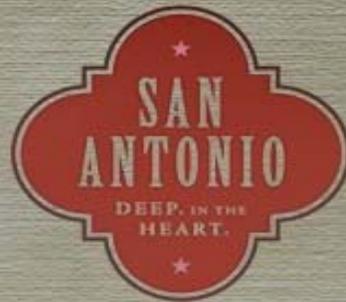


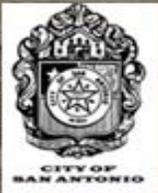
# Stinson Municipal Airport Master Plan

## Public Information Open House

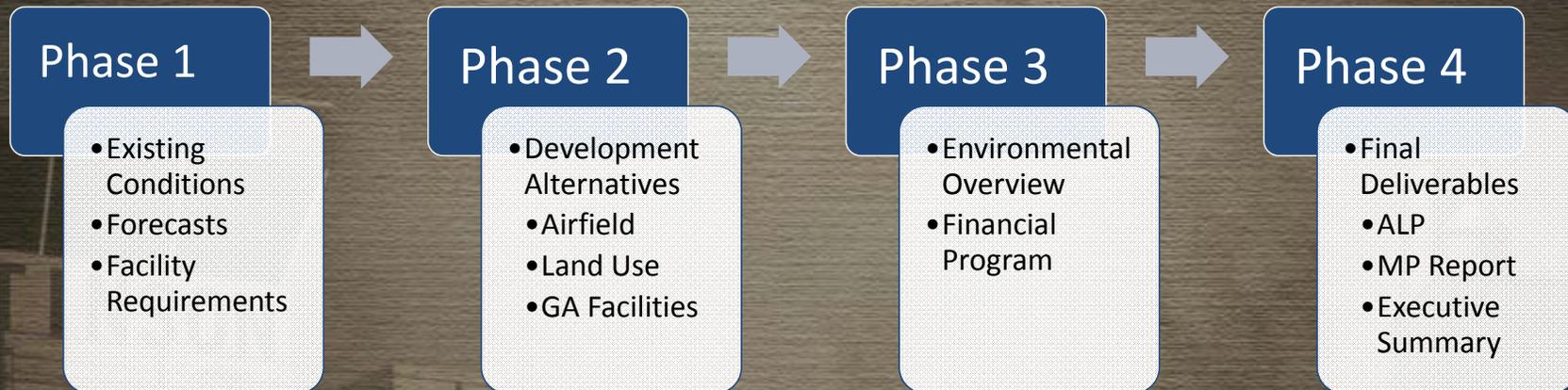


May 22, 2012

Welcome!



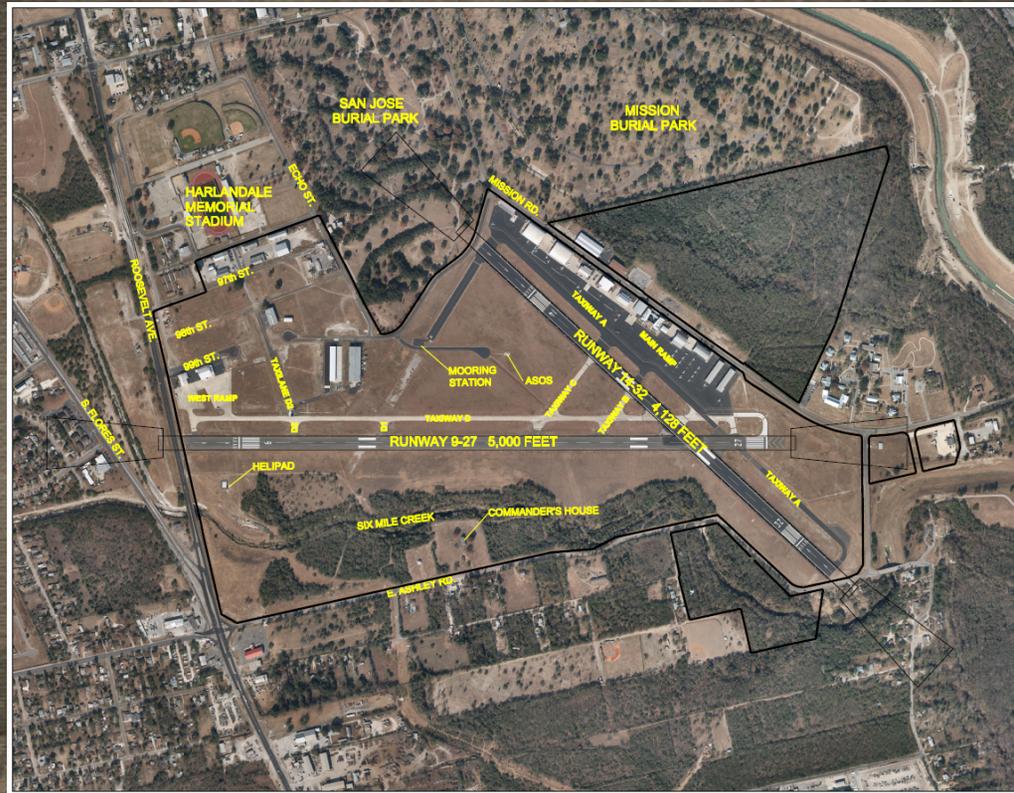
# Stinson Municipal Airport Master Plan Update Study Process



# 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

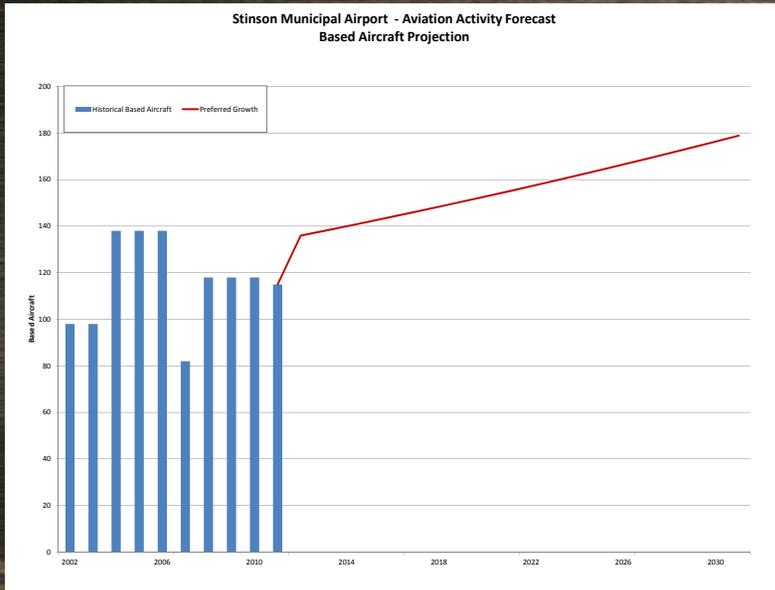


## Recent Capital Projects

- 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)

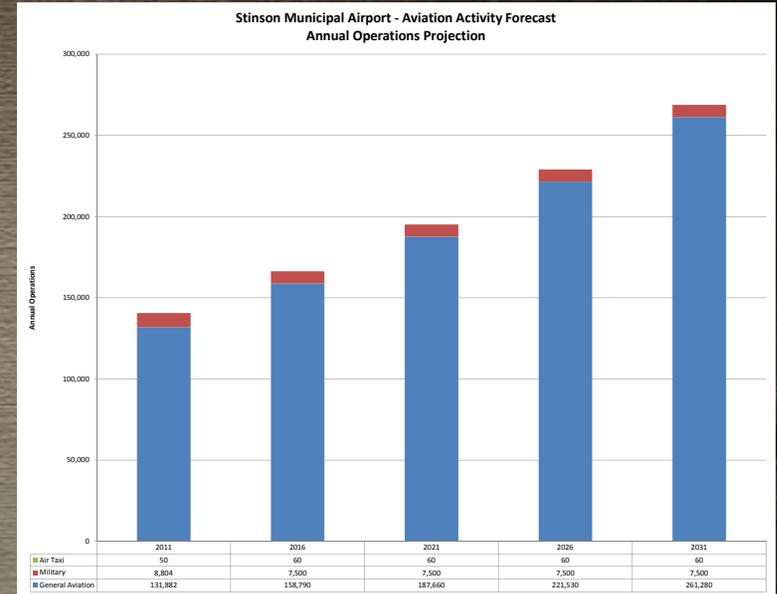


# Aviation Forecast Overview



## 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

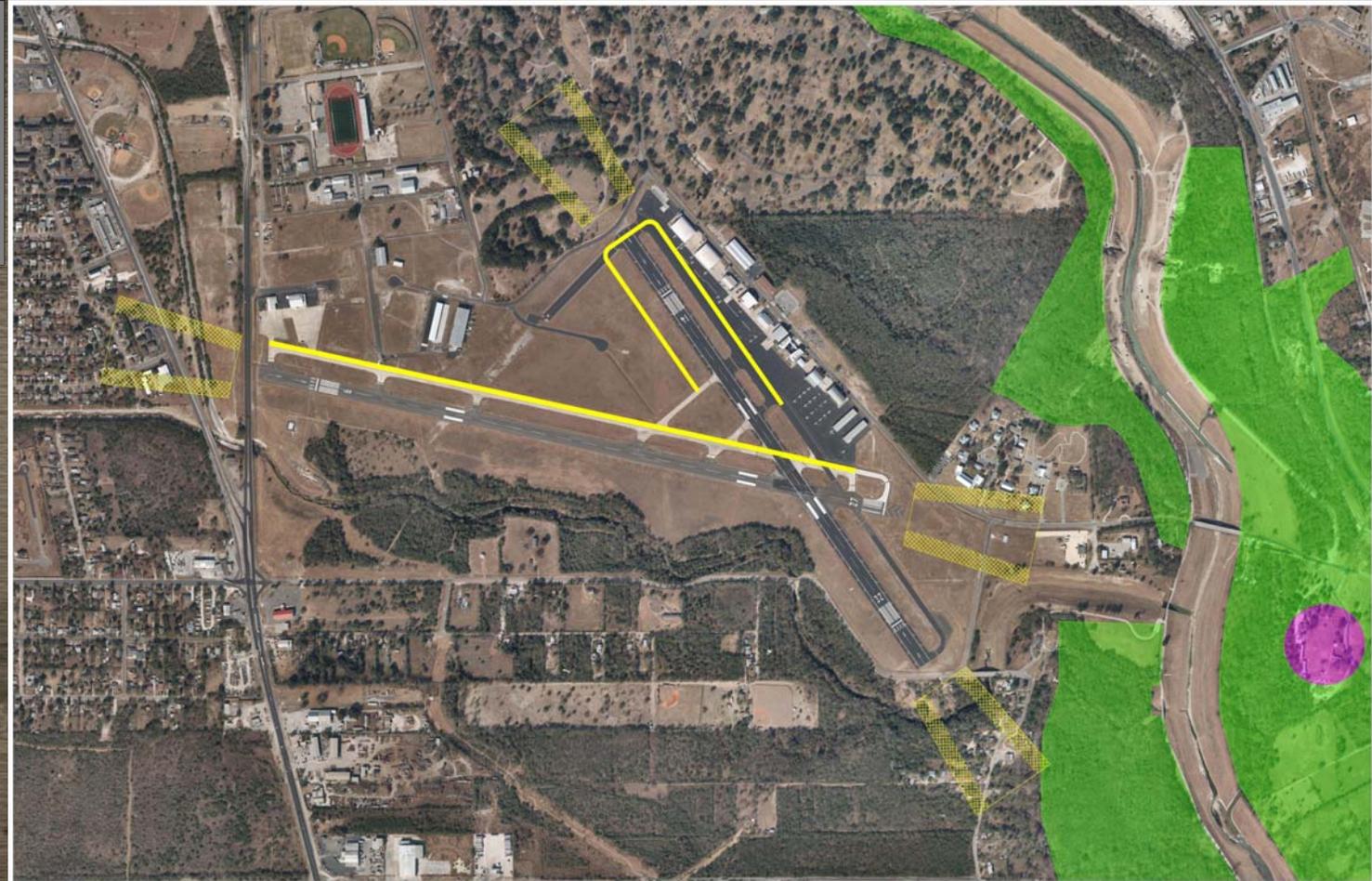
## Upgrade Airfield Standards

### 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

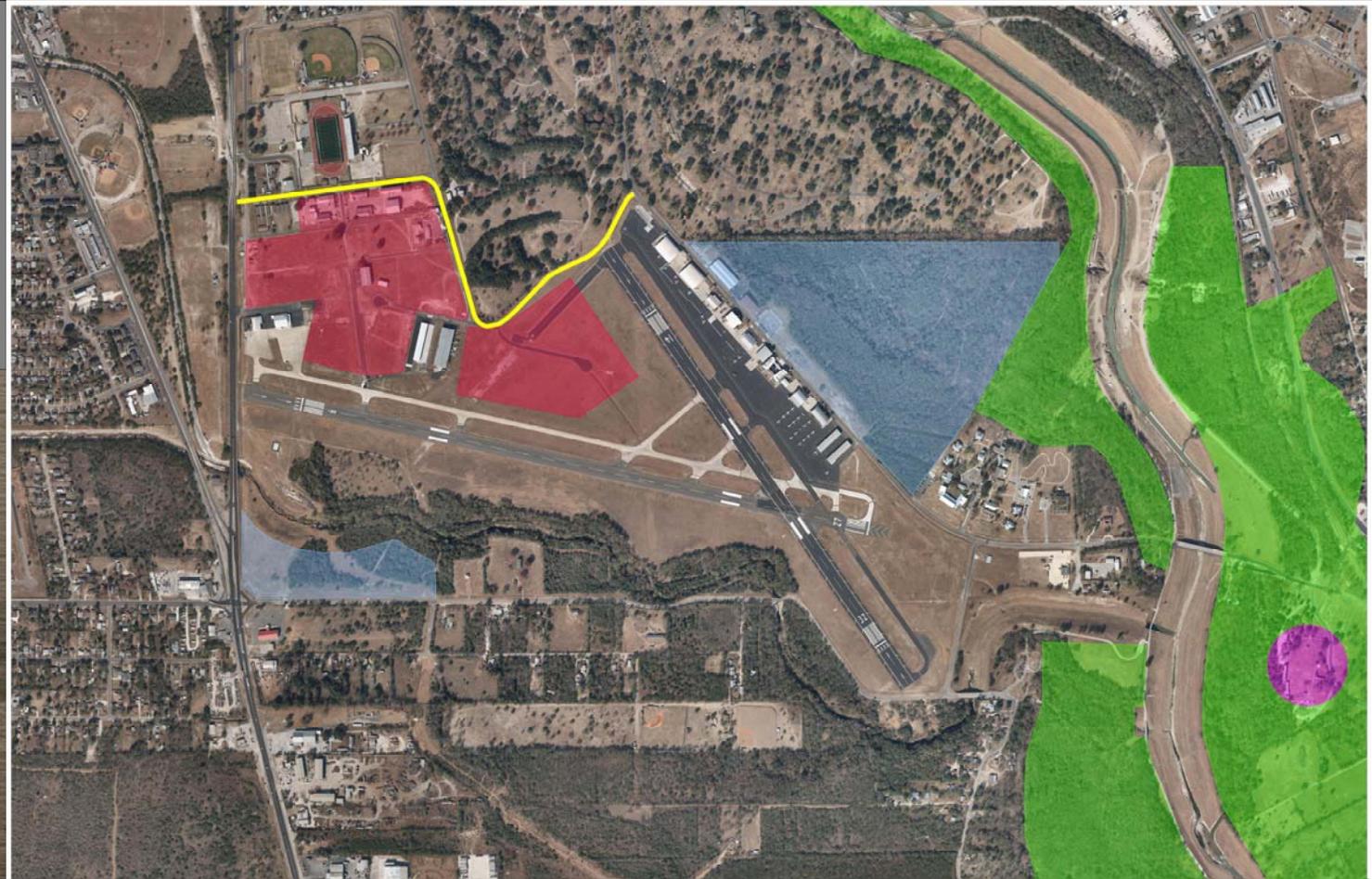
- Provides 1,000 feet extension to east end of Runway 09-27
- Ultimate length of 6,000 feet
- Would permit aircraft to fly longer distances from Stinson
- Anticipated mid to long-term improvement (15-20 years)



# 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](mailto: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!

