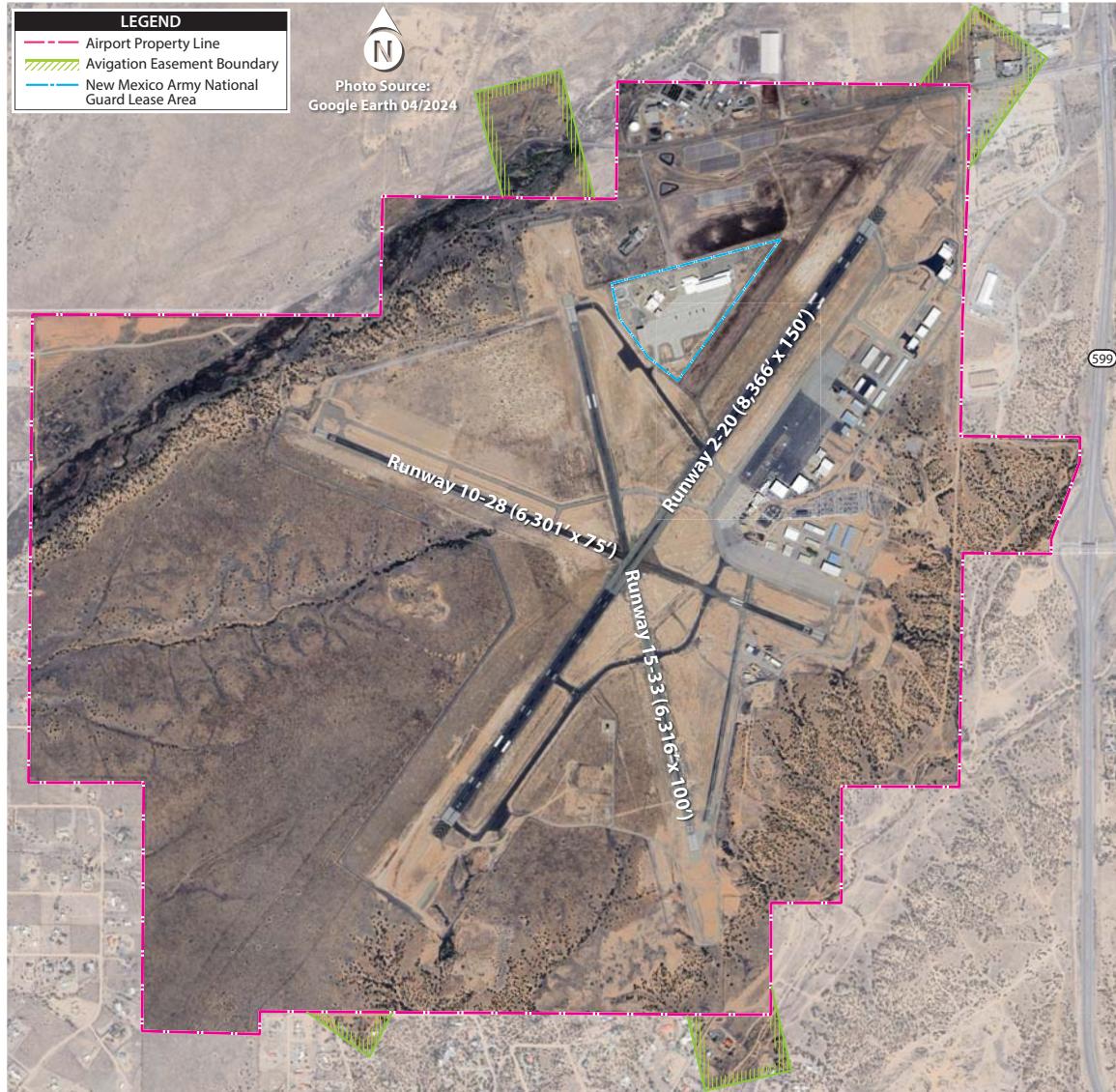


Airport Information



National Plan of Integrated Airport Systems (NPIAS) Classification:

Primary Commercial Service Airport
(1 of 5 in New Mexico)

2024 Commercial Airline Passengers:
363,335

2024 Operations:
51,035

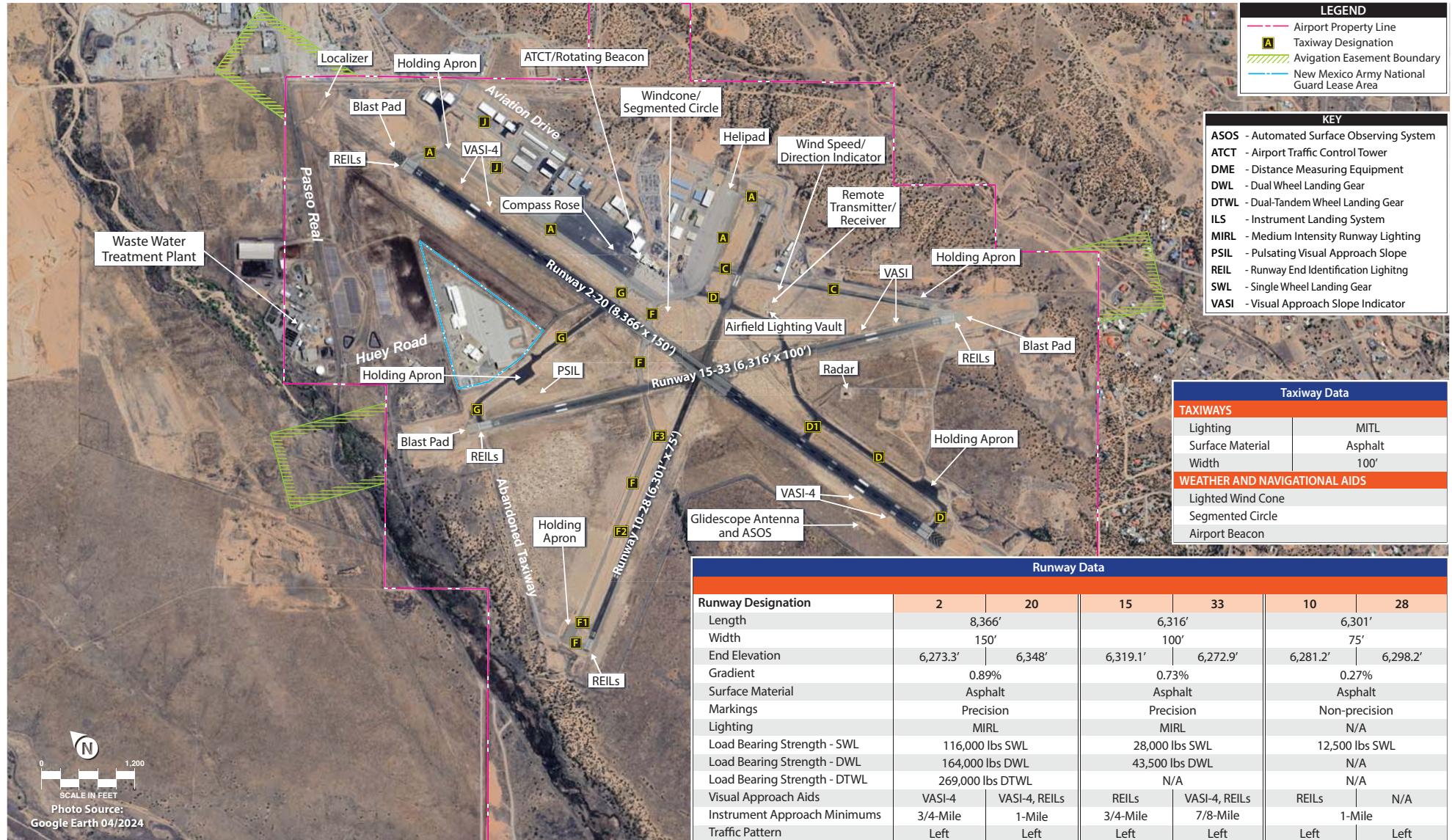
Based Aircraft:
190
Acres:
2,128

Services/Amenities:

- Newly renovated/expanded 18,000 sf passenger terminal
- Daily non-stop airline service to Phoenix, Denver, Dallas/Fort Worth, and Houston via American Airlines and United Airlines
- Home to the New Mexico Army National Guard (NMANG)
- Supports the U.S. Forest Service (USFS) aerial firefighting services
- Flight training
- Aircraft maintenance & sales
- Aircraft charters

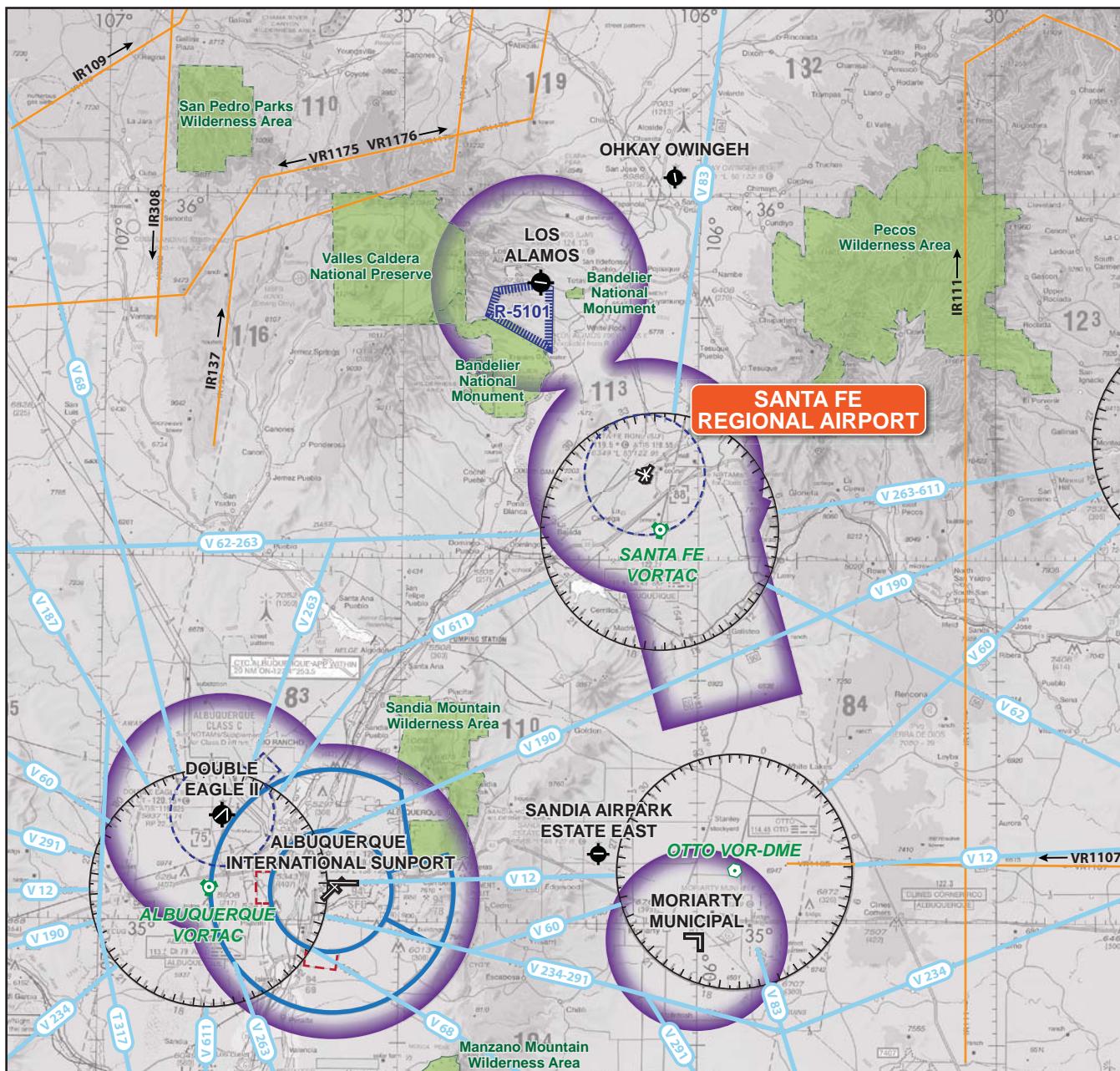


Existing Airside Facilities





Vicinity Airspace

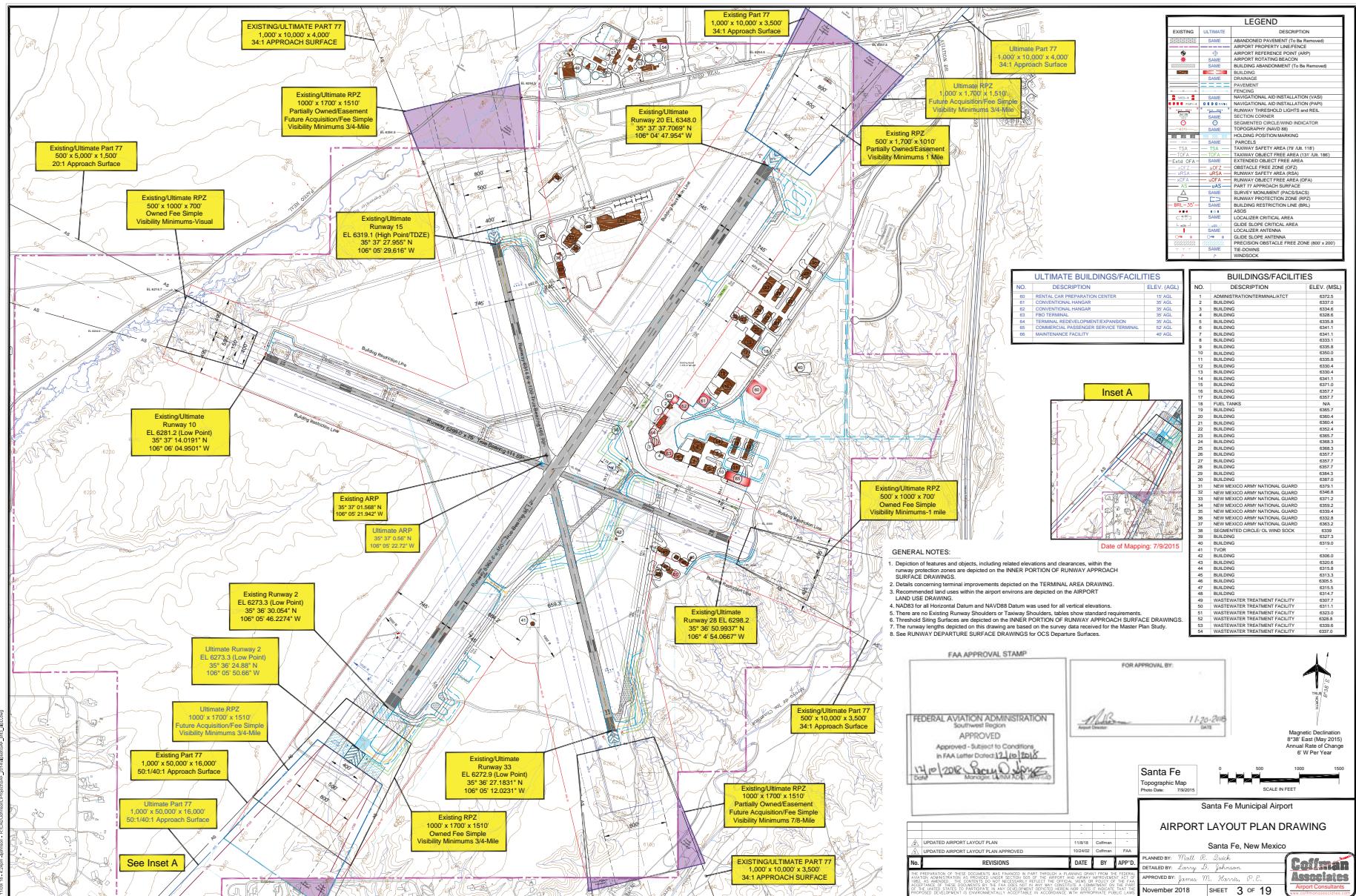


LEGEND

- Airport with hard-surfaced runways 1,500' to 8,069' in length
- Airports with hard-surfaced runways greater than 8,069' or some multiple runways less than 8,069'
- Compass Rose
- VORTAC
- VHR OMNI Range (VOR)
- Class C Airspace
- Class D Airspace
- Class E Airspace
- Class E (sfc) Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E airspace
- Victor Airways
- Military Training Routes
- Restricted Airspace
- Wildlife Refuge



Airport Layout Plan

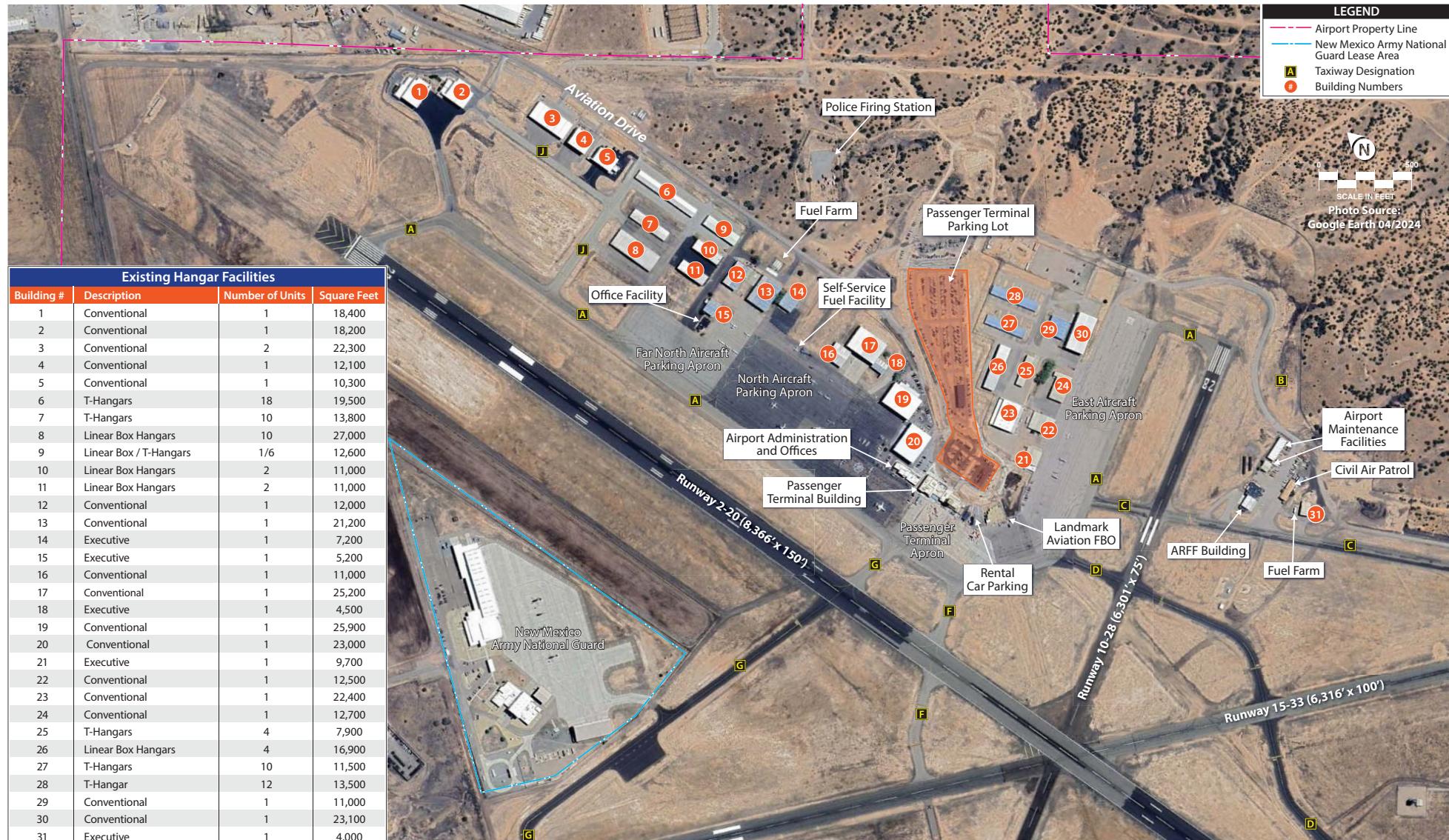




**What is important to you
regarding the Airport Master Plan project?**

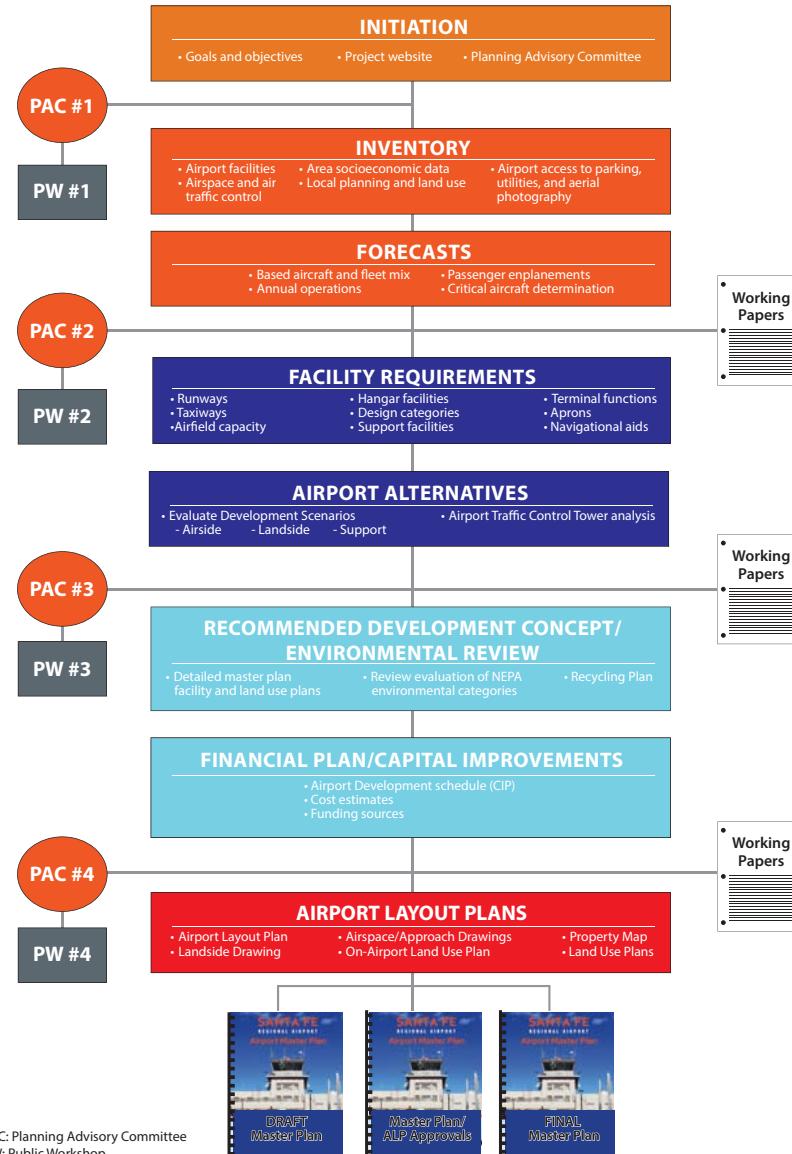


Existing Landside Facilities





Master Plan Process



What is a Master Plan?

What an Airport Master Plan is:

- A comprehensive, long-range study of the airport and all airside and landside components that describes plans to meet FAA safety standards and future aviation demand.
- Recommended by the FAA to be conducted every 7-10 years to ensure plans are up-to-date and reflect current conditions and FAA regulations. The last master plan for SAF was completed in 2018.
- Funded by the FAA through the Airport Improvement Program (AIP), which provides 93.75% of the total project costs. The remaining 6.25% is split evenly between the New Mexico Department of Transportation - Aviation Division (NMDOT) and the City of Santa Fe.
- A document that will ultimately be presented for approval to the City of Santa Fe City Council. The FAA approves the Aviation Demand Forecasts and the ALP drawing set.
- An opportunity for airport stakeholders and the general public to engage with airport staff on issues related to the airport and its current and future operations, and environmental and socioeconomic impacts. Four public information workshops will be conducted throughout the master plan process to facilitate this public outreach effort.

What an Airport Master Plan is not:

- A noise study like a Code of Federal Regulations (CFR) Part 150 Noise Study. The master plan does include an assessment of the airport's noise contours based on current and future activity levels. A noise contour for an airport is a visual representation of the areas affected by different levels of aircraft noise. However, this process does not include studying noise mitigation options, which a CFR Part 150 Noise Study would cover.
- A guarantee that the airport will proceed with any planned projects. Master plans are guides that help airport staff plan for future airport development; however, the need/demand for certain projects might never materialize.
- A guarantee of funding for any planned projects. Project funding is considered on a project-by-project basis and requires appropriate need and demand. Certain projects may require the completion of a benefit-cost analysis.
- Environmental clearance for specific projects. The master plan includes an environmental overview that identifies potential environmental sensitivities per the National Environmental Policy Act of 1969 (NEPA) guidelines. Most planned projects will require a separate NEPA study (environmental impact statement/environmental assessment/categorical exclusion) prior to construction.



Purpose of the Master Plan Study

- Provide a **visioning document** to guide airport management and other decision makers regarding development of the airport over the next 20 years.
- **Address local and national changes** in the aviation industry that could impact priorities at SAF.
- Identify and **plan for potential capital projects** in advance so that coordination, approvals, financing, design, and construction can take place in a timely manner.
- Identify locations for appropriate **on-airport land uses** (aviation and non-aviation).
- Develop a plan that addresses **FAA and airport priorities** (i.e., safety, design standards, land use compatibility, compliance, etc.).
- Obtain **FAA approval of the new aviation demand forecasts and updated Airport Layout Plan (ALP)**.
- Have a current and **approved ALP** on file with the FAA so that future grant funding can continue uninterrupted.
- Increase **stakeholder/public awareness** of the airport's goals and objectives.
- Maintain **communication** and capital project discussions with the FAA and airport stakeholders.



Project Team



Responsible for leading all aspects of the master plan. Airport planning, environmental analysis, land use planning, capital improvement plan, and airport layout plan.



FAA-required Airports Geographic Information System (AGIS) survey. Aeronautical surveys, data collection, and aerial photography.

MOLZENCORBIN

Airport's on-call engineer. Supporting general project coordination and providing project cost estimates.



Welcome to the Public Information Workshop

TONIGHT:

- Participate in the open house meeting format
- Visit the information stations
- Discuss various study elements with the project team
- Offer your comments (comment sheets are available)

Master Plan Website:
santafe.airportstudy.net

