

# CRQ MASTER PLAN

*Public Workshop #2*



May 7, 2014

# Overview/Agenda

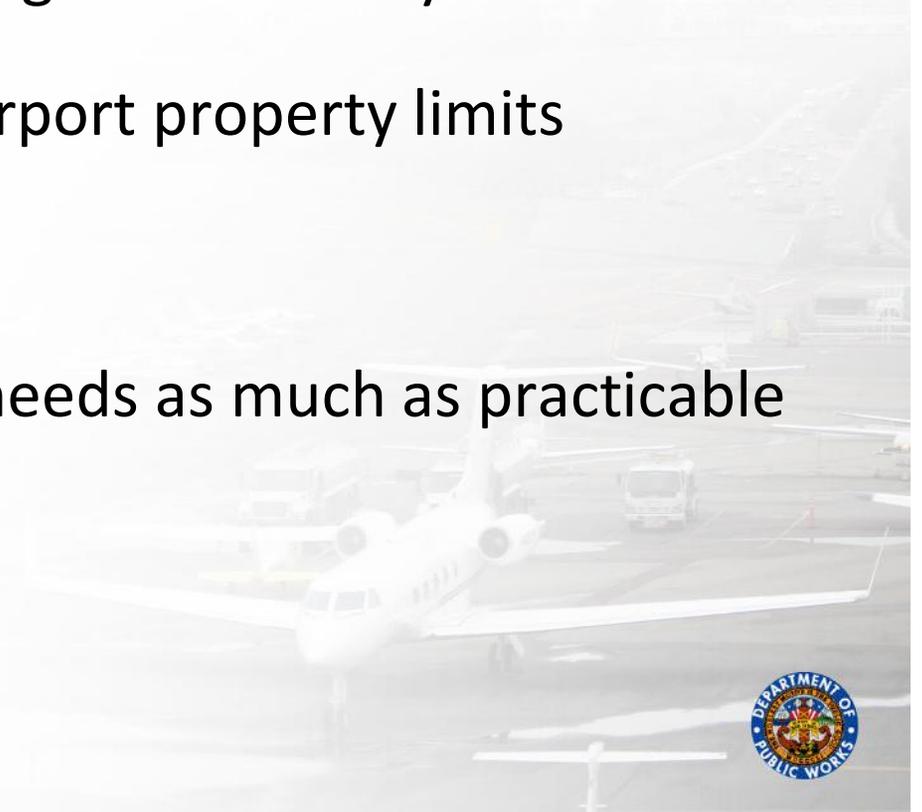
- Welcome & Introductions
- Where we are – Facility Requirements
  - Optimum Targets
  - Remaining within existing property limits
- Format of Workshop
  - Station 1: Master Plan Process & Forecast Review
  - Station 2: Design Criteria
  - Station 3: Airfield Facilities
  - Station 4: Terminal and General Aviation Facilities





## Considerations for Tonight

- 1997 Master Plan anticipated a shift to larger aircraft
- Need to accommodate existing aircraft safely
- Remain within the existing airport property limits
- Enhance safety of the airport
- Meet community demands/needs as much as practicable





## What is a Master Plan

- A long-range guide that articulates a roadmap for the future role and development of the Airport that is:
  - Cost-effective and financially justifiable;
  - Flexible to the extent possible to respond to change;
  - Provides for anticipated demand to the extent practicable;
  - Considers environmental factors;
  - Facilitates a safe and efficient airport.
- A public process that solicits input from stakeholders, organizations, local, state, and federal officials/agencies, and the general public

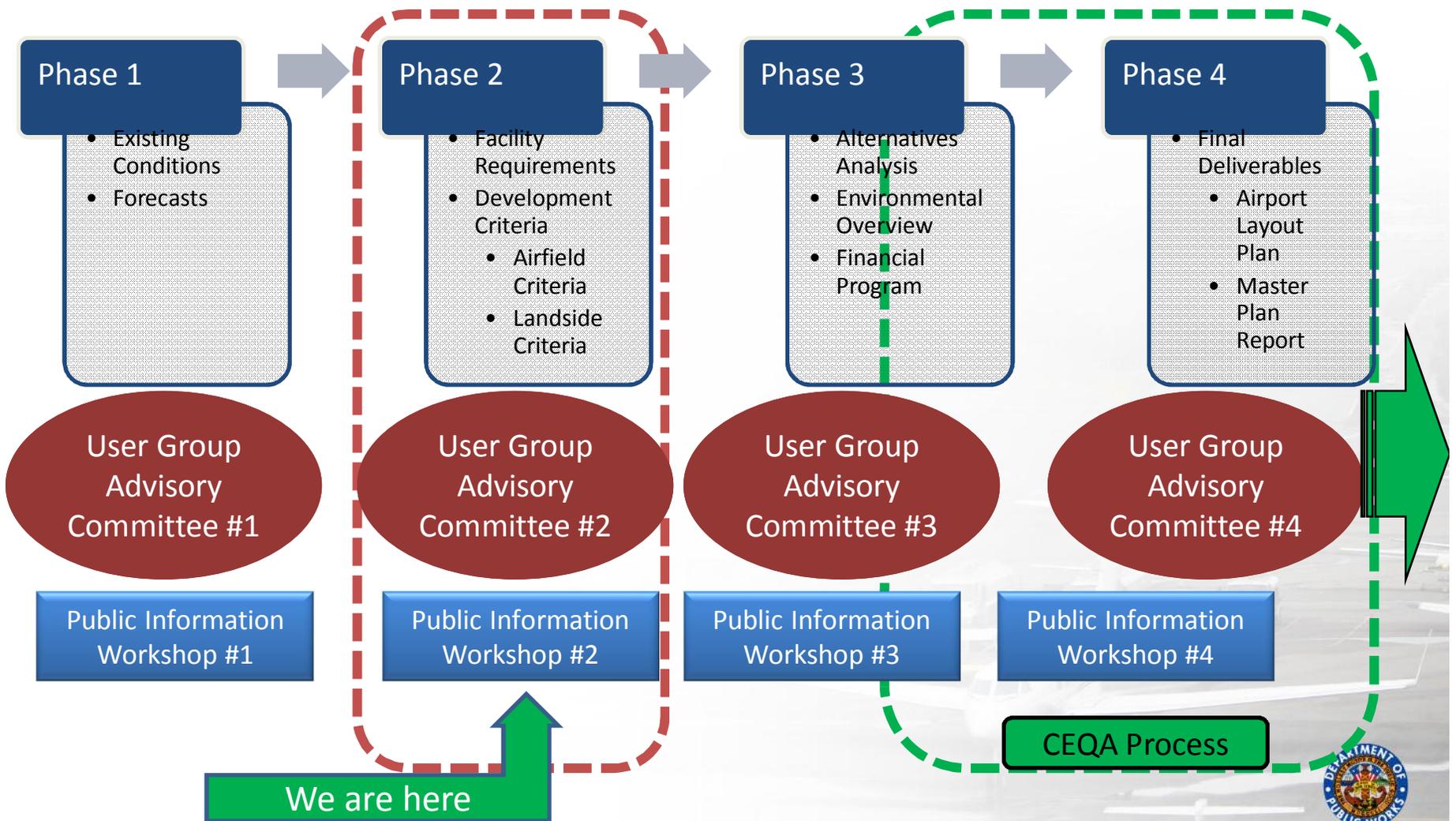


## Why a Master Plan now?

- Existing Master Plan prepared in 1997
- Master Plans have a planning horizon of 20 years
  - Existing master plan was for 1995-2015.
- Master Plans form a roadmap for the airport into the future
- Existing Master Plan predicted that the airport would transition as North County grew
  - Predicted size of design aircraft would increase (B-II to D-III)
  - Objective is to stay within property line while meeting needs



## Master Plan Study Process





# Defining Facility Design Requirements

- FAA design criteria for our facilities will define:
  - Safety area dimensions
  - Separation distances, including runway and taxiways
  - Physical landside /airside space requirements, etc.
- How do we define the facility's FAA design criteria?
  - Establish the Critical Design Aircraft
    - FAA threshold: >500 annual operations of the largest aircraft, as **defined by approach speed, wing span/tail height**
  - FAA data indicates a shift in the type of aircraft using the airport
    - Larger currently-operating aircraft meets and exceeds FAA threshold
    - Airport's critical design aircraft and has shifted from B-II to D-III





## B-II to D-III

- What does this mean?

B-II Aircraft – Falcon 2000



D-II Aircraft – LearJet 35



C/D-III Aircraft – Gulfstream G650





## B-II to D-III – Design Aircraft Considerations

- 1997 Master Plan projected a transition to D-III aircraft types
- FAA data for 2013 indicates existing traffic at Palomar is D-III
- FAA/Pilots determines safe operations of these aircraft at an airport
  - Airport operator (the County) cannot restrict or discriminate
- Palomar is space constrained which presents limitations to future growth in aircraft size
  - Design criteria will likely focus on aircraft using the field, not necessarily the entire class of aircraft
- 20-year forecast does not anticipate aircraft larger than current D-III corporate jets to use Palomar





## Aircraft Usage of CRQ

### Technological Advances & Market Shift:

- Airlines are phasing out turbo prop and 50-seat commuter aircraft
- Larger wing span = better fuel economy (industry trend)
- Quieter engine technology, less emissions



### 1997 Master Plan

- Anticipated the B-II aircraft usage would shift to D-III, primarily for corporate jets
- “Based on forecast aviation demand, McClellan-Palomar Airport would ultimately be expected to serve aircraft in Approach Category D. In addition, a number of aircraft anticipated to operate at the airport would be in Airplane Design Group III.” (Chapter 6: Airport Plans pg. 6-2)



# Addressing FAA Design Criteria

Objective of Analysis: Balance long-term forecasted demand, FAA design criteria, and site constraints to the extent practicable.

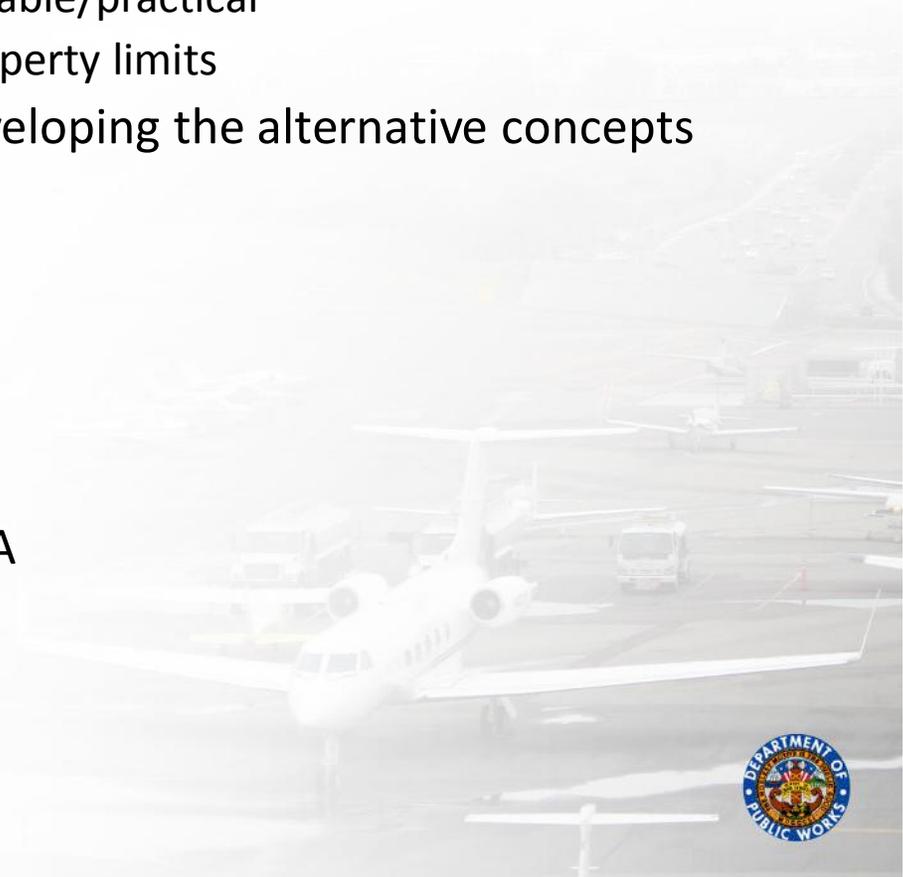
- Plan our facilities based on further enhancing safety for the critical design aircraft **within our existing airport footprint**
  - Safety improvements could include Engineered Materials Arresting System (EMAS) & other potential runway improvements
- Larger design aircraft = enhanced safety areas
  - Physical & environmental constraints -- **stay within airport fence**
  - Balance impacts to facilities, users and community
  - Financial Plan: FAA funding eligibility based on meeting design criteria





# Tonight's Goals and Next Steps

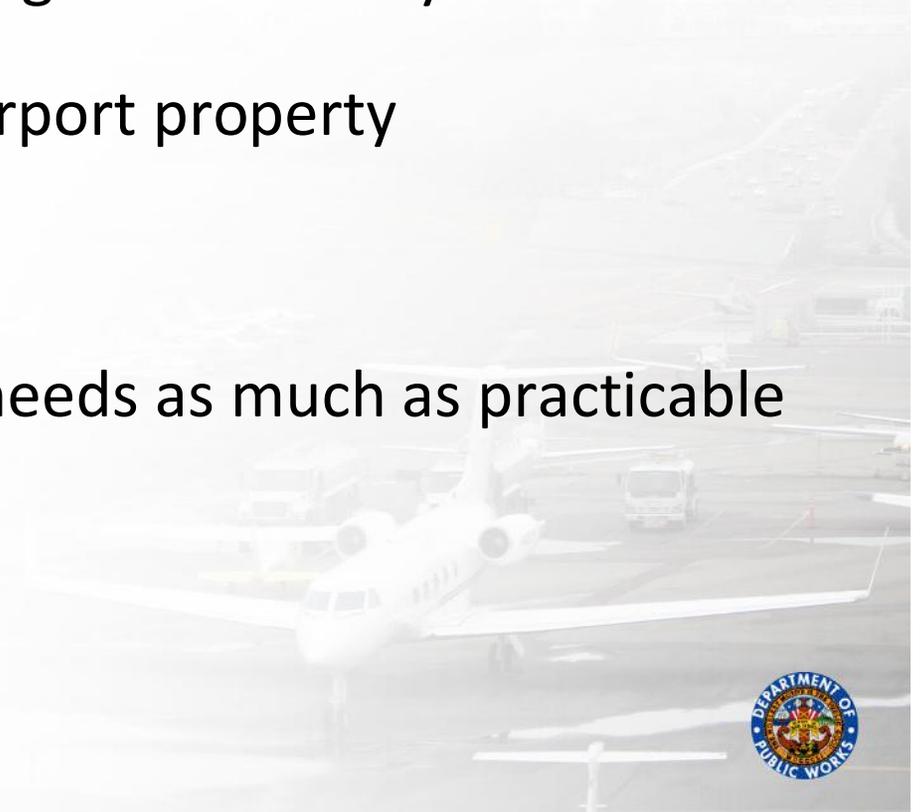
- Goals for tonight
  - Optimum targets for Facility Requirements
    - These targets MAY NOT be achievable/practical
    - Staying within existing airport property limits
  - These targets are the basis for developing the alternative concepts
  - Provide Comments/Public Input
- Next Steps
  - Develop Alternative Concepts
    - Airfield
    - Landside/Terminal
  - Ongoing coordination with the FAA
  - Public Workshop #3





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# Thank you for attending!

## Please provide comments

- Project website

[www.PalomarAirportMP.com](http://www.PalomarAirportMP.com)

[www.sdcounty.ca.gov/dpw/airports/CRQmasterplan.html](http://www.sdcounty.ca.gov/dpw/airports/CRQmasterplan.html)

- Project Email

[PalomarMP@kimley-horn.com](mailto:PalomarMP@kimley-horn.com)

- Sign-up for Email Updates

