

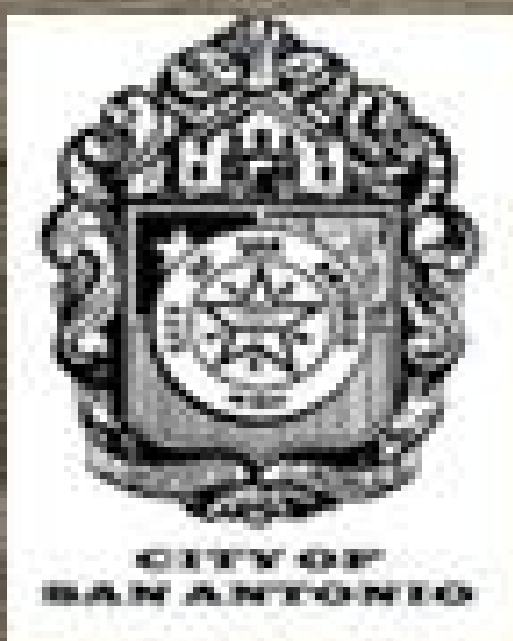
Stinson Municipal Airport Master Plan

Public Information Open House



May 22, 2012

Welcome!



Airport Overview

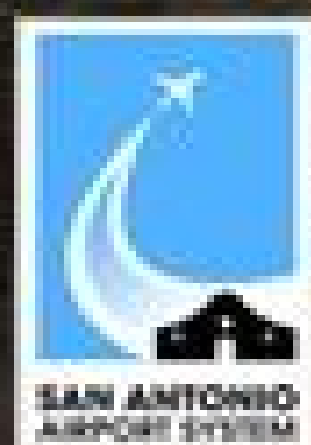
Airport Facts

- 6 Miles south of Downtown S.A.
- Opened in 1915
- Second Oldest Continuously Operated Airport in the U.S.
- Nearly 370 Acres
- General Aviation Reliever Airport
- 2 Runways
 - Runway 14-32 – 4,128 feet
 - Runway 09-27 – 5,000 feet

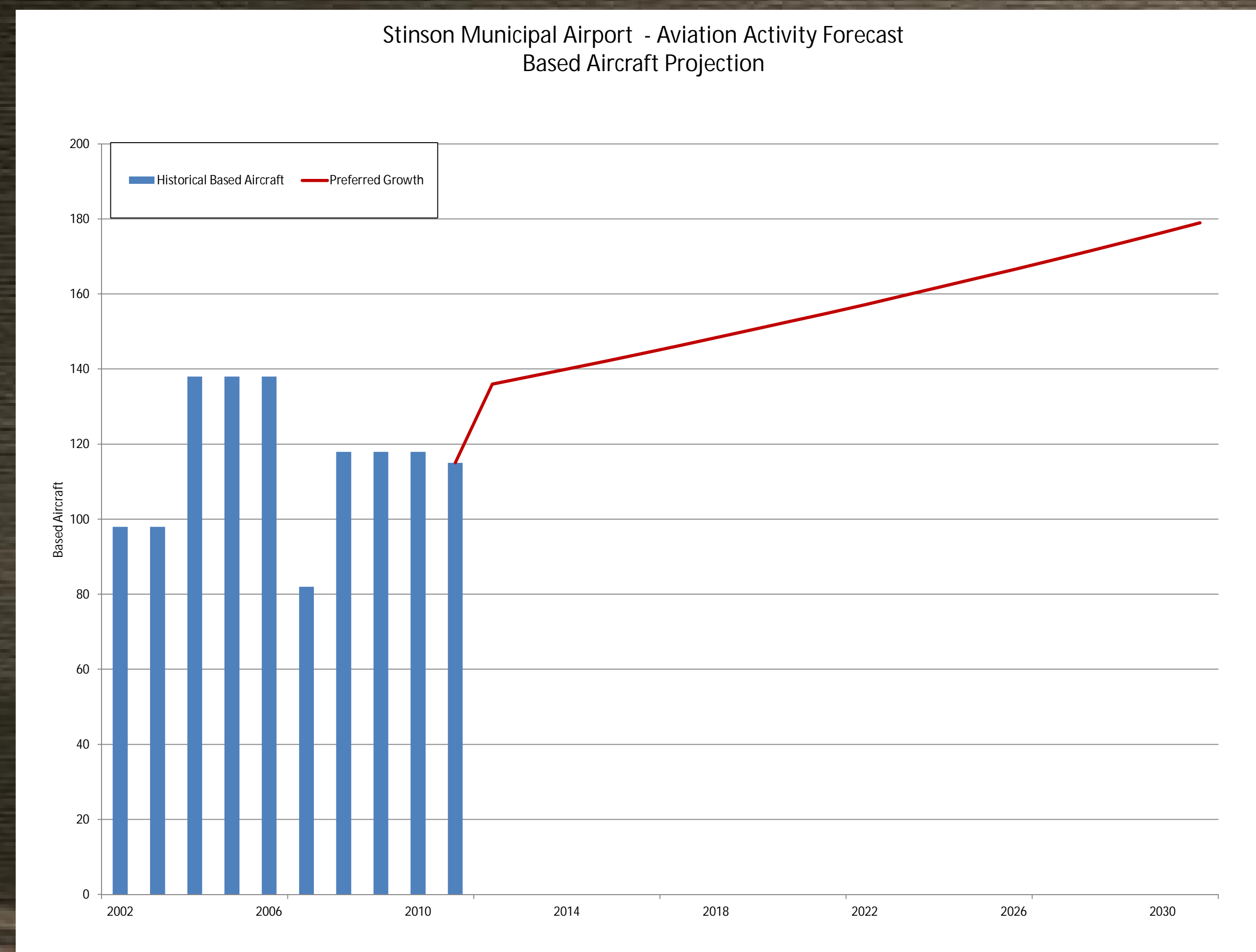


Recent Capital Projects

- 99th Street Modifications (2010)
- Echo Street Extension (2011)
- Taxilane D2 Extension (2010)
- Terminal Building Improvements (2009)
- Runway 27 Extension to 5,000 feet (2010)
- Runway Lighting Upgrades (2010)
- Land Acquisition (2008, 2010)

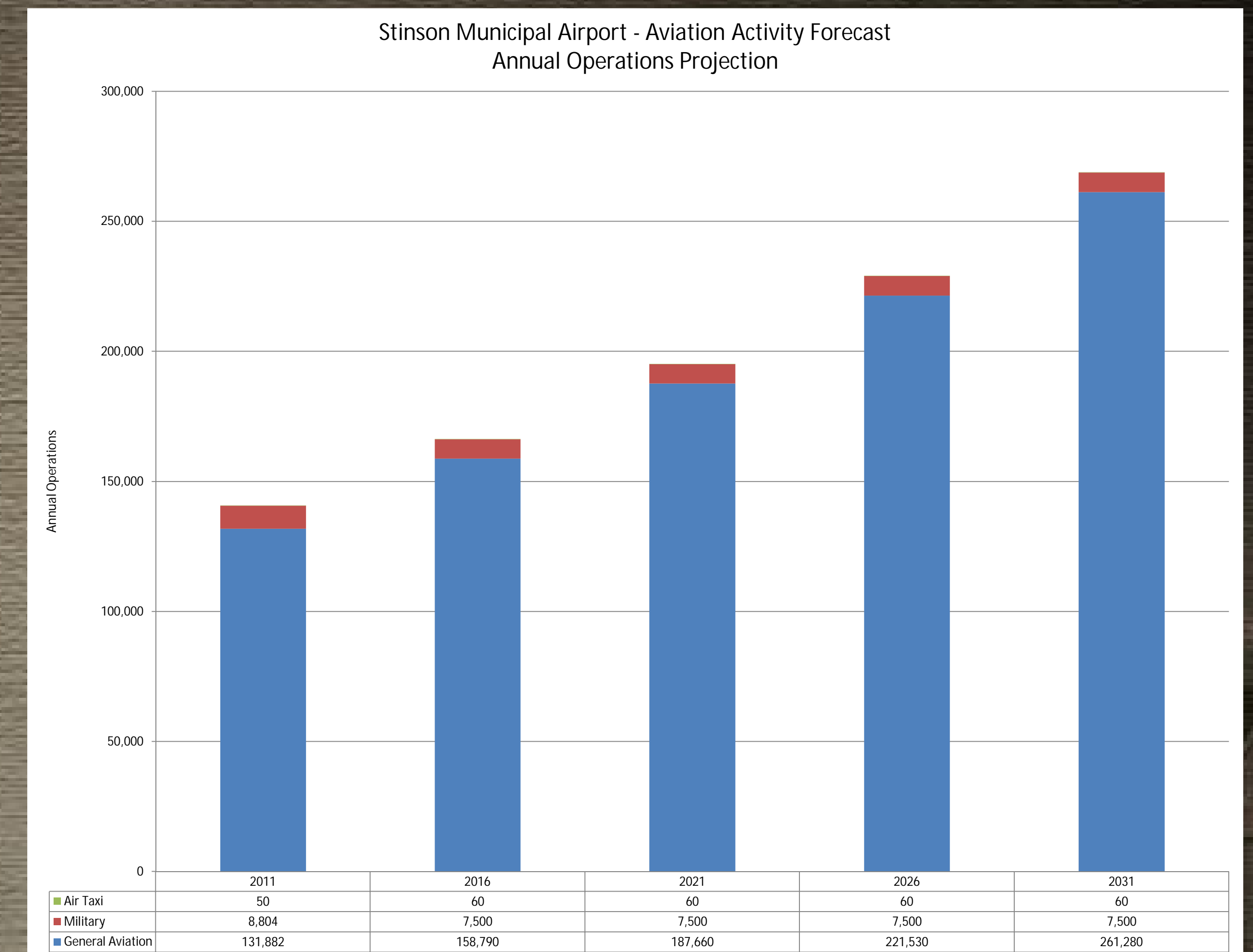


Aviation Forecast Overview



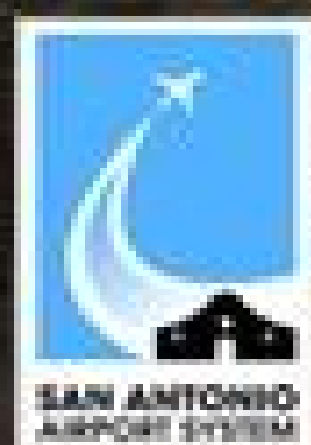
Based Aircraft Forecast

- 2011 Based Aircraft: 115
- 2031 Based Aircraft: 179
- Accounts for addition of flight school in 2012



Operations Forecast

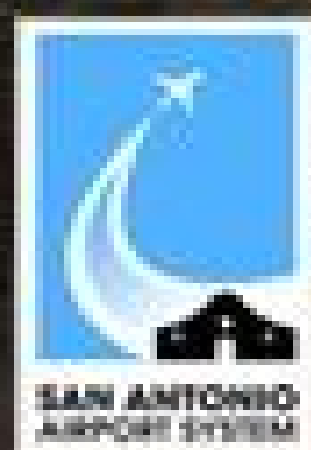
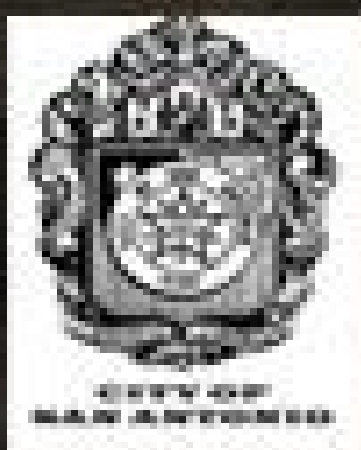
- 2011 Annual Operations: 141,000
- 2031 Annual Operations: 269,000
- Forecast includes nighttime operations



Airfield Demand / Capacity Analysis

Item	2011	2016	2021	2026	2031
Based Aircraft	115	144	155	167	179
Annual Operations	140,700	166,400	195,200	229,100	268,800
Annual Service Volume	309,600	309,600	309,600	309,600	309,600
Demand / Capacity Ratio	45%	54%	63%	74%	87%
Peak Hour Demand (Operations)	58	68	80	94	110
Peak Hour Capacity (VFR)	135	135	135	135	135

- Currently at 45% of annual service volume
- By 2031, annual operations projected to be at 87% of annual service volume



Airport Facility Requirements

End of Planning Horizon / 2031

Airfield

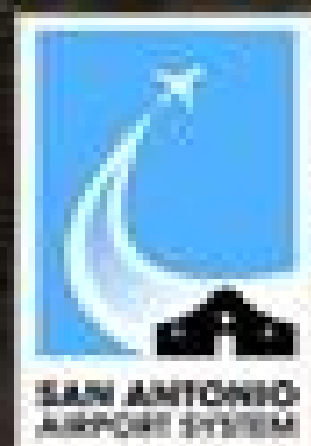
- All general aviation and corporate aircraft can be accommodated by existing runway lengths
- Larger aircraft may have loading restrictions depending on the intended destination

General Aviation

- Conventional Hangar Space
 - 66,000 S.F. deficit
- T-Hangars
 - 49 unit deficit
- Apron Area
 - 375,000 S.F. deficit
- Vehicular Parking
 - 122 space deficit
- Terminal
 - No substantial demand if new facilities (i.e. FBO or flight school) do not occupy terminal space

Other Facilities

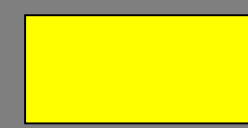
- U.S. Customs and Border Protection
- Business / Non Aeronautical Development
- Fuel Storage
 - Any future FBO facility should be planned with space for fuel farm



Airfield Recommended Improvement

Upgrade Airfield Standards

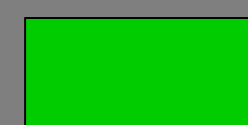
Legend



Pavement / RPZ



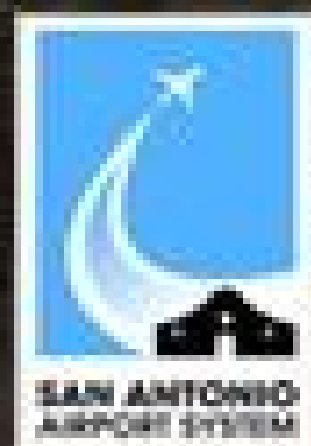
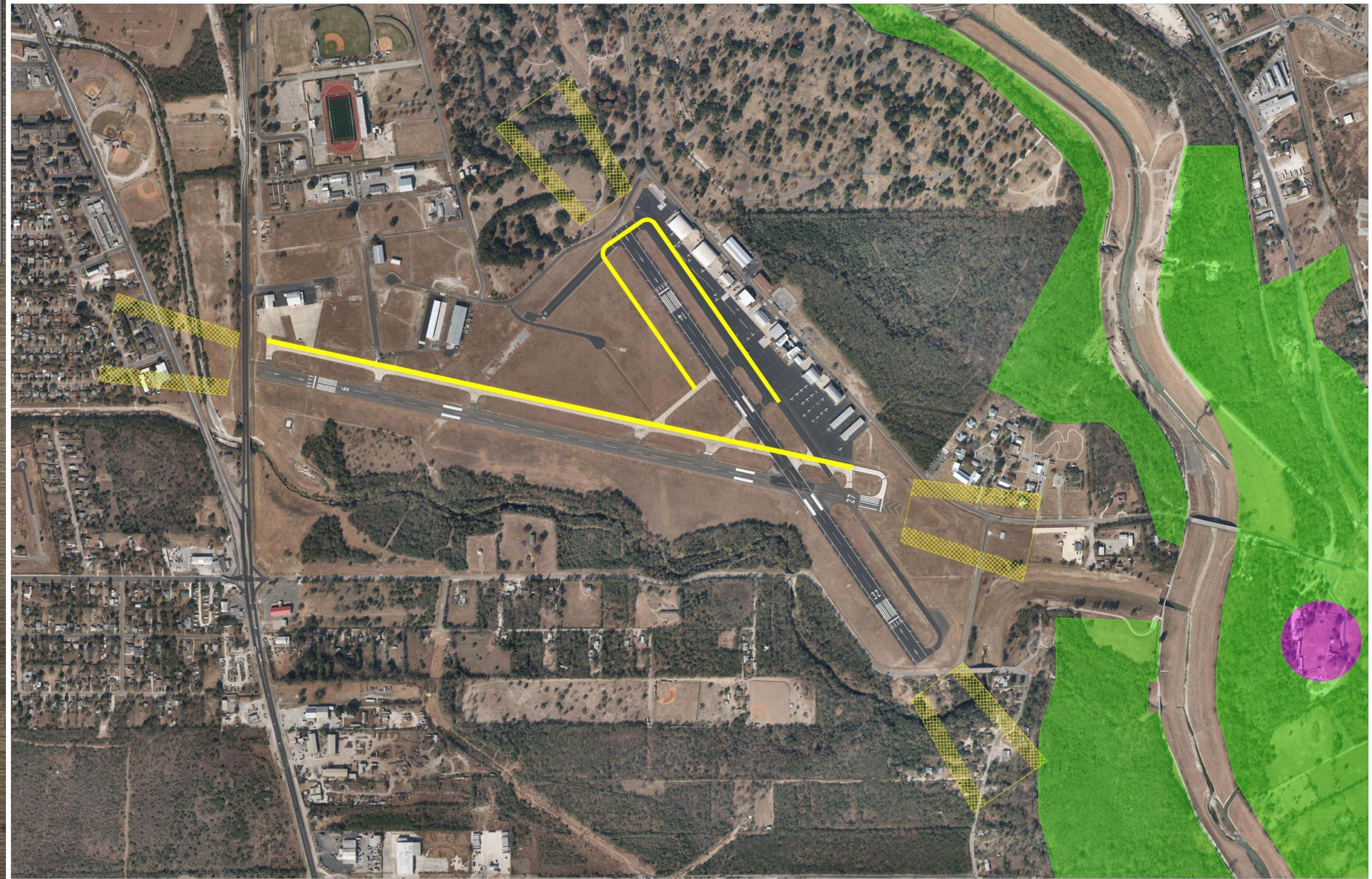
Mission San Juan



National Park Service

Overview


- Provides greater distance between runways and taxiways
- Allows airport to more safely accommodate current aircraft and potentially larger aircraft in the future
- Includes new taxiway connection on west side of Runway 14-32 to permit improved aircraft circulation
- Anticipated short-term improvement (5 years)



Airfield Recommended Improvement

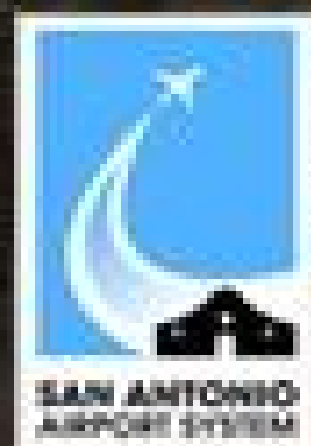
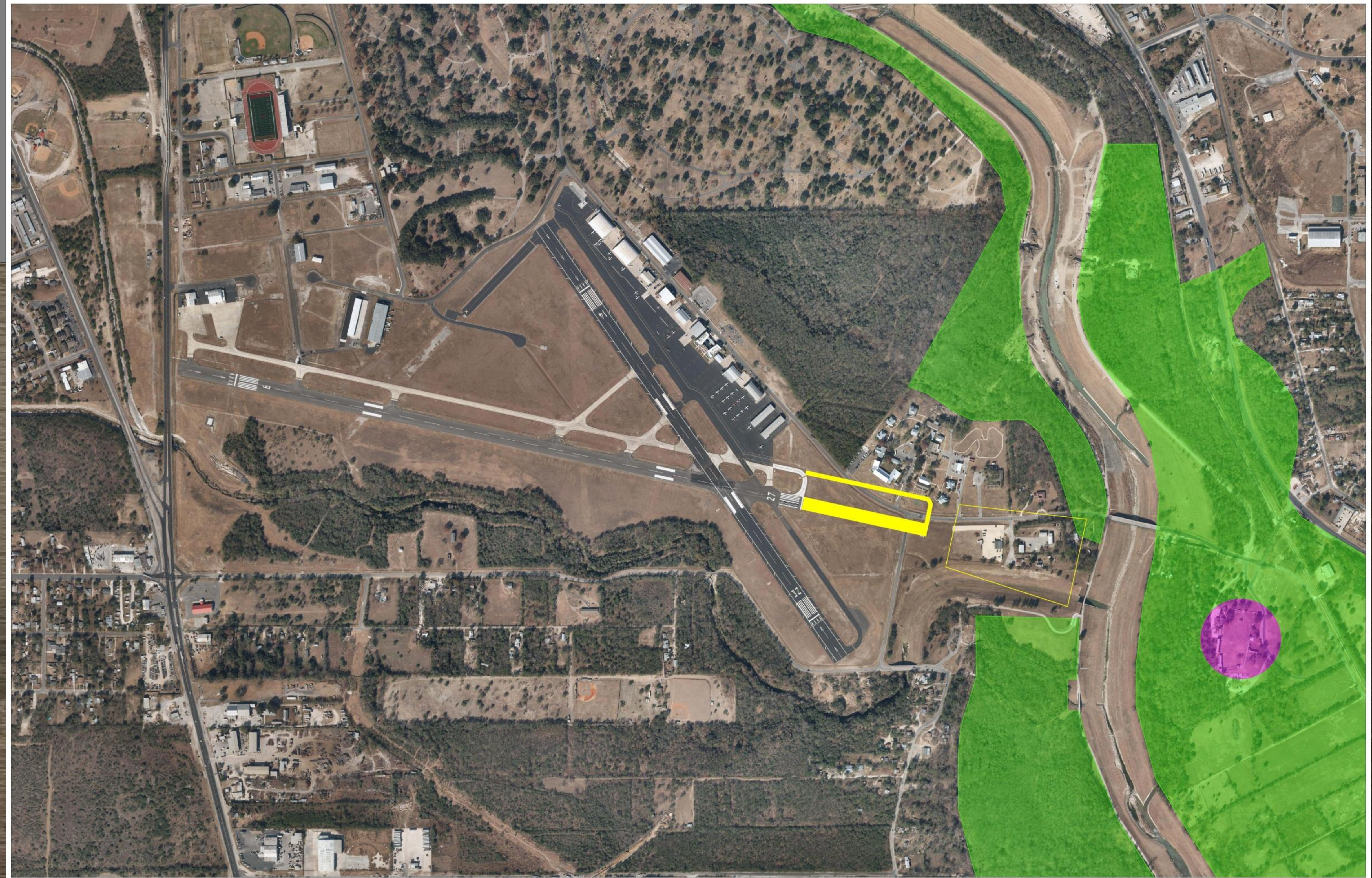
Extend Runway 09-27

Legend

-  1,000' Runway Extension
-  Mission San Juan
-  National Park Service

Overview

- Provides 1,000 foot extension to east end of Runway 09-27
- Ultimate length of 6,000 feet
- Would permit aircraft to fly longer distances from Stinson
- Anticipated mid to long-term improvement (15-20 years)



General Aviation Facilities

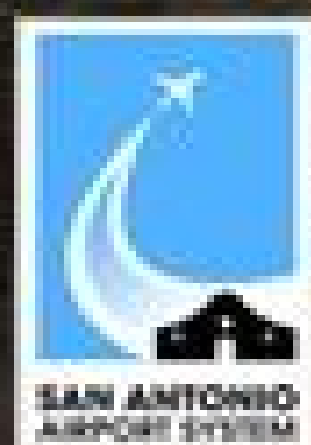
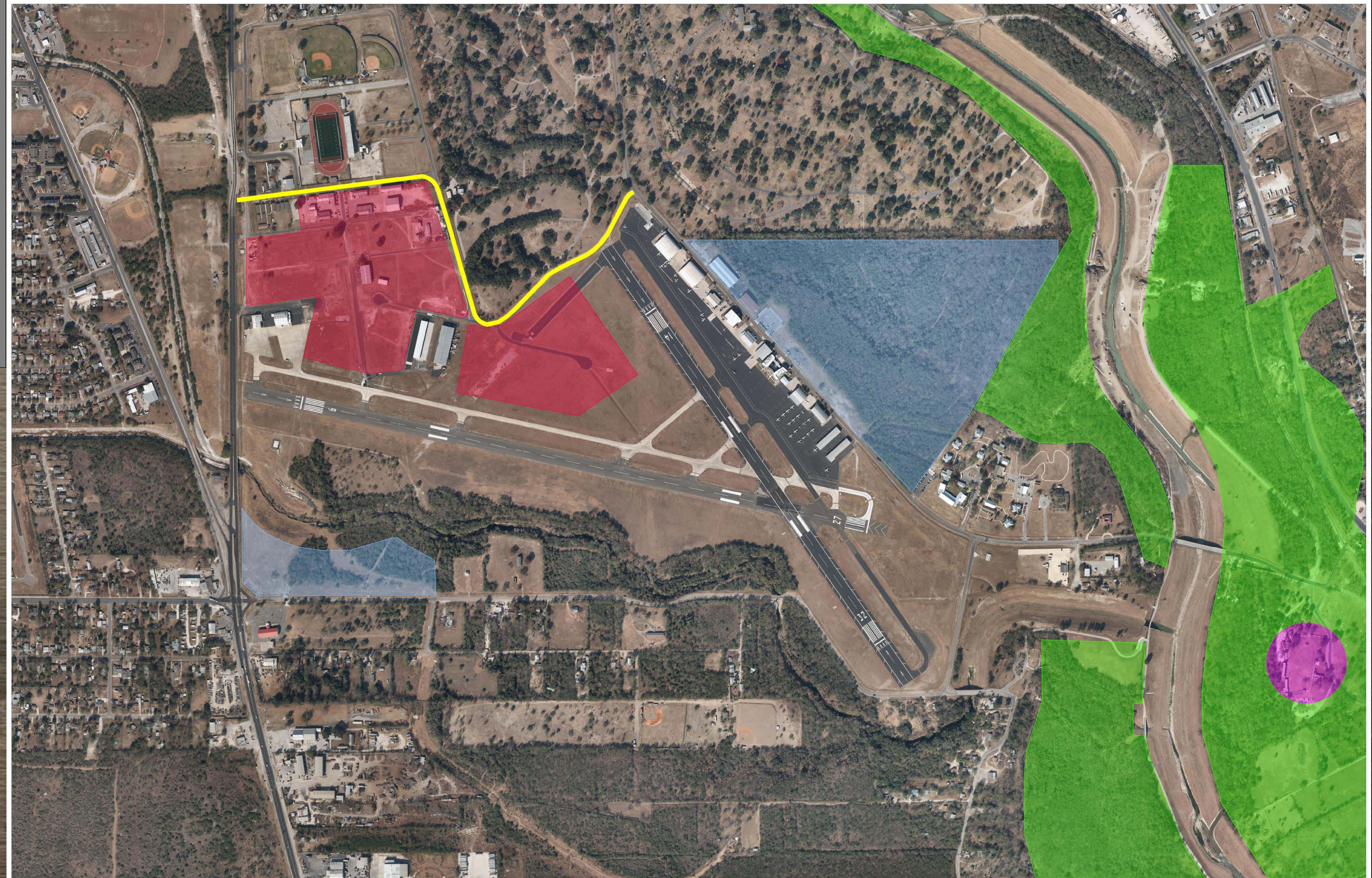
Potential Development Areas

Legend

- General Aviation Development
- Business / Non-Aeronautical Development
- West Access Improvements
- Mission San Juan
- National Park Service

Overview

- General Aviation Development
 - Bay Hangars
 - Apron Space
 - T-Hangars
 - Vehicular Parking
 - Potential FBO Facility



What Are Your Thoughts?

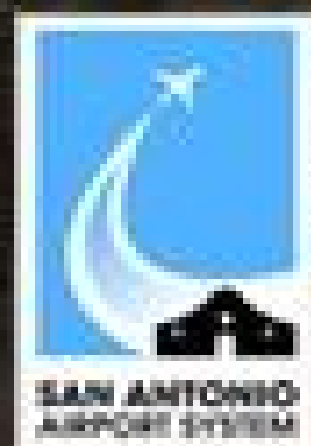
Please record your comments, thoughts, and questions on the forms below and place them in the comment box.

You may also send your comments to amanda.okrongley@kimley-horn.com

Next Steps

- Airport Development Plan
- Environmental Overview
- Financial and Implementation Plan
- Airport Layout Plan
- Public Open House #2
- Project Completion – Fall 2012

Thank You for Coming!



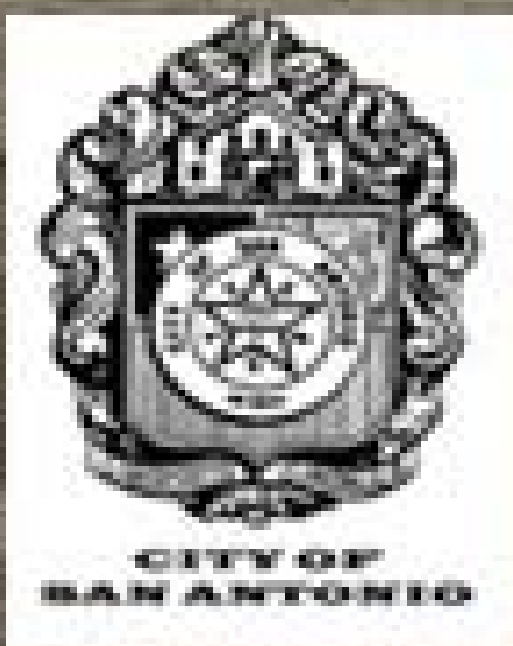
Stinson Municipal Airport Master Plan

Public Information Open House



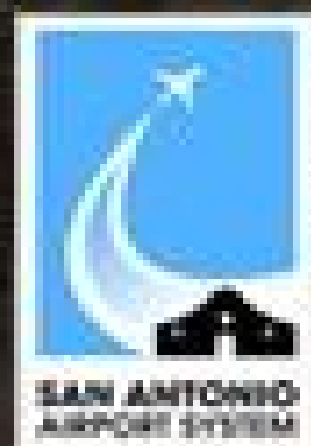
August 21, 2012

Welcome!



What Is A Master Plan?

- Articulates the City's strategy for the operation and development of the Airport
- Supports the modernization, optimization, capacity enhancement, and safety of the Airport
- Framework to guide future airport development that is
 - cost-effective,
 - satisfies demand, and
 - considers environmental and socioeconomic impacts
- Describes the need for and timing of improvements, typically over a 20-year period



Stinson Environs

Legend

Roosevelt Corridor

Mission Reach

MDC

Brooks City Base

City South Area



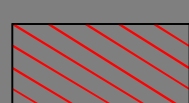
National Park Service

Six Mile Creek Improvements

This aerial map illustrates the Stinson Environs area, highlighting several key planning zones and landmarks. The Roosevelt Corridor is shown as a vertical orange strip on the left. The Six Mile Creek is depicted as a blue line winding through the center. The Mission Reach is a green area along the San Antonio River. The Brooks City Base is a large cyan area on the right. The City South Area is a pink area at the bottom. The National Park Service area is a green area near the center. The Six Mile Creek Improvements are indicated by a dashed line along the creek. The Mission Developmental Center is a yellow area near the center. The Mission San Juan Capistrano and Mission Espada are marked with yellow dots. Interstate 410 is shown as a red dashed line at the bottom. The map also shows the San Antonio River and various surrounding urban and natural areas.

Airport Development Plan

Legend

-  Taxiway Pavement
-  Ramp Pavement
-  Hangar
-  FBO Facility
-  Monument Signage
-  Access Parkway
-  Land Acquisition
-  Vehicular Parking

Improvements

Airfield

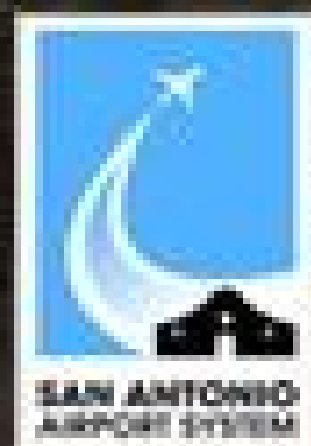
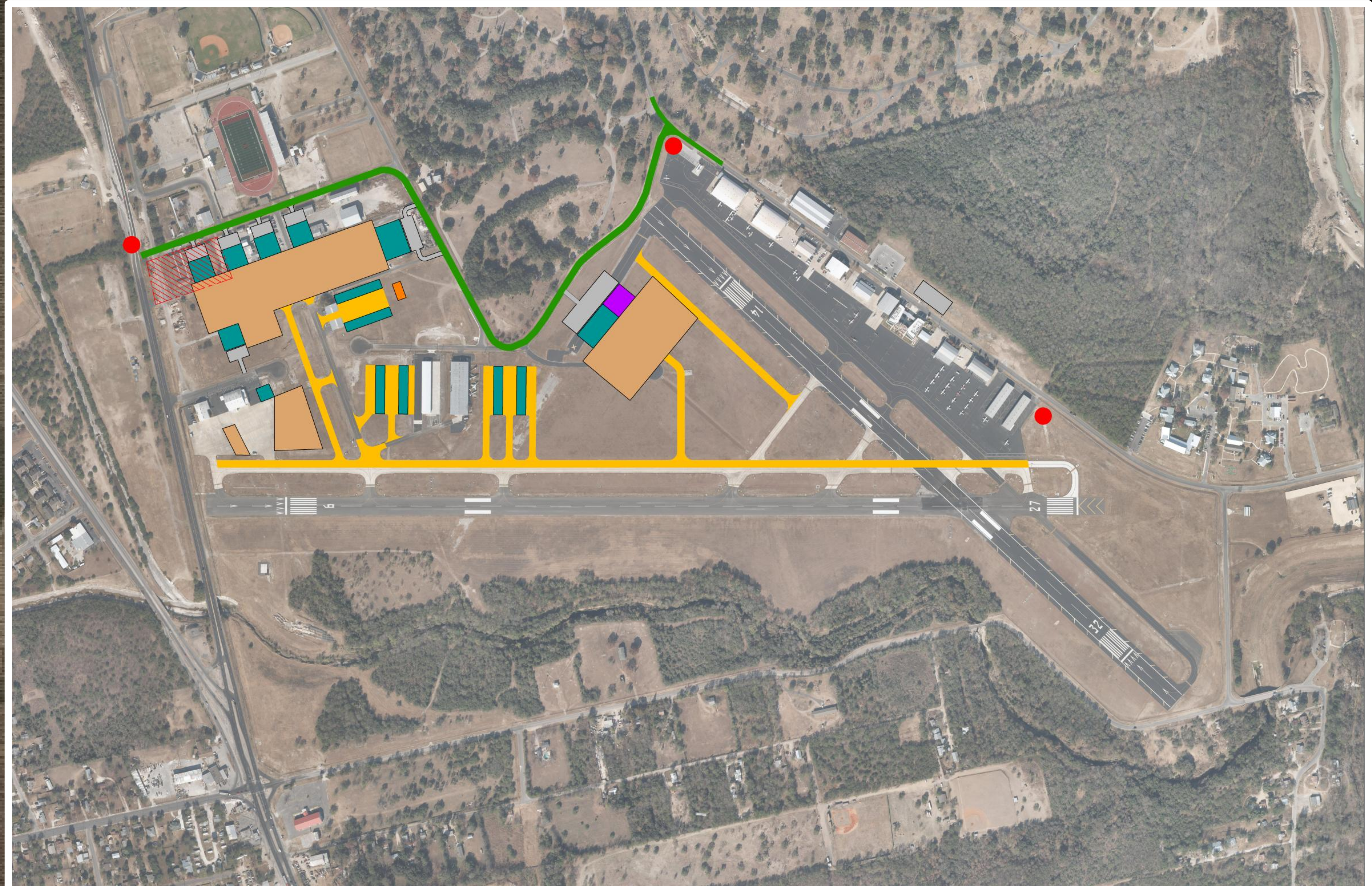
- Increase runway/taxiway separation

General Aviation

- Additional ramp and hangar areas
- Premier FBO Site

Access/Aesthetics

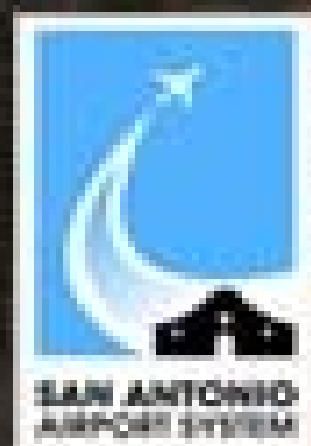
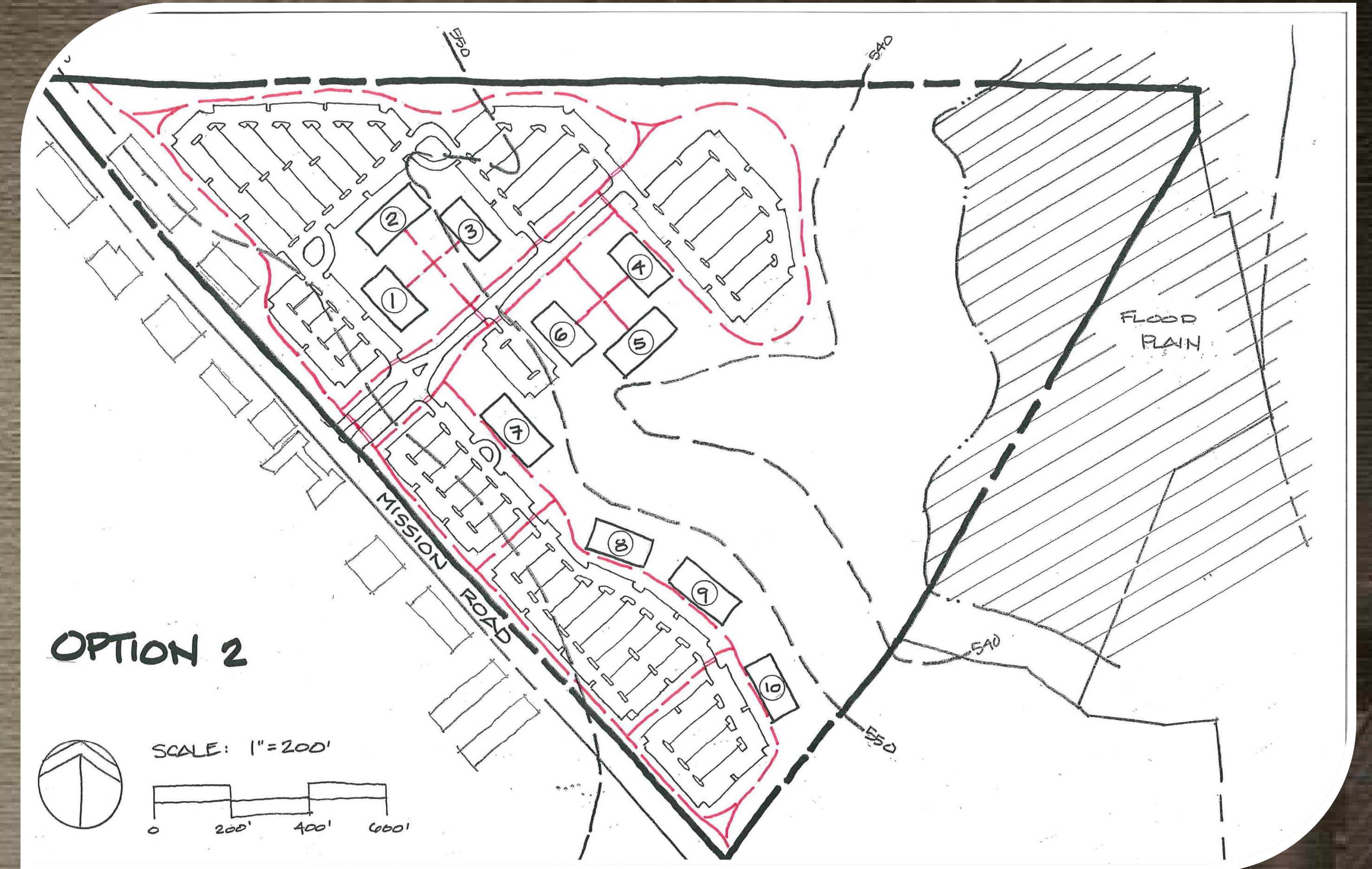
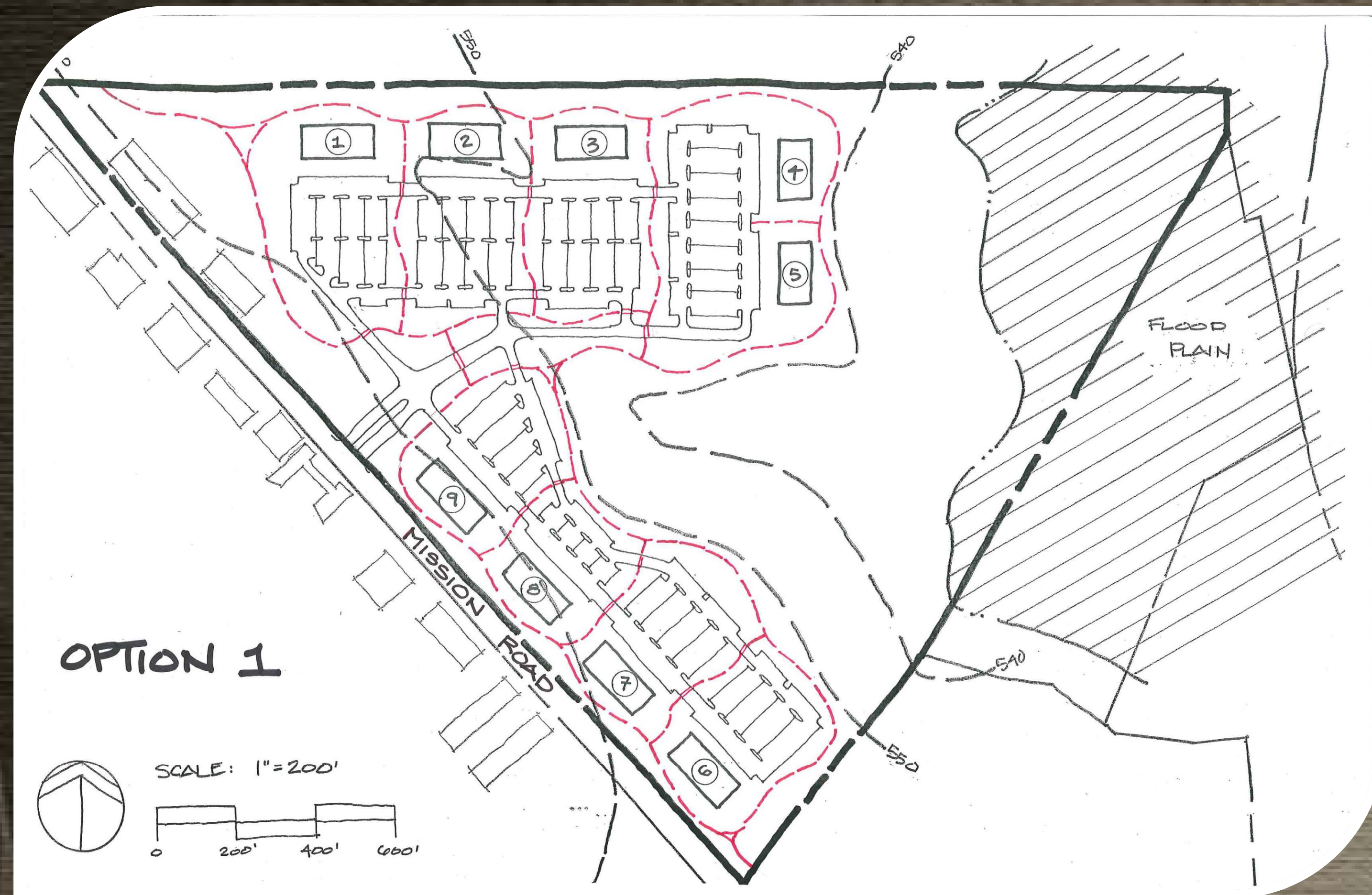
- Parkway & signage improvements
- Pursue US Customs, international flight requirements



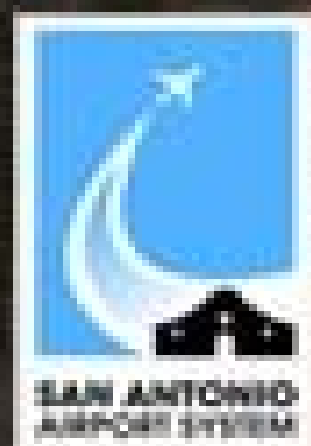
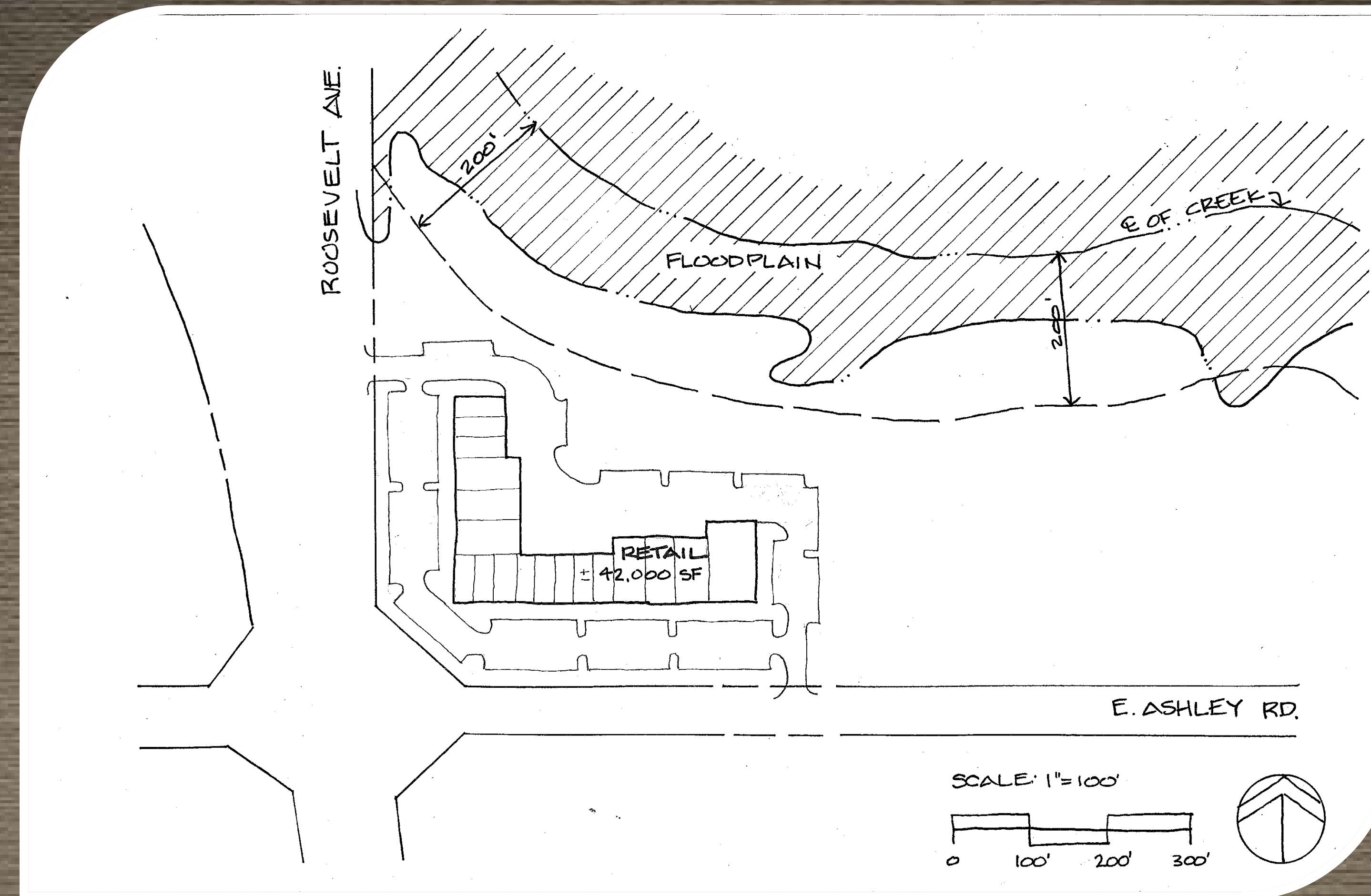
Parkway Signage Concepts



Non-Aeronautical Development Options



Non-Aeronautical Development Options

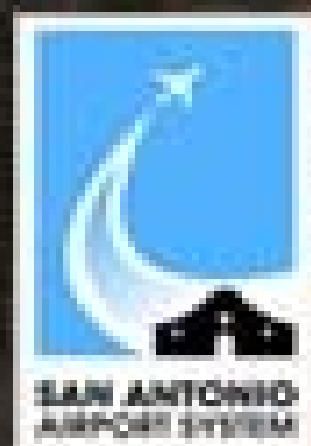


Financial Plan

- **Cost estimates for individual projects**
- **20-year program is based on DEMAND**
- **Total program costs**
 - Includes design and environmental planning
 - Approximately \$67M in 2012 dollars

- **Available funding sources include:**
 - State AIP funding
 - City of San Antonio/
San Antonio Airport System
 - Third-party funding

Preliminary Capital Improvement Program Summary (2012 Dollars)				
Item	Phase 1 (2013-2017) TOTAL	Phase 2 (2018-2022) TOTAL	Phase 3 (2023-2032) TOTAL	PROGRAM TOTAL
Airfield	\$5,050,000	\$2,303,000	\$0	\$7,353,000
General Aviation Area	\$6,898,000	\$21,408,000	\$15,001,000	\$43,307,000
Surface Transportation Facilities	\$2,580,000	\$0	\$0	\$2,580,000
Miscellaneous & Maintenance	\$11,639,000	\$700,000	\$1,100,000	\$13,439,000
CIP TOTALS	\$26,167,000	\$24,411,000	\$16,101,000	\$66,679,000



Environmental Overview

- **General review of 20-year plan, for the following categories:**

1. Air Quality
2. Coastal Resources
3. Compatible Land Use
4. Construction Impacts
5. DOT Act: Section 4(f)
6. Farmlands
7. Fish, Wildlife and Plants
8. Floodplains
9. Hazardous Materials
10. Historical and Cultural Resources
11. Light Emissions
12. Natural Resources and Energy Supply
13. Noise
14. Induced Impacts
15. Socioeconomic Impacts/ Environmental Justice
16. Water Quality
17. Wetlands
18. Wild and Scenic Rivers

- **Normal environmental review process will be required before any major project is undertaken**

