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SAAS
San Antonio Airport System

“Will it Fit?” Preliminary Findings

Presented by John Dickson
Airport System Development Committee, Chair

Transportation Committee
October 24, 2018

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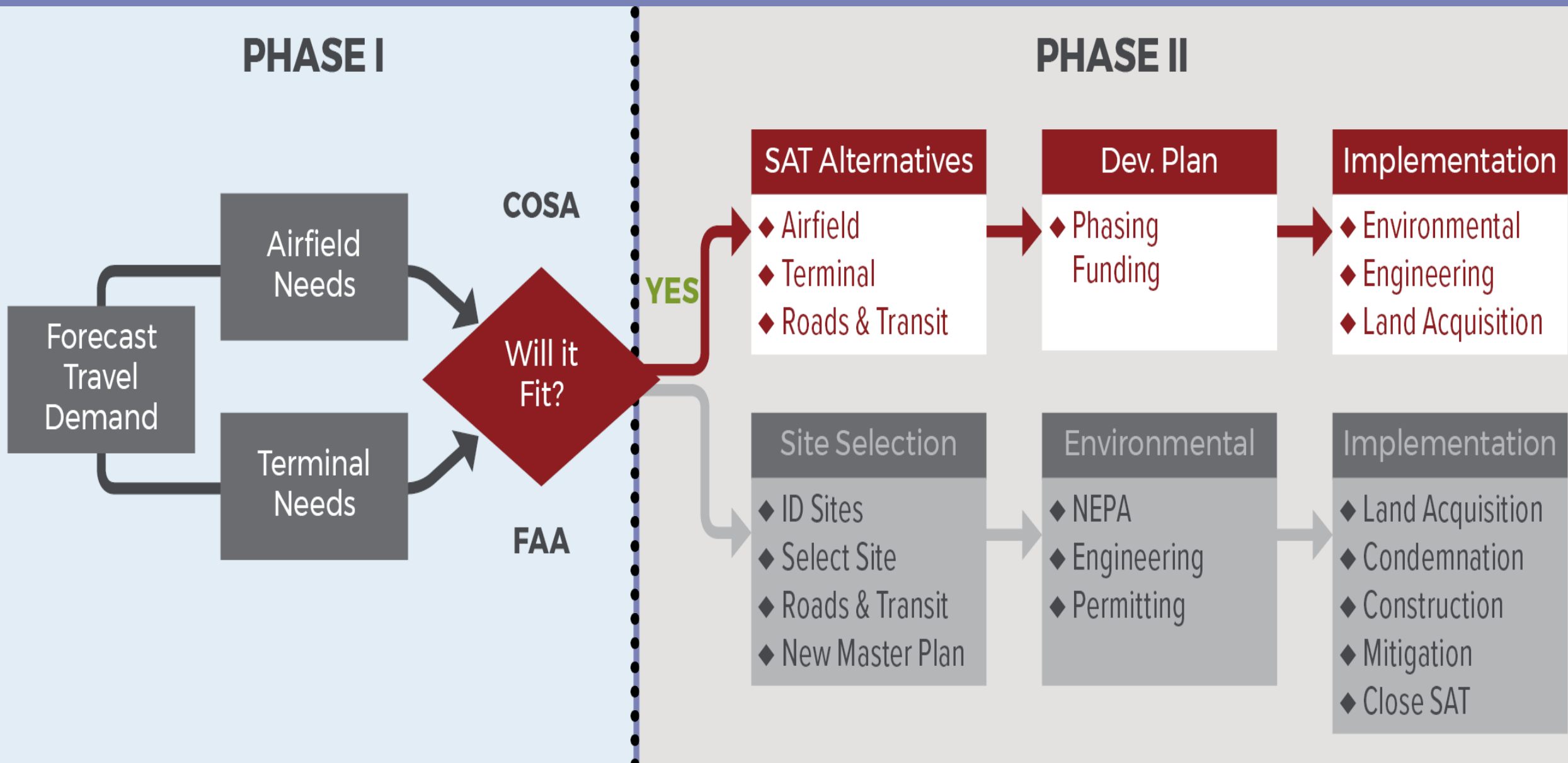


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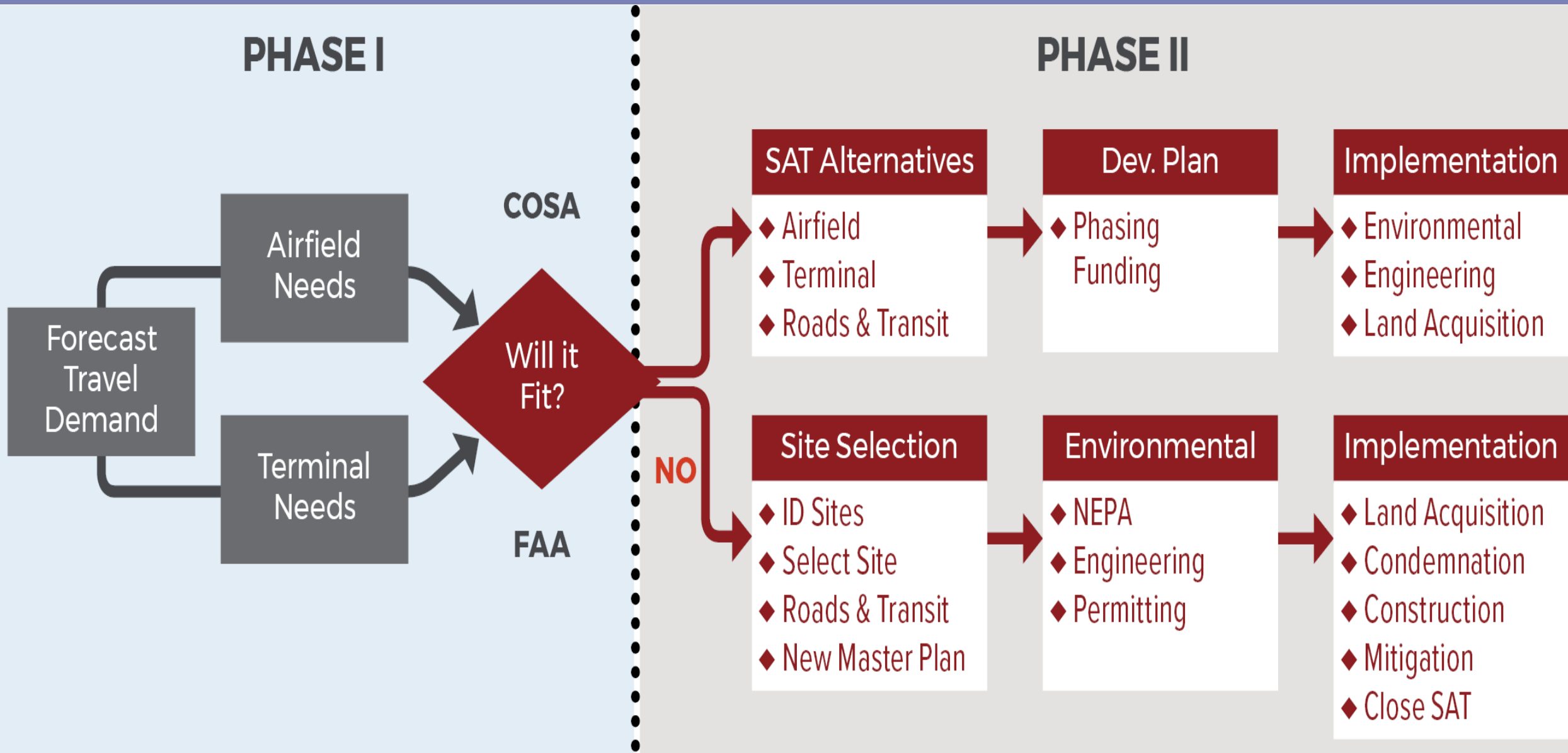
Agenda

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

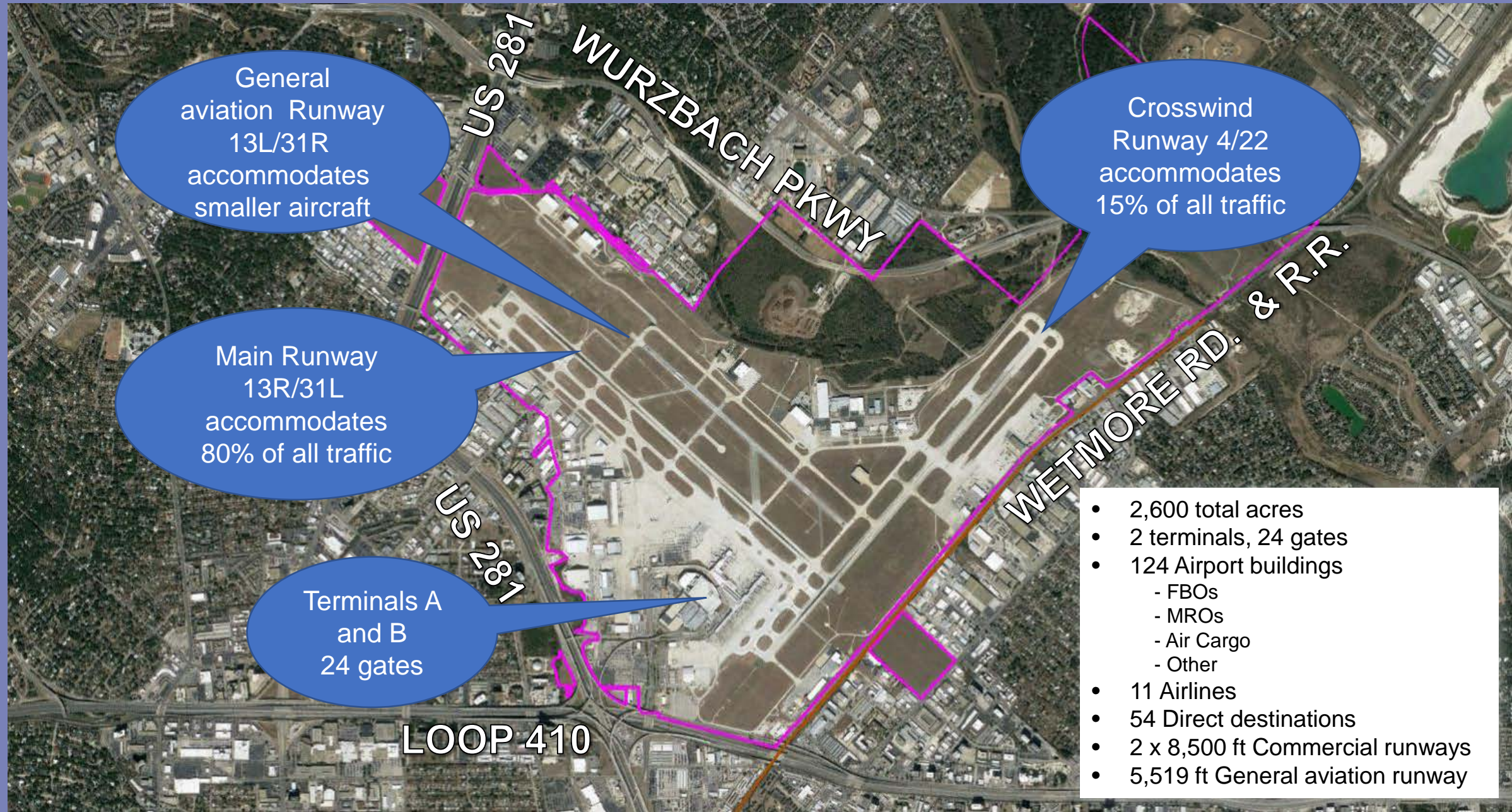
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SAT "Will it Fit?" Preliminary Findings

Overview: Existing Airport



General
aviation Runway
13L/31R
accommodates
smaller aircraft

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

Terminals A
and B
24 gates

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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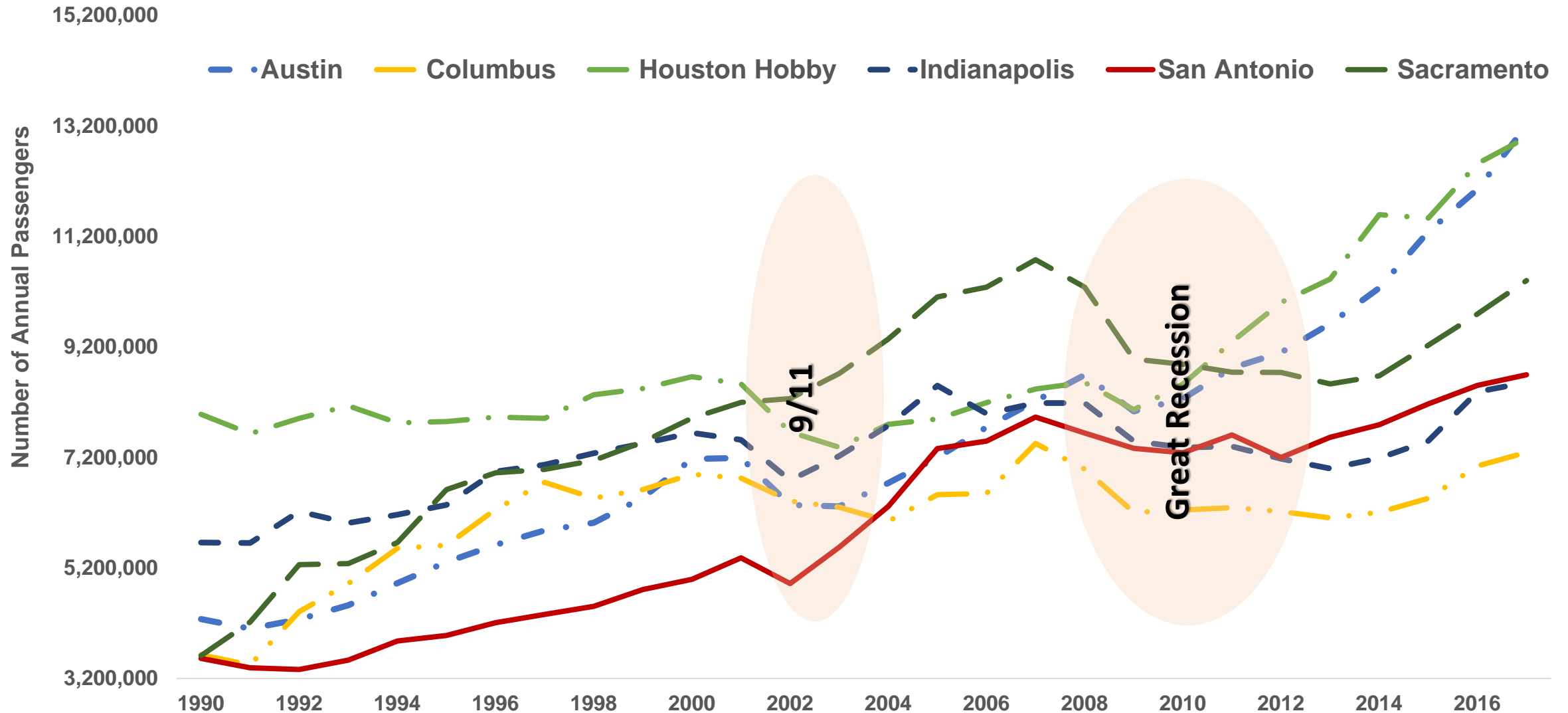


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Future Air Travel Demand

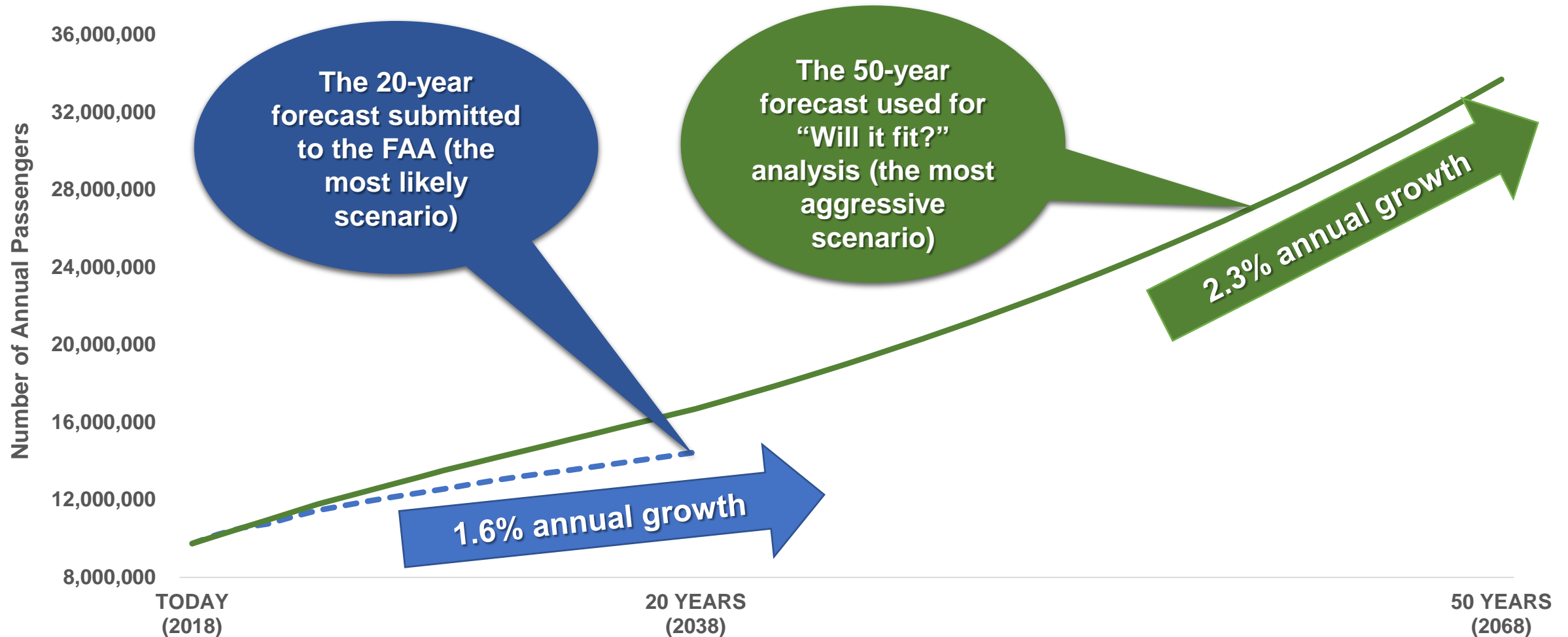


Historic Airport Passenger Growth



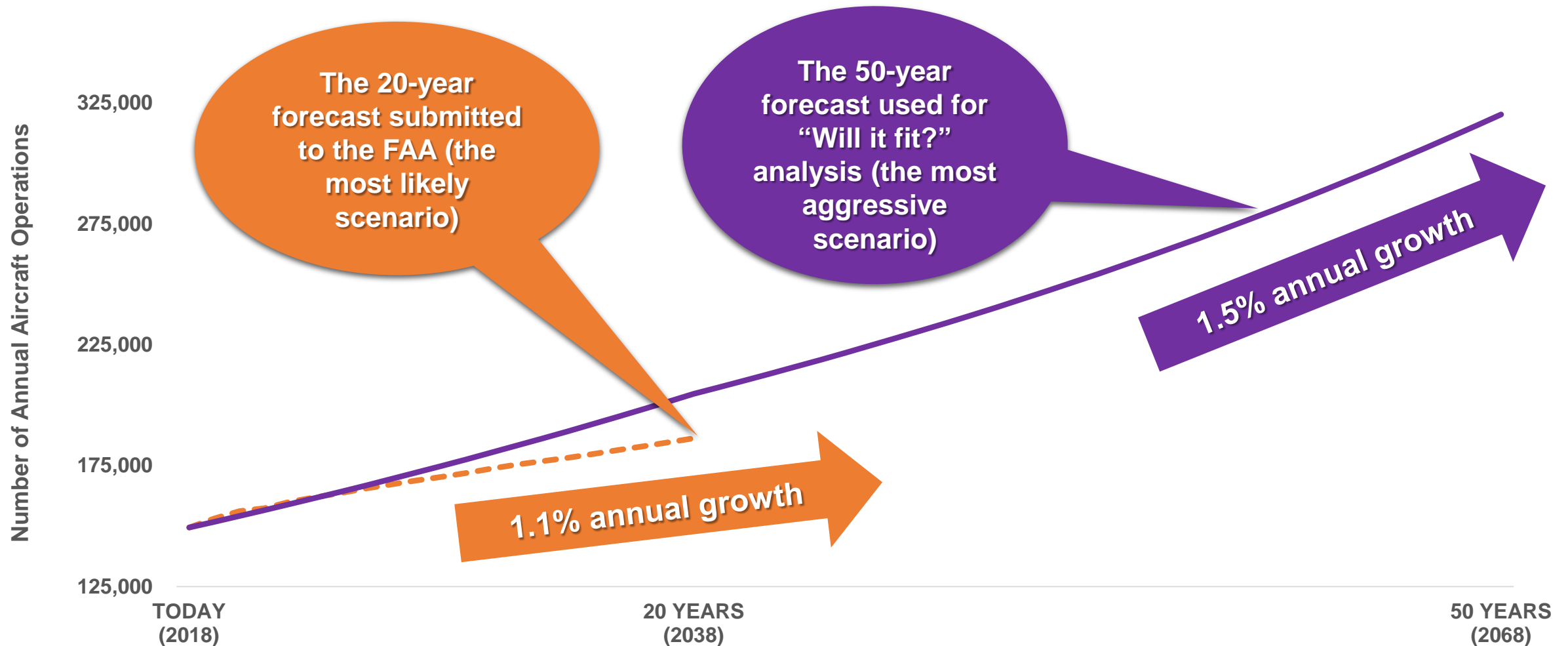
Source: FAA TAF; 2016 is the last actual year available.

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.

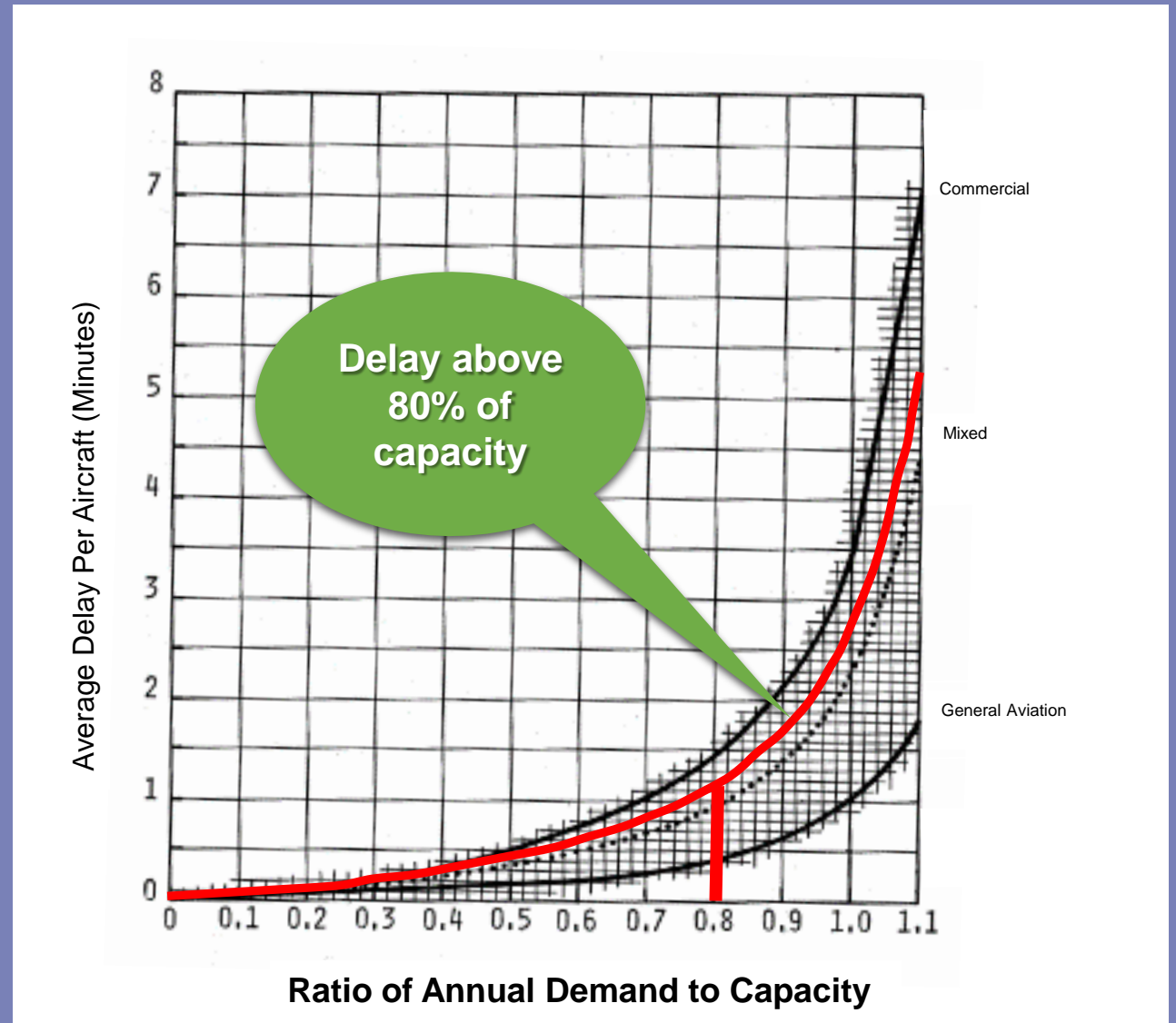
SAT Aircraft Operations Growth Forecast



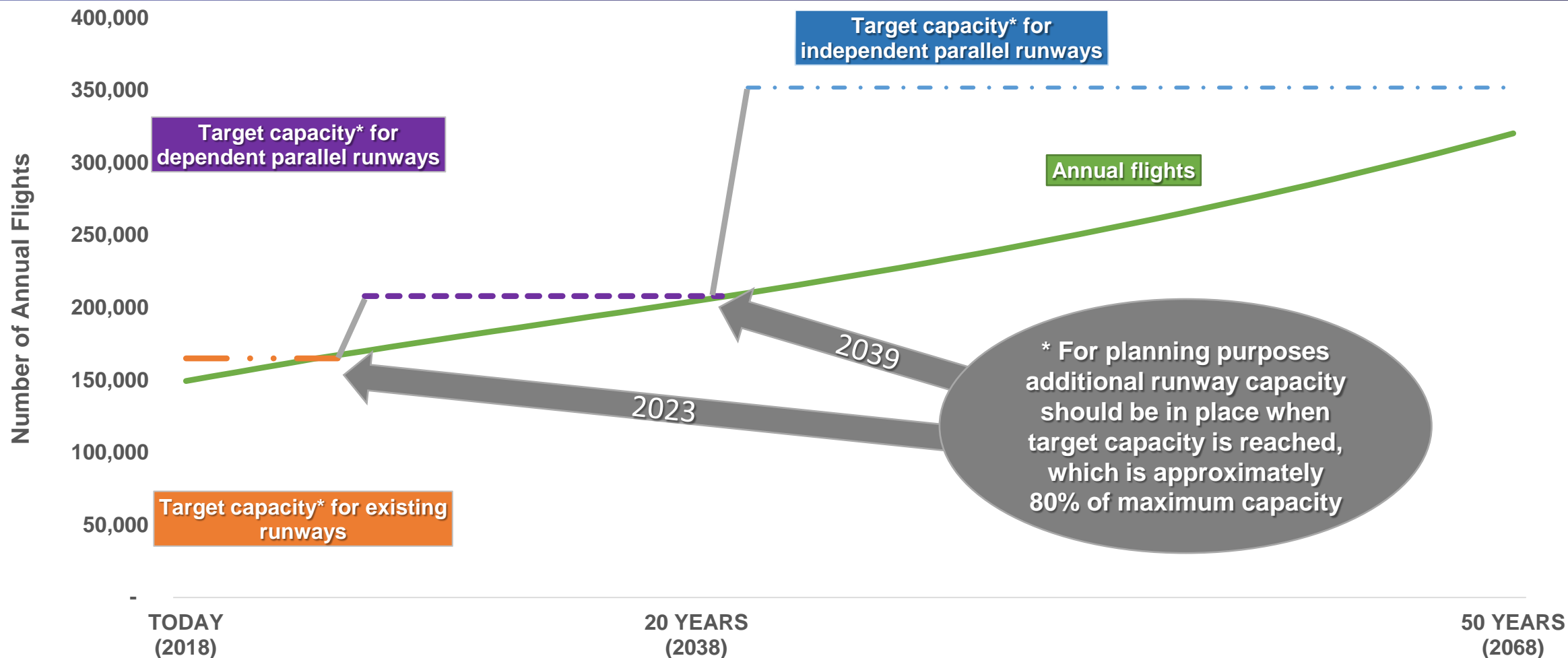
This forecast includes a range of possible outcomes, using a base forecast of 1.1% annual growth that was submitted to the FAA, to a high growth forecast of 1.5% annual growth per year used for the 50-year Strategic Development Plan.

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



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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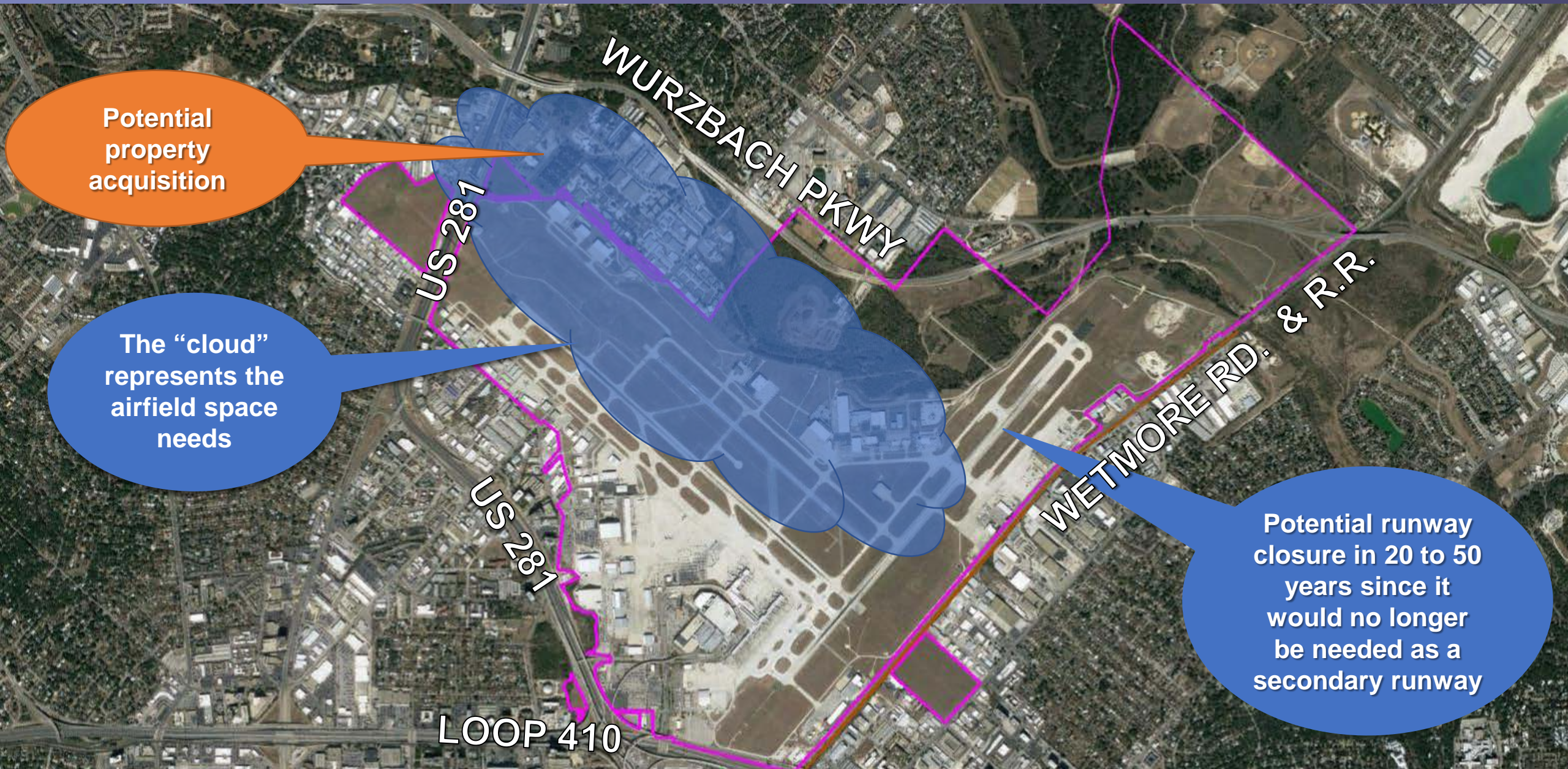


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Data-Driven Preliminary “Will it Fit?” Conclusions



2068 "Will it Fit?" Airfield Capacity

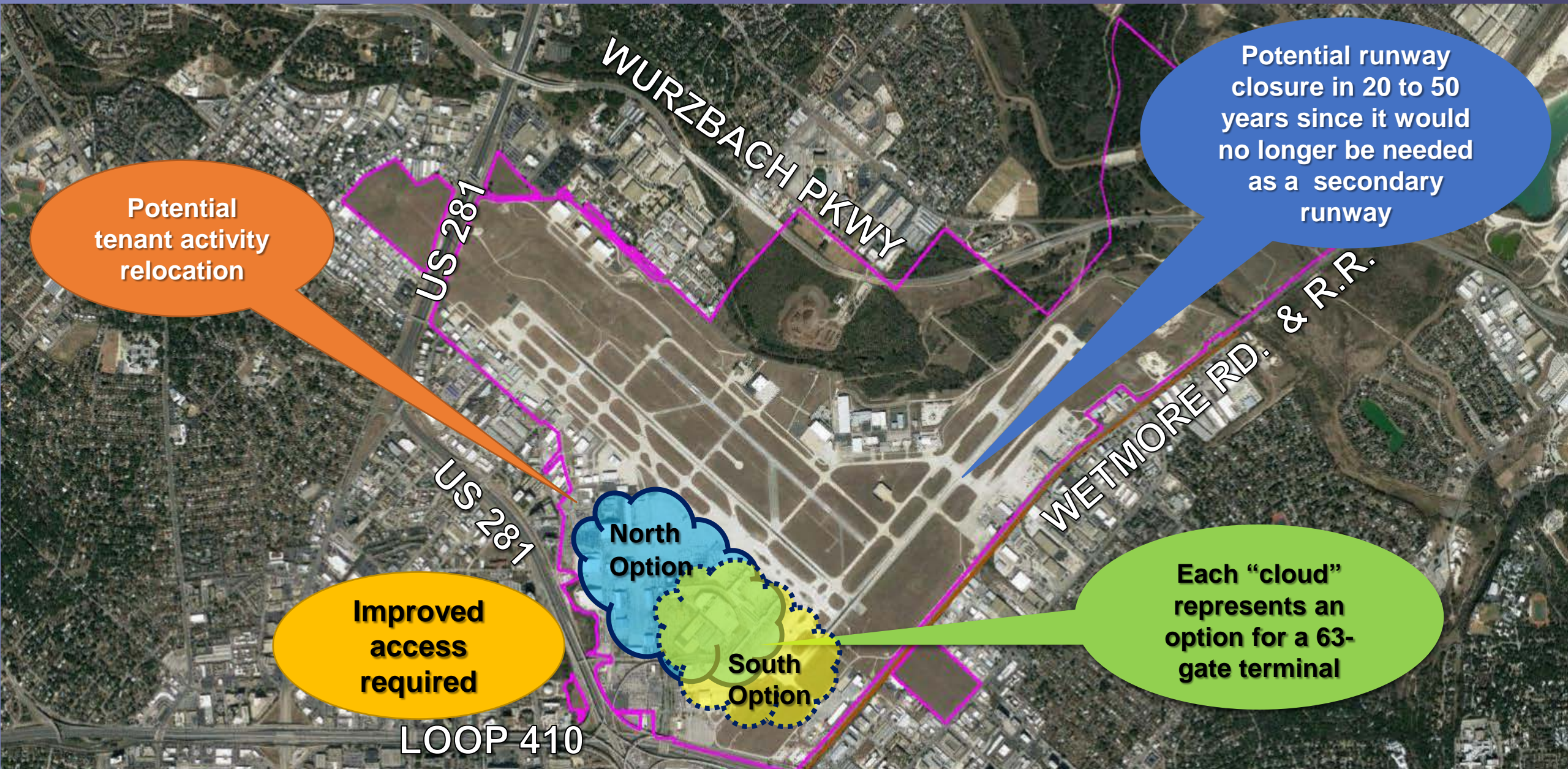


Potential
property
acquisition

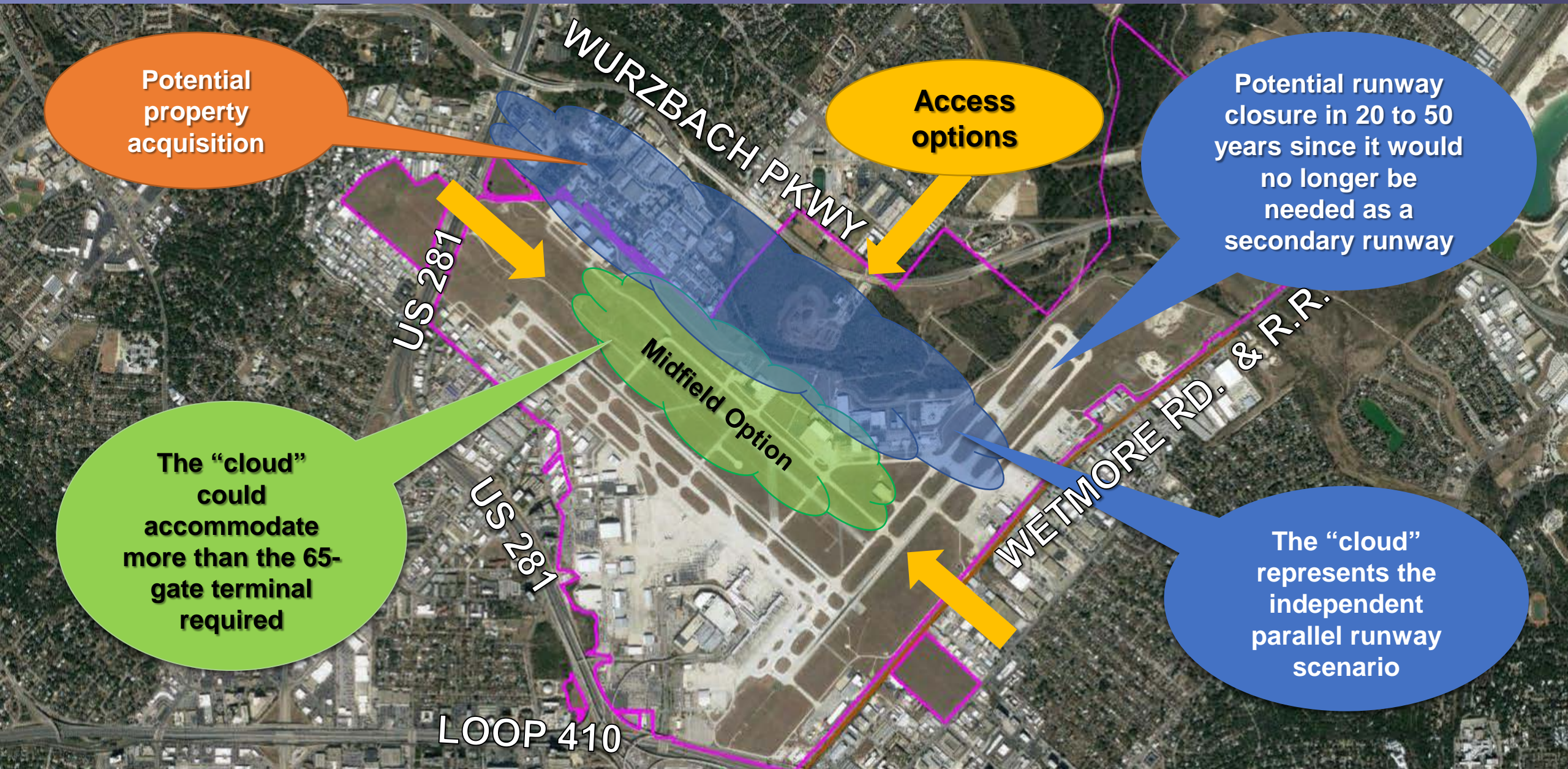
The "cloud"
represents the
airfield space
needs

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

2068 "Will it Fit?" Two Passenger Terminal Options



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



"Will it Fit?" Preliminary Findings

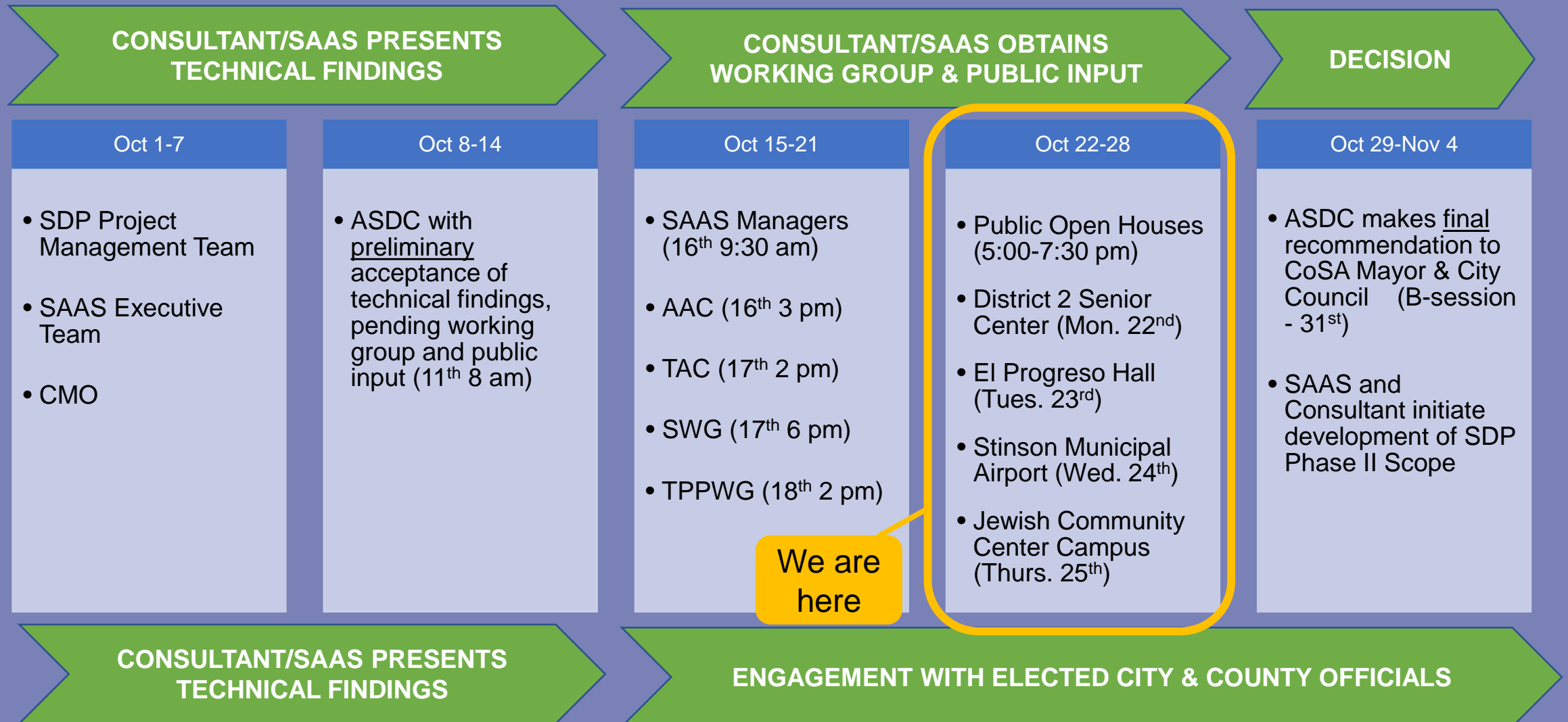
The data-driven, technical answer, pending additional input, is:

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



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