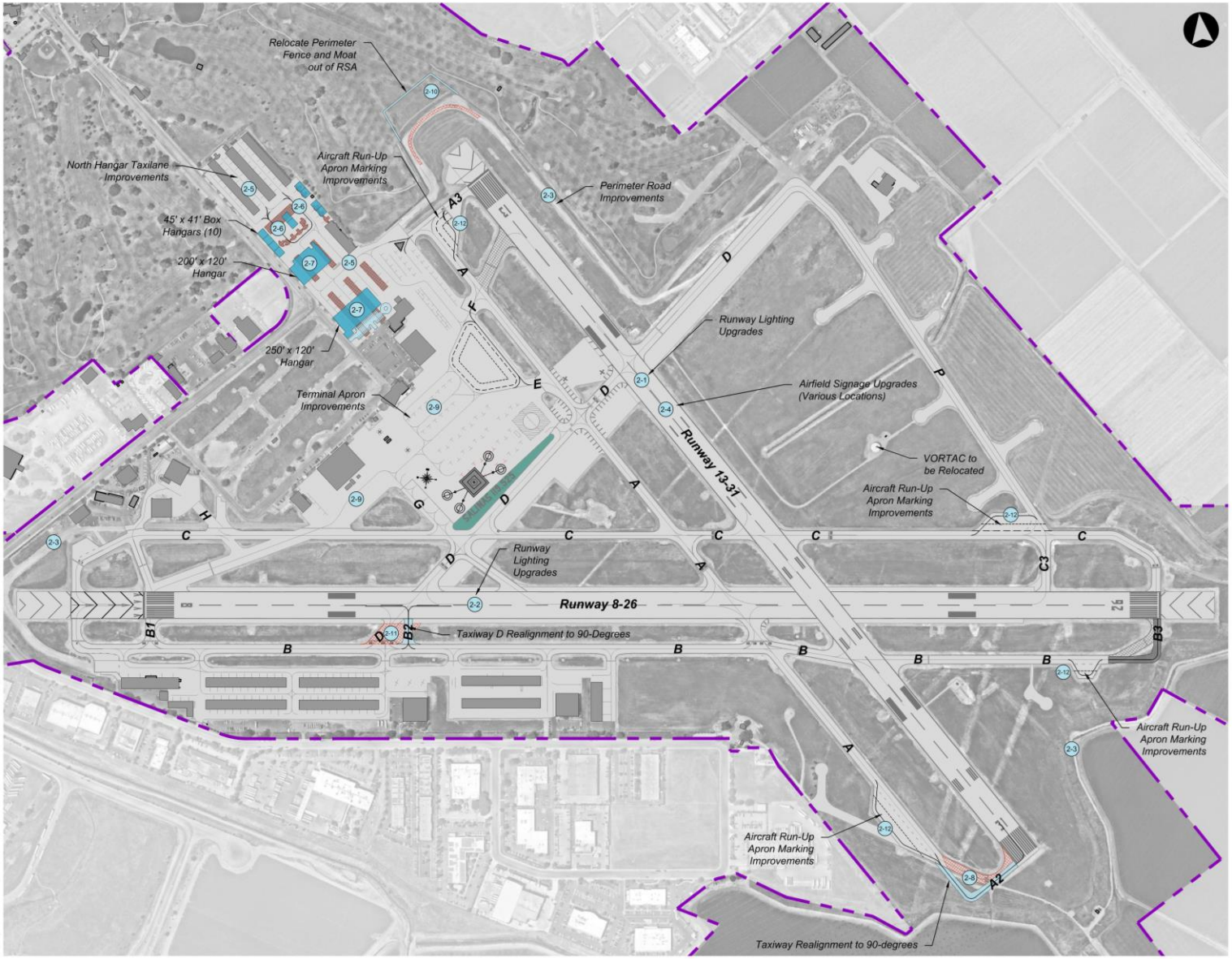
Phase 1 Development (2022 – 2027)

Phase 2 Development (2028 – 2032)



Phase 3 Development (2033 - 2042)

Phase 4 Development (2042+)

Phase 1 Cost Estimates

ID	Description	Federal Share (90%)	Local Share (5.5%)	Potential State Share (4.5%)	Total
1-1	Taxilane Improvements at Hangars R, K, L, O, Q, S, T	$5,401,000	$330,000	$270,000	$6,001,000
1-2	Taxiway D and P Improvements	$5,058,000	$309,000	$253,000	$5,620,000
1-3	Tie-Down Apron Improvements, Remove Direct Access to Runway 13	$2,814,000	$172,000	$141,000	$3,127,000
1-4	Taxiway G, Tie Down Apron Improvements, Heliport Relocation	$4,889,000	$298,000	$244,000	$5,431,000
1-5	Construct Terminal Improvements	$7,306,000	$447,000	$365,000	$8,118,000
1-6	Taxiway A and B Improvements, Runway 26 Entrance Realignment to 90 Degrees	$1,456,000	$89,000	$74,000	$1,619,000
1-7	Runway 13/31 and 8/26 Extension Feasibility Study and Community Outreach	$214,000	$13,000	$11,000	$238,000
1-8	Design - Runway 13-31 Lighting Upgrades	$175,000	$11,000	$9,000	$195,000
1-9	Design - Runway 8-26 Lighting Upgrades	$122,000	$7,000	$6,000	$135,000
1-10	Design Airfield Signage and Runway Lighting Upgrades	$73,000	$4,000	$4,000	$81,000
1-11	Design Perimeter Road Pavement Rehabilitation	$146,000	$9,000	$7,000	$162,000
1-12	ALUCP	$-	$32,000	$292,000	$324,000
Total		$20,348,000	$1,274,000	$1,311,000	$22,933,000

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Phase 2 Cost Estimates

ID	Description	Federal Share (90%)	Local Share (5.5%)	Potential State Share (4.5%)	Total
2-1	Construction - Runway 13-31 Lighting Upgrades	$1,076,000	$66,000	$54,000	$1,196,000
2-2	Construction - Runway 8-26 Lighting Upgrades	$801,000	$49,000	$40,000	$890,000
2-3	Perimeter Road Improvements	$565,000	$35,000	$28,000	$628,000
2-4	Airfield Signage and Runway Lighting Upgrades	$705,000	$43,000	$35,000	$783,000
2-5	North Hangar Taxilane Improvements	$9,311,000	$569,000	$466,000	$10,346,000
2-6	Construct Additional Box Hangars on North Side	$-	$22,597,000	$-	$22,597,000
2-7	Construct Large Corporate Aircraft Hangars on North Side	$-	$24,449,000	$-	$24,449,000
2-8	Realign Runway 31 Entrance to 90-Degrees	$1,242,000	$76,000	$62,000	$1,380,000
2-9	Terminal Apron Improvements	$22,148,000	$1,353,000	$1,107,000	$24,608,000
2-10	Relocate Perimeter Fence and Moat out of RSA	$910,000	$56,000	$45,000	$1,011,000
2-11	Taxiway D Realignment to 90-Degrees	$603,000	$37,000	$30,000	$670,000
2-12	Aircraft Run-Up Apron Marking Improvements	$221,000	$14,000	$11,000	$246,000
2-13	PMMP Update	$242,000	$15,000	$12,000	$269,000
2-14	NEPA - Runway RSA Enhancements Safety Environmental	$436,000	$27,000	$22,000	$485,000
2-15	NEPA - East Side Taxiway System, Access, and Hangars	$726,000	$44,000	$36,000	$806,000
2-16	ALP Update	$323,000	$20,000	$16,000	$359,000
Total		$40,765,000	$49,539,000	$2,038,000	$92,342,000
Total (Excluding Hangar Construction)		$40,765,000	$2,493,000	$2,038,000	$45,296,000

Phase 3 Cost Estimates

ID	Description	Federal Share (90%)	Local Share (5.5%)	Potential State Share (4.5%)	Total
3-1	Taxiway C Pavement and Safety Improvements, Realign Runway Entrances to 90-Degrees	$4,477,000	$273,000	$223,000	$4,973,000
3-2	Vehicle Parking Lot Expansion	$-	$763,000	$-	$763,000
3-3	Construct Aircraft Hangars at ATCT Site	$-	$77,555,000	$-	$77,555,000
3-4	Roadway Improvements for Access to East Side	$1,239,000	$76,000	$62,000	$1,377,000
3-5	Construct Future Parallel Taxiway J	$5,131,000	$314,000	$257,000	$5,702,000
3-6	Runway 13-31 Pavement and Safety Improvements	$10,429,000	$638,000	$521,000	$11,588,000
3-7	Land Swap with Hartnell College	$-	$-	$-	$-
Total		$21,276,000	$79,619,000	$1,063,000	$101,958,000
Total Excluding Hangar Construction		$21,276,000	$2,064,000	$1,063,000	$24,403,000

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Phase 4 Cost Estimates

ID	Description	Federal Share (90%)	Local Share (5.5%)	Potential State Share (4.5%)	Total
4-1	Design & Construct Runway 8/26 Rehabilitation and RSA Enhancements	$33,892,000	$2,071,000	$1,695,000	$37,658,000
Total		$33,892,000	$2,071,000	$1,695,000	$37,658,000

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Open Discussion

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Next Steps

- Finalize Preferred Development Plan
- Submit draft Master Plan and ALP to FAA

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Public Meeting #1 Presentation Boards

WELCOME

Please Sign In

Project Contact: Brett Godown
Airport Manager | 831-758-7214
brett.godown@ci.Salinas.ca.us

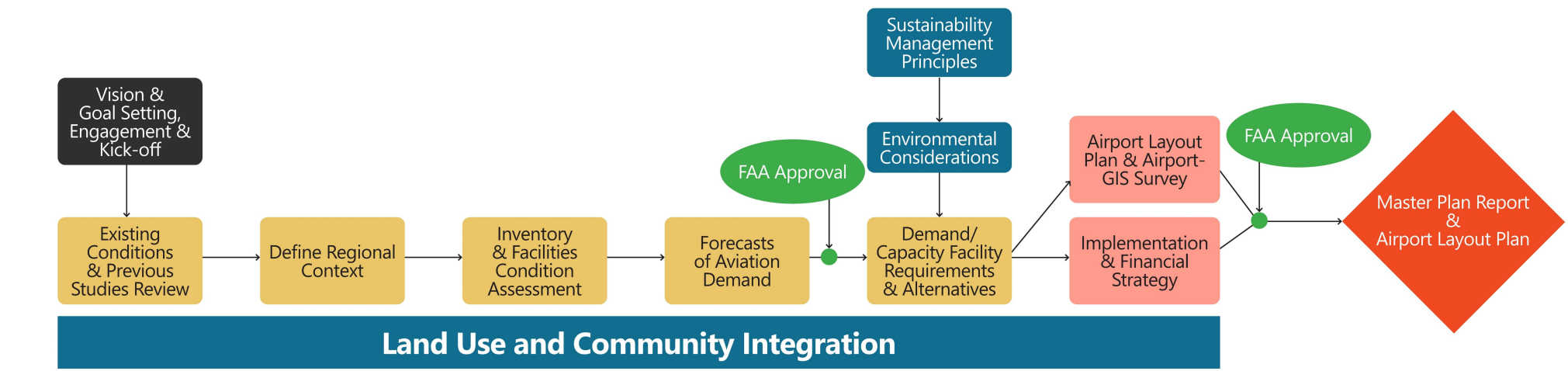
Salinas Municipal Airport (SNS)

Master Plan Process

What is an Airport Master Plan?

An Airport Master Plan focuses on **airport improvements**, **sustainability** and **land use**. It outlines how the Airport can meet its demand and strategic vision over the **next 20 years** and beyond. This Plan will shape future development and the **overall vision** for the Airport.

This is an opportunity to share your thoughts!



November 2021

Public Outreach Program
3 Workshops

Fall 2023

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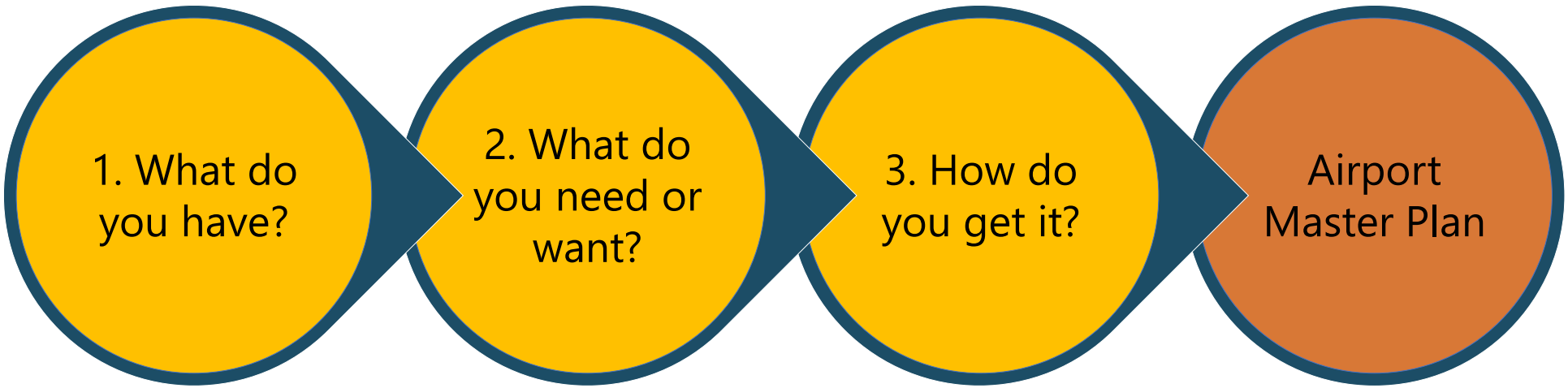
Master Plan Objectives



- 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

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Project Schedule

November 2021

Fall 2023

Ongoing Public Outreach

ALP – Airport Layout Plan

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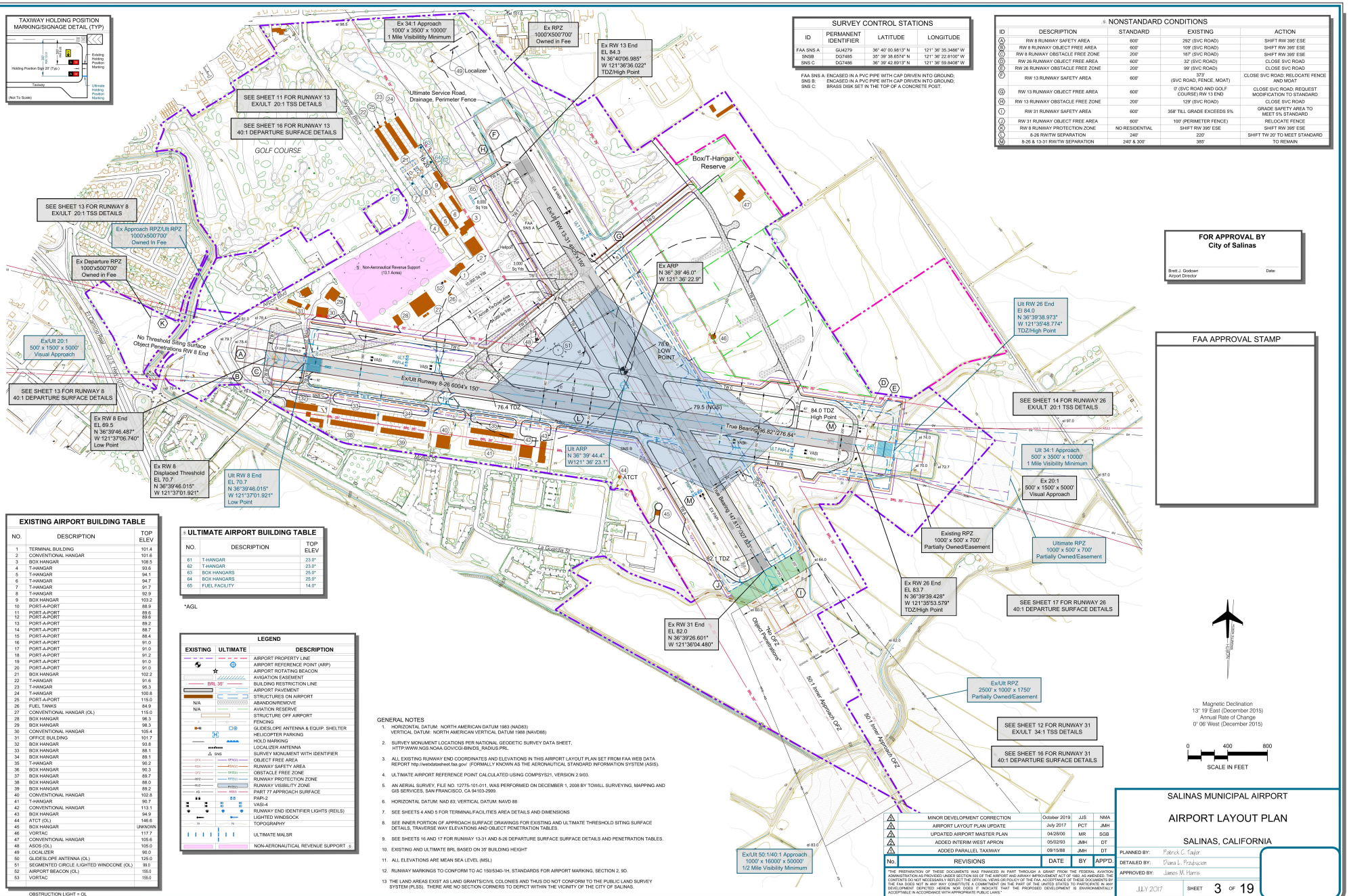

SURVEY CONTROL STATIONS

ID	PERMANENT IDENTIFIER	LATITUDE	LONGITUDE
FAA SNS A	GU4279	36° 40' 00.9813" N	121° 36' 35.3486" W
SNSB	DG7485	35° 39' 38.6574" N	121° 36' 22.8100" W
SNS C	DG7486	36° 39' 42.8913" N	121° 36' 59.8408" W

FAA SNS A: ENCASED IN A PVC PIPE WITH CAP DRIVEN INTO GROUND;
SNS B: ENCASED IN A PVC PIPE WITH CAP DRIVEN INTO GROUND;
SNS C: BRASS DISK SET IN THE TOP OF A CONCRETE POST.

⑤ NONSTANDARD CONDITIONS

ID	DESCRIPTION	STANDARD	EXISTING	ACTION
A	RW 8 RUNWAY SAFETY AREA	600'	292' (SVC ROAD)	SHIFT RW 395' ESE
B	RW 8 RUNWAY OBJECT FREE AREA	600'	109' (SVC ROAD)	SHIFT RW 395' ESE
C	RW 8 RUNWAY OBSTACLE FREE ZONE	200'	187' (SVC ROAD)	SHIFT RW 395' ESE
D	RW 26 RUNWAY OBJECT FREE AREA	600'	32' (SVC ROAD)	CLOSE SVC ROAD
E	RW 26 RUNWAY OBSTACLE FREE ZONE	200'	99' (SVC ROAD)	CLOSE SVC ROAD
F	RW 13 RUNWAY SAFETY AREA	600'	373' (SVC ROAD, FENCE, MOAT)	CLOSE SVC ROAD; RELOCATE FENCE AND MOAT
G	RW 13 RUNWAY OBJECT FREE AREA	600'	0' (SVC ROAD AND GOLF COURSE) RW 13 END	CLOSE SVC ROAD; REQUEST MODIFICATION TO STANDARD
H	RW 13 RUNWAY OBSTACLE FREE ZONE	200'	129' (SVC ROAD)	CLOSE SVC ROAD
I	RW 31 RUNWAY SAFETY AREA	600'	358' TILL GRADE EXCEEDS 5%	GRADE SAFETY AREA TO MEET 5% STANDARD
J	RW 31 RUNWAY OBJECT FREE AREA	600'	100' (PERIMETER FENCE)	RELOCATE FENCE
K	RW 8 RUNWAY PROTECTION ZONE	NO RESIDENTIAL	SHIFT RW 395' ESE	SHIFT RW 395' ESE
L	8-26 RW/TW SEPARATION	240'	220'	SHIFT TW 20' TO MEET STANDARD
M	8-26 & 13-31 RW/TW SEPARATION	240' & 300'	385'	TO REMAIN

EXISTING AIRPORT BUILDING TABLE

NO.	DESCRIPTION	TOP ELEV
1	TERMINAL BUILDING	101.4
2	CONVENTIONAL HANGAR	101.6
3	BOX HANGAR	108.5
4	T-HANGAR	93.6
5	T-HANGAR	94.1
6	T-HANGAR	94.7
7	T-HANGAR	91.7
8	T-HANGAR	92.9
9	BOX HANGAR	103.2
10	PORT-A-PORT	88.9
11	PORT-A-PORT	89.6
12	PORT-A-PORT	89.6
13	PORT-A-PORT	89.2
14	PORT-A-PORT	88.7
15	PORT-A-PORT	88.4
16	PORT-A-PORT	91.0
17	PORT-A-PORT	91.0
18	PORT-A-PORT	91.2
19	PORT-A-PORT	91.0
20	PORT-A-PORT	91.0
21	BOX HANGAR	102.2
22	T-HANGAR	91.6
23	T-HANGAR	95.3
24	T-HANGAR	100.8
25	PORT-A-PORT	115.0
26	FUEL TANKS	84.9
27	CONVENTIONAL HANGAR (OL)	115.0
28	BOX HANGAR	96.3
29	BOX HANGAR	98.3
30	CONVENTIONAL HANGAR	105.4
31	OFFICE BUILDING	101.7
32	BOX HANGAR	93.8
33	BOX HANGAR	88.1
34	BOX HANGAR	89.1
35	T-HANGAR	90.2
36	BOX HANGAR	90.3
37	BOX HANGAR	89.7
38	BOX HANGAR	88.0
39	BOX HANGAR	89.2
40	CONVENTIONAL HANGAR	102.8
41	T-HANGAR	90.7
42	CONVENTIONAL HANGAR	113.1
43	BOX HANGAR	94.9
44	ATCT (OL)	146.6
45	BOX HANGAR	UNKNOWN
46	VORTAC	117.7
47	CONVENTIONAL HANGAR	105.8
48	ASOS (OL)	105.0
49	LOCALIZER	90.0
50	GLIDESLOPE ANTENNA (OL)	125.0
51	SEGMENTED CIRCLE (LIGHTED WINDCONE (OL)	99.0
52	AIRPORT BEACON (OL)	155.0
53	VORTAC	155.0

OBSTRUCTION LIGHT = OL

⑤ ULTIMATE AIRPORT BUILDING TABLE

NO.	DESCRIPTION	TOP ELEV
61	T-HANGAR	23.0"
62	T-HANGAR	23.0"
63	BOX HANGARS	25.0"
64	BOX HANGARS	25.0"
65	FUEL FACILITY	14.0"

*AGL

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
BRL 35'		BUILDING RESTRICTION LINE
		AIRPORT PAVEMENT
		STRUCTURES ON AIRPORT
N/A		ABANDON/REMOVE
N/A		AVIATION RESERVE
		STRUCTURE OFF AIRPORT
		FENCING
		GLIDESLOPE ANTENNA & EQUIP. SHELTER
		HELICOPTER PARKING
		HOLD MARKING
		LOCALIZER ANTENNA
SNS		SURVEY MONUMENT WITH IDENTIFIER
OFA	OFA(S)	OBJECT FREE AREA
RSA	RSA(S)	RUNWAY SAFETY AREA
OFZ	OFZ(S)	OBSTACLE FREE ZONE
RPZ	RPZ(S)	RUNWAY PROTECTION ZONE
RVZ	RVZ(S)	RUNWAY VISIBILITY ZONE
43	43(S)	PART 77 APPROACH SURFACE
		PAPI-2
		VASI-4
		RUNWAY END IDENTIFIER LIGHTS (REILS)
		LIGHTED WINDSOCK
75	75	TOPOGRAPHY
		ULTIMATE MALSR
		NON-AERONAUTICAL REVENUE SUPPORT ⑤

GENERAL NOTES

1. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 (NAD83) VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM 1988 (NAVD88)
2. SURVEY MONUMENT LOCATIONS PER NATIONAL GEODETIC SURVEY DATA SHEET, HTTP:WWW.NGS.NOAA.GOV/CGI-BIN/DS_RADIUS.PRL.
3. ALL EXISTING RUNWAY END COORDINATES AND ELEVATIONS IN THIS AIRPORT LAYOUT PLAN SET FROM FAA WEB DATA REPORT http://webdatasheet.faa.gov/ (FORMALLY KNOWN AS THE AERONAUTICAL STANDARD INFORMATION SYSTEM (ASIS).
4. ULTIMATE AIRPORT REFERENCE POINT CALCULATED USING COMPSYS21, VERSION 2.9/03.
5. AN AERIAL SURVEY, FILE NO. 12775-101-011, WAS PERFORMED ON DECEMBER 1, 2008 BY TOWILL SURVEYING, MAPPING AND GIS SERVICES, SAN FRANCISCO, CA 94103-2909.
6. HORIZONTAL DATUM: NAD 83; VERTICAL DATUM: NAVD 88
7. SEE SHEETS 4 AND 5 FOR TERMINAL/FACILITIES AREA DETAILS AND DIMENSIONS
8. SEE INNER PORTION OF APPROACH SURFACE DRAWINGS FOR EXISTING AND ULTIMATE THRESHOLD SITING SURFACE DETAILS, TRAVERSE WAY ELEVATIONS AND OBJECT PENETRATION TABLES.
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SALINAS MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN

SALINAS, CALIFORNIA

PLANNED BY: Patrick C. Taylor
DETAILED BY: Diana L. Prabucion
APPROVED BY: James M. Harris

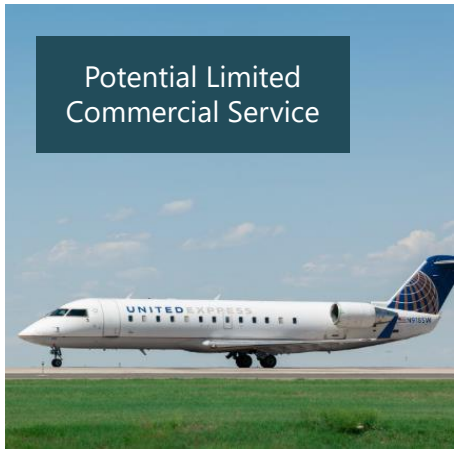
JULY 2017 SHEET 3 OF 19

Airport Services

Flight Training	Emergency Services	Aircraft Maintenance and Restoration	Aerial Application

Key Issues


Sustainability


Potential Limited Commercial Service


Land Use


EVTOL


SALINAS 119.525
Design Standards

We want to hear from you!

- What role does the Airport play in your life?

- Interested in receiving project updates?

SALINAS

Public Meeting #2 Presentation Boards

WELCOME

Please Sign In

Project Contact: Brett Godown
Airport Manager | 831-758-7214
brett.godown@ci.Salinas.ca.us

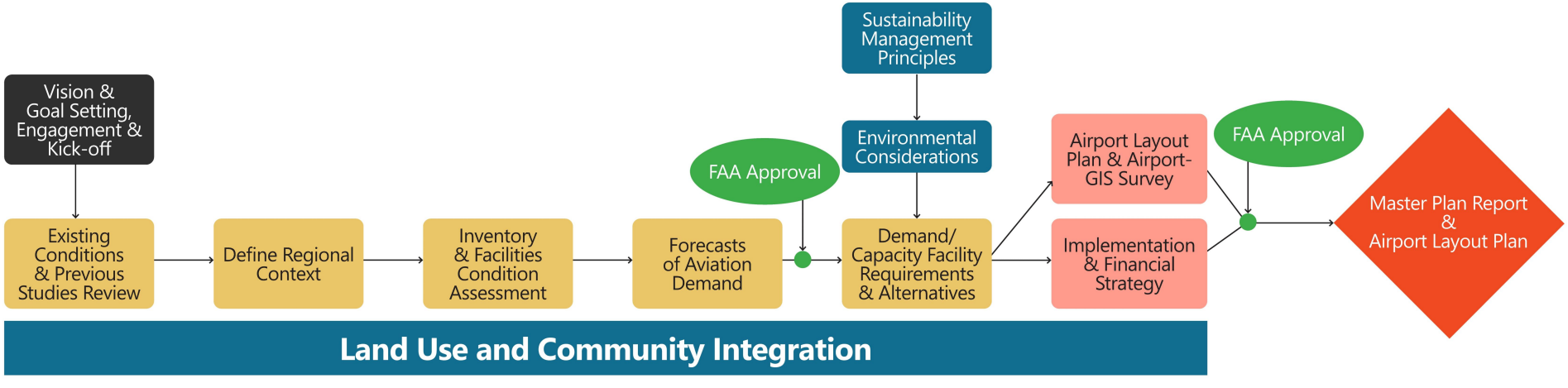
Salinas Municipal Airport (SNS)

Master Plan Process

What is an Airport Master Plan?

An Airport Master Plan focuses on **airport improvements**, **sustainability** and **land use**. It outlines how the Airport can meet its demand and strategic vision over the **next 20 years** and beyond. This Plan will shape future development and the **overall vision** for the Airport.

This is an opportunity to share your thoughts!



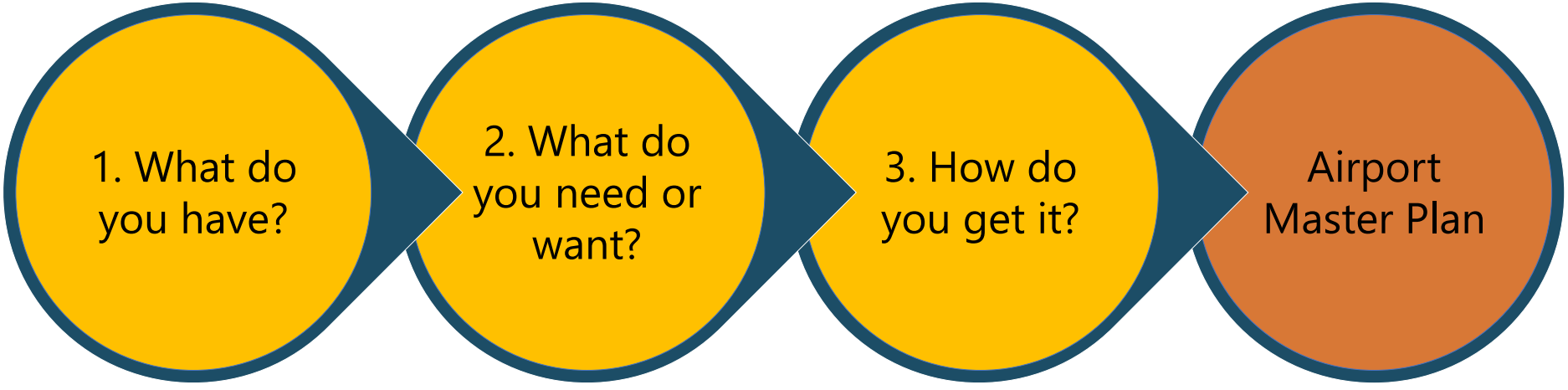
November 2021

Public Outreach Program
3 Workshops

Fall 2023

SALINAS

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

SALINAS

Project Schedule

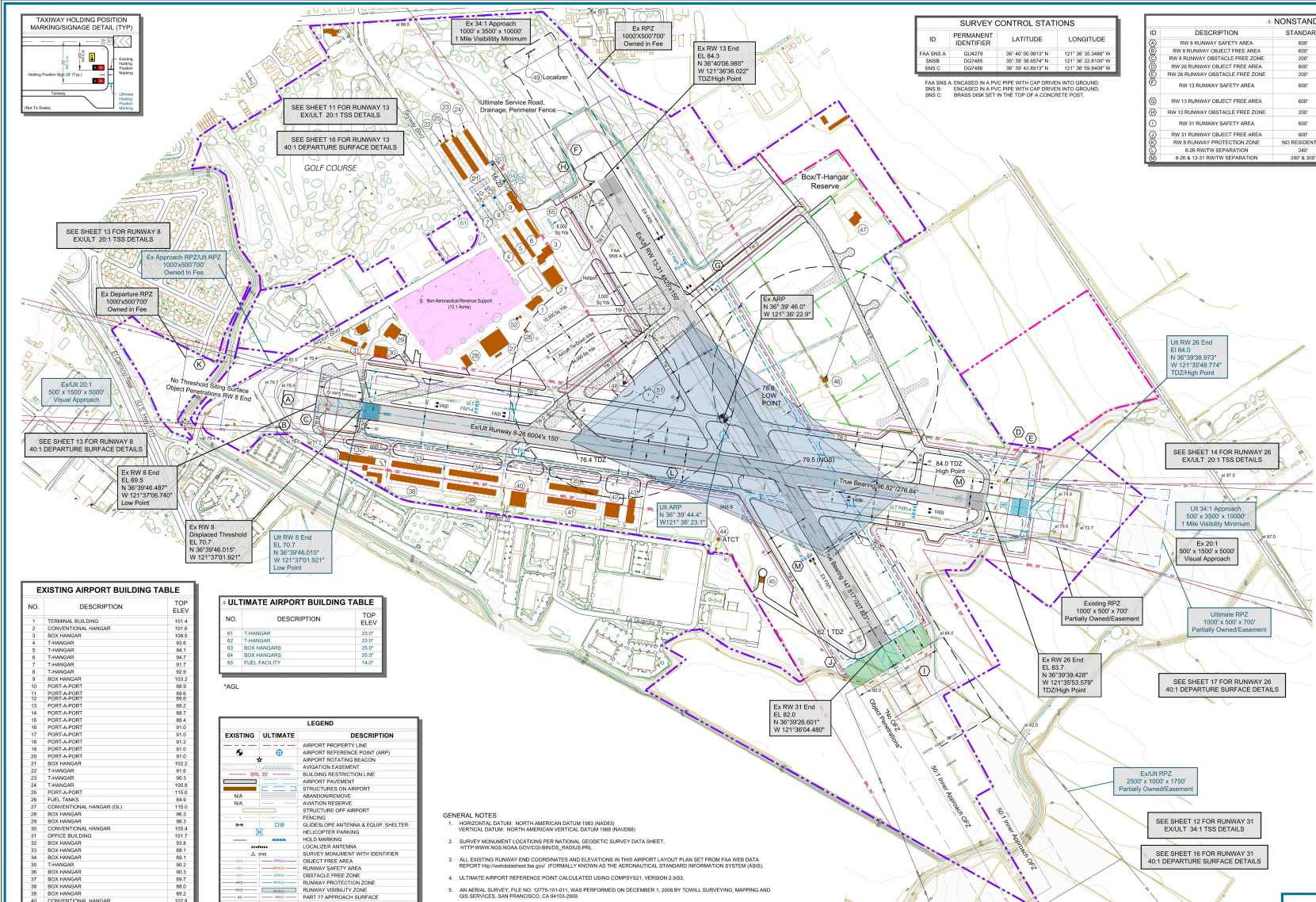
November 2021

Existing Conditions Analysis → Forecasting & Facility Requirements → Alternatives Evaluation → Preferred Alternative → Master Plan Adoption & ALP Approval

Fall 2023

Ongoing Public Outreach

ALP – Airport Layout Plan



SURVEY CONTROL STATIONS

ID	PERMANENT IDENTIFIER	LATITUDE	LONGITUDE
FAA SNS A	GU4279	36° 40' 00.9813" N	121° 36' 35.3486" W
SNSB	DG7485	35° 39' 38.6574" N	121° 36' 22.8100" W
SNS C	DG7486	36° 39' 42.8513" N	121° 36' 59.8408" W

FAA SNS A: ENCASED IN A PVC PIPE WITH CAP DRIVEN INTO GROUND;
SNS B: ENCASED IN A PVC PIPE WITH CAP DRIVEN INTO GROUND;
SNS C: BRASS DISK SET IN THE TOP OF A CONCRETE POST.

⚠ NONSTANDARD CONDITIONS

ID	DESCRIPTION	STANDARD	EXISTING	ACTION
A	RW 8 RUNWAY SAFETY AREA	600'	292' (SVC ROAD)	SHIFT RW 395' ESE
B	RW 8 RUNWAY OBJECT FREE AREA	600'	109' (SVC ROAD)	SHIFT RW 395' ESE
C	RW 8 RUNWAY OBSTACLE FREE ZONE	200'	187' (SVC ROAD)	SHIFT RW 395' ESE
D	RW 26 RUNWAY OBJECT FREE AREA	600'	32' (SVC ROAD)	CLOSE SVC ROAD
E	RW 26 RUNWAY OBSTACLE FREE ZONE	200'	99' (SVC ROAD)	CLOSE SVC ROAD
F	RW 13 RUNWAY SAFETY AREA	600'	373' (SVC ROAD, FENCE, MOAT)	CLOSE SVC ROAD; RELOCATE FENCE AND MOAT
G	RW 13 RUNWAY OBJECT FREE AREA	600'	0' (SVC ROAD AND GOLF COURSE) RW 13 END	CLOSE SVC ROAD; REQUEST MODIFICATION TO STANDARD
H	RW 13 RUNWAY OBSTACLE FREE ZONE	200'	129' (SVC ROAD)	CLOSE SVC ROAD
I	RW 31 RUNWAY SAFETY AREA	600'	358' TILL GRADE EXCEEDS 5%	GRADE SAFETY AREA TO MEET 5% STANDARD
J	RW 31 RUNWAY OBJECT FREE AREA	600'	100' (PERIMETER FENCE)	RELOCATE FENCE
K	RW 8 RUNWAY PROTECTION ZONE	NO RESIDENTIAL	SHIFT RW 395' ESE	SHIFT RW 395' ESE
L	8-26 RW/TW SEPARATION	240'	220'	SHIFT TW 20' TO MEET STANDARD
M	8-26 & 13-31 RW/TW SEPARATION	240' & 300'	385'	TO REMAIN

FOR APPROVAL BY City of Salinas

Brett J. Godown, Airport Director — Date:

FAA APPROVAL STAMP

EXISTING AIRPORT BUILDING TABLE

NO.	DESCRIPTION	TOP ELEV
1	TERMINAL BUILDING	101.4
2	CONVENTIONAL HANGAR	101.6
3	BOX HANGAR	108.5
4	T-HANGAR	93.6
5	T-HANGAR	94.1
6	T-HANGAR	94.7
7	T-HANGAR	91.7
8	T-HANGAR	92.9
9	BOX HANGAR	103.2
10	PORT-A-PORT	88.9
11	PORT-A-PORT	89.6
12	PORT-A-PORT	89.6
13	PORT-A-PORT	89.2
14	PORT-A-PORT	88.7
15	PORT-A-PORT	88.4
16	PORT-A-PORT	91.0
17	PORT-A-PORT	91.0
18	PORT-A-PORT	91.2
19	PORT-A-PORT	91.0
20	PORT-A-PORT	91.0
21	BOX HANGAR	102.2
22	T-HANGAR	91.6
23	T-HANGAR	95.3
24	T-HANGAR	100.8
25	PORT-A-PORT	115.0
26	FUEL TANKS	84.9
27	CONVENTIONAL HANGAR (OL)	115.0
28	BOX HANGAR	96.3
29	BOX HANGAR	96.3
30	CONVENTIONAL HANGAR	105.4
31	OFFICE BUILDING	101.7
32	BOX HANGAR	93.8
33	BOX HANGAR	88.1
34	BOX HANGAR	89.1
35	T-HANGAR	90.2
36	BOX HANGAR	90.3
37	BOX HANGAR	89.7
38	BOX HANGAR	88.0
39	BOX HANGAR	89.2
40	CONVENTIONAL HANGAR	102.8
41	T-HANGAR	90.7
42	CONVENTIONAL HANGAR	113.1
43	BOX HANGAR	94.9
44	ATCT (OL)	146.6
45	BOX HANGAR	UNKNOWN
46	VORTAC	117.7
47	CONVENTIONAL HANGAR	105.6
48	ASOS (OL)	105.0
49	LOCALIZER	90.0
50	GLIDESLOPE ANTENNA (OL)	125.0
51	SEGMENTED CIRCLE LIGHTED WINDCONE (OL)	99.0
52	AIRPORT BEACON (OL)	150.0
53	VORTAC	150.0

OBSTRUCTION LIGHT = OL

⚠ ULTIMATE AIRPORT BUILDING TABLE

NO.	DESCRIPTION	TOP ELEV
61	T-HANGAR	23.0*
62	T-HANGAR	23.0*
63	BOX HANGARS	25.0*
64	BOX HANGARS	25.0*
65	FUEL FACILITY	14.0*

*AGL

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
BRL 35'		BUILDING RESTRICTION LINE
		AIRPORT PAVEMENT
		STRUCTURES ON AIRPORT
N/A		ABANDON/REMOVE
N/A		AVIATION RESERVE
		STRUCTURE OFF AIRPORT
		FENCING
		GLIDESLOPE ANTENNA & EQUIP. SHELTER
		HELICOPTER PARKING
		HOLD MARKING
		LOCALIZER ANTENNA
SNS		SURVEY MONUMENT WITH IDENTIFIER
OFA/A		OBJECT FREE AREA
RSA/A		RUNWAY SAFETY AREA
OFZ/A		OBSTACLE FREE ZONE
RPZ/A		RUNWAY PROTECTION ZONE
VIS/A		RUNWAY VISIBILITY ZONE
AS/A		PART 77 APPROACH SURFACE
		PAPI-2
		VASI-4
		RUNWAY END IDENTIFIER LIGHTS (REILS)
		LIGHTED WINDSOCK
		TOPOGRAPHY
		ULTIMATE MALSR
		NON-AERONAUTICAL REVENUE SUPPORT ①

GENERAL NOTES

1. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 (NAD83)
   VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM 1988 (NAVD88)
2. SURVEY MONUMENT LOCATIONS PER NATIONAL GEODETIC SURVEY DATA SHEET, HTTP:WWW.NGS.NOAA.GOV/CGI-BIN/DS_RADIUS.PRL
3. ALL EXISTING RUNWAY END COORDINATES AND ELEVATIONS IN THIS AIRPORT LAYOUT PLAN SET FROM FAA WEB DATA REPORT http://web/datasheet.faa.gov/ (FORMALLY KNOWN AS THE AERONAUTICAL STANDARD INFORMATION SYSTEM (ASIS).
4. ULTIMATE AIRPORT REFERENCE POINT CALCULATED USING COMPSYS21, VERSION 2.9/03.
5. AN AERIAL SURVEY, FILE NO. 12775-101-011, WAS PERFORMED ON DECEMBER 1, 2008 BY TOWILL SURVEYING, MAPPING AND GIS SERVICES, SAN FRANCISCO, CA 94103-2909.
6. HORIZONTAL DATUM: NAD 83; VERTICAL DATUM: NAVD 88
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"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN, NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

SALINAS MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN

SALINAS, CALIFORNIA

PLANNED BY: Patrick C. Taylor
DETAILED BY: Diana L. Prajuckcin
APPROVED BY: James M. Harris

JULY 2017 — SHEET 3 OF 19

Sustainability Management Plan

- **Economic Viability**
  - Minimized operations and cost
  - Local economy
  - Sustainable revenue
- **Operational Efficiency**
  - Optimize procedures
  - Resilience
  - Solid Waste & Recycling Plan
- **Natural Resource Conservation**
  - Air quality & water quality
  - Energy management
- **Social Responsibility**
  - Community & staff engagement
  - Local workforce

1 Understanding existing conditions and processes

2 Benchmarking of other airports; alignment with City, regional and partner goals; and gap analysis

3 Staff and stakeholder input

4 Data-driven goals and targets

5 **Sustainability plan or resource-specific strategy**

Beginning with the end in mind leads to improved performance and achievement of goals

SALINAS

Sustainability Workshop

Economic Viability

- Land Use Planning (HABU)
- Attract Diverse Tenants (Commercial services, Avionics, EVTOL and other innovations)

Natural Resource Conservation

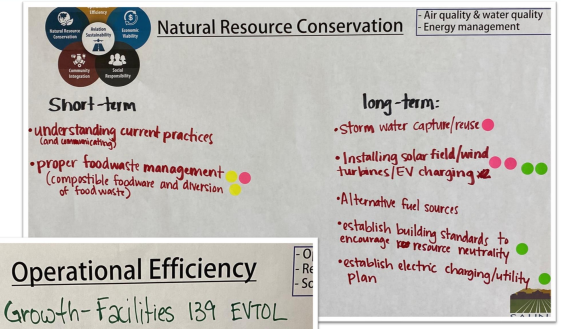
- Implementation of Proper Food waste Management (Compostable food ware and diversion of foot waste)
- Installing solar field, wind turbines and EV charging
- Establish building standards to encourage resource neutrality
- Stormwater Capture and Reuse

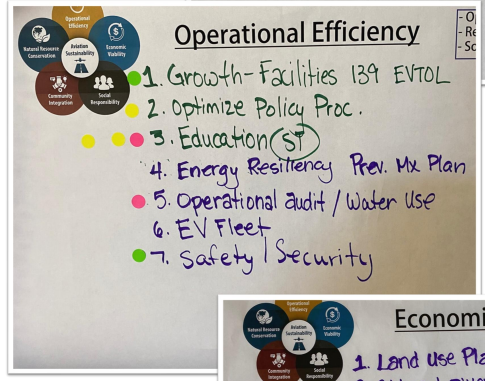
Operational Efficiency

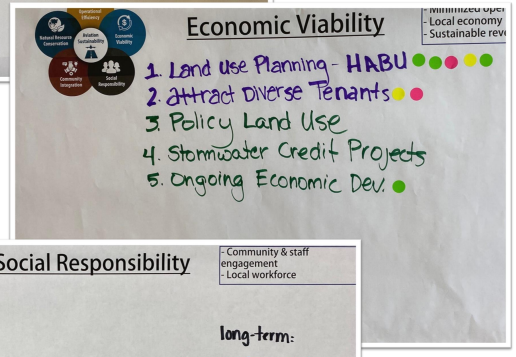
- Education
- Optimize Policy Procedures

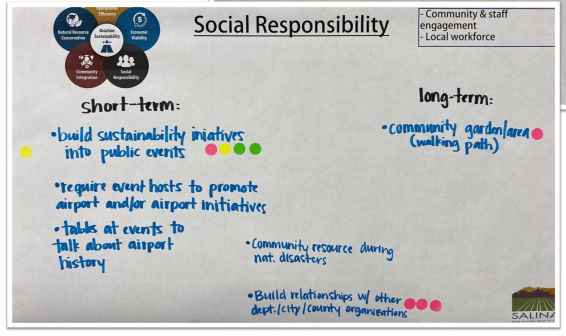
Social Responsibility

- Build Sustainability Initiatives into Public Events
- Build Relationships with other Departments, the City, and County Organizations
- Engage local schools, co-ops, educate the community on what the airport does, what can be done and how the land impacts the airport's future









SALINAS

Inventory – Support Facilities

Terminal

Airport Traffic Control Tower

Aviation Fuel Storage

Aircraft Storage Hangars

Vehicle Parking

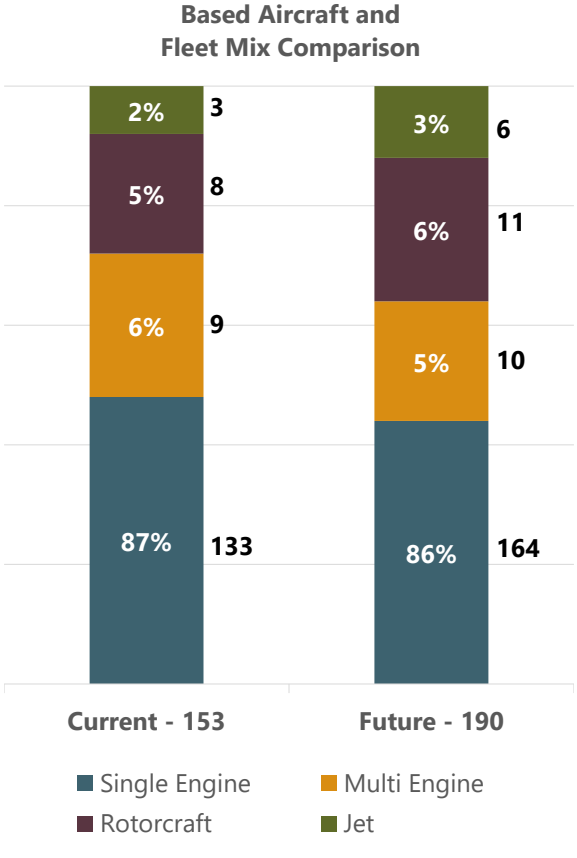
Relevant Statistics

- Runways = 2
- Taxiways = 12
- Buildings = 34
- Tenants = 28
- Hangar Storage = >300K SF
- Fuel Capacity = >30K gals
- Direct Jobs = 185
- Helipads = 1

SALINAS

Forecast of Aviation Demand

- Forecasts of Salinas Municipal Airport's future aviation demand were developed for the planning period extending through 2041



	Existing 2021 Operations	Forecast 2041 Operations
Operations	62,335	81,219
Itinerant	*37,401*	*48,731*
Local	*24,934*	*32,488*
Peak Month	7,840	9,746
Average Day Peak Monthly	241	314
Design Hour	30	39

Existing Critical Aircraft – Cessna Citation CJ4

- FAA Classification = **B-II**
- Length = 53.3 ft.
- Wingspan = 50.8 ft.
- Tail Height = 15.4 ft.
- Maximum Takeoff Weight = 17,110 lbs.
- Approach Speed = **111 knots (128 mph)**

Future Critical Aircraft – Bombardier Learjet 75 (C-II)

- FAA Classification = **C-II**
- Length = 58.0 ft.
- Wingspan = 50.9 ft.
- Tail Height = 14.0 ft.
- Maximum Takeoff Weight = 21,500 lbs.
- Approach Speed = **125 knots (144 mph)**

We want to hear from you!

- What role does the Airport play in your life?

- Interested in receiving project updates?

SALINAS