SANTA FE
REGIONAL AIRPORT
Airport Master Plan

AGENDA

Planning Advisory Committee (PAC)
Meeting #1 – Kickoff
Thursday, August 21, 2025
1:30 pm

1. Welcome/Introductions
2. Purpose of the Master Plan
3. Master Plan Process
4. Role of the Planning Advisory Committee (PAC)
5. SWOT Analysis/Group Discussion
6. Adjourn

PROJECT TEAM

Coffman Associates Airport Consultants

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

MTZ MARTINEZ GEOSPATIAL

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.

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.

What a 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.

- 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 Airport Layout Plan (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 held over the course of the master plan study.

What a Master Plan is not

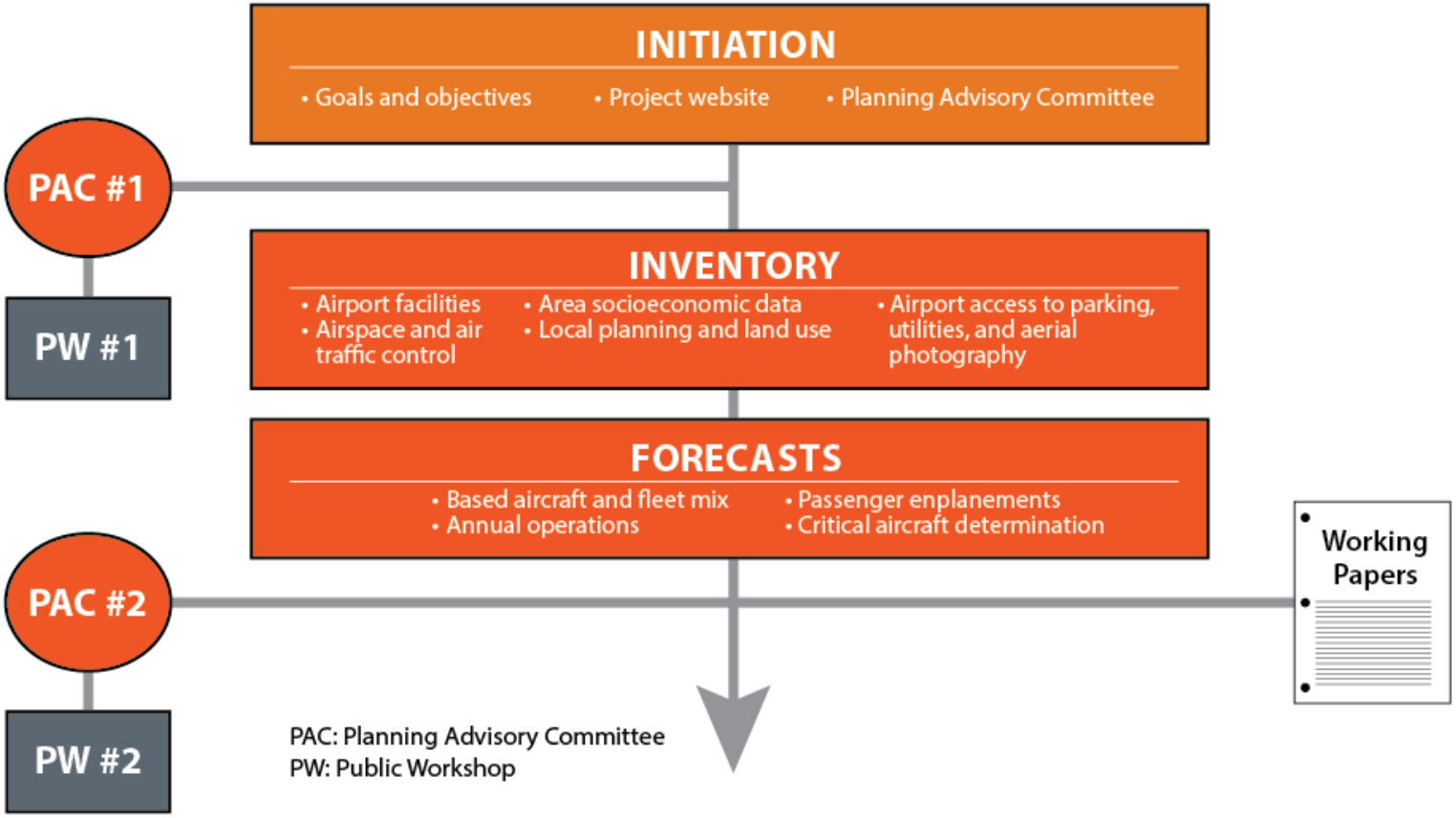
- A noise study like a Code of Federal Regulations (CFR) Part 150 Noise Study. The master plan does include an assessment of the airport's noise contours based on current and future activity levels. A noise contour for an airport is a visual representation of the areas affected by different levels of 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.

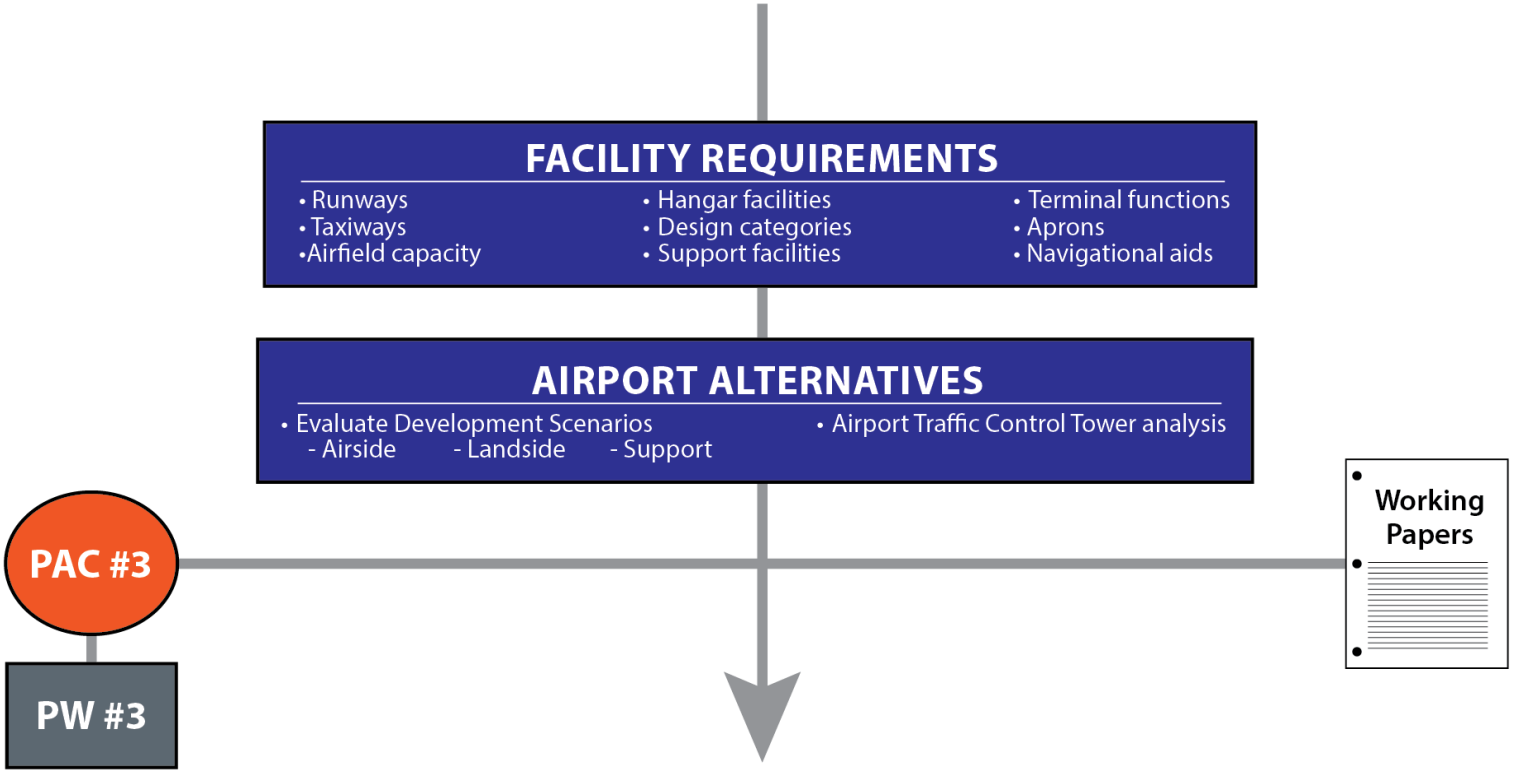
- A guarantee of funding for any planned projects. Project funding is considered on a project-by-project basis and requires appropriate need and demand. Certain projects may require the completion of a benefit-cost analysis.

- 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.

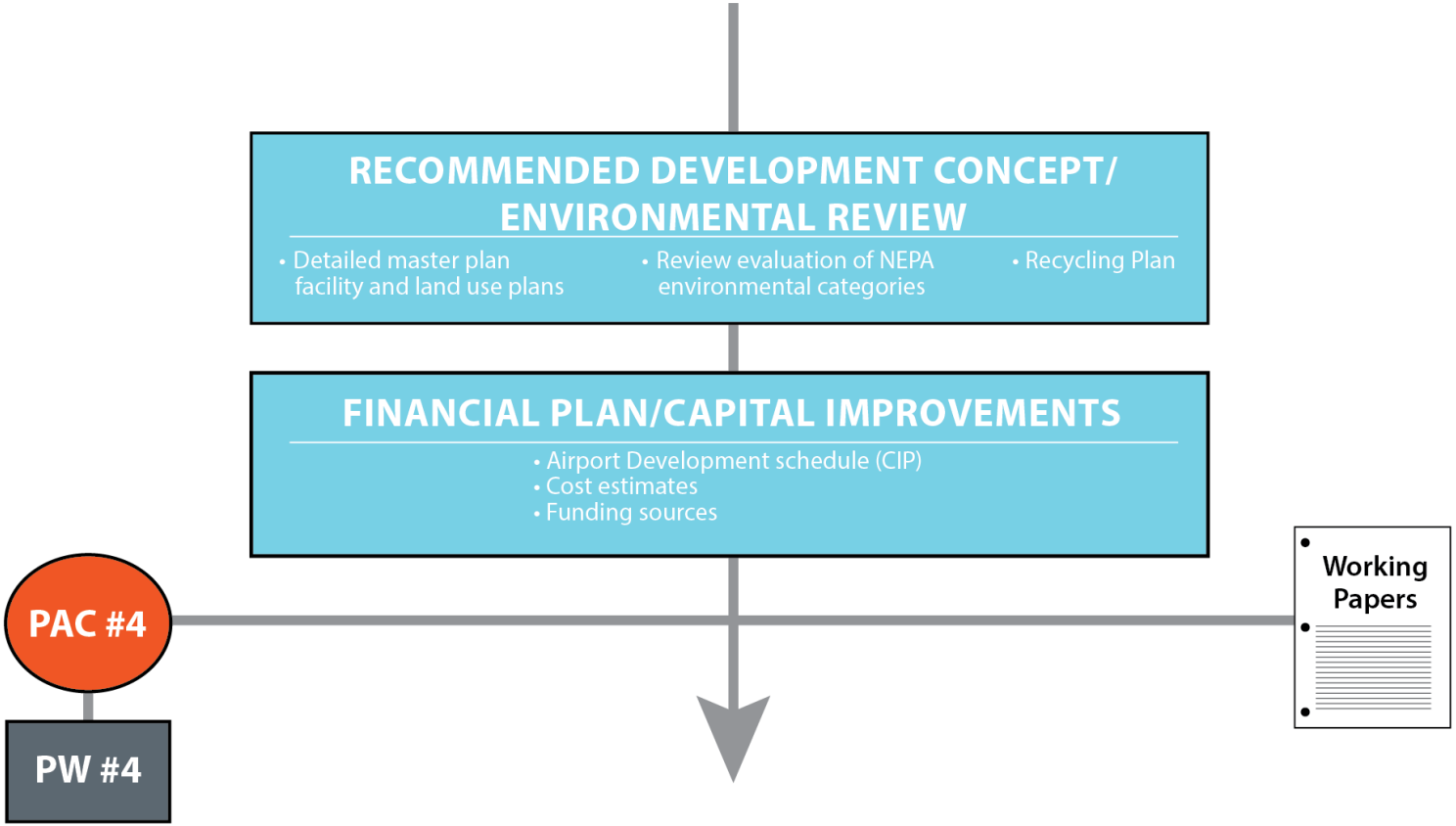
Phase 1


INITIATION
• Goals and objectives
• Project website
• Planning Advisory Committee
PAC #1
PW #1
INVENTORY
• Airport facilities
• Airspace and air traffic control
• Area socioeconomic data
• Local planning and land use
• Airport access to parking, utilities, and aerial photography
FORECASTS
• Based aircraft and fleet mix
• Annual operations
• Passenger enplanements
• Critical aircraft determination
PAC #2
PW #2
Working Papers
PAC: Planning Advisory Committee
PW: Public Workshop

Phase 2


FACILITY REQUIREMENTS
• Runways
• Taxiways
•Airfield capacity
• Hangar facilities
• Design categories
• Support facilities
• Terminal functions
• Aprons
• Navigational aids
AIRPORT ALTERNATIVES
• Evaluate Development Scenarios
- Airside - Landside - Support
• Airport Traffic Control Tower analysis
PAC #3
PW #3
Working Papers

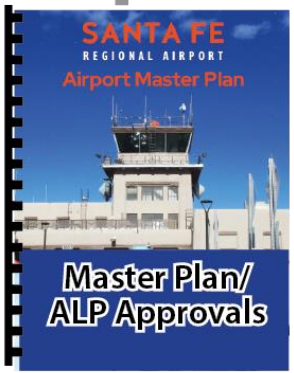
Phase 3


RECOMMENDED DEVELOPMENT CONCEPT/ ENVIRONMENTAL REVIEW
• Detailed master plan facility and land use plans
• Review evaluation of NEPA environmental categories
• Recycling Plan
FINANCIAL PLAN/CAPITAL IMPROVEMENTS
• Airport Development schedule (CIP)
• Cost estimates
• Funding sources
PAC #4
PW #4
Working Papers

Finalization

AIRPORT LAYOUT PLANS

- Airport Layout Plan
- Landside Drawing
- Airspace/Approach Drawings
- On-Airport Land Use Plan
- Property Map
- Land Use Plans



PUBLIC INVOLVEMENT PLAN

• Planning Advisory Committee (PAC)

4 Scheduled

• Public Information Workshop

4 Scheduled

- Public Approval Meetings
  - Santa Fe City Council

• Project Website

https://santafe.airportstudy.net

ROLE OF THE PLANNING ADVISORY COMMITTEE

- The **purpose** of the Planning Advisory Committee (PAC) is to provide the City of Santa Fe and the Consultant (Coffman Associates) with input into the airport master plan.
- The **members** of the PAC are intended to represent a variety of organizations and individuals with interest in the use and development of the airport. These include governmental interests (Federal Aviation Administration, New Mexico Department of Transportation – Aviation Division, local government), aviation interests (airport tenants, airport users, pilot groups), non-aviation airport tenants, and area economic development interests.
- The **role of the PAC** is to provide input to City and the consultant team regarding the current and future use of the airport. The PAC will review elements of the airport master plan while they are in draft form and comment on the accuracy of the assumptions and relevance of the information used to develop the report.
- The PAC is a **non-voting advisory body**. While all comments and suggestions made by the PAC members will be considered by the Consultant in developing the draft and final version of the report, the PAC will not vote to approve or disapprove elements of the study, however, a consensus and understanding of the plan is optimal.

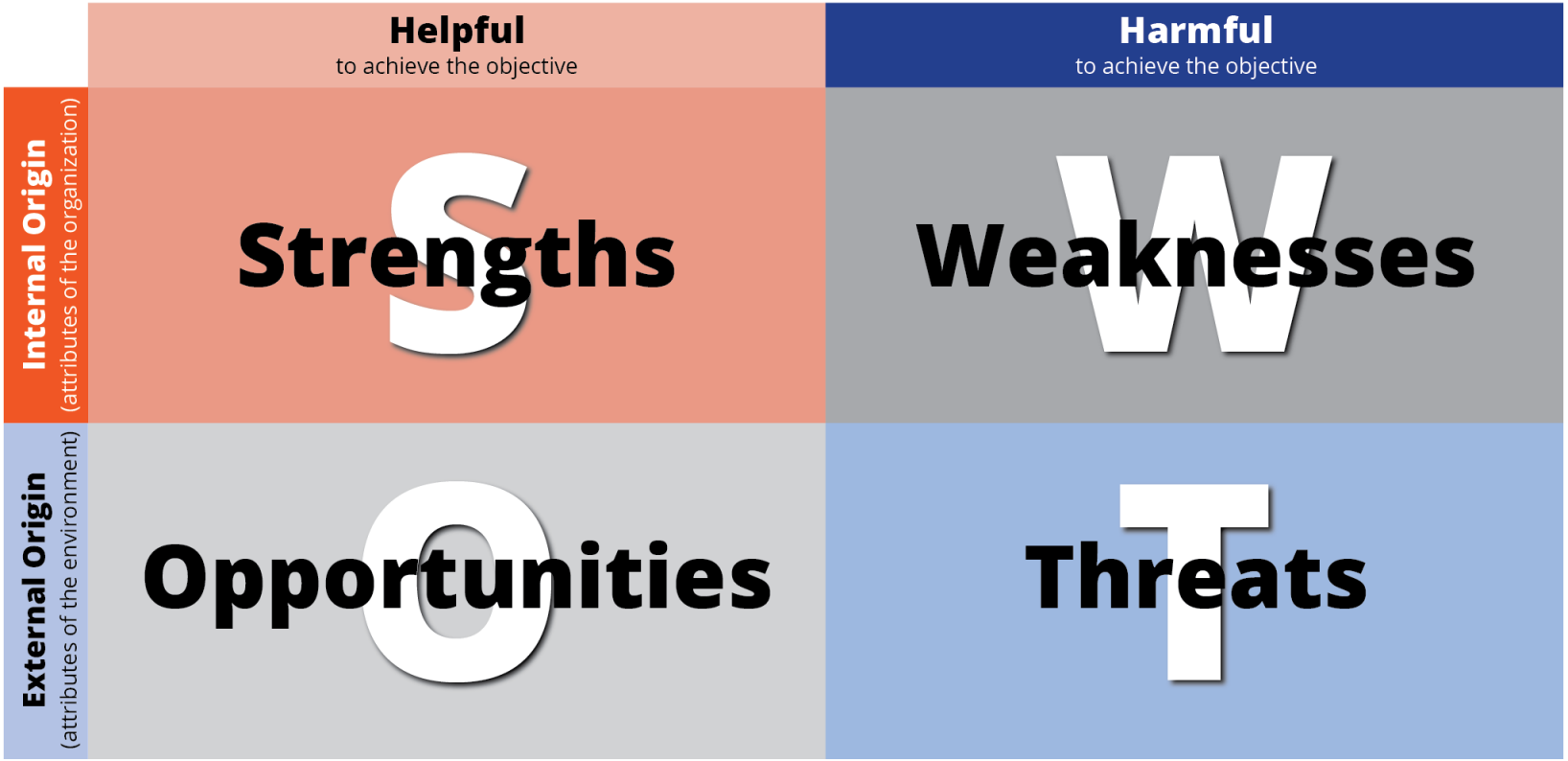
ROLE OF THE PLANNING ADVISORY COMMITTEE

- Individual PAC members are considered to **represent** their designated organizations. It is the responsibility of PAC members to communicate with their respective organizations and report any comments/concerns regarding the development of the airport master plan from their organization back to the PAC, the City, and the Consultant throughout the process.
- **PAC meetings** will be held periodically throughout the preparation of the airport master plan. There are four (4) meetings planned at this time. Because of the advisory nature of the committee, a quorum is preferred but will not be required.
- **Attendance** at each meeting is strongly encouraged. Each member of the PAC represents a unique or significant stakeholder group. If you are unable to attend any given meeting, please send a representative who can speak for you or your organization.

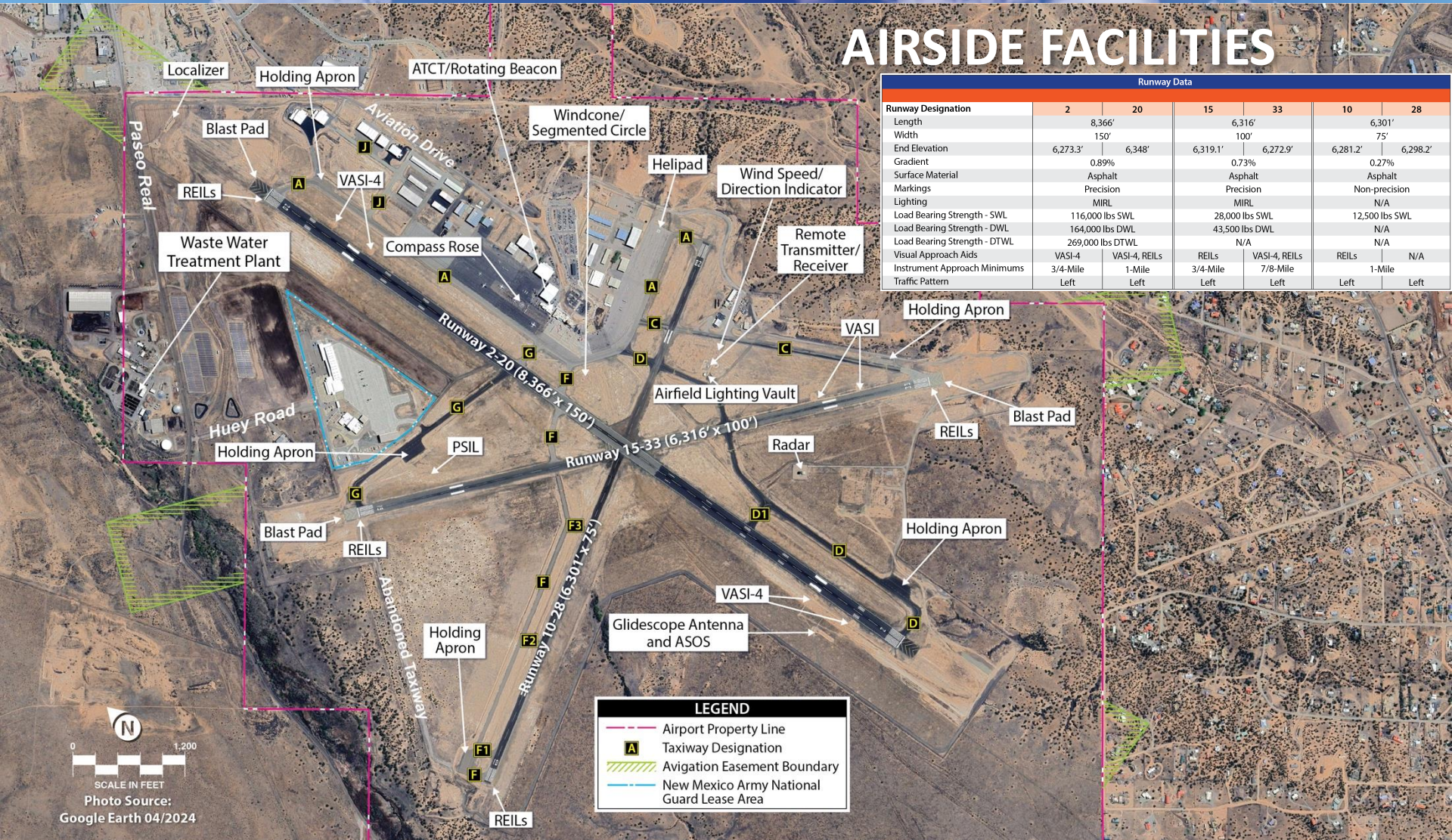
ROLE OF THE PLANNING ADVISORY COMMITTEE

- For your convenience, **comment forms** will be provided for PAC members to submit written comments for consideration in preparing the final report. It would be greatly appreciated if comments are submitted by the due date indicated on the form (approximately two weeks following the meeting). If this is not possible, contact Coffman Associates and let them know when you plan to submit your comments. Comments can also be submitted electronically through the project webpage: **https://santafe.airportstudy.net**
- **Comments or questions** regarding the PAC, PAC meetings, or Draft Reports should be directed to Matt Quick or Eric Pfeifer with Coffman Associates (602-993-6999), or Jimmy Gunn with the Santa Fe Regional Airport (505-955-2901).
- Four (4) **Public Information Workshops** will be held during the course of the study. The primary purpose of the workshop is to allow the public to obtain information regarding the master plan, ask questions, and provide input. Each PAC member is invited to attend this meeting and to encourage members of their organization to attend.

SWOT ANALYSIS



AIRSIDE FACILITIES



Runway Data						
Runway Designation	**2**	**20**	**15**	**33**	**10**	**28**
Length	8,366′		6,316′		6,301′	
Width	150′		100′		75′	
End Elevation	6,273.3′	6,348′	6,319.1′	6,272.9′	6,281.2′	6,298.2′
Gradient	0.89%		0.73%		0.27%	
Surface Material	Asphalt		Asphalt		Asphalt	
Markings	Precision		Precision		Non-precision	
Lighting	MIRL		MIRL		N/A	
Load Bearing Strength - SWL	116,000 lbs SWL		28,000 lbs SWL		12,500 lbs SWL	
Load Bearing Strength - DWL	164,000 lbs DWL		43,500 lbs DWL		N/A	
Load Bearing Strength - DTWL	269,000 lbs DTWL		N/A		N/A	
Visual Approach Aids	VASI-4	VASI-4, REILs	REILs	VASI-4, REILs	REILs	N/A
Instrument Approach Minimums	3/4-Mile	1-Mile	3/4-Mile	7/8-Mile	1-Mile	
Traffic Pattern	Left	Left	Left	Left	Left	Left

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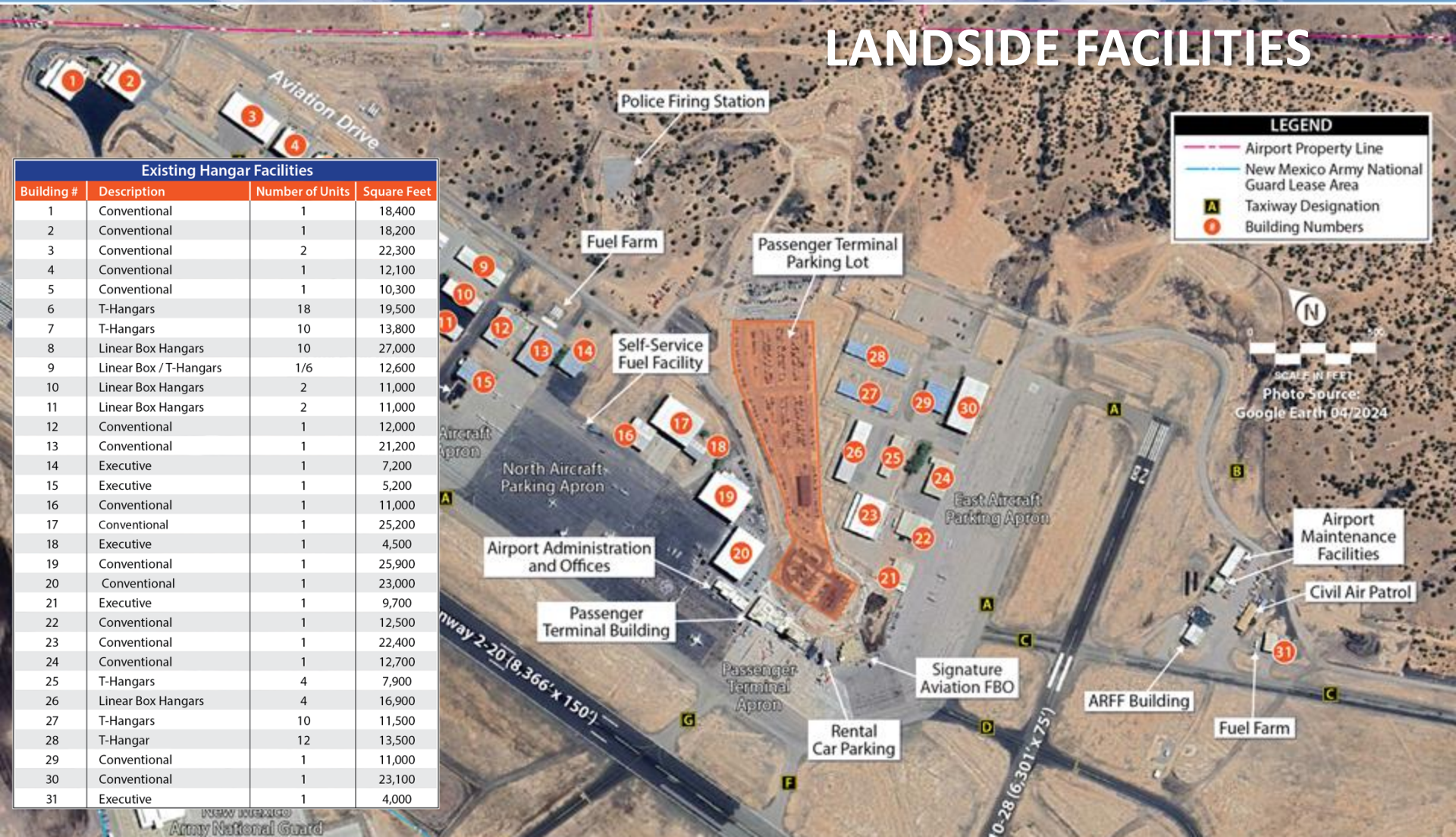
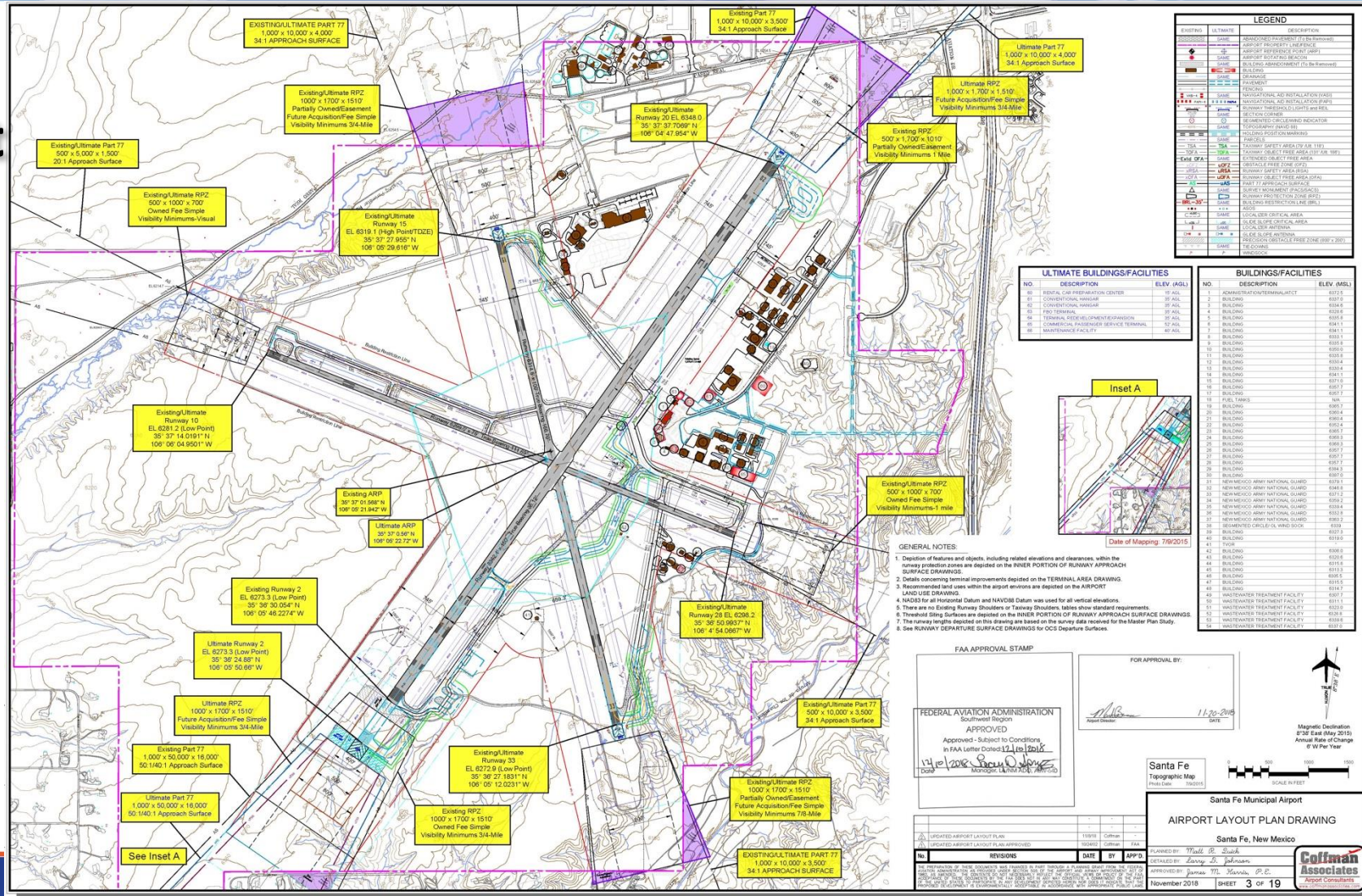
Load Bearing Strength - DTWL	269,000 lbs DTWL		N/A		N/A	
Visual Approach Aids	VASI-4	VASI-4, REILs	REILs	VASI-4, REILs	REILs	N/A
Instrument Approach Minimums	3/4-Mile	1-Mile	3/4-Mile	7/8-Mile	1-Mile	
Traffic Pattern	Left	Left	Left	Left	Left	Left

LANDSIDE FACILITIES



Existing Hangar Facilities			
Building #	Description	Number of Units	Square Feet
1	Conventional	1	18,400
2	Conventional	1	18,200
3	Conventional	2	22,300
4	Conventional	1	12,100
5	Conventional	1	10,300
6	T-Hangars	18	19,500
7	T-Hangars	10	13,800
8	Linear Box Hangars	10	27,000
9	Linear Box / T-Hangars	1/6	12,600
10	Linear Box Hangars	2	11,000
11	Linear Box Hangars	2	11,000
12	Conventional	1	12,000
13	Conventional	1	21,200
14	Executive	1	7,200
15	Executive	1	5,200
16	Conventional	1	11,000
17	Conventional	1	25,200
18	Executive	1	4,500
19	Conventional	1	25,900
20	Conventional	1	23,000
21	Executive	1	9,700
22	Conventional	1	12,500
23	Conventional	1	22,400
24	Conventional	1	12,700
25	T-Hangars	4	7,900
26	Linear Box Hangars	4	16,900
27	T-Hangars	10	11,500
28	T-Hangar	12	13,500
29	Conventional	1	11,000
30	Conventional	1	23,100
31	Executive	1	4,000

2018 Airport Layout Plan



WE WANT TO HEAR FROM YOU!

Direct any questions or comments after this meeting to
Coffman Associates and the Airport Director:

Jimmy Gunn: jdgunn@santafenm.gov
Matt Quick: mquick@coffmanassociates.com
Eric Pfeifer: epfeifer@coffmanassociates.com

...or visit the project website
to submit comments online:
https://santafe.airportstudy.net

NEXT STEPS

Inventory, Forecasts

Est. Late 2025