

Airfield Safety Enhancement and Improvements Program

OVERVIEW

The San Antonio International Airport (SAT) is proposing improvements to the airport's runways in order to improve safety, accommodate current and near future operations, and improve operational flexibility.

This is one of the next projects out of the approved San Antonio International Airport Strategic Development Plan.

WHAT IS THE PROBLEM THE AIRPORT IS TRYING TO SOLVE?

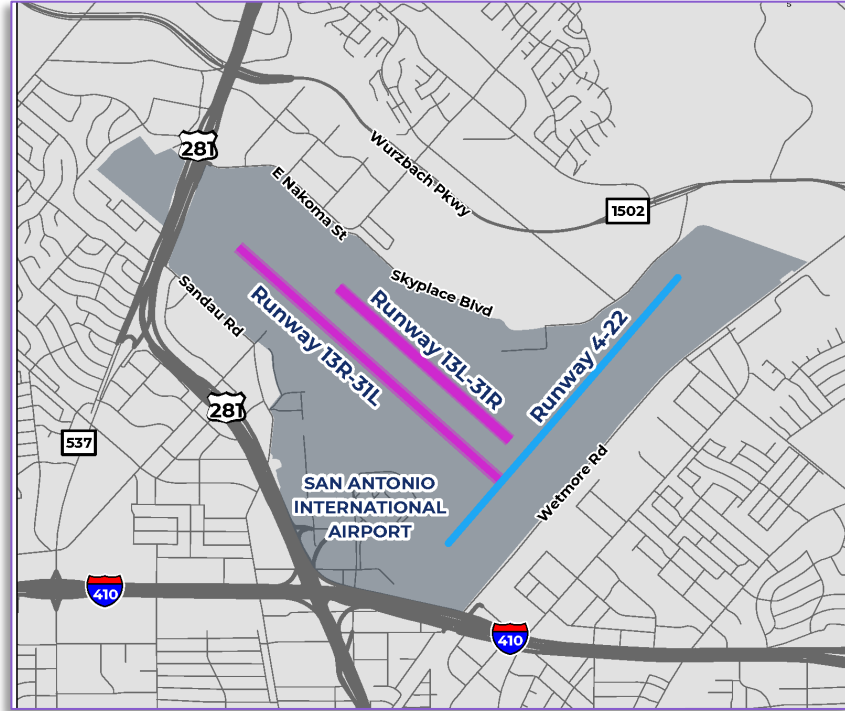
- Runway 13R-31L requires improvements to comply with current Federal Aviation Administration (FAA) safety and design standards.
- Current and increased future use of Runway 4-22 by commercial flights is causing and will continue to cause conflicts with existing and growing military operations originating from Joint Base San Antonio (JBSA)-Randolph and JBSA-Lackland.
- The existing airfield configuration limits operational flexibility and constrains airspace capacity.

WHAT IS THE PROPOSED PROJECT?

Moving towards San Antonio's future, the City of San Antonio Aviation Department proposes to reconstruct and improve **Runway 13R-31L**.

SAT is also considering the potential to improve **Runway 13L-31R** to facilitate the reconstruction of Runway 13R-31L.

The proposed project includes associated taxiways and other airfield improvements.



WHAT IS THE PROCESS THE AIRPORT IS FOLLOWING?

The National Environmental Policy Act of 1969 (NEPA) process will be followed to make informed decisions, consider alternatives, and engage the public.

To maintain safe and efficient operations and avoid potential impacts to Joint Base San Antonio and the National Airspace System, alternatives are under consideration and will be presented for comment.

FOR QUESTIONS, PLEASE CONTACT:

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Scan the QR code on the left to get more information about the project.



AVIATION

PROPOSED ALTERNATIVES

Alternative 1:

Alternative 1 includes closing Runway 13R-31L and operations would divert to Runway 4-22 during the Runway 13R-31L reconstruction. This approach can be completed in phases over seven years.

Alternative 2:

Under Alternative 2, operations would divert to Runway 13L-31R during reconstruction of Runway 13R-31L rather than moving to Runway 4-22. This alternative was developed to reduce potential airspace conflicts.

Alternative 2 has a phased approach:

Phase 1:

Runway 13L-31R Upgrade

Improve Runway 13L-31R from general aviation to air carrier standards, which then allows Runway 13L-31R to be used for commercial air traffic during reconstruction of Runway 13R-31L. This could take approximately five years.

Phase 2:

Runway 13R-31L Reconstruction

Reconstruct Runway 13R-31L with a minimum serviceable design life of 20 years, meeting current FAA requirements. This could take approximately three years.

Both alternatives include associated taxiway and other airfield improvements.

No Action Alternative:

Per NEPA, the airport is also considering the No Action Alternative as a baseline for comparison and an option on the table.

Runway 13R-31L would not be improved and reconstructed. The No Action Alternative would include the scheduled pavement maintenance of Runway 13R-31L. This alternative does not meet the project's purpose and need.

ESTIMATED PROJECT TIMELINE*



***Schedule is subject to change**