

# "Will it Fit?" Preliminary Findings



San Antonio Airport System

Presented by John Dickson Airport System Development Committee, Chair

Transportation Committee October 24, 2018





San Antonio Airport System

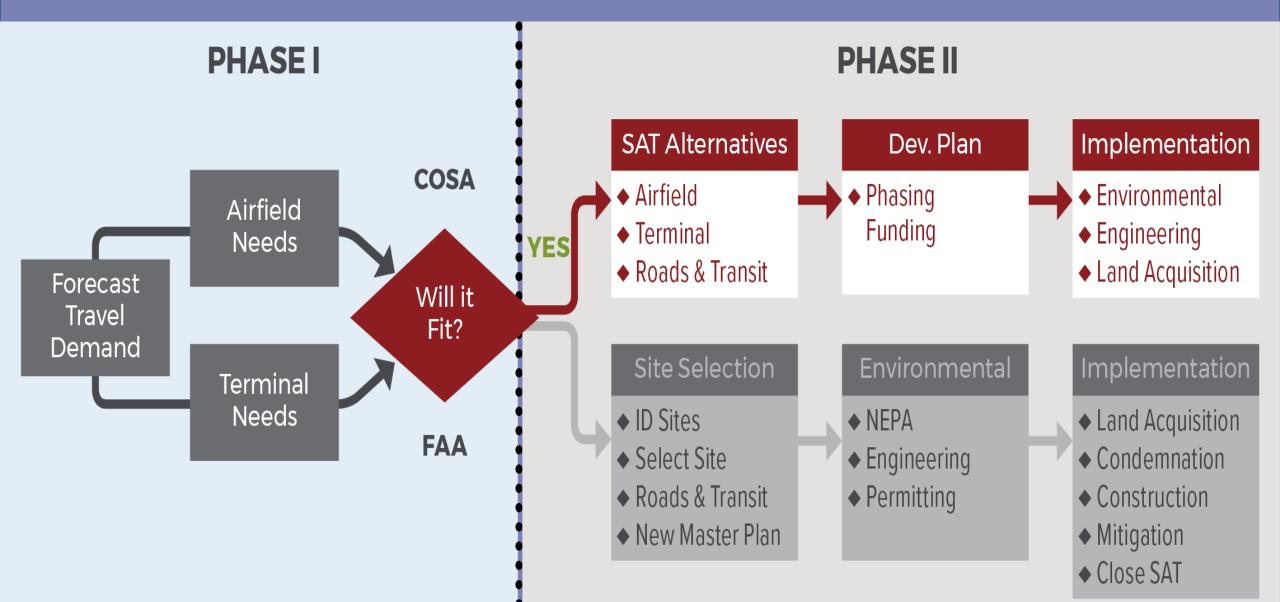
# Agenda

- Introduction & overview
- Airport site planning considerations
- Future air travel demand
  - Future facility needs
- "Will it fit?"

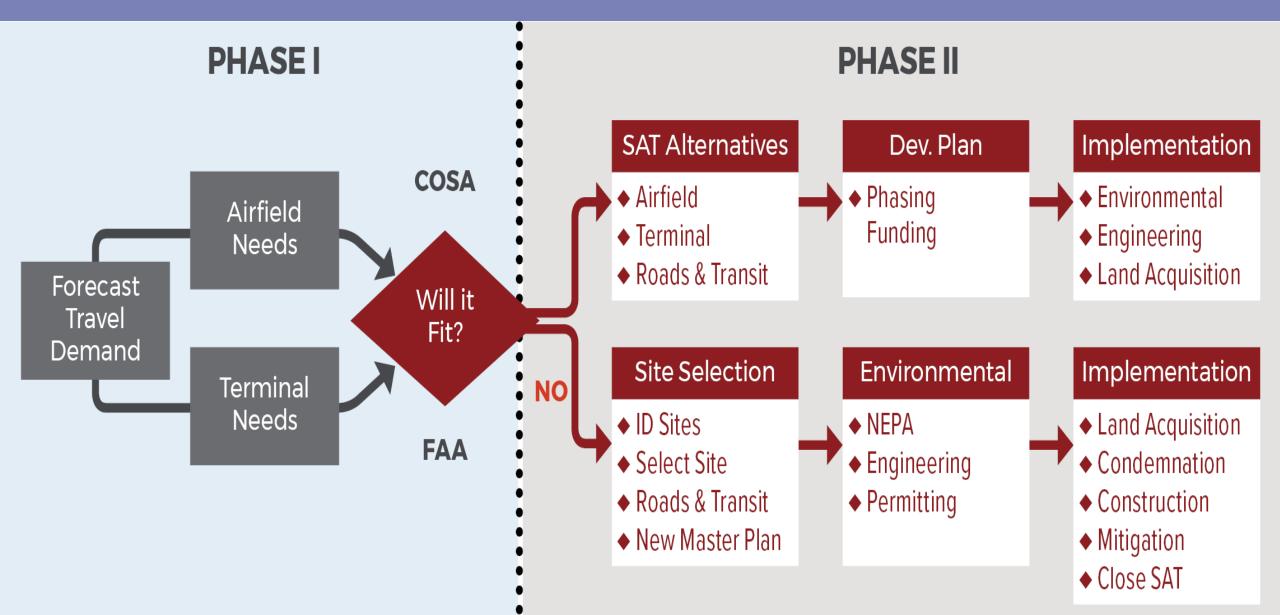
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Next steps

# **Current Status of Study Process**



# **Current Status of Study Process**



# **New Airport Site Considerations**

- High capital cost of new airport requires FAA funding participation
- FAA's new airport site selection process starts when studies show an existing airport cannot be expanded to meet future demand
- Airlines must support the need for a new airport
- Land required for a new airport could be 5,000 to 6,000 acres



• Total cost could likely be in the range of \$5B to \$10B





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# SAT "Will it Fit?" Preliminary Findings

# **Overview: Existing Airport**

NURSBAC

General aviation Runway 13L/31R accommodates smaller aircraft

> Main Runway 13R/31L accommodates 80% of all traffic

STRATEGIC DEVELOPMEN PLAN Terminals A and B 24 gates

LOOP 410

Crosswind Runway 4/22 accommodates 15% of all traffic

- 2,600 total acres
- 2 terminals, 24 gates
- 124 Airport buildings
  - FBOs
  - MROs
  - Air Cargo
  - Other
- 11 Airlines
- 54 Direct destinations
- 2 x 8,500 ft Commercial runways

• 5,519 ft General aviation runway





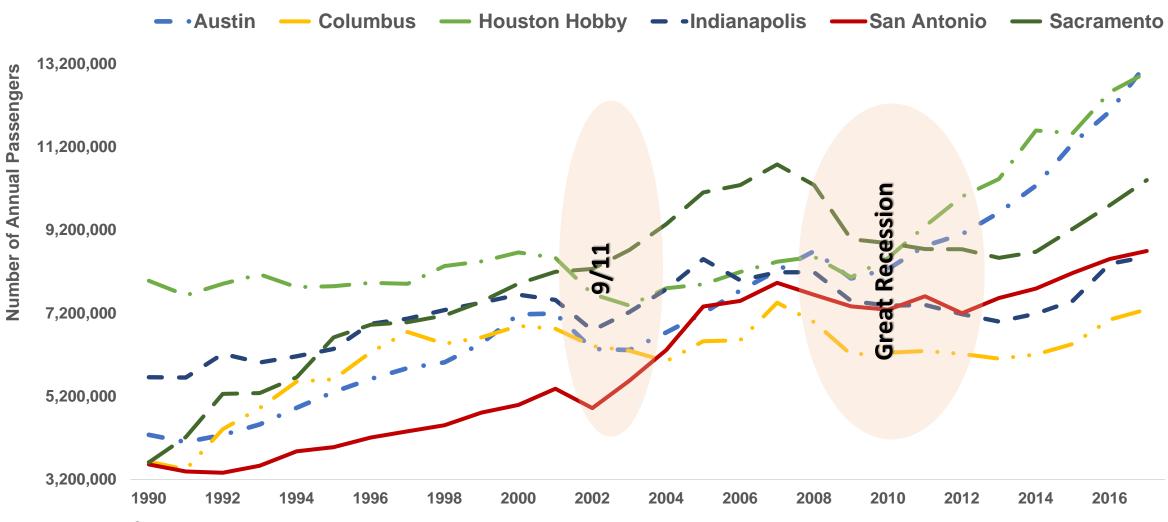
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# **Future Air Travel Demand**



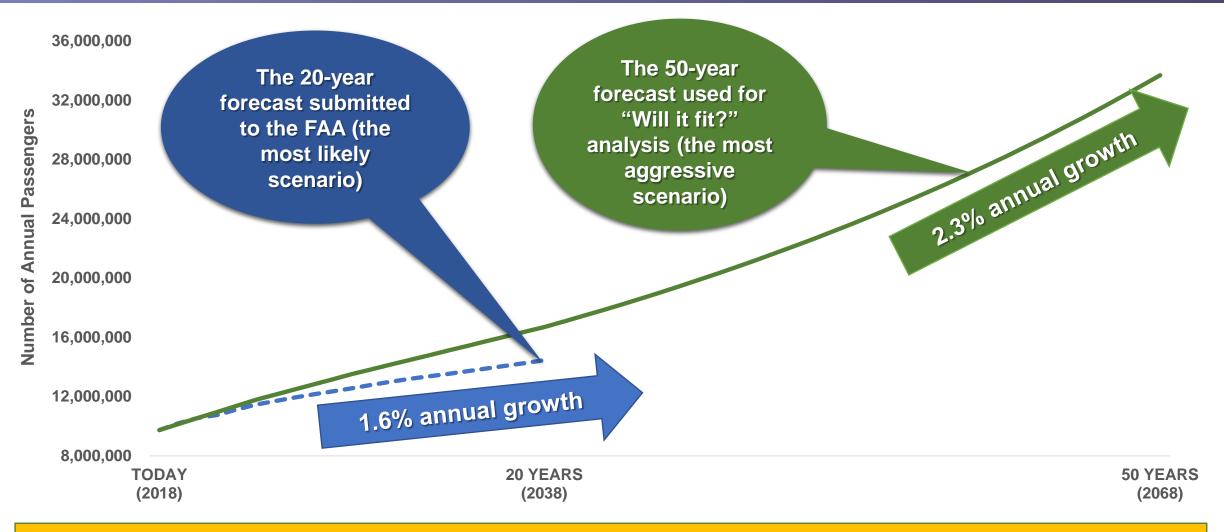
#### **Historic Airport Passenger Growth**





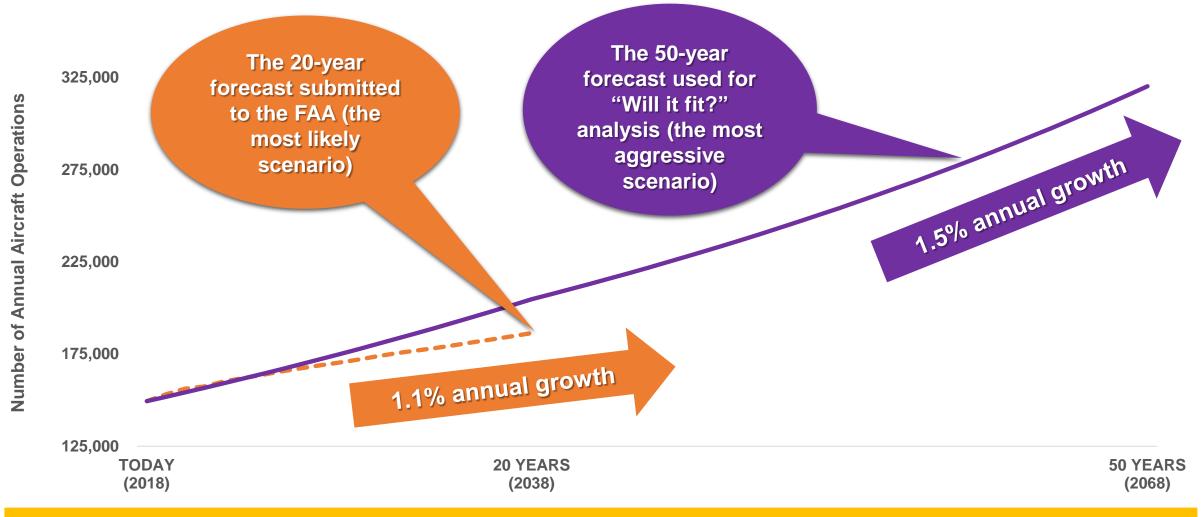
Source: FAA TAF; 2016 is the last actual year available.

#### **SAT Passenger Growth Forecast**



This forecast includes a range of possible outcomes, using a base forecast of 1.6% annual growth that was submitted to the FAA, to a high growth forecast of 2.3% annual growth per year used for the 50-year Strategic Development Plan.

### **SAT Aircraft Operations Growth Forecast**

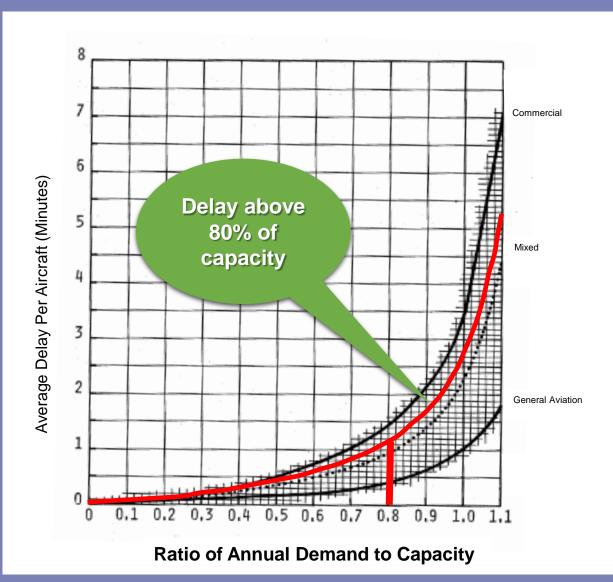


This forecast includes a range of possible outcomes, using a base forecast of 1.1% annual growth that was submitted to the FAA, to a high growth forecast of 1.5% annual growth per year used for the 50-year Strategic Development Plan.

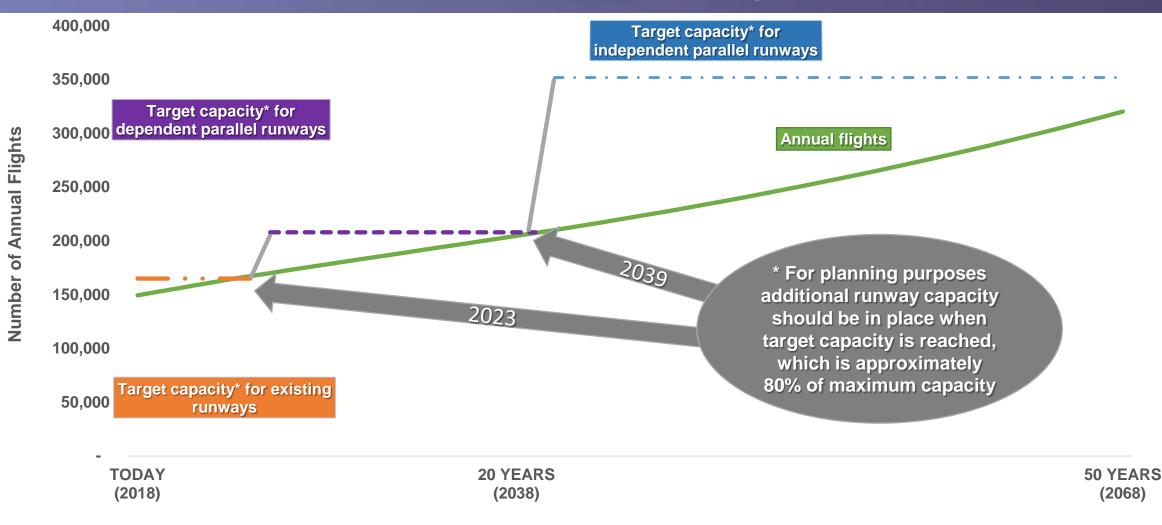
# **Airfield Capacity and Delay Assumptions**

- At 100% of capacity, aircraft delays are unacceptably high
- Above 80% of capacity, delays increase exponentially
- Long term planning therefore is for 80% of capacity

STRATEGIC DEVELOPMEI



# **Airfield Demand and Capacity**



Dependent parallel runways are closely spaced (700 feet to 2,500 feet from an existing runway) and independent parallel runways are widely spaced (separated by at least 3,000 feet).

### **Passenger Terminal Requirements**

	2018 Existing	2038 High	2068 High
Number of gates	24	35	63
Gross area (sq. ft.)	734,000	1,200,000	2,100,000

- Assumes no technology improvements that would reduce infrastructure needs, such as runways
- Reflects current world-class passenger terminal space standards







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# Data-Driven Preliminary "Will it Fit?" Conclusions



#### 2068 "Will it Fit?" Airfield Capacity

LOOP 410

203

WURZBACT

Potential property acquisition

> The "cloud" represents the airfield space needs

( AL

Potential runway closure in 20 to 50 years since it would no longer be needed as a secondary runway

RD. & R.R.

#### 2068 "Will it Fit?" Two Passenger Terminal Options

WURPBAC.

**Potential runway** closure in 20 to 50 years since it would no longer be needed as a secondary runway

20: 8 R.R.

Each "cloud" represents an option for a 63gate terminal

**Potential** tenant activity relocation

That I have

North

Improved access required

LOOP 410

Option

South **Option** 

#### 2068 "Will it Fit?" Third Option for Passenger Terminal

Access

options

JRZBACH

Midfield Option

LOOP 410

Potential property acquisition Potential runway closure in 20 to 50 years since it would no longer be needed as a secondary runway

C.R.R.

The "cloud" could accommodate more than the 65gate terminal required

The state of the s

The "cloud" represents the independent parallel runway scenario

# "Will it Fit?" Preliminary Findings

The data-driven, technical answer, pending additional input, is:

Yes, an airport that would serve the San Antonio region in 2068 can be made to fit at the airport's current location.

#### Various actions would be needed:

- Governmental approvals
- Some amount of land acquisition
- Some form of creek relocation
- Potential secondary runway closure, and/or
- Potential relocation of tenant activities



# **Preliminary Findings Rollout Schedule**

Oct 1-7  • SDP Project Management Team	Oct 8-14	Oct 15-21	Oct 22-28	Oct 29-Nov 4
-	ASDC with			
<ul> <li>SAAS Executive Team</li> <li>CMO</li> </ul>	preliminary acceptance of technical findings, pending working group and public input (11 <sup>th</sup> 8 am)	<ul> <li>SAAS Managers (16<sup>th</sup> 9:30 am)</li> <li>AAC (16<sup>th</sup> 3 pm)</li> <li>TAC (17<sup>th</sup> 2 pm)</li> <li>SWG (17<sup>th</sup> 6 pm)</li> <li>TPPWG (18<sup>th</sup> 2 pm)</li> <li>We are here</li> </ul>	<ul> <li>Public Open Houses (5:00-7:30 pm)</li> <li>District 2 Senior Center (Mon. 22<sup>nd</sup>)</li> <li>El Progreso Hall (Tues. 23<sup>rd</sup>)</li> <li>Stinson Municipal Airport (Wed. 24<sup>th</sup>)</li> <li>Jewish Community Center Campus (Thurs. 25<sup>th</sup>)</li> </ul>	<ul> <li>ASDC makes <u>final</u> recommendation to CoSA Mayor &amp; City Council (B-session - 31<sup>st</sup>)</li> <li>SAAS and Consultant initiate development of SD Phase II Scope</li> </ul>

STRA



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