



October 22, 2015



McClellan-Palomar AIRPORT MASTER PLAN

Current Status & Proposed Alternative

Overview

- Background/Alternative Narrowing Process
- Public Involvement
- Design Criteria
- Alternatives
- Input from Stakeholders
- Staff Recommendation on Proposed Alternative
- Timelines/Milestones Moving Forward

Background

- Previous Master Plan 1997-2017
- 2011 Board directed Feasibility Study
 - Potential airport safety/operational improvements
 - Including extending runway
- 2013 completed study identified potential alternatives
 - Runway extension options
 - Safety area improvements (EMAS)
- 2014 Master Plan commenced
 - Feasibility options/alternatives being considered as part of plan

Alternative Narrowing Process

Two Board of Supervisors' Hearings

- Preferred option selection
- Master Plan adoption and CEQA certification

Public Involvement Opportunities

- Dedicated Website
- Email updates
- User Group Advisory Committee Meetings
 - Carlsbad
 - San Marcos
 - Vista
 - FAA
 - FBOs
- Stakeholders meeting
- 3 Public Workshops
 - Process
 - Facility Requirements
 - Potential Alternatives

Aircraft Design Criteria

- Primary Characteristics
 - Approach Speed
 - Wing Span
- Evolving Aircraft Characteristics and Capabilities Driving Industry
 - Landing & Takeoff Capability, Range and Fuel Efficiency

Approach Speed Category

Aircraft Approach Category	Approach Speed (knots)
A	Less than 91
B	91 to 120
* C	121 to 140
D	141 to 166

Design Group Wingspan

Airplane Design Group	Wing Span (feet)
I	Up to 49
II	49 to 78
* III	79 to 117



Alternatives

- B-II (no change)
- C/D-III Full Compliance
- * • C/D-III Modified Compliance
 - Alternative with majority support

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B-II Alternative



Attributes

- Conforms to B-II design criteria
- Incorporates EMAS to enhance safety at west end
- North Ramp, FBOs, or terminal ramp
- Up to 900' runway extension possible on east

Constraints

- ADG III operations exceed design standards
- Higher approach speed aircraft not addressed
- Wing span standards not addressed
- Impacts to commercial/regional aircraft
- Impacts to Potential FAA funding

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C/D-III Full Compliance Remaining On Property



Attributes

- Conforms to design criteria for all C/D–III aircraft
- Allows for up to an 800’ extension on east end

Constraints

- Removes all north aircraft parking apron
- Requires runway centerline relocation
- Removes 52 feet of FBO, Terminal, and south GA parking
- Needs 2 EMAS with maximum runway extension
- Inadequate space to park, service & stage aircraft

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C/D-III Modified Standards



Attributes

- Conforms to C/D–III standards with one ROFA Mod
- Up to an 800’ extension on east end runway possible
- No impacts to FBO, Terminal, and south GA parking
- Meets all safety standards

Constraints

- Requires runway centerline relocation and reconstruction
- Need for 2 EMAS increases costs with maximum 800’ extension

Input From Stakeholders

- Public Workshop: Majority of public comment supported Modified C/D-III
- FBO Meeting: Unanimous support for Modified C/D-III
- User Group Advisory Committee: Strong support for the Modified C/D-III
- PAAC: Ongoing coordination
- FAA: Ongoing coordination; No safety standards waivers needed for modified option; Safety projects prioritized over capacity projects; Grant funding would be phased

Support Comments

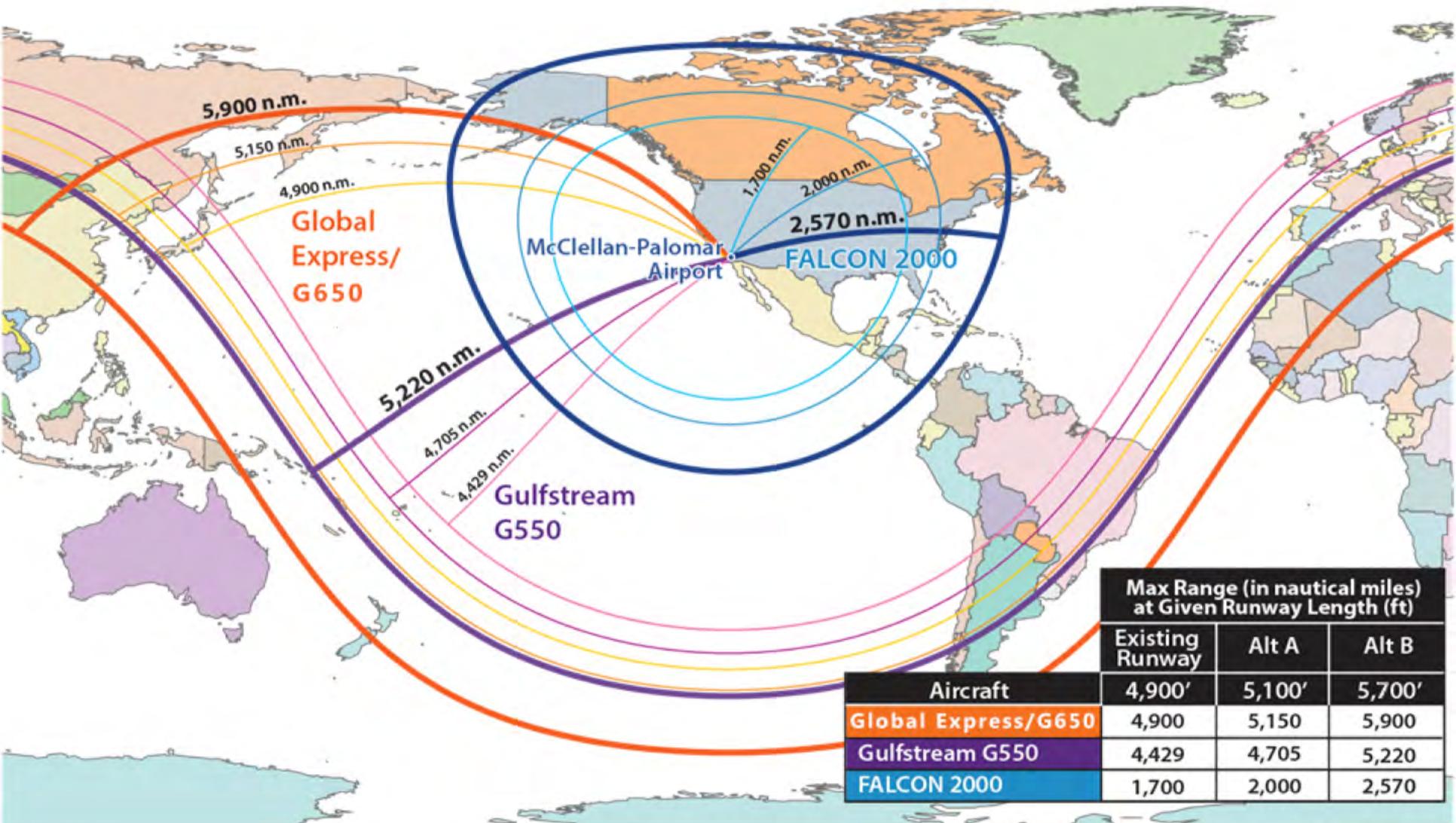
- C/D-III Modified Standards
 - Enhance safety & performance
 - Accommodate wingspan/approach speed
 - Minimal impacts to airport users
 - Remains on airport property
- Runway Extension
 - Enhance safety & performance
 - Improved range (more destinations)
 - Economic boost for North County
 - Reduce noise



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East End Runway Extension

BUSINESS JET RANGE



Staff Recommendation

Modified C/D-III Alternative

- Maximizes safety
- Stays on airport property
- Minimal impacts to FBOs/Lessees/GA

Timelines/Milestones Moving Forward

- FAA meeting – potential options review Oct. 2015
- PAAC Presentation – October 22, 2015
(Special Meeting)
- BOS Hearing – December 2015
- Public workshop #4 – Early 2016
- Begin CEQA – Spring 2016
- Adoption of Master Plan & BOS Certification of Program EIR – Summer 2017

Recommended Motion

“Palomar Airport Advisory Committee recommends that the Board of Supervisors direct staff to proceed with the McClellan-Palomar Airport Master Plan focusing on the modified C/D–III classification as the preferred option, subject to the preparation of a Program-Level Environmental Impact Report.”



THANK YOU

Questions - Comments

