



Chapter 1

Inventory of Existing Conditions

The initial step in the preparation of the master plan for Santa Fe Regional Airport (SAF) is the collection of information directly pertaining to or influencing the airport and the area it serves. The information summarized in this chapter will be used in subsequent analyses within this study, including the following:

- Background information related to the City of Santa Fe, Santa Fe County, and the service area region, including descriptions of the local geography, regional climate, and surface transportation systems
- Physical inventories and descriptions of current facilities and services offered at SAF
 - The analysis will include airfield and landside infrastructure and services, as well as local and regional airspace, competing airport facilities, air traffic control, and aircraft operating procedures.
- SAF's role in regional, state, and national aviation systems
 - Development at the airport since the completion of the previous master plan (2018) will also be discussed.



- Socioeconomic data, including population, employment, and income activity sectors
 - These sectors typically offer an indication of future trends that could influence aviation activity at SAF.
- A review of existing local and regional plans and studies, which will be utilized later in the process to determine their potential influence on the development and implementation of this airport master plan
- A review of existing environmental conditions and sensitivities on or near SAF to be factored into the recommended development plan

The information outlined in this chapter provides a foundation for all subsequent chapters. Much of the information was obtained through on-site inspections of SAF and interviews with airport staff, control tower staff, commercial operations, and other tenants. Information was also obtained from outside resources, including documents prepared by the Federal Aviation Administration (FAA), New Mexico Department of Transportation (NMDOT), City of Santa Fe, Santa Fe County, and other pertinent regional planning and economic development agencies.

REGIONAL SETTING

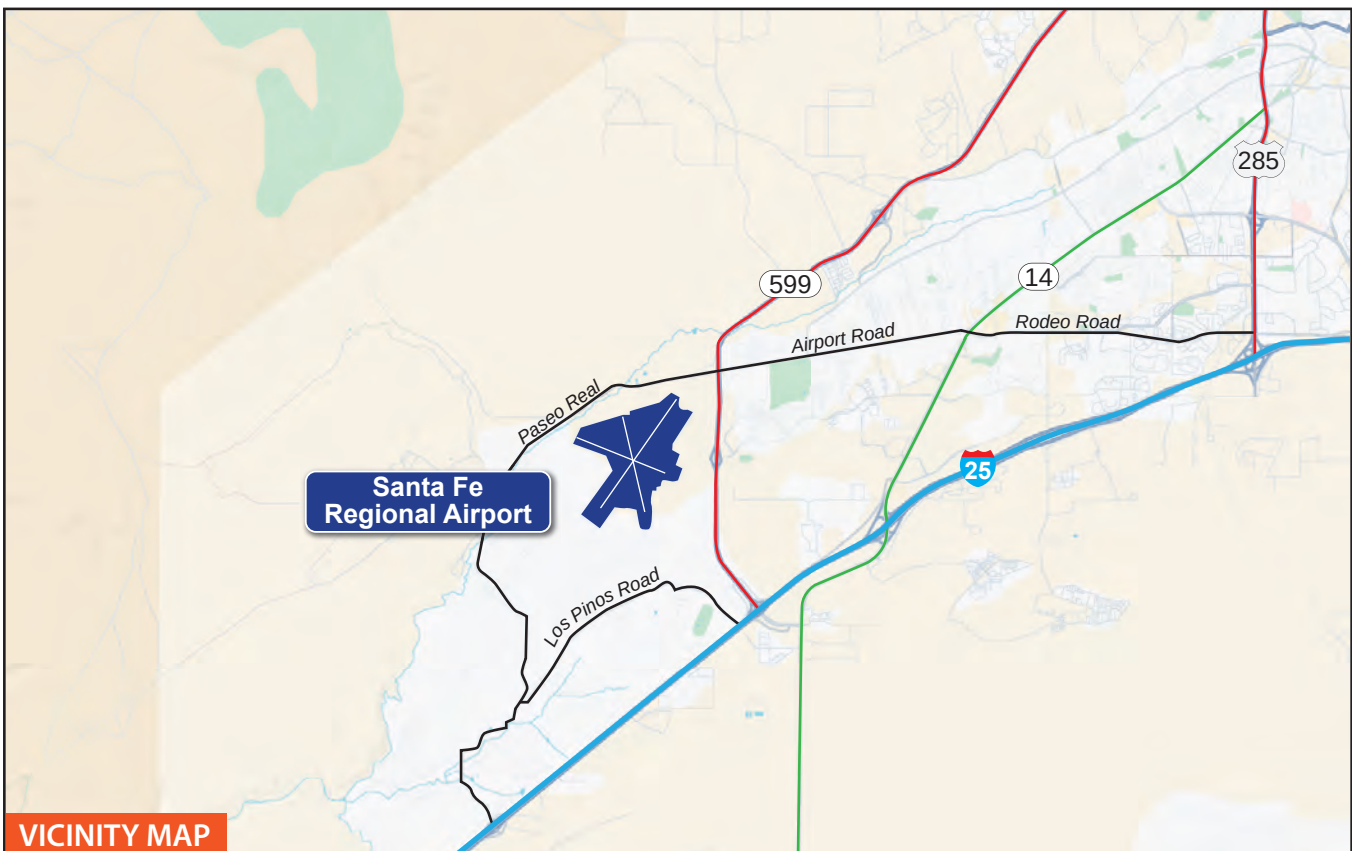
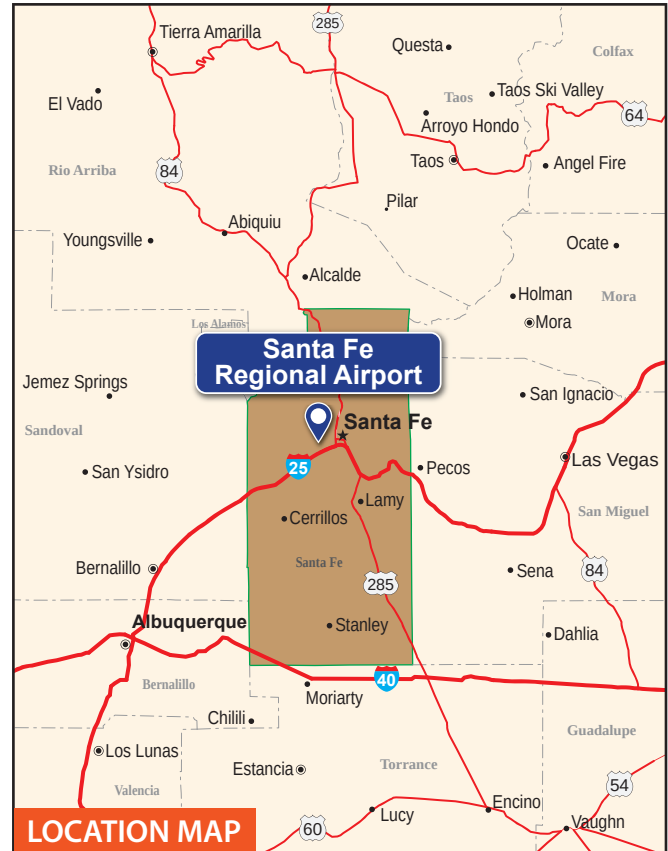
The City of Santa Fe, which is the capital of New Mexico and the seat of Santa Fe County, is situated in the north central portion of the state at the foot of the Sangre de Cristo Mountains. The city is known as one of the great destination cities in the United States and offers a mix of activities associated with a rich multicultural history, a vibrant art scene, and beautiful outdoor environments. This regional setting makes the city ideal for supporting both tourism, as well as local resident lifestyles. Additionally, the City of Santa Fe is the principal city within a metropolitan statistical area (MSA) that encompasses all of Santa Fe County and is a part of the larger Albuquerque–Santa Fe–Las Vegas combined statistical area (CSA). In 2024, the population of the Santa Fe MSA was approximately 159,001. **Exhibit 1A** presents the regional setting for SAF.

REGIONAL ECONOMY

The regional economy of Santa Fe, New Mexico, is diverse and driven by several major sectors, including (but not limited to) the following:

- **Educa. onal services, health care, and social assistance** – the leading industry for employment in the City of Santa Fe, with approximately 10,336 jobs (or 23.8 percent of total jobs) in the city as of 2023¹
- **Arts, entertainment, recreation, and food services** – approximately 6,106 jobs (or 14 percent of total jobs) in the city as of 2023¹

¹ U.S. Census Bureau, ACS 5-Year Estimates, Data Profiles, DP03, Selected Economic Characteristics, Santa Fe City, New Mexico, 2023



- **Professional, scientific, administrative, and waste management services** – approximately 6,943 jobs (or 16 percent of total jobs) in the city as of 2023¹
- **Retail trade** – approximately 5,033 jobs (or 11.6 percent of total jobs) in the city as of 2023¹

REGIONAL TRANSPORTATION NETWORK

SAF is located in the southwestern quadrant of the municipal boundary. Several major roads and highways are within close proximity to the airport, including U.S. Interstate 25 (I-25) and New Mexico State Road 599 (SR 599). Primary access from the highways to SAF is provided by Airport Road, which directly connects with SR 599 prior to the entrance to the airport. **Exhibit 1A** depicts the airport and its regional setting. It should be noted that an active transportation project is occurring, as of October 2025, that is designed to connect the long-term parking lot to SR 599 through an extension of Jaguar Drive, as shown in **Figure 1A**.



Figure 1A – Planned Jaguar Drive Extension

AIRPORT ADMINISTRATION

SAF is owned and operated by the City of Santa Fe. The Airport Division is within the city's Public Works Department and additional support and oversight are provided by the NMDOT. The mission of the Airport Division is as follows:

*"The Santa Fe Regional Airport is a key economic engine for Northern New Mexico. As it continues to grow in a safe and secure environment, the Airport will provide all users with superior service, work toward realistic sustainability goals, represent the City's character and culture, and be a good neighbor as well as a great place to work."*²

² City of Santa Fe, Adopted Budget, FY 2024–2025

The City of Santa Fe employs a professional airport staff that manages day-to-day operations and capital development projects for SAF. A full-time airport manager, who reports to the director of the Public Works Department, has responsibility for the overall management, maintenance, and operations of the airport. Additional Airport Division staff include a contracts administrator, airport operations manager, airport project manager, airport security manager, airport maintenance manager, airport operations officer, airport security officers, senior airport maintenance worker, and airport maintenance workers.

The seven-member Santa Fe Regional Airport Advisory Board is comprised of citizens who are appointed by the mayor and inform and make recommendations to the governing body of the City of Santa Fe on short-term and long-term planning and development goals of the airport. Members of this advisory board serve staggered three-year terms.

REGIONAL CLIMATE

Local weather conditions can significantly impact an airport's operations. Knowledge of the local climate allows an airport to be better prepared for regional conditions and enhances a pilot's flying capabilities. For example, the airport's runway should be oriented to match predominant wind patterns for the area.

The City of Santa Fe experiences a semi-arid climate with cold winters and warm summers. A semi-arid climate is characterized as an intermediate between a desert climate and a humid climate that supports short and scrubby vegetation and contains semi-arid areas dominated by either grasses or shrubs. Residents and visitors can expect four distinct seasons throughout the year with frequent, dramatic summer thunderstorms and occasional winter snowstorms. The average daily high temperature is 66.8 degrees Fahrenheit (°F); the temperature ranges from 88.5°F in July to 43.8°F in December. Due to the relative aridity and elevation, average diurnal temperature variations exceed 25°F every month except January and December, and several months exceed 30°F throughout the year. The average annual precipitation in the area is 10.71 inches and annual snowfall in the area averages 20.2 inches. Most precipitation occurs during July and August, while most snowfall occurs during December, January, and March. **Table 1A** displays historical weather and climate data for the airport.

TABLE 1A | 30-Year Climate Data Averages

Period	Average Precipitation (inches)	Average Snowfall (inches)	Average Daily Low Temperature (°F)	Average Daily High Temperature (°F)
January	0.45	3.7	19.9	44.3
February	0.35	2.4	22.8	49.9
March	0.66	3.9	27.7	58.9
April	0.53	0.4	34.1	66.2
May	0.63	0	43.3	76.0
June	0.55	0	52.3	87.1
July	1.82	0	57.7	88.5
August	1.96	0	56.3	85.9
September	1.34	0	49.1	79.9
October	1.22	1.3	37.7	67.5
November	0.7	1.7	26.6	53.8
December	0.5	6.8	19.5	43.8
Annual:	10.71	20.2	—	—

°F = degrees Fahrenheit

Source: National Oceanic and Atmospheric Administration (NOAA), *Climatology of the U.S., No. 81* (30 years of data from 1991–2020), as sourced from the on-airport NOAA weather station

AIRPORT HISTORY AND BACKGROUND

In April 1942, construction was started by the United States (U.S.) Army and Civil Aeronautics Administration for a new military airport in Santa Fe, New Mexico, upon the entrance of the U.S. into the second world war. Construction was completed in May 1942 and was originally designed to accommodate five miles of combined runway length (three miles to be surfaced) that were 150 feet wide and able to accommodate the heaviest bombers in the U.S. military fleet. During the remainder of the war, the facility was used by the U.S. Army Air Corps for transition training into the B-24 bomber. When the war ended in 1945, the government and military no longer had a need to continue operating the facility, so the airport was sold to the City of Santa Fe and became Santa Fe County Municipal Airport.

An array of improvements were made to the facility in the mid-1950s. The city reached a 20-year agreement with Santa Fe County in 1955 to use its bonding capacity to build new runways and a new terminal facility that would include an airport traffic control tower (ATCT). Construction of the joint terminal and ATCT facility were completed in 1957 and the ATCT was commissioned in July 1958. This massive project gave the city and county one of the nicest airports in the southwest United States for a community of this size.

With the completion of the terminal building and ATCT facility, commercial airline activity increased in size and scope, beginning with the inclusion of Continental Airlines and Trans-World Airlines (TWA), which provided commercial service in the 1950s. Throughout the 1960s, more airlines began to operate out of Santa Fe, along with the introduction of new jet aircraft, which further expanded the number of destinations provided to passengers.

In the late 1970s, the agreement between the city and county for joint control of the airport expired and the airport reverted to being in sole possession of the city again. Since then, continued improvements to the airfield system have been implemented and various facilities have been constructed that support many different aviation activities that take place on the airport.

To this day, Santa Fe Regional Airport continues to provide facilities and activities to support commercial service and general aviation aircraft. Over the decades, numerous airlines have provided service to the airport, including Trans Texas Airways, United Express (United Airlines), Pioneer Airlines, Texas International Airlines, Great Lakes Airlines, Frontier Airlines, and American Eagle (American Airlines). In addition, the airport is home to the New Mexico Army National Guard (NMANG), the primary mission of which is to offer medical evacuation to military personnel and assist state agencies performing search and rescue missions in the area.

CAPITAL IMPROVEMENT HISTORY

The federal government makes significant levels of funding available for eligible capital improvements at airports across the country. The primary funding mechanism is through the Airport Improvement Program (AIP). The AIP is funded through the Aviation Trust Fund, which was established in 1970 to provide funding for aeronautical capital investment programs (aviation development, facilities, equipment, and research and development). The Aviation Trust Fund also finances a portion of FAA operations.

The AIP is funded by user fees, such as taxes on airline tickets, aviation fuel taxes, and taxes on the sales of various aircraft parts and equipment. The AIP provides entitlement funds based on annual passenger enplanements (boardings) and has a pool of discretionary funding that is distributed based on the priority rankings of proposed projects.

Airports have recently been eligible for additional funding through several programs passed by the U.S. Congress to reduce the negative impact of the COVID-19 pandemic. The *CARES Act*, which provided immediate funding to airports, increased the federal share of AIP projects to 100 percent (up from 90 percent) in 2020; this was a one-time program. The U.S. Congress also passed the *Coronavirus Response and Relief Supplemental Appropriations Act* (CRRSAA) (Public Law 116-260), which provided additional funding for airports, and the *Infrastructure Investment and Jobs Act* (IIJA) (Public Law 117-58; also referred to as the *Bipartisan Infrastructure Law* [BIL]), which invests an additional \$25 billion into airport infrastructure. In addition to these sources of funding, the NMDOT provides funding assistance to SAF by providing matches to FAA grants, and in some instances, funding projects through state grants only. **Exhibit 1B** summarizes the primary capital improvement funds SAF has received over the last 20 years.

HISTORICAL AERONAUTICAL ACTIVITY

For commercial service airports, the number of enplanements (passenger boardings) is a key indicator of operational strength and is typically the basis for federal grants-in-aid. Enplanement activity is also a good barometer of operational conditions because it can be used to measure the strength of commercial passenger airline services. The numbers of annual operations (takeoffs and landings) and based aircraft are also important aeronautical activity measures to factor. These indicators will be used in subsequent analyses in this master plan to project future aeronautical activity and determine future facility needs for SAF. Each activity segment is briefly described as follows. **Exhibit 1C** summarizes the last 20 years of passenger enplanements and total airport operations.

HISTORICAL PASSENGER ENPLANEMENT LEVELS

Commercial service airports provide access to the national and international aviation systems. As such, these airports are vital to interstate commerce and are key components of local and regional economic infrastructure. These facilities support and drive growth in all socioeconomic categories.

An enplanement is when any passenger boards an aircraft for a fare at an airport. Enplanement statistics are important because they are utilized by the FAA to determine the annual level of entitlement funding dedicated to an airport under the AIP. An airport with at least 10,000 annual enplanements is eligible for a minimum of \$1.3 million in annual entitlement funds to be used for capital projects at the airport.

Exhibit 1C depicts the 20-year history of enplanement data for SAF sourced from the FAA's Air Carrier Activity Information System (ACAIS) and airport records. The historical data show that enplanements at SAF have been growing significantly over the past 20 years with a compound annual growth rate (CAGR) of 16.0 percent. The impact of the COVID-19 global pandemic resulted in a significant drop in 2020; however, enplanements quickly rebounded in 2021 and have grown to a 20-year high of 202,405 enplanements in 2025 (12 months ending in October 2025) with a five-year CAGR of 32.3 percent.

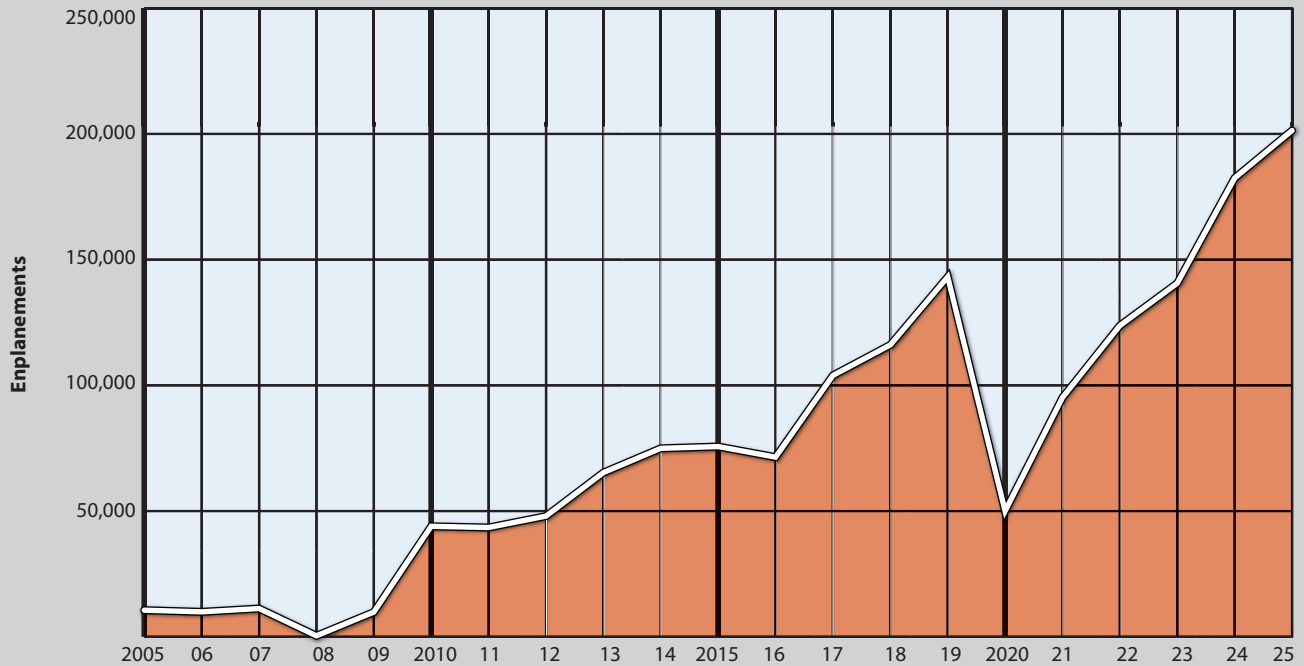
FAA GRANTS

Year	Grant Number	Description	Amount (\$)
2016	3-35-0037-043	Acquire Friction Measuring Equipment, Acquire Snow Removal Equipment	937,500.00
2016	3-35-0037-044	Rehabilitate Taxiway	171,478.00
2016	3-35-0037-045	Rehabilitate Runway	262,955.00
2016	3-35-0037-046	Conduct Miscellaneous Study	180,541.00
2017	3-35-0037-047	Rehabilitate Runway	2,258,910.00
2017	3-35-0037-048	Rehabilitate Taxiway	2,121,244.00
2019	3-35-0037-049-2019	Rehabilitate Taxiway	2,386,755.00
2020	3-35-0037-052	Reconstruct Taxiway	1,875,000.00
2020	3-35-0037-053	Reconstruct Taxiway	755,925.00
2021	3-35-0037-054	Construct/Extend/Improve Safety Area	607,296.00
2021	3-35-0037-055	CRRSA Act Funds	1,571,133.00
2021	3-35-0037-056	CRRSA Act Concessions	30,578.00
2021	3-35-0037-057	General ARPA	2,226,110.00
2022	3-35-0037-0060-2022	Reconstruct Apron	266,822.00
2024	3-35-0037-062	Update Airport Master Plan or Study	1,021,700.00
2024	3-35-0037-063	Reconstruct Apron	191,215.00
2024	3-35-0037-065	Construct/Extend Safety Area, Install Runway Signage/Markings, Reconstruct Apron, Reconstruct Perimeter Fencing	6,089,700.00
Grand Total			22,954,862.00

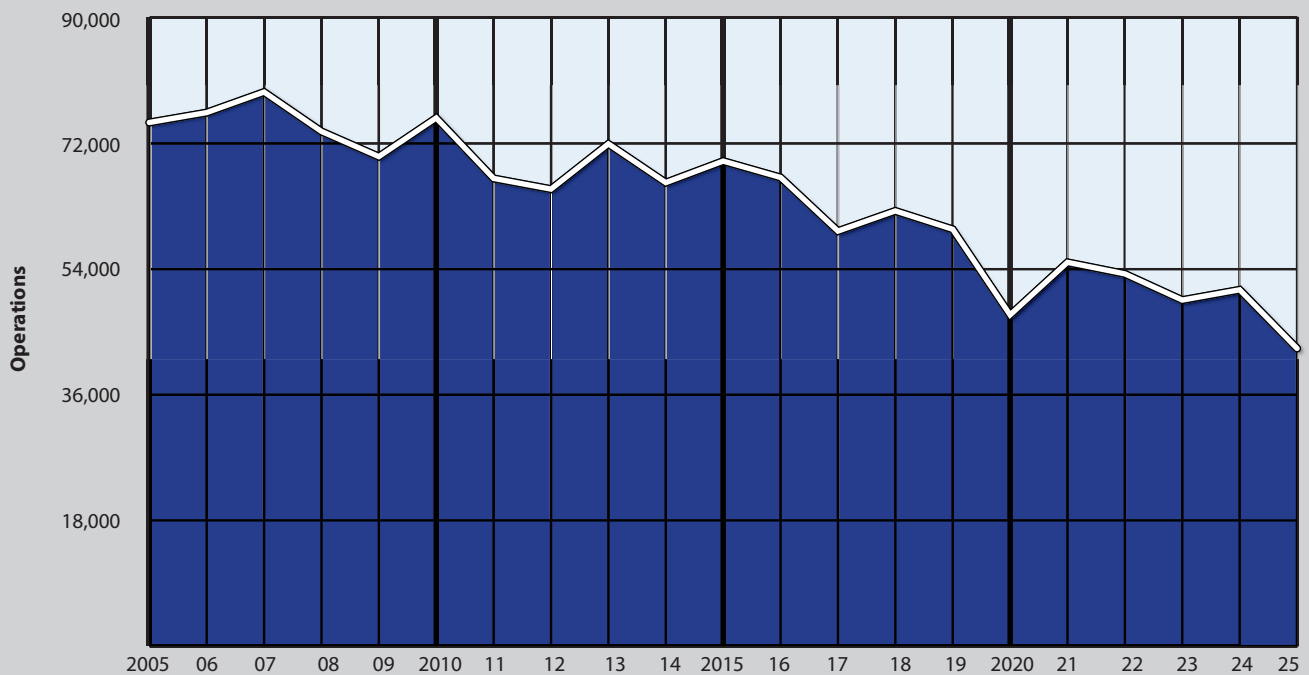
STATE GRANTS

Year	Grant Number	Description	Amount (\$)
2015	SAF-15-01	Airport Master Plan; Air Service Study; Rates and Fees Study	492,967.00
2015	SAF-15-02	Airport Maintenance Grant	11,111.00
2015	SAF-15-03	Air Service Study	63,252.00
2015	SAF-15-04	Airport Terminal Expansion	1,149,292.00
2016	SAF-16-01	Airport Maintenance Grant	11,111.00
2018	SAF-18-01	Taxiway D Reconstruction	2,262,660.00
2018	SAF-18-02	Airport Maintenance Grant	11,111.00
2018	SAF-18-03	Runway 2-20 Resurfacing - Reconstruction	2,409,504.00
2018	SAF-18-04	Runway 10-28 Rehabilitation - Design Only	67,000.00
2018	SAF-18-05	Runway 10-28 and Runway 15-33 Rehabilitation	1,208,000.00
2019	SAF-19-01	Airfield Maintenance and Consumable Items	22,222.00
2019	SAF-19-02	Taxiway D Reconstruction - Design	190,000.00
2020	SAF-20-01	Airfield Electrical Vault Design	80,000.00
2020	SAF-20-02	Taxiway D Phase II - Construction	2,545,873.00
2020	SAF-20-03	Reconstruct Taxiway G and Install Runway 15 PAPI	2,000,000.00
2020	SAF-20-04	Electrical Vault Construction	1,066,666.00
2021	SAF-21-01	Airport Maintenance and Consumable Items	22,222.00
2021	SAF-21-02	Runway 02 RSA Grading	1,000,000.00
2022	SAF-22-01	ASAP	400,000.00
2023	HB02	Airport Equipment Building	2,500,000.00
2023	HB02	Jaguar Drive Extension	4,053,875.25
2023	HB02	Runway 33 RSA	603,500.00
2023	HB02	Security Access Control Upgrade	500,000.00
2023	SAF-23-01	Marking	190,795.00
2023	SAF-23-02	Crack and Surface Seal - ARPA	450,000.00
2023	SAF-23-03	ARFF Replacement Truck - Index B-ARPA	1,194,900.00
2024	SAF-24-01	Terminal Expansion and Infrastructure Improvements	6,869,180.00
2024	SAF-24-02	Runway 2-20 Midfield Pavement Reconstruction	1,727,033.00
2024	SAF-24-03	Terminal Apron Replacement - Design	284,610.00
2024	SAF-24-04	Airport Maintenance and Consumable Items	22,222.00
2024	SAF-24-05	Airport Master Plan Update	1,088,813.00
2024	SAF-24-06	New Electrical Vault Construction	1,000,000.00
2025	N/A	Airport Maintenance Items	22,222.22
2025	N/A	Airport Painting	100,000.00
2025	N/A	SAF Taxiway F PER and Design	100.00
2025	SAF-25-01	Air Service Marketing Assistance	79,000.00
2025	SAF-25-02	North Apron - Design and Construction	6,000,000.00
2025	SAF-25-03	Reconstruct Terminal Apron	1,234,923.00
Grand Total			42,934,164.47

ENPLANEMENTS



OPERATIONS



Note: 2025 is represented by 12 months ending in October 2025.

Sources: Operations - FAA OPSNET; Enplanements - FAA ACAIS (2005-2023) and Airport Records (2024-2025)

Airline passenger activity interrelates with the number of airlines serving the airport, the frequency of daily departures, the sizes and types of aircraft used, and the number of nonstop destinations. SAF is currently served by two primary carriers, American Airlines and United Airlines, which offer regularly scheduled passenger service. Currently, these airlines offer passengers nonstop service to destination markets that include Denver, Dallas/Fort Worth, Phoenix, Los Angeles, Houston, and Chicago. Both carriers utilize various commuter airlines that operate under or codeshare with the primary carriers; for example, it is common for a passenger on an American Airlines or United Airlines flight to actually be on a flight operated by SkyWest Airlines under the American Airlines/United Airlines flag. These commuter/code-sharing arrangements are common in the industry and are typically seamless to passengers.

Top Destination Markets

The U.S. Department of Transportation (USDOT) Bureau of Transportation Statistics makes a considerable amount of data available related to airline activity. The Airline Origin and Destination (O&D) survey is a 10 percent sample of airline tickets collected by the USDOT from reporting carriers. This survey is used to identify the most common destinations for travelers departing from a subject airport. The O&D survey does not document any intermediate stops or transfers and only identifies the destination city pair; therefore, this information is valuable to airports in conversations with airlines to support new or expanded routes and services.

For historical reference, **Exhibit 1D** shows the top 20 destination markets from SAF in 2015 and 2025 (2024 Q3/Q4 and 2025 Q1/Q2). Dallas/Fort Worth, Texas, has remained the top destination market from SAF in both years evaluated. Denver ranks second in 2025, followed by the New York metropolitan area, Washington, D.C., and San Francisco.

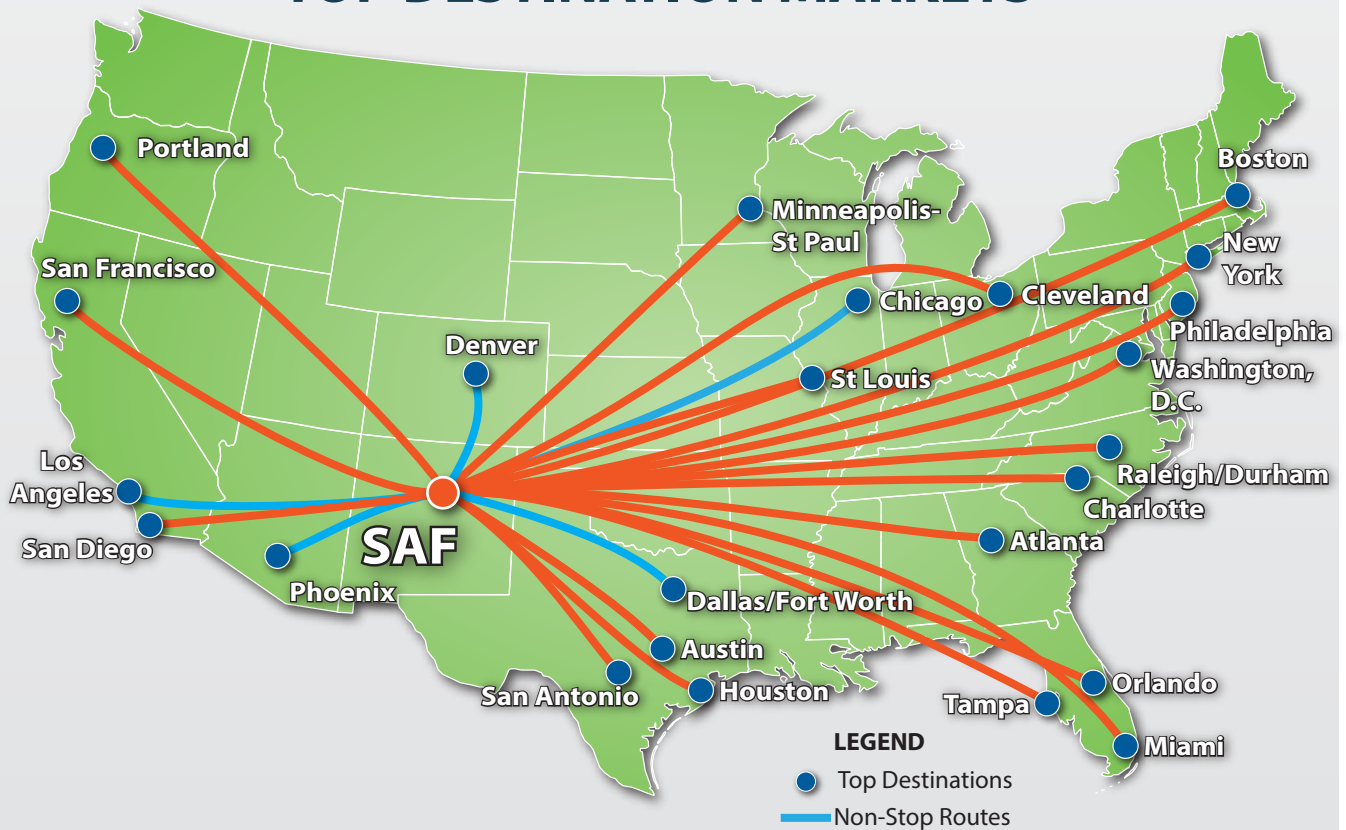
AIRCRAFT OPERATIONS

Aircraft operations are classified as either local or itinerant. Local operations mostly consist of training flights conducted in the airport traffic pattern, such as touch-and-go training and practice instrument approaches. Itinerant operations are conducted by arriving or departing aircraft with origins or destinations away from the airport.

Aircraft operations are further classified into four general categories: air carrier, air taxi, general aviation, and military. Air carrier operations are defined as those conducted commercially by aircraft with seating capacities of 60 seats or more and/or maximum payload capacities of 18,000 pounds. Air taxi operations can include commercial service aircraft operations with fewer than 60 passenger seats, as well as GA-type aircraft for the on-demand commercial transport of persons and property in accordance with Title 14 Code of Federal Regulations (CFR) § 135 and Subchapter K of Title 14 CFR § 91. GA operations include a wide range of activities, from recreational use and flight training to business and corporate uses. Military operations are non-civilian flight operations conducted by various branches of the U.S. military.

Commercial service operations at SAF fall within air carrier and air taxi categories. Air carrier operations typically include mainline passenger and cargo airlines. Commercial service operations counted as air taxi operations are represented by regional airlines utilizing small regional jets or turboprop aircraft while hauling under banners of the mainline carriers.

TOP DESTINATION MARKETS



2015

Rank	Destination	Enplanements
1	Dallas/Fort Worth, TX	9,100
2	New York City, NY (Metropolitan Area)	6,450
3	Los Angeles, CA (Metropolitan Area)	3,980
4	Washington, DC (Metropolitan Area)	3,790
5	Boston, MA (Metropolitan Area)	2,380
6	Austin, TX	2,280
7	San Francisco, CA (Metropolitan Area)	2,200
8	Denver, CO	2,000
9	Philadelphia, PA	1,630
10	Houston, TX	1,260
11	Miami, FL (Metropolitan Area)	1,250
12	Chicago, IL	1,200
13	Minneapolis/St. Paul, MN	990
14	San Antonio, TX	980
15	Cleveland, OH (Metropolitan Area)	750
16	Atlanta, GA (Metropolitan Area)	700
17	St. Louis, MO	680
18	Raleigh/Durham, NC	670
19	Charlotte, NC	660
20	Seattle, WA	640

2025

Rank	Destination	Enplanements
1	Dallas/Fort Worth, TX	18,430
2	Denver, CO	13,290
3	New York City, NY (Metropolitan Area)	12,340
4	Washington, DC (Metropolitan Area)	8,770
5	San Francisco, CA (Metropolitan Area)	6,960
6	Los Angeles, CA (Metropolitan Area)	5,400
7	Boston, MA (Metropolitan Area)	5,140
8	Houston, TX	4,740
9	Phoenix, AZ	4,610
10	Austin, TX	4,390
11	Chicago, IL	4,140
12	Philadelphia, PA	3,160
13	San Diego, CA	2,800
14	Miami, FL (Metropolitan Area)	2,760
15	Minneapolis/St. Paul, MN	2,760
16	San Antonio, TX	2,580
17	Portland, OR	2,220
18	Tampa, FL (Metropolitan Area)	2,160
19	Nashville, TN	2,140
20	Orlando, FL	2,120

Source: USDOT - Bureau of Transportation Statistics, Origin-Destination Survey of Airlines

Table 1B shows the range of operational levels since 2005. For the 12-month period ending in October 2025, SAF reported 40,647 total operations. Over the past 20 years, operations at SAF have experienced a -2.8 percent CAGR; the most significant declines have occurred within the GA itinerant and local operations categories. In 2005, GA operations accounted for more than 85 percent of total operations at SAF, whereas they account for just above 61 percent of total operations in 2025. Conversely, air carrier operations have significantly increased and air taxi operations have remained relatively steady. Commercial operations (air carrier and air taxi combined) at SAF have increased from 8.7 percent of total operations in 2005 to over 29 percent of total operations in 2025.

TABLE 1B | Airport Operations

Year	ITINERANT OPERATIONS					LOCAL OPERATIONS			Total Operations
	Air Carrier	Air Taxi	General Aviation	Military	Subtotal	General Aviation	Military	Subtotal	
2005	0	6,514	31,866	2,053	40,433	32,226	2,338	34,564	74,997
2006	1	6,283	32,138	2,348	40,770	32,886	2,760	35,646	76,416
2007	0	6,769	31,634	2,710	41,113	35,202	3,041	38,243	79,356
2008	9	4,625	27,908	2,778	35,320	35,390	3,006	38,396	73,716
2009	0	4,408	26,060	2,584	33,052	33,449	3,611	37,060	70,112
2010	20	6,429	25,910	2,758	35,117	36,379	4,150	40,529	75,646
2011	20	6,637	24,476	1,903	33,036	31,313	2,640	33,953	66,989
2012	23	7,116	22,943	2,129	32,211	30,418	2,827	33,245	65,456
2013	2	9,659	23,184	2,318	35,163	33,443	3,326	36,769	71,932
2014	0	7,997	22,419	2,451	32,867	30,047	3,471	33,518	66,385
2015	1	7,967	22,781	2,683	33,432	33,119	2,915	36,034	69,466
2016	35	7,550	26,027	3,141	36,753	27,504	2,868	30,372	67,125
2017	2,276	5,658	25,396	2,467	35,797	22,309	1,335	23,644	59,441
2018	3,111	5,537	25,542	2,472	36,662	24,359	1,310	25,669	62,331
2019	5,026	4,384	23,091	2,260	34,761	23,277	1,661	24,938	59,699
2020	2,865	3,667	18,248	2,527	27,307	18,581	1,551	20,132	47,439
2021	3,494	5,823	22,269	1,697	33,283	21,002	684	21,686	54,969
2022	4,083	6,438	21,418	1,683	33,622	18,729	967	19,696	53,318
2023	4,694	6,267	19,610	2,235	32,806	15,802	953	16,755	49,561
2024	5,999	6,197	18,437	2,305	32,938	16,508	1,589	18,097	51,035
2025*	5,890	6,265	15,130	2,144	29,429	9,702	1,516	11,218	40,647

*2025 represents 12 months ending in October 2025.

Source: FAA Operations Network (OPSNET)

BASED AIRCRAFT

Understanding the number of general aviation based aircraft at an airport helps project future general aviation facility needs. The FAA does not require primary commercial service airports, such as SAF, to track numbers of based aircraft; therefore, historical data are somewhat limited. The *FAA Airport Master Record* (Form 5010) can be updated annually by the airport. The current 2025 *Airport Master Record* for SAF indicates 179 aircraft are based at the airport, including 130 single-engine aircraft, 22 multi-engine aircraft (piston and turboprops), 23 jets, and four helicopters.

Table 1C summarizes historical based aircraft counts at SAF, as sourced from the FAA *Terminal Area Forecast* published in January 2025. The historical data show that based aircraft numbers have fluctuated between a low of 133 aircraft and a high of 207 aircraft.

AIRPORT SYSTEM PLANNING ROLE

Airport planning occurs at the national, state, and local levels. Each level has a different emphasis and purpose. At the national level, SAF is included in the *National Plan of Integrated Airport Systems* (NPIAS). At the state level, the airport is included in the *New Mexico Airport System Plan* (NMAASP), which was last updated in 2009. Locally, the primary planning document is the airport master plan. The previous airport master plan for SAF was completed in 2018 and had a base forecast year of 2014.

NATIONAL AIRPORT PLANNING

The nationwide system of airports that exists today is a direct result of federal policy that promotes the development of civil aviation.

Most of the existing airports within the national network were initially constructed by the federal government, and (in most cases) their maintenance and development are still funded primarily through various federal grant programs that aid communities in the care of their prospective airfields.

The NPIAS is published every two years, as required by Title 49 United States Code § 47103, as part of the continuing effort to maintain a thriving national airport system. As maintained by the FAA, the NPIAS identifies the amounts and types of airport development eligible for federal funding under the AIP and the IIJA over the next four years. The IIJA establishes formulas and competitive grants for airport terminal projects, on-airport rail access projects, and airport-owned ATCTs, which have historically received little or no AIP funding.

There are more than 19,000 airports and landing strips in the U.S. The NPIAS identifies 3,287 of these public-use facilities that are important to the national airport system and are thus eligible for federal development grants. NPIAS airports are grouped as either primary airports (of which there are 390) or nonprimary airports (of which there are 2,897). Primary airports are those with 10,000 or more annual passenger enplanements. Nonprimary airports are general aviation airports.

SAF is classified in the current NPIAS (2025–2029) as a nonhub primary commercial service airport. Nonhub airports (of which there are 252), account for approximately three percent of all commercial passenger enplanements. **Table 1D** outlines and describes the different categories of airports included in the NPIAS.

TABLE 1C | Based Aircraft

Year	Aircraft
2005	133
2006	138
2007	161
2008	181
2009	181
2010	179
2011	181
2012	179
2013	179
2014	207
2015	207
2016	187
2017	187
2018	187
2019	188
2020	188
2021	190
2022	190
2023	192
2024	179
2025	179

Sources: SAF Form 5010; FAA TAF, 2025

TABLE 1D | Activity and Development at NPIAS Airports

Airport Category	No. of Airports	% of 2023 Enplanements	% of Based Aircraft	% of NPIAS Cost
Large Hub	31	71	1	36
Medium Hub	33	17	2	14
Small Hub	74	8	4	10
Nonhub	252	3	9	12
Primary Subtotal:	390	99	16	72
National	122	–	14	5
Regional	586	–	25	9
Local	1,220	–	18	9
Basic	778	–	3	5
Unclassified	191	–	1	0
Nonprimary Subtotal:	2,897	0.07	61	28
Total NPIAS Airports:	3,287	100	77	100

Source: NPIAS, 2025–2029

TITLE 14 CFR § 139 CERTIFICATION

An airport must have an Airport Operating Certificate (AOC) if it serves scheduled passenger service aircraft with more than nine seats or unscheduled air carrier aircraft with more than 30 passenger seats. Title 14 CFR § 139 describes the requirements for obtaining and maintaining an AOC.

Airports are classified in the following categories based on the type(s) of air carrier operations they experience:

- **Class I Airport** – an airport certificated to serve scheduled operations of large air carrier aircraft that can also serve unscheduled passenger operations of large air carrier aircraft and/or scheduled operations of small air carrier aircraft
- **Class II Airport** – an airport certificated to serve scheduled operations of small air carrier aircraft and the unscheduled passenger operations of large air carrier aircraft; a Class II airport cannot serve scheduled large air carrier aircraft
- **Class III Airport** – an airport certificated to serve scheduled operations of small air carrier aircraft; a Class III airport cannot serve scheduled or unscheduled large air carrier aircraft
- **Class IV Airport** – an airport certificated to serve unscheduled passenger operations of large air carrier aircraft; a Class IV airport cannot serve scheduled air carrier aircraft regulated under Title 14 CFR § 121

SAF is classified as a Class I Title 14 CFR § 139 commercial service airport. This designation supports regularly or irregularly scheduled operations of large and/or small air carrier aircraft conducting commercial passenger services at the airport.

Title 14 CFR § 139 regulations set standards for the marking and lighting of areas used for operations; firefighting and rescue equipment and services; handling and storage of hazardous materials; identification of obstructions; and safety inspection and reporting procedures. Title 14 CFR § 139 regulations also require an airport operator to have an FAA-approved Airport Certification Manual (ACM).

The ACM is a required document that defines the procedures to be followed in the routine operation of the airport and response to emergency situations. The ACM is a working document that is updated annually, as necessary; it reflects the current condition and operation of the airport and establishes responsibility, authority, and procedures. There are required sections for the ACM that cover administrative and procedural details. SAF has a current, approved ACM, which includes the following information:

- General information
- Organization and management
- Airport information
- Maintenance and inspection program
- Operational safety
- Hazardous materials
- Aircraft rescue and firefighting
- Snow and ice control
- Airport emergency plan
- Wildlife hazard management
- Maintenance of certification manual

STATE AIRPORT PLANNING

At the state level, SAF is in the NMASP, which was most recently updated in 2009. The NMASP was created by the NMDOT Aviation Division and includes every New Mexico airport designated in the NPIAS, as well as any other existing public-use airports, as designated by the division. The NMASP includes analysis of six commercial service airports and 43 general aviation airports in the State of New Mexico. The primary purpose of the NMASP is to serve as “a working blueprint of the long range orderly development for airports in New Mexico, as well as a bridge between the State’s goals and the Federal Aviation Administration’s (FAA) *National Plan of Integrated Airport Systems* (NPIAS).” The plan provides policy guidelines that promote and maintain a safe aviation system in the state, assess the state’s airport capital improvement needs, and identify resources and strategies to implement the plan. The plan also provides important insight into how New Mexico’s airports can remain highly advanced, safe, and responsive to the public’s needs at present and through the planning horizon. The NMASP identifies SAF as a *Primary Commercial Service* airport, which has the same definition as the FAA classification of a primary airport with more than 10,000 annual enplanements.

LOCAL AIRPORT PLANNING

The airport master plan and airport layout plan (ALP) are the primary local planning documents. Guidelines for the development of an airport master plan and ALP are provided in FAA Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*. The AC identifies the following functions of a master planning study:

- The airport master plan is the sponsor's conceptual design for the long-term development of the airport. Master plans are prepared to support the modernization or expansion of existing airports and the creation of new airports.
- The goal of a master plan is to provide the framework needed to guide future airport development that will cost-effectively satisfy aviation demand while addressing relevant environmental and socioeconomic issues.
- Each master plan should meet the following objectives:
 - Justify the plan through technical, economic, and environmental investigation of concepts and alternatives.
 - Provide an effective graphic presentation of the future development of the airport and anticipated land use in the vicinity of the airport.
 - Establish a realistic schedule for the implementation of the development proposed in the plan, particularly the short-term capital improvement program.
 - Propose an achievable financial plan to support the implementation schedule.
 - Provide sufficient project definitions and details for subsequent environmental evaluations that may be required before the project is approved.
 - Present a plan that adequately addresses the issues at the airport and satisfies local, state, and federal regulations
 - Document policies and future aeronautical demand to support municipal or local deliberations regarding spending, debt, land use controls, and other policies necessary to preserve the integrity of the airport and its surroundings.
 - Set the stage and establish the framework for a continuing planning process. Such a process should monitor key conditions and permit changes in plan recommendations, as required.

The products of a master planning process vary with the complexity of the study and may include a variety of supporting studies and appendices; however, all products will fall within one of two basic types: airport master plans or ALP updates.

Master Plan Reviews by the FAA

The recommendations contained in an airport master plan represent the views, policies, and development plans of the airport sponsor and do not necessarily represent the views of the FAA. Acceptance of a master plan by the FAA does not constitute a commitment on the part of the United States to participate in any development depicted in the plan, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law. The FAA reviews all elements of the master plan to ensure sound planning techniques have been applied; however, the FAA only approves the following elements of airport master plans:

- *Forecasts of Aviation Demand* | The master plan forecast should be reviewed to ensure the underlying assumptions and forecast methodologies are appropriate. Paragraph 704.h of FAA AC 150/5070-6B should be used to determine consistency of the master plan forecast with the FAA *Terminal Area Forecast* (TAF). Inconsistencies between the master plan forecast and TAF must be resolved and the forecast must be approved before subsequent planning work proceeds.
- *Critical Aircraft* | The current critical aircraft is an airplane (or group of airplanes with similar characteristics) that operates at least 500 times annually at the airport. The future critical aircraft is the airplane (or group of airplanes with similar characteristics) that is projected to account for at least 500 annual operations at the airport in the future. The future critical aircraft may be the same as the current critical aircraft or different. The future critical aircraft must be reasonable, based on historical trends or reasonably assumed changes in aircraft usage.
- *Airport Layout Plan* | All airport development at federally obligated airports must be done in accordance with an FAA-approved ALP. Furthermore, proposed development must be shown on an approved ALP to be eligible for AIP funding. FAA approval of the ALP indicates that the existing facilities and proposed development depicted on the ALP conform to the FAA airport design standards in effect at the time of the approval, or that an approved Modification of Standards (MOS) has been issued. Such approval also indicates that the FAA finds the proposed development to be safe and efficient.

In many regards, an airport master plan can be considered a feasibility study of what may be possible or desired as part of the long-term vision for an airport. Multiple alternative development scenarios, each of which may be feasible, are included in a master plan; however, implementation of any of these alternatives will require FAA approval. While a single long-term vision is included in a master plan, it can be revised in the future by updating the ALP or master plan.

AIRSIDE FACILITIES

Airside facilities facilitate aircraft movements between the air and ground. Generally, these facilities include runways, taxiways, airport lighting and markings, and navigational aids. **Exhibit 1E** summarizes and depicts airfield facility information atop an aerial photograph for visual reference.

RUNWAYS

SAF is served by three runways. Runway 2-20 is the airport's primary runway, Runway 15-33 is a crosswind runway, and Runway 10-28 is a secondary runway that is primarily used for general aviation operations. Only Runway 2-20 and Runway 15-33 are capable of accommodating air carrier aircraft operations.

Primary Runway 2-20

Runway 2-20 is 8,366 feet long by 150 feet wide, is oriented in a northeast to southwest manner, and is the primary runway. The asphalt pavement has porous friction courses. Runway 2-20 has precision markings on both ends, including a centerline and edge markings, as well as markings for the runway designation, threshold bar, aiming point, touchdown zone, and 12 threshold bar stripes (which are an indication that the runway is 150 feet wide). The runway slopes down generally from south to north; the north end is the low point of the runway and is approximately 75 feet lower than the south end. The runway gradient is 0.9 percent. Each runway end has blast pads that measure 200 feet long and 150 feet wide.

Crosswind Runway 15-33

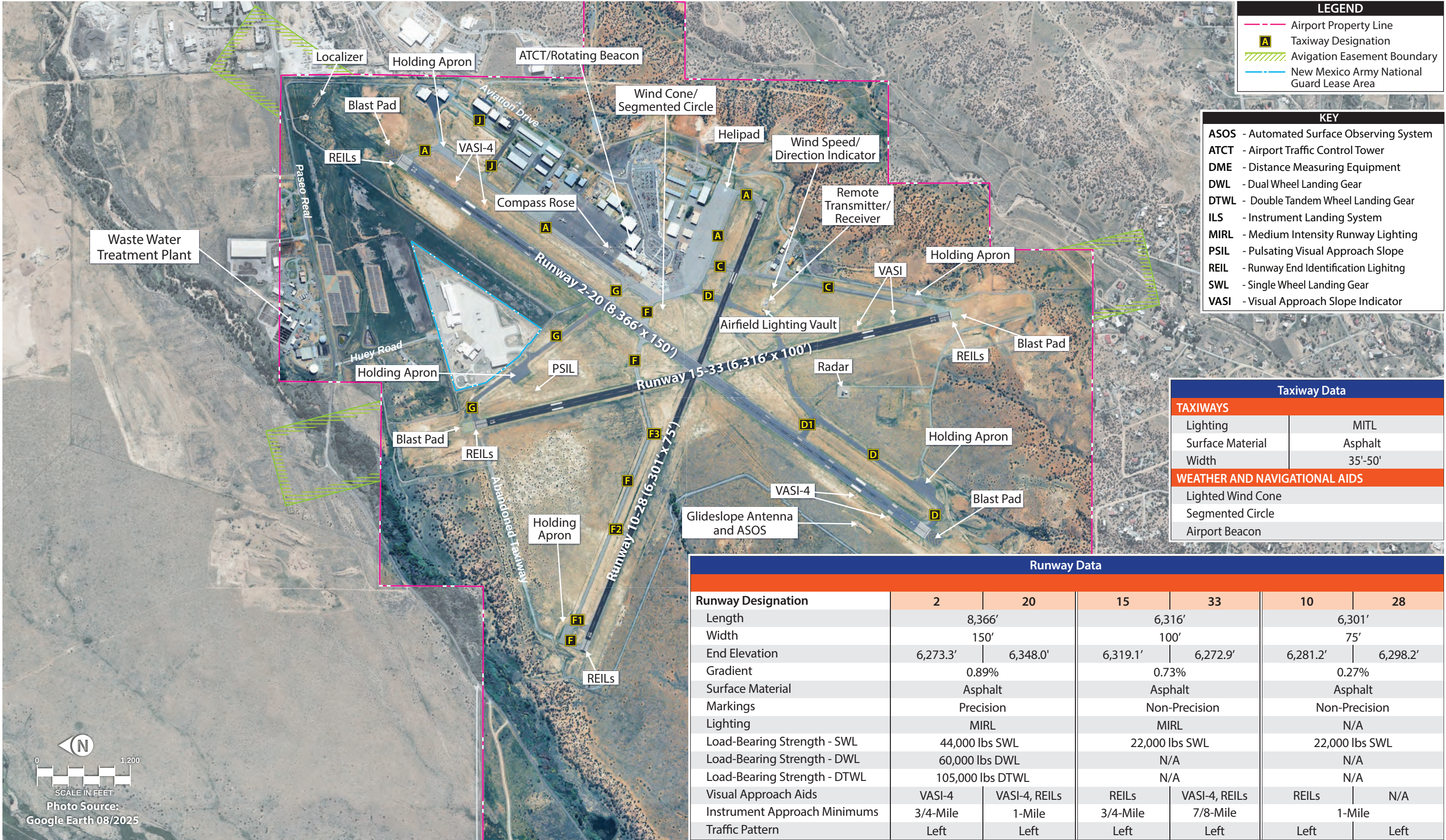
Runway 15-33 is 6,316 feet long by 100 feet wide and is generally oriented in a northwest to southeast manner. The runway is constructed of asphalt with a grooved surface treatment. This runway slopes down slightly from northwest to southwest; the northwest end (Runway 15) is approximately 47 feet higher than the southwest end (Runway 33). The runway gradient is 0.7 percent. Runway 15-33 has non-precision markings on both ends, including a centerline, runway designation, threshold bar, aiming point, and eight threshold bar stripes (which are an indication that the runway is 100 feet wide). Each runway end has blast pads that measure 150 feet long and 120 feet wide.

Secondary Runway 10-28

Runway 10-28 is 6,301 feet long by 75 feet wide and is primarily utilized for general aviation. Runway 10-28 is identified within SAF's ACM as being unavailable to air carrier operations. The asphalt pavement has porous friction courses. Runway 10-28 has non-precision markings that include a centerline, runway designation, aiming point, and six threshold bar stripes (which are an indication that the runway is 75 feet wide). This runway slopes down from west to east; the west end (Runway 28) is approximately 17 feet higher than the east end (Runway 10). The runway gradient is 0.3 percent. This runway is not equipped with blast pads.

Runway Markings

Various runway markings are used to provide information to pilots. Runways intended for use by only small aircraft typically have basic markings, while runways available for larger transport aircraft have more complex markings that provide more information.



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Runways that support instrument approach procedures with horizontal and vertical guidance (precision or Category I approaches) have additional markings. Runway markings are described in further detail as follows.

- *Threshold Bars* | The threshold bar is a 10-foot-wide white stripe at each runway end that visually designates the runway landing threshold and the end of the runway. Threshold bars are typically associated with precision markings and/or a displaced landing threshold
- *Threshold Stripes* | Runway threshold stripes are a series of white stripes that are 150 feet long by six feet wide. These markings provide a visual grid that alerts pilots to the location of the landing threshold. The total number of threshold stripes indicates the width of the runway to pilots.
- *Runway Designators* | The end of each runway at SAF is marked with a number that indicates the approximate magnetic azimuth of the direction of operation. Runway designators are white with a height of 60 feet.
- *Touchdown Zone Markings* | Touchdown zone markings are used for precision runways. At SAF, touchdown zone markings are installed only on primary Runway 2-20. These markings identify the touchdown zone for landing operations and are coded to provide distance information in increments of 500 feet. These markings consist of groups of one, two, and three rectangular bars symmetrically arranged in pairs about the runway centerline.
- *Aiming Point Markings* | Aiming point markings are used to provide enhanced visual guidance to pilots when landing. At SAF, these markings consist of two white stripes that are 150 feet long, 30 feet wide, and spaced 70 feet apart about the runway centerline. The aiming point markings are placed approximately 1,000 feet from the landing thresholds for all runways.
- *Centerline and Edge Stripes* | The runway centerline is a dashed white line positioned on the centerline of the runway. The runway edge stripes are solid white lines that designate the edges of the runway. All runways at SAF have centerline markings; only Runway 2-20 has edge markings.

PAVEMENT STRENGTH

Pavement strength ratings have traditionally been measured in terms of the number of wheels on each landing gear strut of an aircraft. Additional wheels on each landing gear provide greater dispersal of an aircraft's weight, which enables the pavement to withstand heavier aircraft. The strength rating, which is expressed in pounds, indicates that the pavement can withstand repeated usage by aircraft within that tail weight limitation and experience normal wear and tear. Repeated usage of the runway by aircraft that are heavier than the strength rating will cause greater wear and tear and will shorten the useful life of the pavement.

Aircraft with a single wheel on each landing gear strut are classified as single wheel (S). Aircraft with two wheels on each landing gear strut are classified as double wheel (D), and double tandem wheel (DT) aircraft have four tires on each landing gear strut.

The FAA has recently moved to implement the International Civil Aviation Organization (ICAO) pavement classification rating (PCR) for identifying the strength of airport pavements. The PCR is a five-part code and is described as follows.

1. **PCR Numerical Value** – indicates the load-carrying capacity of the pavement, expressed as a whole number; the value is calculated based on several engineering factors, such as aircraft geometry and pavement usage
2. **Pavement Type** – expressed as R for rigid pavement (typically concrete) or F for flexible pavement (typically asphalt)
3. **Subgrade Strength** – expressed as A (high), B (medium), C (low), or D (ultra-low); a subgrade of A would be considered very strong, like concrete-stabilized clay, and a subgrade of D would be very weak, similar to uncompacted soil
4. **Maximum Tire Pressure** – expressed as W (unlimited/no pressure limit), X (high/254 pounds per square inch [PSI]), Y (medium/181 PSI), or Z (low/72 PSI); indicates the maximum tire pressure the pavement can support (concrete surfaces are usually rated W)
5. **Process of Determination** – expressed as T (technical evaluation) or U (physical evaluation); indicates the method of pavement testing

The published PCR value for Runway 2-20 is expressed as 170/F/D/X/T, which means the underlying pavement value has a load-carrying capacity of 170 (unitless), is flexible (asphalt), is of ultra-low subgrade strength, has high allowable tire pressure capability (up to 254 PSI), and was calculated through a technical evaluation. For Runway 15-33 and Runway 10-28, the PCR value is expressed as 80/F/D/X/T, which means the pavement has a load-carrying capacity of 80, is flexible (asphalt), is of ultra-low subgrade strength, has high allowable tire pressure capability (up to 254 PSI), and was calculated through a technical evaluation. A summary of the runway pavement strength data is presented in **Table 1E**.

TABLE 1E | Runway Pavement Strength

	Runway 2-20	Runway 15-33	Runway 10-28
Traditional Weight-Bearing Method (pounds)			
Single Wheel	44,000	22,000	22,000
Double Wheel	60,000	N/A	N/A
Double Tandem Wheel	105,000	N/A	N/A
Pavement Classification Rating (PCR) Method			
PCR	170/F/D/X/T	80/F/D/X/T	80/F/D/X/T

Sources: NMDOT Aviation Division, 2024 Pavement Classification Rating (PCR) Report

PAVEMENT CONDITION

Airport sponsors are required to maintain airport pavement surfaces in suitable condition, as outlined in Federal Grant Assurance No. 11. To this end, airport sponsors must implement effective airport pavement maintenance/management programs. Essentially, airport sponsors must continually assess the conditions of the pavements on the airport and perform preventative maintenance to preserve the useful life of the pavements. A pavement condition survey for SAF was completed in 2022.

The survey was conducted using the pavement condition index (PCI) procedure documented in the following publications:

- FAA AC 150/5380-6B, *Guidelines and Procedures for Maintenance of Airport Pavements*
- American Society for Testing and Materials (ASTM) D-5340, *Standard Test Method for Airport Pavement Condi. on Index Surveys*

The PCI procedure is the standard used by the aviation industry to visually assess pavement conditions. It was developed to provide engineers with a consistent, objective, and repeatable tool to represent the overall pavement condition. During a PCI survey, visible signs of deterioration within a selected sample area are identified, recorded, and analyzed.

The results of a PCI evaluation provide an indication of the structural integrity and functional capabilities of the pavement. It should be recognized that only the top layer of the pavement is examined during a PCI inspection and no direct measure is made of the structural capacity of the pavement system; nevertheless, the PCI provides an objective basis for determining maintenance and repair needs and establishing rehabilitation priorities in consideration of constrained resources. Furthermore, the results of repeated PCI monitoring over time can be used to determine the rate of pavement deterioration and estimate the time(s) at which certain rehabilitation measures can be implemented.

The PCI scale ranges from 0 to 100. A PCI rating between 0 and 10 indicates a failed pavement condition and a PCI rating between 85 and 100 indicates good condition. In general, pavements with PCI ratings above 85 may only need spot repairs. Pavements with PCI ratings between 40 and 70 are more likely to be candidates for major rehabilitation, such as structural overlays or concrete section replacement. Reconstruction is often the most viable option when a PCI rating is below 40. Thresholds for maintenance, rehabilitation, or reconstruction will vary based on operational priority and other considerations.

Exhibit 1F shows the pavement condition index from 2022. A general rule of thumb is to subtract one to two PCI points for each year removed from the survey date. According to the 2022 report, the runways at SAF are currently in good condition; Runways 2-20, and 15-33 fall within the PCI category of 85-100, and Runway 10-28 falls within the PCI category of 70-84; **however, current reporting from airport staff is that each runway is in poor condition and is need of rehabilitation.** SAF is currently undertaking a project to rehabilitate the north apron, the far north apron, and a segment of the east apron (also depicted on **Exhibit 1F**). Airport staff also plan to conduct runway rehabilitation soon.

TAXIWAYS/TAXILANES

The taxiway/taxiway system at SAF is extensive and includes parallel taxiways, connector taxiways, and entrance/exit taxiways. Taxiways are associated with movement to and/or from runways and are typified by higher aircraft movement speeds. Taxilanes are movement surfaces that provide access to hangar areas and are typified by slower aircraft movement speeds. The width of each taxiway varies based on aircraft design and usage. Each taxiway/taxilane at SAF is listed on **Table 1F**. Taxiways and taxilanes have protected object free areas (TOFAs) and safety areas (TSAs), which are centered on each taxiway/taxilane to protect aircraft. Objects, other than those necessary for navigation (such as edge lights), must not penetrate the ground elevation of these surfaces.

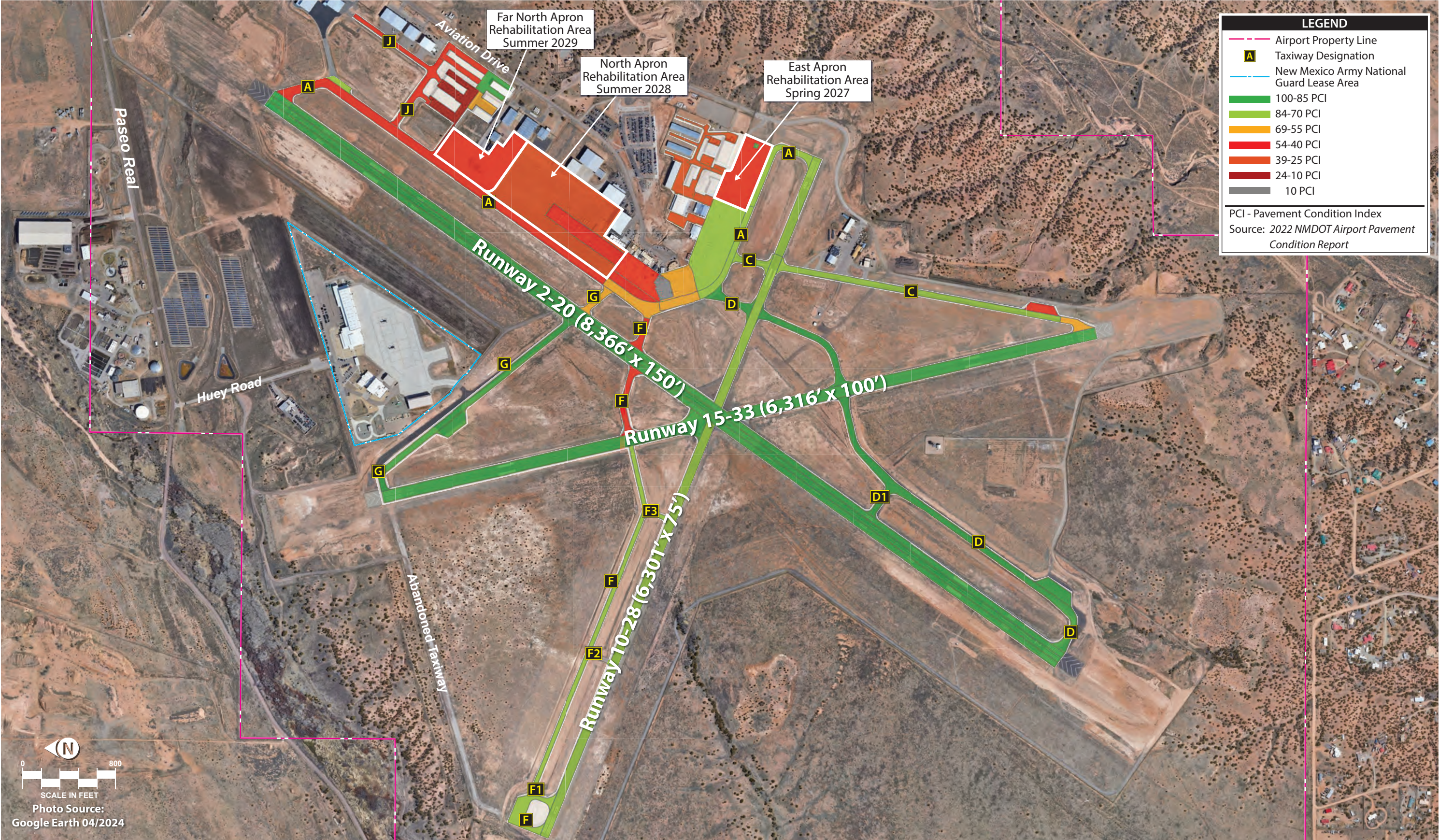
TABLE 1F | Taxiway/Taxilane Detail

Taxiway/Taxilane Designation	Width	Lighting	Description
Taxiway A	50'	MITL/LED	Extends from southern GA apron to far north apron; provides access to Runway 2-20 and Runway 10-28; not available to air carrier operations east of Taxiway C
Taxiway C	50'	MITL/LED	Extends from Taxiway A/southern GA apron to Runway 33 threshold; crosses over Runway 10-28 and provides access to Runway 15-33
Taxiway D	50'	MITL	Extends from Taxiway A/southern GA apron to Runway 02 threshold; crosses over Runway 10-28 and Runway 15-33; provides access to Runway 2-20
Taxiway D1	50'	MITL	Extends from Taxiway D to Runway 02 touchdown zone marking (2,000 feet); provides access to Runway 2-20
Taxiway F	50'	MITL/LED (from terminal to Runway 15-33 intersection)	Extends from Taxiway A/terminal apron to Runway 10 threshold; crosses over Runway 2-20 and Runway 15-33; provides access to Runway 10-28; not available to air carrier operations west of Runway 15-33
Taxiway F1	35'	N/A	Extends from Taxiway F to Runway 10 designation marking; provides access to Runway 10-28; not available to air carrier operations
Taxiway F2	35'	N/A	Extends from Taxiway F to Runway 10 centerline markings (1,600 feet from Runway 10 threshold); provides access to Runway 10-28; not available to air carrier operations
Taxiway F3	35'	N/A	Extends from Taxiway F to Runway 10 centerline markings (2,900 feet from Runway 10 threshold); provides access to Runway 10-28; not available to air carrier operations
Taxiway G	50'	MITL	Extends from Taxiway A/terminal apron to Runway 15 threshold; crosses over Runway 2-20 and includes a hold bay; provides access to Runway 15-33
Taxiway J	35'–50'	Elevated Edge Reflectors	Extends from northernmost hangar facilities to Taxiway A; provides access to Taxiway A

Taxiway Markings

Taxiway and taxilane centerline markings are provided to assist pilots in maintaining proper clearance from pavement edges and objects near the taxiway/taxilane edges. Taxiway markings at Santa Fe Regional Airport include the following:

- Centerline
- Leadoff lines on normally used exits
- Dashed type edge markings along the portion of Taxiway A that is contiguous to aircraft parking aprons and the terminal ramp



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Enhanced taxiway centerline markings are installed at all runway holding position markings. Each runway holding position marking is accompanied by appropriate surface painted holding position signs that indicate the approaching runway intersection. The holding positions function to keep aircraft from entering the runway environment without clearance. The locations of holding positions are established by the design aircraft for a runway. The holding positions on entrance/exit taxiways associated with Runway 2-20 range from 250 to 300 feet from the runway centerline. For Runway 15-33, the holding positions are located 250 feet from the runway centerline. The holding positions associated with Runway 10-28 are located approximately 130 to 180 feet from the runway centerline.

It should be noted that the Taxiway A interface with Runway 20, the Taxiway C interface with Runway 33, and the Taxiway G interface with Runway 15 are less than 90-degree angles. As such, the aircraft holding position markings are not fully parallel with the runway alignments. The same scenario applies to the holding position markings associated with Taxiway C as it crosses Runway 10-28 and Taxiways F and G as they cross Runway 2-20. FAA standards suggest that all runway holding positions be aligned fully parallel with the runway centerline so pilots have a full range of view in both runway directions.

Other taxiway markings include leadoff lines on normally used exits, continuous-type edge markings along paved shoulders, and dashed-type edge markings along the portion of Taxiway A that is contiguous to the terminal apron. Aircraft movement areas on various ramps are identified with centerline markings. Aircraft tiedown positions are identified on various apron surfaces.

AIRFIELD LIGHTING AND SIGNAGE

Airfield lighting and signage systems extend an airport's usefulness into periods of darkness and/or poor visibility. Various lighting systems are installed at the airport for this purpose. These lighting and signage systems are categorized by function and summarized as follows.

Identification Lighting

The location of the airport at night is universally identified by a rotating beacon, which projects two beams of light (one white and one green) 180 degrees apart. The rotating beacon at SAF is situated on top of the ATCT, which is located within the terminal building, and operates from sunset to sunrise.

Runway and Taxiway Lighting/Signage

Runway and taxiway edge lighting utilize light fixtures placed near the edges of the pavement to define the lateral limits of the pavement. This lighting is essential for safe operations during night and/or times of low visibility to maintain safe and efficient access to and from the runways and aircraft parking areas.

At SAF, Runways 2-20 and 15-33 are equipped with medium intensity runway edge lights (MIRL) and threshold lighting to identify the landing thresholds. Threshold lighting consists of specially designed light fixtures that are red on one half of the lens and green on the other half of the lens. The green portion of each fixture is turned toward the approach surface and is intended to be seen from landing aircraft, while the red portion is visible to aircraft on the runway surface. Runway 10-28 is not equipped with edge lighting.

Most taxiways associated with runways are equipped with medium intensity taxiway edge lighting (MITL). It should be noted that Taxiway F has MITL from the terminal apron to the intersection with Runway 15-33; however, from the intersection with Runway 15-33 to the Runway 10 threshold, Taxiway F is not lighted. Taxiway J is also not equipped with MITL but has elevated edge reflectors.

The airport also has a runway/taxiway signage system. The presence of runway/taxiway signage is an essential component of a surface movement guidance control system and is necessary for the safe and efficient operation of the airport. The signage system installed at SAF includes runway and taxiway designations, holding positions, routing/directional signage, and runway end and exit signage. All airfield signs are lighted and are owned and maintained by the airport.



*Medium Intensity Taxiway
Edge Light (MITL)*



Taxiway/Runway Hold Position



Runway/Runway Hold Position

Distance Remaining Signs

No distance remaining signs are currently present at SAF.

Visual Glideslope Approach Aids

Visual glideslope approach aids provide visual cues to pilots, alerting them to whether they are on the correct glide path to landing. The approaches to both ends of Runway 2-20 are equipped with four-box visual approach slope indicator (VASI-4) lights on the left side of the runway with a standard 3.00-degree glide path. On Runway 15-33, a VASI-4 serves the approach end of Runway 33 and is located on the right side of the runway. No visual approach aids are currently installed on Runway 10-28.



Runway 20 VASI-4

Runway End Identification Lighting

Runway end identifier lights (REILs) are strobe lights placed at the edges of the landing thresholds to provide rapid identification of the landing threshold for up to 20 miles. A REIL system has been installed on each end of Runway 15-33, as well as the approach ends of Runways 10 and 20.

Pilot-Controlled Lighting

The airport's lighting system is connected to a pilot-controlled lighting (PCL) system. When the ATCT is closed, the PCL system allows pilots to increase the intensity of the lighting on Runway 2-20 and activate the MRL on Runways 2-20 and 15-33 with the use of aircraft radio transmitters. The PCL can be accessed via the common traffic advisory frequency (CTAF) 119.5 megahertz (MHz).

COMMUNICATION, WEATHER, AND RADAR FACILITIES

Wind Cones

Wind cones provide information to pilots regarding wind conditions, such as direction and intensity. Several windsocks are present on the airfield. The primary windsock is co-located with a segmented circle adjacent to the beginning of Taxiway F and just west of the terminal apron. Additional supplemental wind cones are spread out on the airfield. One wind cone is located on the northern side of Runway 10-28, directly south of the primary general aviation apron. Another wind cone is located on the northern side of Runway 15-33, directly west of Taxiway C. These weather aids allow the wind conditions to be interpreted by pilots along the runway system.



Wind Cone

Automated Surface Observing System

The SAF automated surface observing system (ASOS) is located adjacent to the southwestern end of Runway 20 and is co-located with the instrument landing system (ILS) glideslope antenna. An ASOS automatically records weather conditions, such as temperature, dew point, wind speed, altimeter setting, visibility, sky condition, and precipitation. The ASOS updates observations each minute, 24 hours a day, and this information is transmitted to pilots in the airport vicinity via an FAA very high frequency (VHF) ground-to-air radio transmitter. Pilots can receive these broadcasts on the automated terminal information service (ATIS) frequency or via a dedicated ASOS local telephone number (505-474-3117), through which a computer-generated voice presents airport weather information. ATIS broadcasts are updated hourly and provide arriving and departing pilots with the current surface weather conditions, communication frequencies, and other important airport-specific information. The ATIS frequency at SAF is 128.55 MHz.

The Office of the Federal Coordinator for Meteorological Services and Supporting Research document FCM-S4-2019, *Federal Standard for Siting Meteorological Sensors at Airports*, provides guidance for critical areas for ASOS facilities. Within 100 feet of the visibility sensor, no grass or vegetation should be higher than 10 inches. The wind sensor should be at least 15 feet higher than any obstruction within 500 feet and 10 feet higher than any obstruction between 500 and 1,000 feet from the sensor.



ASOS and ILS Glideslope Antenna

Universal Communication Frequency

The SAF universal communication (UNICOM) frequency is available for pilots to receive information pertaining to the airport. The UNICOM frequency is 122.95 MHz.

Remote Transmitter/Receiver

A remote transmitter/receiver (RTR) is a communication tower used for expanded coverage of ground-to-air communication, facilitating direct contact between pilots and air traffic control (ATC) controllers. There is one RTR facility on the airfield and it is located approximately 1,200 feet southeast of the intersection of all three runways and adjacent to the airfield lighting vault.



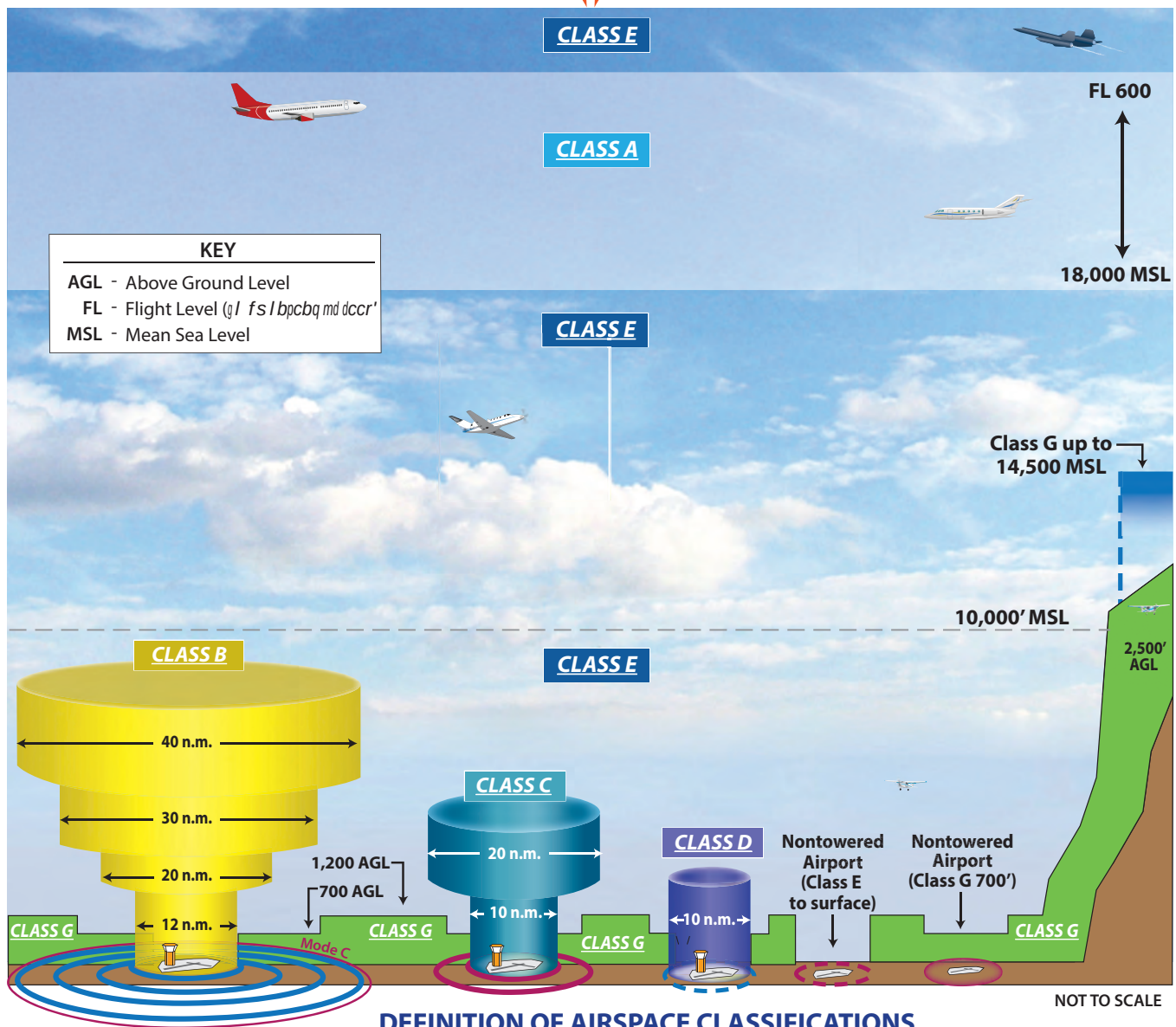
Remote Transmitter/Receiver (RTR)

AREA AIRSPACE AND AIR TRAFFIC CONTROL

The *Federal Aviation Act of 1958* established the FAA as the responsible agency for the control and use of navigable airspace within the United States. The FAA has established the National Airspace System (NAS) to protect persons and property on the ground and to establish a safe and efficient airspace environment for civil, commercial, and military aviation. The NAS covers the common network of U.S. airspace, including air navigation facilities; airports and landing areas; aeronautical charts; associated rules, regulations, and procedures; technical information; and personnel and materials. The system also includes components shared jointly with the military.

AIRSPACE STRUCTURE

Airspace within the United States is broadly classified as either controlled or uncontrolled. The difference relates primarily to requirements for pilot qualifications, ground-to-air communications, navigation and air traffic services, and weather conditions. Six classes of airspace have been designated in the United States, as shown on **Exhibit 1G**. Airspace designated as Class A, B, C, D, or E is considered controlled airspace. Aircraft operating within controlled airspace are subject to varying requirements for positive air traffic control.



CLASS A Think A - Altitude. Airspace above 18,000 feet MSL up to and including FL 600. Instrument Flight Rule (IFR) flights only, ADS-B 1090 ES transponder required, ATC clearance required.

CLASS B Think B - Busy. Multi-layered airspace from the surface up to 10,000 feet MSL surrounding the nation's busiest airports. ADS-B 1090 ES transponder required, ATC clearance required.

CLASS C Think C - Mode C. Mode C transponder required. ATC communication required. Generally airspace from the surface to 4,000 feet AGL surrounding towered airports with service by radar approach control.

CLASS D Think D - Dialogue. Pilot must establish dialogue with tower. Generally airspace from the surface to minimum 2,500 feet AGL surrounding towered airports.

CLASS E Think E - Everywhere. Controlled airspace that is not designated as any other Class of airspace.

CLASS G Think G - Ground. Uncontrolled airspace. From surface to a 1,200 AGL (in mountainous areas 2,500 AGL) Exceptions: near airports it lowers to 700' AGL; some airports have Class E to the surface. Visual Flight Rules (VFR) minimums apply.

Source: www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/media/15_phak_ch15.pdf

Class A | Class A airspace includes all airspace from 18,000 feet mean sea level (MSL) to flight level (FL) 600 (60,000 feet MSL). This airspace is designated in Title 14 CFR § 71.193 for positive control of aircraft. The positive control area (PCA) allows only flights governed under instrument flight rules (IFR) operations. An aircraft must have appropriate radio and navigation equipment and its pilot must obtain clearance from an ATC facility to enter Class A airspace. In addition, the pilot must possess an instrument rating.

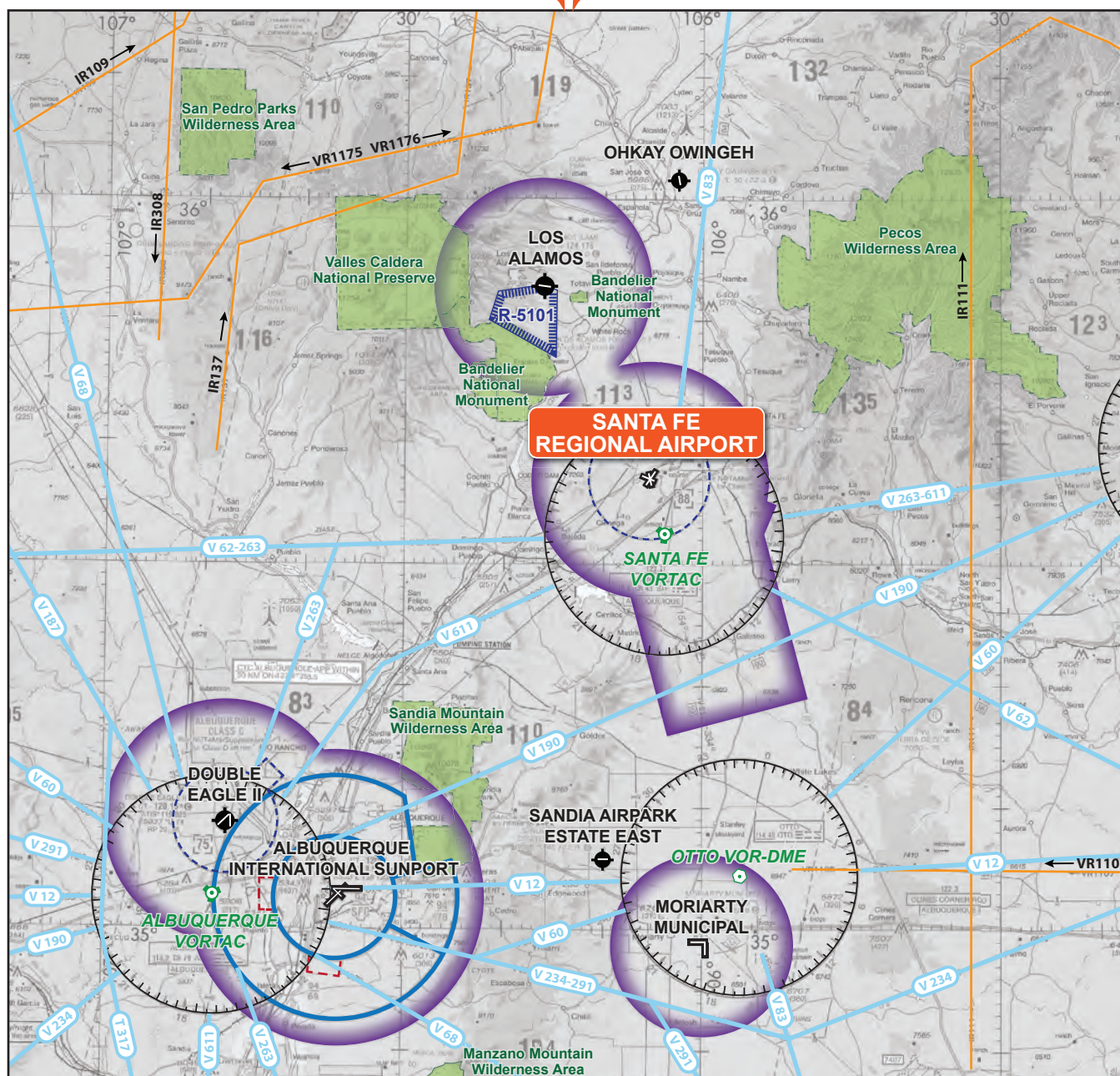
Class B | Class B airspace has been designated around some of the country's busiest commercial service airports. Class B airspace is designed to regulate the flow of uncontrolled traffic above, around, and below the arrival and departure airspace required for high-performance passenger-carrying aircraft at busy commercial service airports. This airspace is the most restrictive controlled airspace encountered by pilots operating under visual flight rules (VFR).

To fly within Class B airspace, an aircraft must be equipped with special radio and navigation equipment and must obtain clearance from air traffic control. A pilot must have at least a private pilot's certificate or be a student pilot who has met the requirements of Title 14 CFR § 61.95, which requires special ground and flight training for Class B airspace. Aircraft are also required to have and utilize Mode C transponders within a 30-nautical-mile (nm) range of the center of Class B airspace; a Mode C transponder allows the airport traffic control tower (ATCT) to track the altitude of the aircraft. A helicopter does not need special navigation equipment or a transponder if it operates at or below 1,000 feet and has made a prior arrangement in the form of a Letter of Agreement with the FAA controlling agency.

Class C | The FAA has established Class C airspace at 122 airports around the country as a means of regulating air traffic in these areas. Class C airspace is designed to regulate the flow of uncontrolled traffic above, around, and below the arrival and departure airspace required for high-performance passenger-carrying aircraft at some commercial service airports. To fly inside Class C airspace, an aircraft must have a two-way radio and an encoding transponder and must have established communication with the ATCT. Aircraft may fly below the floor of the Class C airspace or above the Class C airspace ceiling without establishing communication with ATC. Albuquerque International Sunport (ABQ) constitutes the closest Class C airspace in the vicinity of SAF.

Class D | SAF is contained within Class D airspace, as depicted on **Exhibit 1H**. Class D airspace is controlled airspace surrounding airports with ATCTs. The Class D airspace at an airport typically constitutes a cylinder with a horizontal radius of five miles from the airport, extending from the surface up to a designated vertical limit, which is typically set at approximately 2,500 feet above airport elevation. If an airport has an instrument approach or departure, the Class D airspace sometimes extends along the approach or departure path. During periods when the airport's ATCT is closed, the Class D airspace typically reverts to Class E airspace.

Class E | Class E airspace is controlled airspace designed to contain IFR operations near an airport and while aircraft are transitioning between the airport and en-route environments. Unless otherwise specified, Class E airspace terminates at the base of the overlying airspace. Only aircraft operating under IFR are required to be in contact with ATC when operating in Class E airspace. While aircraft conducting visual flights in Class E airspace are not required to be in radio communication with ATC facilities, visual flight can only be conducted if minimum visibility and cloud ceilings exist. Class E airspace encompasses the SAF Class D airspace.



LEGEND

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

Source: Albuquerque Sectional Chart, US Department of Commerce, National Oceanic and Atmospheric Administration, 9/19/2024.

Class G | Airspace not designated as Class A, B, C, D, or E is considered uncontrolled, or Class G, airspace. Air traffic control does not have the authority or responsibility to exercise control over air traffic within this airspace. Class G airspace lies between the surface and the overlying airspace.

SPECIAL USE AIRSPACE

Special use airspace is defined as airspace where activities must be confined because of their nature or where limitations are imposed on aircraft not taking part in those activities. The designation of special use airspace identifies for other users the areas where military activity occurs, provides for segregation of such activity from other fliers, and allows charting to keep airspace users informed. Some of these areas are depicted on **Exhibit 1H**.

Restricted Areas | According to the FAA's *Aeronautical Information Manual* (AIM), Chapter 3, Section 4-3, restricted areas contain airspace identified by an area on the surface of the earth within which the flight of aircraft is not wholly prohibited but is subject to restrictions. Activities within these areas must be confined because of their nature or limitations imposed on aircraft operations that are not a part of those activities (or both). Restricted areas denote the existence of unusual and often invisible hazards to aircraft, such as artillery firing, aerial gunnery, or guided missiles. Penetration of restricted areas without authorization from the using or controlling agency may be extremely hazardous to the aircraft and its occupants. The nearest restricted area to SAF is R-5101, which is located approximately 13 nm to the northwest of SAF.

Military Operations Areas | A military operations area (MOA) is special use airspace established outside positive control areas to separate/segregate certain nonhazardous military activities from IFR traffic and identify them for VFR traffic where these activities are conducted. MOAs are established to contain certain military activities (such as air combat maneuvers, air intercepts, acrobatics, etc.). The Mt. Dora West High and Low MOAs are located approximately 62 miles to the east of SAF. The Mt. Dora West High MOA encompasses airspace from 11,000 feet MSL to 17,999 feet MSL. The Mt. Dora West Low MOA encompasses airspace 1,500 feet MSL to 10,999 feet MSL.

Military Training Routes | A military training route (MTR) is designated airspace that has been generally established for use by high-performance military aircraft to train below 10,000 feet above ground level (AGL) and in excess of 250 knots. There are VR (visual) and IR (instrument) designated MTRs. MTRs with no segment above 1,500 feet AGL are designated with VR or IR followed by a four-digit number. An MTR with one or more segments above 1,500 feet AGL is identified by route designation followed by a three-digit number (e.g., IR137). The arrows on the route show the direction of travel. The nearest MTRs to SAF are IR137, VR1175, and VR1176, all of which are located approximately 30 nm to the northwest of the airport.

Victor Airways | Victor airways are a system of federal airways established for aircraft arriving or departing regional areas using very high frequency omnidirectional range (VOR) facilities. Victor airways are eight-mile-wide corridors of airspace that extend upward from 1,200 feet AGL to 18,000 feet MSL and extend between VOR navigational facilities. Numerous Victor airways pass in the vicinity of SAF, including V62-263, V611, and V83.

AIRSPACE CONTROL

The ATCT at SAF was commissioned in July 1958. The tower is owned by the City of Santa Fe and is operated and staffed under the FAA's Contract Tower Program by Midwest ATC Service. This company specializes in air traffic control services and is one of only four organizations authorized by the FAA to provide ATC services. The ATCT is situated atop the passenger terminal building and is located approximately 1,500 feet northeast of the intersection of all three runways at the airport. The ATCT currently operates from 7:00 a.m. to 9:00 p.m., seven days a week. Outside of the operational hours, no formal ATC services are available at the airport, so air traffic advisories must be made utilizing the CTAF.

The FAA has established 22 Air Route Traffic Control Centers (ARTCCs) throughout the continental U.S. to control aircraft operating under IFR within controlled airspace and while en route to destinations. The primary responsibility of an ARTCC is the assignment of specific routes and altitudes along federal airways to maintain proper separation and orderly traffic flow. SAF controllers work with controllers at the Albuquerque ARTCC (ZAB) to provide approach and departure control at SAF. The following frequencies are used at SAF:

- Santa Fe Ground – 121.7 MHz (7:00 a.m. – 9:00 p.m.)
- Santa Fe Tower/CTAF – 119.5 MHz (7:00 a.m. – 9:00 p.m.)
- UNICOM – 122.95 MHz
- Emergency – 121.5 MHz

ELECTRONIC NAVIGATIONAL AIDS

Navigational aids are electronic devices that transmit radio frequencies, which pilots of properly equipped aircraft can translate into point-to-point guidance and position information. The types of electronic navigational aids available for aircraft flying to or from SAF include the VOR facility, global positioning system (GPS), and localizer and associated glideslope antenna.

In general, the VOR facility provides azimuth readings to pilots of properly equipped aircraft by transmitting a radio signal at every degree to provide 360 individual navigational courses. Distance measuring equipment (DME) is frequently combined with a VOR facility (VOR-DME) to provide distance (as well as direction) information to pilots. Military tactical air navigation (TACANs) aids and civil VORs are commonly combined to form VORTACs, which provide distance and direction information to both civil and military pilots. The Santa Fe VORTAC is located approximately five miles south of SAF.

GPS was initially developed by the United States Department of Defense for military navigation around the world. GPS differs from VOR in that it does not require pilots to navigate using specific facilities. GPS uses satellites placed in orbit around the earth to transmit electronic radio signals, which pilots of properly equipped aircraft can use to determine altitude, speed, and other navigational information. With GPS, a pilot can navigate directly to any airport in the country and is not required to navigate to a specific ground-based navigation facility.

Most commercial service airports are equipped with ILS to primary runways. The approach end of Runway 2 is the only runway equipped with ILS at SAF. This system is comprised of dual transmitter localizer equipment and dual transmitter glideslope equipment. The localizer provides an instrument approach course for horizontal alignment with the runway centerline. The glideslope provides vertical guidance for landing aircraft. On the airfield, the localizer is situated approximately 1,300 feet northeast of the Runway 20 threshold and the glideslope antenna is located approximately 900 feet north of the approach end of Runway 2.

INSTRUMENT APPROACH PROCEDURES

Instrument approach procedures assist pilots in locating and landing at an airport during low visibility and cloud ceiling conditions. They are categorized as precision, approach with vertical guidance (APV), or non-precision.

Precision instrument approaches provide an exact course alignment and vertical descent path for an aircraft on final approach to a runway with a height above touchdown (HAT) lower than 250 feet and visibility lower than $\frac{3}{4}$ mile. Examples of precision approaches include an ILS and ground-based augmentation system (GBAS) landing system (GLS).

APVs also provide course alignment and vertical descent path guidance but have HATs of 200 feet or more and visibility minimums of $\frac{1}{2}$ mile or greater. Examples include vertical navigation (VNAV), area navigation (RNAV)/required navigation performance (RNP), and localizer performance with vertical guidance (LPV).

Non-precision instrument approach aids provide only course alignment information with no vertical component. Non-precision approaches have HATs of 250 feet or more and visibility minimums of $\frac{1}{2}$ mile or greater. Examples include VOR, RNAV, lateral navigation (LNAV), localizer performance (LP), and localizer (LOC) approaches.

There are currently eight published instrument approach procedures at SAF, including the ILS precision instrument approach to Runway 2.

The capability of an instrument approach procedure is defined by the visibility and cloud ceiling minimums associated with the approach. Visibility minimums define the horizontal distance a pilot must be able to see to complete the approach. Cloud ceilings define the lowest level a cloud layer (defined in feet above the ground) can be situated for the pilot to complete the approach. If the observed visibility or cloud ceilings are below the minimums prescribed for the approach, the pilot cannot complete the instrument approach. **Table 1G** shows the FAA-approved and published approach procedures. The lowest approach minimums available by runway end are also summarized. Runway 10 does not have published instrument approach procedures.

Instrument approaches based on GPS have become common across the country. GPS does not require a significant investment in ground-based systems by the airport or the FAA. All runway ends at SAF (except for Runway 10) are served by GPS approaches. A variant of GPS, referred to as LPV (localizer performance with vertical guidance), is an instrument approach based on a navigation system that is not required to meet the precision approach standards of ICAO Annex 10 (i.e., ILS) but provides both course and glide path deviation information.

TABLE 1G | Instrument Approach Procedures

Category	Minimums by Aircraft Approach Category (Example: 6,503' – ¾ = 6,503' decision altitude and ¾-mile visibility minimums)			
	A	B	C	D
ILS or LOC Approach – Runway 02				
S-ILS 2	6,503' – ¾			
S-LOC 2	6,740' – 1		6,740' – 1¼	
LNAV MDA	6,800' – 1	6,920' – 1	7,340' – 3	7,760' – 3
RNAV GPS Approach – Runway 02				
LPV DA	6,503' – ¾			
LNAV/VNAV DA	6,553' – ¾			
LNAV MDA	6,740' – 1		6,740' – 1¼	
Circling	6,800' – 1	6,920' – 1	7,340' – 3	7,760' – 3
RNAV GPS Approach – Runway 15				
LPV DA	6,569' – ¾			
LNAV/VNAV DA	6,569' – ¾			
LNAV MDA	6,740' – 1		6,740' – 1¼	
Circling	6,800' – 1	6,920' – 1	7,340' – 3	7,760' – 3
RNAV GPS Approach – Runway 20				
LNAV MDA	6,800' – 1		6,800' – 1¾	
Circling	6,800' – 1	6,920' – 1	7,340' – 3	7,760' – 3
RNAV GPS Approach – Runway 28				
LNAV MDA	6,960' – 1		6,960' – 1¾	
Circling	6,960' – 1		7,340' – 3	7,760' – 3
RNAV GPS Approach – Runway 33				
LPV DA	6,555' – ¾			
LNAV/VNAV DA	6,555' – ¾			
LNAV MDA	6,620' – 1		6,620' – ¾	
Circling	6,800' – 1	6,920' – 1	7,340' – 3	7,660' – 3
VOR/DME-A				
Circling	6,960' – 1		7,340' – 3	7,660' – 3
VOR – Runway 33				
S-33	6,720' – 1		6,720' – 1¼	
Circling	6,840' – 1	6,920' – 1	7,340' – 3	7,660' – 3
N/A = not available				

Source: FAA Instrument Flight Procedures Gateway, procedures valid from April 17, 2025, through May 15, 2025

TERMINAL DEPARTURE PROCEDURES

Standard instrument departure (SID) routes, also known as simple departure procedures, are published flight procedures followed by pilots on IFR flight plans immediately after takeoff from an airport. SID routes have been developed to optimize the route of flight when considering a variety of factors, such as terrain, obstacles, noise abatement, and overall airspace management. SID routes are most common for airports located in complex airspace environments. There are three departure procedures specific to SAF: the Poake Two Departure, the Tafoy Three Departure, and the Ziase Five Departure.

LOCAL OPERATING PROCEDURES

The airport has published several notices to pilots to make them aware of certain special circumstances at the airport. Local operating procedures of note are as follows:

- The traffic patterns for Runways 2-20, 15-33, and 10-28 are standard left-hand patterns and the ATCT will sequence aircraft into the traffic pattern as necessary.
- The traffic pattern altitude (TPA) for smaller GA aircraft is 1,000 feet AGL. SAF is situated at 6,349 feet MSL, making the TPA 7,349 feet MSL.
- The TPA for larger GA, commercial service, and military aircraft is 1,700 feet AGL, which is 8,049 feet MSL.

REGIONAL AIRPORTS

A review of other public-use airports with at least one paved runway within a 50-nm radius of SAF was conducted to identify and distinguish the types of air service provided in the region. It is important to consider the capabilities and limitations of these airports when planning future changes or improvements at Santa Fe Regional Airport. **Table 1H** provides basic-level information on the public-use airports within the vicinity of SAF. It should be noted that of the vicinity airports analyzed, one (Sandia Airpark Estates East Airport) is privately owned and not contained in the NPIAS.

TABLE 1H | Regional Airports Within 50 Nautical Miles of Santa Fe Regional Airport

Airport	nm/Direction from SAF ¹	FAA Service Level ²	Towered ¹	Based Aircraft ³	2024 Annual Operations ⁴	Longest Runway ¹	Visibility Minimum ¹
Santa Fe Regional Airport (SAF)	—	Primary Non-Hub	Yes	179	42,640	8,366'	¾-mile
Los Alamos Airport (LAM)	18.0 NNW	GA Local	No	50	13,640	6,000'	1-mile
Ohkay Owingeh Airport (E14)	24.6 N	GA Basic	No	8	5,200	5,007'	N/A
Sandia Airpark Estates East Airport (1N1)	31.6 S	None	No	72	N/A	4,830'	N/A
Moriarty Municipal Airport (OEO)	38.6 S	GA Local	No	99	31,450	7,702'	⅞-mile
Albuquerque International Sunport Airport (ABQ)	43.0 SW	Primary Medium-Hub	Yes	166	150,779	13,793'	½-mile
Double Eagle II Airport (AEG)	44.7 SW	GA Regional	Yes	89	55,647	7,398'	½-mile
Las Vegas Municipal Airport (LVS)	46.2 E	GA Regional	No	3	42,950	8,199'	¾-mile
GA = general aviation nm = nautical mile							

Sources: ¹Airnav.com; ²FAA, NPIAS; ³FAA, TAF or National Based Aircraft Inventory Program; ⁴FAA, OPSNET for towered airports or TAF for non-towered airports

LANDSIDE FACILITIES

For the purposes of this master plan, landside facilities are those not directly related to the airfield system (runways/taxiways). The landside facilities can be broadly classified as follows:

- Passenger terminal complex
- General aviation facilities
- Airport support facilities

Exhibit 1J shows details of the buildings and hangars on SAF property. The exhibit also documents the footprint/square footage of those facilities.

PASSENGER TERMINAL COMPLEX

The passenger terminal complex is the most prominent element of a commercial service airport and provides the critical link between air travel and ground travel. The terminal complex includes the terminal building, access to the terminal building, and vehicle parking, as well as access to passenger aircraft and the aircraft parking apron. The terminal complex is physically located adjacent to the beginning of Taxiways G and F, east of Runway 2-20.

The terminal complex includes the following traditional elements:

- Passenger terminal building
- Main entrance/exit access and terminal loop road
- Loading/unloading curb in front of the terminal building for passenger pick-up and drop-off
- Main vehicle parking lot within the loop road for short-term and long-term parking
- Aircraft parking apron

Passenger Terminal Building

The terminal building is of a unique design; several key components required to operate the airport and commercial services are contained within one building. The landside portion of the terminal faces southeast and is split between commercial service functions on the south half of the building and administrative functions on the north half. The portion of the terminal that contains commercial service functions is split between unsecure (before security) and secure (after security) areas. **Exhibit 1K** shows the floorplan of the terminal building.



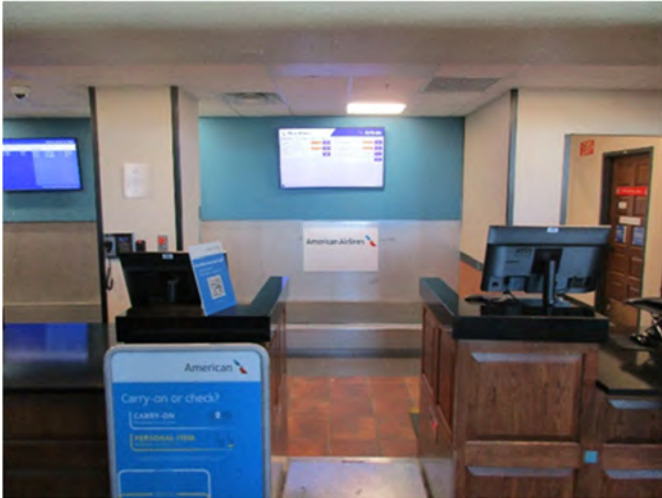
SAF Terminal Building (Front)

Administrative

Contained within the administrative side of the terminal building are numerous offices and workspace serving both administration and operations employees. This portion also offers an open meeting area that consists of a large conference table and several digital monitors; staff can use the space for any means necessary, including meetings, public events, etc. The administrative area encompasses approximately 4,133 square feet (sf).

Commercial Service (Unsecure)

The unsecure area includes functions such as ticketing/bag check services and rental car services. For ticketing/bag check services, five counters provide passengers with service, including check-in, bag drop, etc. Currently, these counters are operated by United Airlines and American Airlines. Directly adjacent to the ticketing/bag check counters are the rental car services, which consist of three counters to assist passengers with the rental car agencies operating at the airport (Avis, Budget, and Hertz). The ticketing and check-in area encompasses approximately 4,588 sf.



Passenger Ticket/Check-In Counter



Rental Car Counters

It should be noted that the baggage claim is also contained in the unsecure area; however, it is located in a detached facility immediately south of the terminal building, which requires arriving passengers to exit the terminal building through doors adjacent to the ticketing and rental car counters. The baggage claim facility encompasses approximately 1,047 sf.

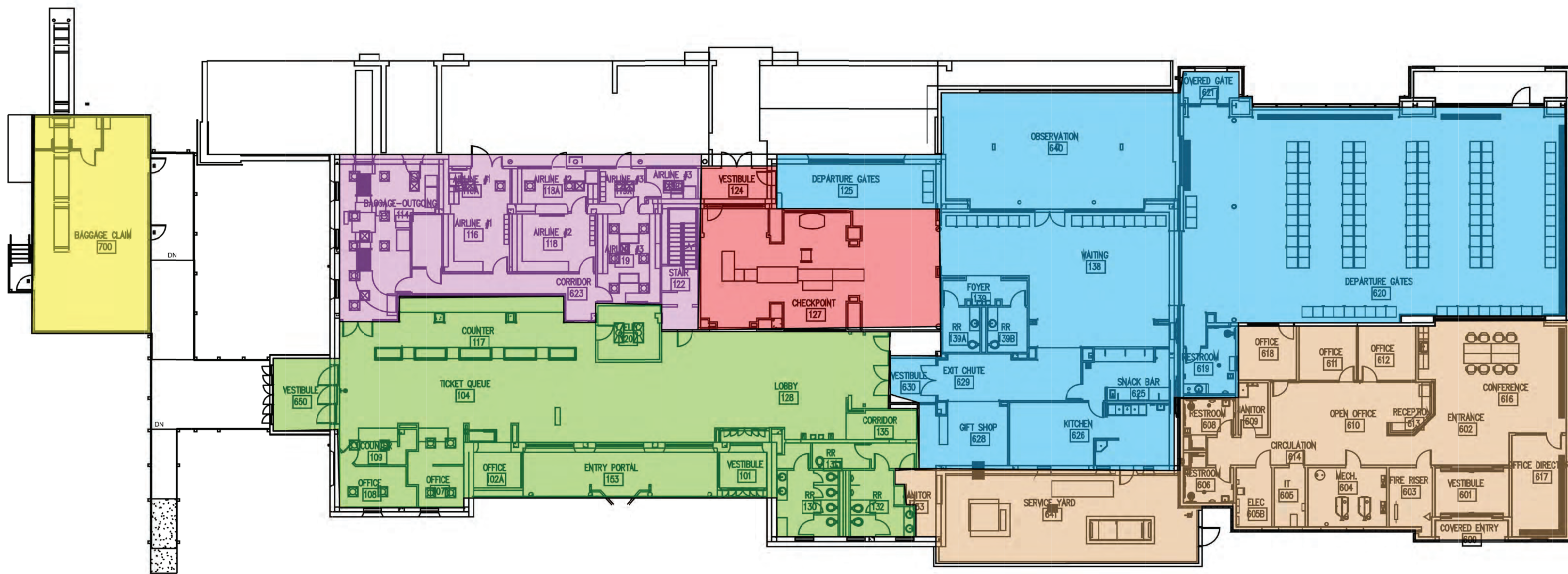


Baggage Claim Facility



Passenger Baggage Carousel





Functional Area	Approximate Size (sf)
Ticketing/Check-in/Rental Car Center	4,588
Security Area	1,296
Passenger Waiting Area/Gates	7,739
Baggage Claim	1,047
Airport Administration Area	4,133
Airline Operations/Outbound Baggage	2,239
Grand Total	21,042

Commercial Service (Secure)

The secure area includes functions such as security screening, terminal gate areas, and office/workspace for commercial service operators. Once passengers have been screened, they will enter a large central waiting area. This area contains terminal gates 1 and 2, as well as a small snack shop (Wolf and Mermaid Café). A third gate is present in the terminal building, directly adjacent to the end of the security screening process. The security screening area, passenger waiting area, and airline operations workspace respectively encompass approximately 1,296 sf, 7,739 sf, and 2,239 sf.



Terminal Passenger Waiting Area (Secured)



Terminal Snack Shop (Secured)

As of September 2025, an active project is occurring to expand the terminal building. Current designs show the terminal building being expanded to the south, encompassing the baggage claim facility along with the Signature Aviation fixed base operator (FBO) facility. This expansion offers the airport a significant amount of additional square footage for the terminal area that will allow more commercial service opportunities, should demand dictate.



Terminal Expansion Project – Rendering 1



Terminal Expansion Project – Rendering 2



Terminal Expansion Project – Rendering 3

Terminal Access and Curb Areas

The passenger terminal building is directly accessible from Aviation Drive, which is a two-lane paved roadway that provides access to the terminal area and associated vehicle parking lots. A two-way circulation pattern has been established adjacent to the east side of the terminal building to allow for passenger drop-off and vehicle circulation. This configuration offers passengers approximately 300 feet of curb space for drop-off and pick-up. **Exhibit 1L** shows the airport roadway network in and around the terminal complex.

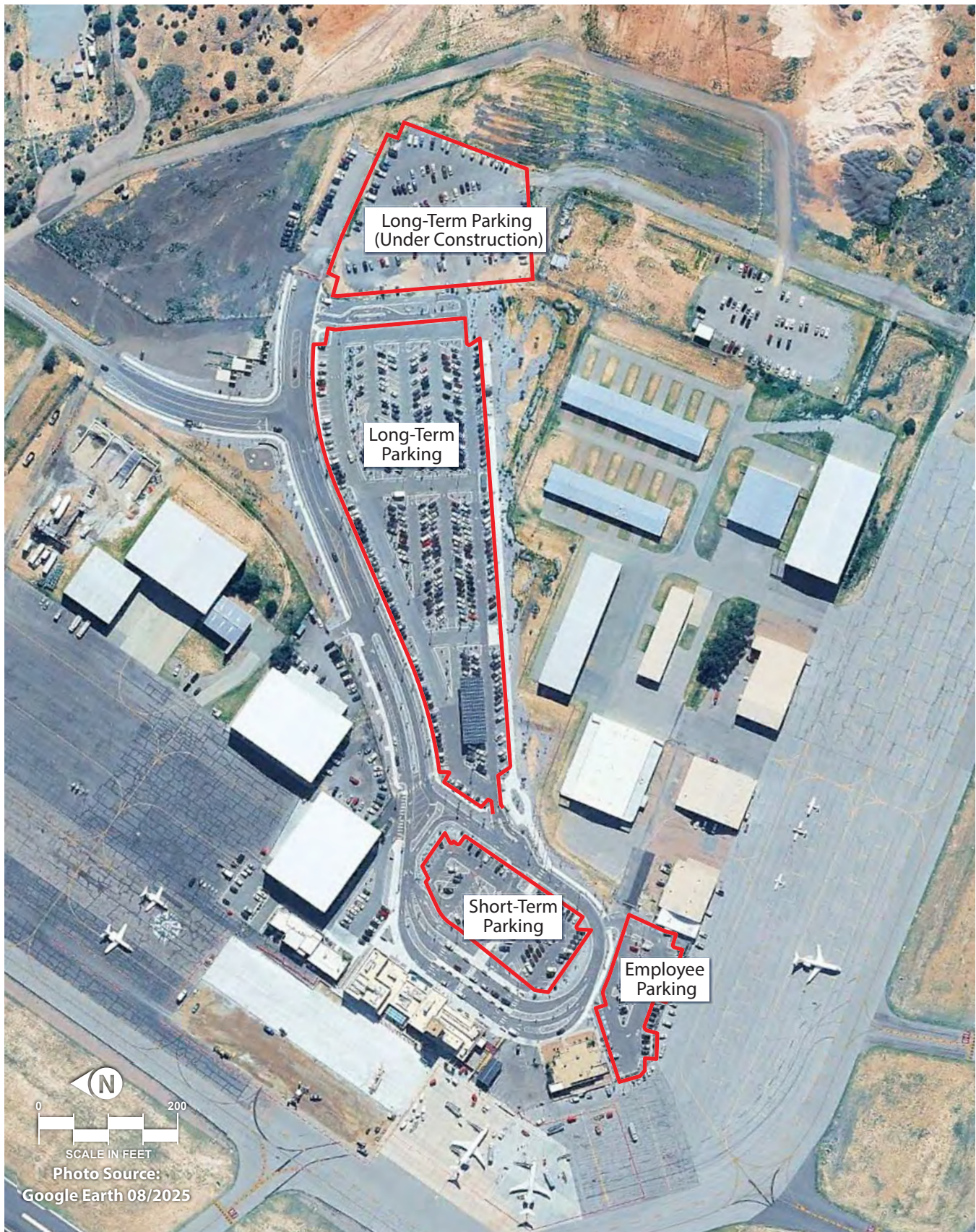


Terminal Vehicle Circulation/Passenger Drop-Off

Vehicle Parking

Patrons at the airport have a variety of vehicle parking options, including various surface parking lots located within close proximity to the terminal building. **Exhibit 1L** summarizes the public parking space allocation at the airport, which includes approximately 707 total spaces.

- *Long-Term Parking* | The long-term parking lot is the farthest lot from the terminal building and the largest. It provides approximately 563 total parking spaces, 24 of which are *Americans with Disabilities Act* (ADA)-compliant. As of September 2025, the easternmost portion of the lot is still under construction but is scheduled to be completed halfway through 2026.
- *Short-Term Parking* | The short-term parking lot is directly east of the terminal building, adjacent to the public/commercial drop-off area. This parking lot accounts for approximately 90 total parking spaces, eight of which are ADA-compliant.



Source: Molzen Corbin

- *Staff and Ride-Share Parking* | The staff and ride-share parking lot is located directly south of the short-term parking lot and provides approximately 54 total parking spaces, four of which are ADA-compliant.
- *Rental Car Parking* | The rental car parking lot is co-located with the short-term parking lot; however, according to SAF staff, the rental car parking lot is planned to be relocated to the easternmost portion of the long-term parking lot and will utilize parking spaces in this area as demand dictates.

Terminal Aircraft Apron/Gate Utilization

Exhibit 1M presents details of the main terminal commercial service apron, which encompasses approximately 15,900 square yards (sy) of pavement. There are three active gates at the terminal building; however, gate 3 is primarily unused. In the event that there are more operations scheduled than what gates 1 and 2 are able to handle efficiently in a certain timeframe, gate 3 will be utilized for overflow. Currently, no gates have jet bridges, so passengers must utilize mobile staircases when boarding aircraft.

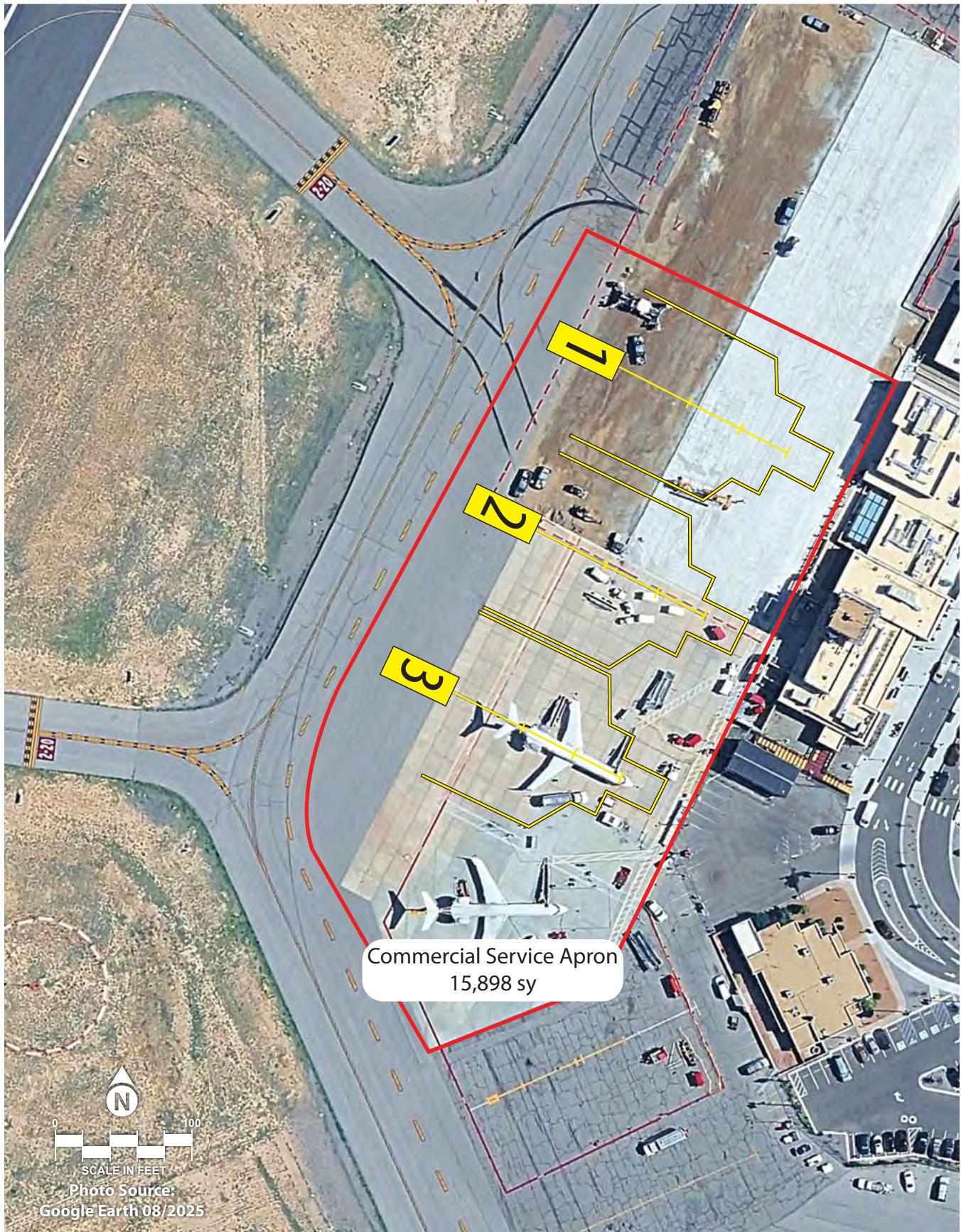
GENERAL AVIATION

SAF is a commercial service airport; however, it also serves the general aviation community, including recreational flying, flight training, corporate aviation, air ambulance operations, etc. As a result, SAF has numerous buildings and hangars in addition to its commercial terminal building that support the GA community. **Exhibit 1J** provides information about the buildings and hangars on the airport.

General Aviation Hangars and Apron

General aviation facilities are intended to support private and corporate aviation and typically include aircraft hangars and aircraft parking aprons. There are numerous private hangars at SAF, as well as individual storage hangars, all of which are listed and shown on **Exhibit 1J**. An estimated maximum of 469,200 sf of potential storage space is available for private aircraft at the airport. This calculation is based on maximum usage of the hangars' footprint and less than a 15 percent reserve for office and other non-aircraft functions. Each hangar likely has a different utilization ratio; nevertheless, this calculation provides a reasonable indication of the aircraft storage capacity at the airport. While the individual aircraft storage hangars (i.e., T-hangars, box hangars, etc.) are typically occupied by single aircraft, the larger private hangars may also house only individual aircraft; therefore, there is not a direct correlation between hangar space and the number of aircraft stored.

The primary general aviation apron begins southeast of the terminal area and extends eastward to the departure end of Runway 28. This general aviation apron is approximately 42,400 sy in size. The facilities that primarily operate on this apron and are located adjacent to it are several different private hangar types, including conventional hangars, executive box hangars, and T-hangar rows, as well as an FBO. The apron has a total of 83 tiedown positions for local and itinerant operators, as well as a helipad, which is located on the eastern edge of the apron. SAF is currently undergoing a reconstruction project for a segment of this apron. The reconstruction area was previously depicted on **Exhibit 1F**.





Conventional Hangar (Exhibit 1J – #5)



Linear Box Hangars (Exhibit 1J – #8)

There are two more general aviation aprons located on the airfield: the north aircraft parking apron and the far north aircraft parking apron. These aprons are adjacent to each other and are situated north of the terminal building. The aprons respectively encompass approximately 64,200 sy and 22,700 sy, with a total of 92 marked aircraft parking positions between both. Furthermore, these two aprons also have areas that contain different pavement strength ratings, one for lighter aircraft (30,000 pounds S on the east) and another for heavier aircraft (90,000 pounds D on the west, closer to Taxiway A). The facilities that primarily operate on this apron and are located adjacent to it include an FBO and several types of private hangars. It should be noted that both of these aprons are also undergoing a reconstruction project (depicted on **Exhibit 1F**).

Fixed Base Operators (FBOs)

An FBO is a commercial business that provides aeronautical services, such as fueling, aircraft hangaring, tiedowns and parking, aircraft rental, aircraft maintenance, flight instruction, etc. There are currently two FBOs located at SAF, which offer multiple services.

- *Signature Aviation* | Signature Aviation is a network of FBOs that provide a variety of aviation services to over 200 locations worldwide. The facility at SAF is located on the primary general aviation apron, south of the terminal building, and provides offices, conference rooms, flight planning, a pilots' lounge, and other amenities. In addition, this facility offers full-service Jet A and 100LL fuel, along with a self-service facility for 100LL fuel.
- *Atlantic Aviation* | Atlantic Aviation is another network of FBOs that provides aviation services to several locations nationally. At SAF, Atlantic Aviation operates as an additional full-service FBO on the airfield and provides an array of aviation services. The facilities include offices, conference rooms, and a pilots' lounge, as well as two large conventional hangars located directly north of the terminal building on the north aircraft parking apron. These facilities are capable of accommodating larger business jets, as well as multiple small turboprop and piston aircraft. This FBO also provides full fuel service for Jet A and 100LL fuels.

AIRPORT SUPPORT FACILITIES

Aircraft Rescue and Firefighting (ARFF)

Title 14 CFR § 139 airports are required to provide ARFF services during air carrier operations. Each certificated airport maintains equipment and personnel based on an ARFF index established according to the length of aircraft and scheduled daily flight frequency. There are five ARFF indices (A through E); Index A is applicable to the smallest aircraft and Index E is applicable to the largest (based on length). **Table 1J** outlines the ARFF index requirements.



SAF ARFF Facility

SAF currently falls within ARFF Index B, which includes aircraft at least 90 feet (but less than 126 feet) in length. As such, SAF is required to maintain a fleet of equipment and properly trained personnel consistent with this standard.

TABLE 1J | ARFF Index Equipment Requirements

Index	Aircraft Length	Requirements
A	<90'	1. One ARFF vehicle with 500 lbs. of sodium-based dry chemical; or 2. One vehicle with 450 lbs. of potassium-based dry chemical and 100 lbs. of water and AFFF for simultaneous water and foam application
B	90'-126'	1. One vehicle with 500 lbs. of sodium-based dry chemical and 1,500 gallons of water and AFFF; or 2. Two vehicles – one with the requirements for Index A and one with enough water and AFFF for a total quantity of 1,500 gallons
C	126'-159'	1. Three vehicles – one with the requirements for Index A and two with enough water and AFFF for all three vehicles to have at least 3,000 combined gallons of agent; or 2. Two vehicles – one with the requirements for Index B and one with enough water and AFFF for both vehicles to total 3,000 gallons
D	159'-200'	1. One vehicle carrying agents required for Index A; and 2. Two vehicles carrying enough water and AFFF for a total quantity of at least 4,000 gallons between the three vehicles
E	>200'	1. One vehicle with the requirements for Index A; and 2. Two vehicles carrying enough water and AFFF for a total quantity of 6,000 gallons between the three vehicles

AFFF = aqueous film-forming foam

ARFF = aircraft rescue and firefighting

Source: Title 14 CFR § 139

Table 1K provides a list of the airport's ARFF equipment, including firefighting agent capacities. The ARFF equipment is housed in a dedicated fire station building. The ARFF building is approximately 9,300 sf in size and is located south of the primary general aviation apron, adjacent to Taxiway C, which allows for quick access to the runway system.

TABLE 1K | Aircraft Rescue and Firefighting Equipment (Index B)

Vehicle Model/Color	Year	Make	Condition	Agents and Other Features	Discharge Rate
Titan 6x6	2025	E-One	New	• 3,175 gal. water • 445 gal. F3 • 450 lbs. Purple K dry chemical • 40-lb. Halon fire extinguisher	• 1,800 GPM Roof Turret • 1,800 GPM Bumper Turret
Titan 6x6	2025	E-One	New	• 3,175 gal. water • 445 gal. F3 • 450 lbs. Purple K dry chemical • 40-lb. Halon fire extinguisher	• 1,800 GPM Roof Turret • 1,800 GPM Bumper Turret
Panther	2006	Rosenbauer	Good	• 1,500 gal. water • 200 gal. 3% AFFF • 500 lbs. Purple K dry chemical • 40-lb. Halon fire extinguisher	• 300–800 GPM Bumper Turret

AFFF = aqueous film-forming foam
F3 = fluorine-free foam
GPM = gallons per minute

Sources: Airport Certification Manual; SAF staff

Airport Maintenance and Snow Removal

At SAF, snowfall events occur periodically during the winter months. SAF has a dedicated fleet of snow removal equipment that is housed in the maintenance facilities, which are located adjacent to the ARFF building. Equipment includes the following:

- 1990 Oshkosh PA6 22-inch Frink plow
- 1993 Oshkosh PA6 22-inch Frink plow
- 2003 John Deere 544J loader with plow attachment
- 2012 Ford F-250 truck with six-foot Myers plow attachment
- 2019 MB snowplow and broom
- 2001 spreader for deicer

During snow events, commercial service airports are required to promptly clear priority movement surfaces to minimize delays and maintain safe operating conditions. FAA AC 150/5200-30D, *Airport Field Condition Assessments and Winter Operations Safety*, provides guidance related to snow events. The AC is not intended to be interpreted as a requirement to clear surfaces within any particular time; rather, it provides guidance regarding equipment needs to clear priority surfaces in a reasonable time.

SAF has established a snow removal priority plan, which is shown on **Exhibit 1N**. This plan identifies three priority areas for snow clearing:

- Priority 1 – areas that most directly contribute to the safety and reestablishment of aircraft operations at a minimum acceptable level of service
 - Runway 2-20 and associated taxiways and feeders
 - Terminal apron and parking gates
 - ARFF routes from the airport fire station to the active runway
 - Aviation Drive from Airport Road to vehicle access gate 2 and ARFF, if snow prevents mutual aid access

Priority 1
Priority 2
Priority 3



ARFF, service, & landside roads not marked.

Private hangar, ramp spaces, & taxi lanes not marked, but would all fall under priority 3.

NAVAID Locations not marked but would fall under priority 1.

NOTE: FAA Approved; April 15, 2025;
10:18 am; RM

Source: Santa Fe Regional Airport SICP, Exhibit 1, Page H-22

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- Priority 2 – areas not essential to reestablishing a minimum acceptable level of service
 - Runway 15-33 and associated taxiways and feeders
 - FBO ramps, aprons, and parking areas
- Priority 3 – all remaining surfaces not considered Priority 1 or Priority 2
 - Runway 10-28 and associated taxiways and feeders
 - Private GA ramps, hangars, and aprons
 - Aviation Drive from Airport Road to the passenger terminal and FBOs
 - All other access roads
 - Parking lots

While not a requirement, FAA guidance recommends that airports have sufficient equipment to clear one inch of snow (up to 25 pounds per square foot) for the Priority 1 areas within a reasonable time. The general guideline is for an airport with more than 40,000 operations to clear Priority 1 surfaces within 30 minutes.

Fuel Storage

Under revised Title 14 CFR § 139.321, *Handling and Storing of Hazardous Substances and Materials*, the FAA has clarified airport operators' responsibility for fuel storage areas owned or operated by tenant air carriers. Specifically, the FAA has deleted paragraph (h), which exempted airport operators from overseeing § 121 or § 135 air carrier fueling operations to ensure compliance with § 139 fuel fire safety requirements; accordingly, the FAA holds airport operators responsible for protecting against fire and explosion in air carrier fuel storage facilities. This revision will ensure all fuel storage facilities at § 139 airports are inspected in the same manner and held to the same fuel fire safety standards.

SAF contains a wide range of fuel storage and fuel types. The fuel is stored on the airport in tanks that range from small personal containers to large bulk storage tanks. The significant fuel facilities at SAF are listed in **Table 1L**.

TABLE 1T | Airport Fuel Storage Facilities

Type	Type	Number	Capacity*	Owner	Total Capacity*
Static in Fuel Farm	Jet A	3	12,000	Signature Aviation	36,000
Static in Fuel Farm	100LL	1	12,000	Signature Aviation	12,000
Static in Fuel Farm	Jet A	2	12,000	Atlantic Aviation	24,000
Static in Fuel Farm	100LL	1	12,000	Atlantic Aviation	12,000
Static Self-Serve	100LL	2	1,000	Signature Aviation	2,000
Refueling Truck	Jet A	2	5,000	Signature Aviation	10,000
Refueling Truck	100LL	2	1,000	Signature Aviation	2,000
Refueling Truck	Jet A	1	10,000	Atlantic Aviation	10,000
Refueling Truck	Jet A	3	5,000	Atlantic Aviation	15,000
Refueling Truck	100LL	1	1,000	Atlantic Aviation	1,000
Total Capacity			Jet A	100LL	
Static			60,000	26,000	
Trucks			35,000	3,000	
Total:			95,000	29,000	

*Capacity is measured in gallons.

Source: SAF Records

Security Fencing

The airport operations area (AOA) and other areas that are required to be secure on the airport property are enclosed with security fencing topped with three strands of barbed/razor wire.

Utilities

The availability and capacities of the utilities that serve SAF are factors in determining the development potential of the airport, as well as the land immediately adjacent to the facility. Utility availability is a critical element when considering future expansion capabilities for airside and landside components. Utility companies serving SAF include the Public Service Company of New Mexico, which supplies bulk electricity to the airport, and the New Mexico Gas Company, which provides gas service to the airport. The City of Santa Fe provides water and sanitary sewer services.

SOCIOECONOMIC CHARACTERISTICS

Socioeconomic information related to the approximate airport service area is an important consideration in the master planning process because it provides an understanding of the demographic dynamics of the area. The historical demographic trends in population, employment, and income provide insight into the long-term socioeconomic conditions of the region. This information is essential in determining aviation service level requirements and forecasting aviation demand elements for airports. Aviation forecasts are typically related to the population base and economic strength of the region, as well as the ability of the region to sustain a strong economic base over an extended period of time.

Socioeconomic baseline information was obtained from Woods & Poole Economics' 2025 *Complete Economic and Demographic Data Source* (CEDDS). Woods & Poole is an FAA-approved source for socioeconomic data and utilizes information from the U.S. Census Bureau, as well as other national and state organizations, for historical data and future projections. Historical socioeconomic data for Santa Fe County and the State of New Mexico are presented in **Table 1M**.

TABLE 1M | Socioeconomic Data

Year	SANTA FE COUNTY			STATE OF NEW MEXICO		
	Population	Employment	Income ¹	Population	Employment	Income ¹
2016	150,748	94,533	53,579	2,099,775	1,092,375	38,472
2017	151,885	93,648	54,074	2,100,989	1,095,489	39,198
2018	152,624	94,233	57,168	2,103,024	1,110,588	40,979
2019	153,698	94,319	60,878	2,110,087	1,116,851	43,225
2020	155,056	88,032	63,437	2,118,606	1,069,532	46,483
2021	155,429	91,476	70,464	2,117,333	1,092,643	50,682
2022	155,768	95,312	72,929	2,113,868	1,139,487	53,069
2023	156,507	96,234	77,444	2,121,164	1,154,409	55,166
2024	157,765	96,986	79,247	2,130,256	1,164,453	56,844
2025	159,001	97,751	82,747	2,144,808	1,174,394	59,416
CAGR 2016–2025	0.53%	0.34%	4.44%	0.21%	0.73%	4.44%

CAGR = compound annual growth rate

¹Total personal income per capita (in current U.S. dollars)

Source: Woods & Poole, CEDDS, 2025

The Santa Fe County population has increased by 0.53 percent annually since 2016, which is an increase of 8,253 residents. Employment has increased by 0.34 percent annually and income has increased by 4.44 percent. Increases in population and income often relate more directly to growth in aviation spending than population or employment.

ENVIRONMENTAL INVENTORY

The purpose of the following environmental inventory is to identify potential environmental sensitivities that should be considered when planning future improvements at the airport. Research was performed for each of the 13 impact categories within FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures* (§1.2(b)(1)). When considering the effects to the impact categories, the FAA may examine the short-term and long-term effects, beneficial and adverse effects, effects on public health and safety, economic effects, and effects on the quality of life of the American people.

Environmental Impact Categories

1. Aviation Emissions and Air Quality
2. Biological Resources (including fish, wildlife, and plants)
3. Coastal Resources
4. *Department of Transportation Act*, Section 303 (referred to as “Section 4(f)”) and Land and Water Conservation Fund (referred to as “Section 6(f)”)
5. Farmlands
6. Hazardous Materials, Solid Waste, and Pollution Prevention
7. Historical, Architectural, Archaeological, and Cultural Resources
8. Land Use
9. Natural Resources and Energy Supply
10. Noise and Noise-Compatible Land Use
11. Socioeconomic and Children’s Health and Safety Risks
12. Visual Effects (including light emissions)
13. Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

AVIATION EMISSIONS AND AIR QUALITY

The concentration of various pollutants in the atmosphere defines the local air quality. The significance of a pollutant's concentration is determined by comparing it to the state and federal air quality standards. In 1971, the U.S. Environmental Protection Agency (EPA) established standards that specify the maximum permissible short-term and long-term concentrations of various air contaminants. The National Ambient Air Quality Standards (NAAQS) consist of primary and secondary standards for criteria pollutants: ozone (O₃), carbon monoxide (CO), sulfur dioxide (NO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead (Pb). Based on federal air quality standards, a specific geographic area can be classified as an attainment, maintenance, or nonattainment area for each pollutant. The threshold for nonattainment designation varies by pollutant.

SAF is in Santa Fe County, which is in attainment for all federal criteria pollutants.³

BIOLOGICAL RESOURCES

Biological resources include the various types of plants and animals that are present in an area. The term also applies to rivers, lakes, wetlands, forests, and other habitat types that support plants and animals. The airport is located in the North Central New Mexico ecoregion, which features mesa and valley topography. The Rio Grande is approximately 15 miles west of SAF and the Sangre de Cristo Mountains are 15 miles to the east.⁴ The Santa Fe River lies to the west and northwest of the airport. The airport is located in a Great Basin Conifer Woodland biotic community; vegetation that includes juniper, sagebrush, broom snakeweed, and various grass species is present at SAF.

The U.S. Fish and Wildlife Service (USFWS) is charged with overseeing the requirements of the federal *Endangered Species Act* (ESA), specifically Section 7, which sets forth requirements for a consultation to determine if a proposed project may affect a federally endangered or threatened species. If any agency determines that an action may affect a federally protected species, Section 7(a)(2) requires the agency to consult with the USFWS on any action that is likely to jeopardize the continued existence of the proposed species or result in the destruction or adverse modification of proposed critical habitat. The USFWS *Information for Planning and Consultation* (IPaC) resource list describes species and habitats protected under the ESA within the vicinity of the airport (**Table 1N**).

Section 3 of the ESA is used to protect federally designated critical habitat areas. Designated critical habitat areas are geographically defined and have been determined to be essential to recovery of a specific species. There are no designated critical habitats at the airport.

The federal *Migratory Bird Treaty Act* (MBTA) protects migratory birds and their eggs, nests, and feathers. Potential impacts to species protected under the MBTA are evaluated by the USFWS in consultation with

³ U.S. EPA, Green Book, New Mexico Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants (https://www3.epa.gov/airquality/greenbook/anayo_nm.html), accessed September 2025

⁴ SWCA Environmental Consultants, SWCA Project No. 1734, Biological Evaluation of the Santa Fe Municipal Airport Taxiway H Project in Santa Fe, Santa Fe County, New Mexico, September 2011

other federal agencies. Habitat for migratory birds may occur if bushes or other types of ground nesting substrate are present. The breeding season for migratory birds that could be present is from December 31 to August 31.

TABLE 1N | Species Protected Under ESA Section 7 with Potential to Occur at the Airport

Common Name (<i>Scientific Name</i>)	Federal Status	Habitat and Range	Potential for Occurrence
BIRDS			
southwestern willow flycatcher (<i>Empidonax traillii extimus</i>)	Endangered	This species requires dense riparian habitats with cottonwood/willow and tamarisk conditions for nesting. Other components of suitable nesting habitats include saturated soils, streams, pools, or cienegas.	Unknown. A biological survey is needed to determine the presence of this species. Riparian areas occur along the Santa Fe River on the west side of the airport.
yellow-billed cuckoo (<i>Coccyzus americanus</i>)	Threatened	This species is often observed in wooded habitats with dense cover and nearby water. In the west, nests are often found in willows along running water with nearby cottonwoods for foraging.	Unknown. A biological survey is needed to determine the presence of this species. Riparian areas occur along the Santa Fe River on the west side of the airport.
INSECTS			
monarch butterfly (<i>Danaus plexippus</i>)	Proposed Threatened	This migratory species is found in a variety of habitats. Monarch butterflies require milkweed (<i>Asclepias</i> spp.) for breeding. In the southwestern United States, migrating monarch butterflies often occur near water sources (e.g., rivers, creeks, riparian corridors, roadside ditches, and irrigated gardens).	May occur. The airport is surrounded by dense shrubbery and vegetation to the northwestern and western boundaries.
Suckley's cuckoo bumble bee (<i>Bombus suckleyi</i>)	Proposed Endangered	This species inhabits a variety of habitats including forests, meadows, farmlands, and urban areas. It requires nearby flowering plants for nectar.	Unlikely to occur. The airport is surrounded by dense shrubbery and vegetation to the northwestern and western boundaries; however, this species has not been observed in the U.S. since 2016 and is dependent on the presence of other bumble bees to collect their pollen.

***USFWS Status Definitions:**

Endangered = an animal or plant species that is in danger of extinction throughout all or a significant portion of its range
 Proposed Endangered = an animal or plant species that is in danger of extinction throughout all or a significant portion of its range; proposed endangered species are not protected by the take prohibitions of Section 9 of the ESA
 Threatened = an animal or plant species that is likely to become endangered within the foreseeable future throughout all or a significant portion of its range
 Proposed Threatened = an animal or plant species that is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and has been proposed to be listed as threatened; proposed threatened species are not protected by the take prohibitions of Section 9 of the ESA

Sources: USFWS, IPaC (<https://ipac.ecosphere.fws.gov/location/L6I2QIXPLRHEVCIZEBTPGUMM2I/resources>), accessed September 2025; USFWS, Species (<https://www.fws.gov/species>), accessed September 2025

COASTAL RESOURCES

Federal activities that involve or affect coastal resources are governed by the *Coastal Barriers Resource Act*, the *Coastal Management Act*, and Executive Order (E.O.) 13089, *Coral Reef Protection*.

The airport is not located within a coastal zone. The closest National Marine Sanctuary is the Channel Islands National Marine Sanctuary, which is located approximately 785 miles to the west of SAF.

DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(F)

Section 4(f) of the *Department of Transportation Act*, which was recodified and renumbered as Section 303(c) of Title 49 United States Code, provides that the Secretary of Transportation will not approve any program or project that requires the use of publicly or privately owned historic sites, public parks or recreation areas, or waterfowl and wildlife refuges of national, state, regional, or local importance, unless there is no feasible and prudent alternative to the use of such land and the project includes all possible planning to minimize harm resulting from the use. Several resources are depicted on **Exhibit 1P**.

There is one potential Section 4(f) resource within one mile of the airport, Swan Park, which is situated approximately 0.80 miles east of the airport on the east side of New Mexico State Road 599.

The nearest historic feature listed on the National Register of Historic Places (NRHP) is a single-family residence located 1.20 miles from the airport at 268 Los Pinos Road.

The closest wilderness, wildlife refuge, and national recreation areas are listed below.

- Nearest wilderness area: Bandelier Wilderness – 11 miles from SAF
- Nearest refuge area: Las Vegas National Wildlife Refuge – 49 miles from SAF
- Nearest national recreation area: Jemez National Recreation Area – 23 miles from SAF

There are no *Land and Water Conservation Fund* Section 6(f)-funded facilities at the airport.⁵

FARMLANDS

Under the *Farmland Protection Act* (FPPA), federal agencies are directed to identify and consider the adverse effects of federal programs on the preservation of farmland, consider appropriate alternative actions that could lessen adverse effects, and ensure such federal programs are compatible with state or local government programs and policies to protect farmland, to the extent practicable. The FPPA guidelines were developed by the U.S. Department of Agriculture (USDA) and apply to farmland classified as prime, unique, or of statewide or local importance, as determined by the appropriate government agency with concurrence by the Secretary of Agriculture.

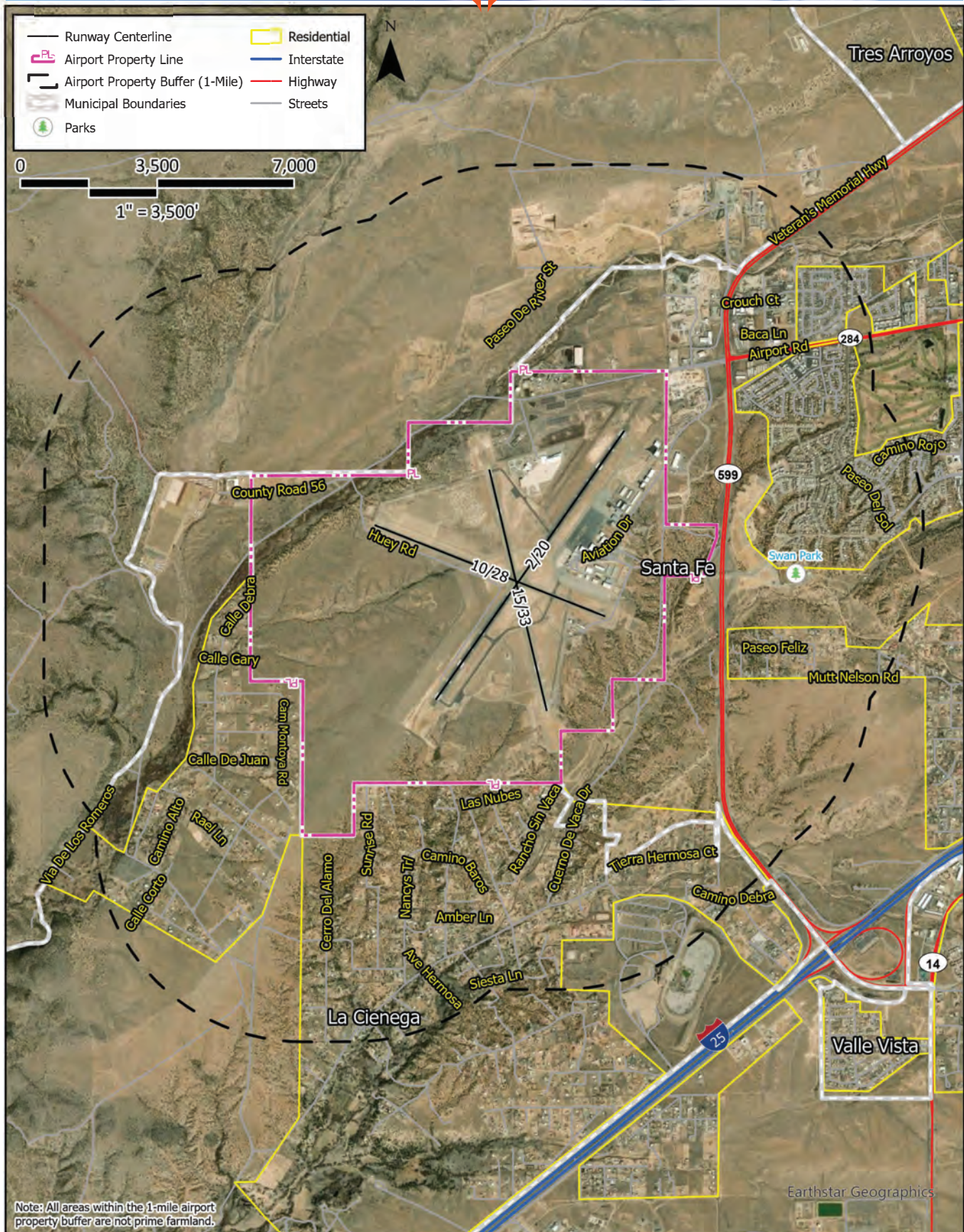
SAF is located inside a census-designated urbanized area boundary, which is not typically subject to the FPPA.⁶ Furthermore, based on the USDA National Resources Conservation Service (NRCS) *Web Soil Survey*, the airport contains soils that are classified as “not prime farmland.”

HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

Federal, state, and local laws regulate hazardous materials use, storage, transportation, and disposal. These laws may extend to past and future landowners of properties that contain these materials. Disrupting sites that contain hazardous materials or contaminants may cause significant impacts to soil, surface water, groundwater, air quality, and the organisms using these resources.

⁵ Land and Water Conservation Fund (<https://lwcf.tplgis.org/mappast/>), accessed September 2025

⁶ U.S. EPA, NEPAassist (<https://nepassisttool.epa.gov/nepassist/nepamap.aspx>), accessed September 2025



The two statutes of most importance to airport projects are the *Resource Conservation Recovery Act* (RCRA), as amended by the *Federal Facilities Compliance Act of 1992*, and the *Comprehensive Environmental Response, Compensation, and Liability Act* (CERCLA), as amended (also known as Superfund). The CERCLA provides for the cleanup of any release of a hazardous substance that may endanger public health of the environment. These laws may extend to past and future landowners of properties that contain these materials. Locations identified as Superfund sites are listed on the National Priorities List (NPL). Based on the NEPAassist website, there are no Superfund or brownfield sites located at SAF.

The closest landfill site to SAF is the Caja Del Rio Landfill, which is located three miles from the airport. This landfill currently takes 150,000 tons of waste per year and accepts a variety of special wastes, including industrial solid waste, petroleum-contaminated soil, treated formerly characterized hazardous waste, sludge, vehicle wash sump waste, and spills of chemical substance or commercial product.⁷

National Pollutant Discharge Elimination System (NPDES) permits outline the regulatory requirements of municipal stormwater management programs and establish requirements to help protect the beneficial uses of the receiving waters. The program requires permittees to develop and implement best management practices (BMPs) to control/reduce the discharge of pollutants to waters of the United States to the maximum extent practicable. In New Mexico, NPDES permitting authority is administered by the U.S. EPA as part of its NPDES program.

The airport has a stormwater pollution prevention plan (SWPPP) in place, pursuant to the NPDES Stormwater Program, as outlined in Section 402 of the *Clean Water Act* (CWA). The SWPPP contains a list of spill prevention and response procedures that address potential pollution sources.

HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Determination of a project's environmental impact to historic and cultural resources is made under guidance in the *National Historic Preservation Act of 1966* (NHPA), as amended, the *Archaeological and Historic Preservation Act of 1974* (AHPA), the *Archaeological Resources Protection Act* (ARPA), and the *Native American Graves Protection and Repatriation Act of 1990* (NAGPRA). The *Antiquities Act of 1906*, the *Historic Sites Act of 1935*, and the *American Indian Religious Freedom Act of 1978* also protect historic, architectural, archaeological, and cultural resources. Impacts may occur when a proposed project causes an adverse effect on a resource that has been identified (or is identified after being unearthed during construction) as having historic, architectural, archaeological, or cultural significance.

From the information available at the time this report was prepared, no systematic airport-wide cultural surveys have been conducted. In 2012, an environmental assessment (EA) was completed to evaluate the construction of a parallel taxiway and connector taxiways to Runway 10-28. This EA resulted in a cultural resources survey of a 40-acre area located where Taxiway F and its connector taxiways exist. The survey concluded that there were no cultural sites listed or eligible for listing within the 40-acre area.⁸

⁷ Caja Del Rio Landfill (<https://www.sfswwa.org/about-us/caja-del-rio/>), accessed September 2025

⁸ Zia Engineering and Environmental Consultants, LLC., Cultural Resources Inventory, September 2011

Much of the airport has been developed or disturbed by construction; however, there is still a chance intact cultural resources may be present on the ground surface or subsurface.

Based on a review of historic aerials, there do not appear to be any buildings or structures of historic age (i.e., 50 years or older). As mentioned in the section on Section 4(f) resources, there are no NRHP resources within one mile of the airport.

LAND USE

Land use regulations near airports are achieved through local government codes, city policies, and plans that include airport district and planning areas. Regulations are used to avoid land use compatibility conflict around airports.

The City of Santa Fe is currently undergoing the process of updating its general plan. The current general plan was adopted in 1999 and identified guiding principles for land use growth in Santa Fe.⁹ The airport is surrounded by single-family residences to the south, light industrial land uses to the north, the Santa Fe River to the northwest and west, and New Mexico State Road 599 to the east (**Exhibit 1Q**). As mentioned earlier in the chapter, SAF is zoned for Light Industrial uses, and areas to the east and southeast are zoned for General Commercial and Business Industrial Park uses. Residential areas are zoned to the northeast of the airport.

HEIGHT AND HAZARD ZONING

Height and hazard zoning establishes height limits for new construction near the airport and within the runway approaches based on the standards set forth in Title 14 CFR § 77, *Objects Affecting Navigable Airspace*. Article 14, Section 3.16, *Variances*, of the *Santa Fe City Development Code* includes provisions for a *Special Review for Height Variances in Airport Area*, which calls for administrative procedures to help protect height and hazard zoning within the vicinity of the airport based on the approach, transitional, horizontal, and conical surfaces outlined in Title 14 CFR § 77. Any entity proposing to construct or alter an object that affects airspace must notify the FAA prior to the construction or alteration. Additionally, any permit or variance granted for a structure may be conditioned so as to require the owner of the structure to install, operate, and maintain such markings and lighting as may be necessary to protect the SAF operating environment.

NATURAL RESOURCES AND ENERGY SUPPLY

Natural resources and energy supply provide an evaluation of a project's consumption of natural resources. It is the policy of FAA Order 1053.1C, *Energy and Water Management Program for FAA Buildings and Facilities*, to encourage the development of facilities that exemplify the highest standards of design, including principles of sustainability.

⁹ City of Santa Fe General Plan 1999 (<https://santafenm.gov/land-use/current-planning/long-range-planning/general-plan-1999>), accessed September 2025

The New Mexico Environment Department (NMED) is the state-level environmental organization. Its main purpose is to protect and restore New Mexico’s natural resources for present and future generations.¹⁰

As mentioned earlier in the chapter, SAF is supplied with water by the municipal water system of the City of Santa Fe. The city’s water supply is comprised of a variety of resources, including city wells that pump water from the aquifer beneath Santa Fe; the Buckman Well Field, which pumps water from an aquifer 15 miles northwest of Santa Fe; the Buckman Direct Diver, which conveys water from the Colorado River; and reclaimed water.¹¹

Other utility companies that serve SAF include the Public Service Company of New Mexico and the New Mexico Gas Company.

NOISE AND NOISE-COMPATIBLE LAND USE

Federal land use compatibility guidelines are established under Title 14 CFR § 150, *Airport Noise Compatibility Planning*. According to Title 14 CFR § 150, residential land and schools are noise-sensitive land uses that are not considered compatible with a 65-decibel (dB) day-night average sound level (Ldn or DNL). Other noise-sensitive land uses (such as religious facilities, hospitals, or nursing homes), if located within a 65-dB DNL contour, are generally compatible when an interior noise level reduction of 25 dB is incorporated into the design and construction of such structures. Special consideration should also be given to noise-sensitive areas within Section 4(f) properties where the land use compatibility guidelines in Title 14 CFR § 150 do not account for the value, significance, and enjoyment of the area(s) in question.¹²

There are no schools, places of worship, or hospitals (i.e., noise-sensitive land uses) within one mile of SAF. The closest residential areas are single-family homes adjacent to the southern boundary of the airport along Sunrise Road and off the southwestern boundary of the airport along Cam Montoya Road.

SOCIOECONOMICS AND CHILDREN’S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Socioeconomics

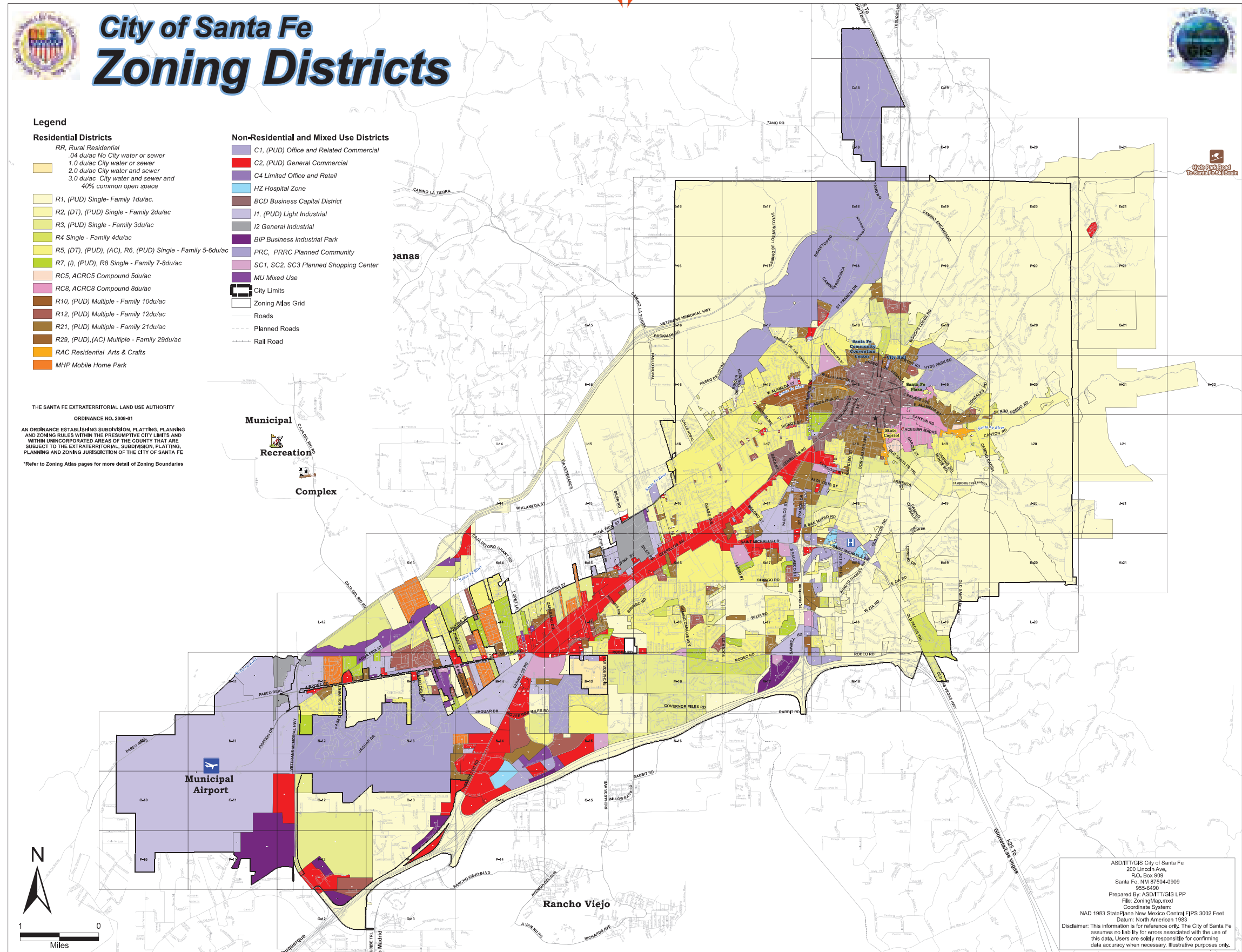
Socioeconomics is an umbrella term used to describe aspects of a project that are social or economic in nature. A socioeconomic analysis evaluates how elements of the human environment (such as population, employment, housing, and public services) might be affected by the proposed action or alternative(s).

As outlined in **Table 1M** under the *Socioeconomic Characteristics* section of this chapter, Santa Fe County has experienced a steady increase in population, employment, and household income over the past 10 years.

¹⁰ New Mexico Environment Department (<https://www.env.nm.gov/>), accessed September 2025

¹¹ City of Santa Fe, Water Supply (<https://santafenm.gov/public-utilities/water/water-resources-1>), accessed September 2025

¹² Title 49 U.S. Code § 47141, Compatible Land Use Planning and Projects by State and Local Governments



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Children's Environmental Health and Safety

E.O. 13045, *Protection of Children from Environmental Health Risks*, directs federal agencies to make it a high priority to identify and assess the environmental health and safety risks that may disproportionately impact children. Such risks include those attributable to products or substances a child is likely to encounter or ingest (e.g., air, food, and water, including drinking water) or to which they may be exposed.

The closest residential areas are adjacent to the southern boundary of the airport along Sunrise Road and the southwestern boundary of the airport along Cam Montoya Road. There are no schools within one mile of the airport. The closest park/recreational area is Swan Park, located 0.80 miles east of SAF.

VISUAL EFFECTS

Visual effects deal broadly with the extent to which a proposed action or alternative(s) would either (1) produce light emissions that create an annoyance or interfere with activities or (2) contrast with or detract from the visual resources and/or the visual character of the existing environment. Each jurisdiction will typically address outdoor lighting, scenic vistas, and scenic corridors in its zoning ordinances and general plan.

Light Emissions

These impacts typically relate to the extent to which any light or glare results from a source that could create an annoyance for people or would interfere with normal activities. Generally, a local jurisdiction will include ordinances in the local code that address outdoor illumination to reduce the impact of light on surrounding properties. The City of Santa Fe's *Code of Ordinances*, Section 14-8.9, outlines guidance to regulate outdoor lighting to reduce light pollution.

Airfield lighting at the airport includes MIRL along Runway 15-33, Runway 10-28, and Runway 2-20, MITL along all taxiways (except for Taxiway J, which is equipped with edge reflectors), and REILs at each end of Runway 15-33 and Runway 2-20. Other lighting includes building and parking lot security lights associated with the airport's landside facilities, which are located primarily on the northeast side of the airport.

There are residential homes adjacent to the airport's southwestern and southern boundaries. Residential land uses are buffered from on-airport lighting by clusters of vegetation located along adjacent roadways.

Visual Resources and Visual Character

Visual resources include buildings, sites, traditional cultural properties, and other natural or human-made landscape features that are visually important or have unique characteristics. In addition, visual resources can include the cohesive collection of various individual visual resources that can be viewed at once or in concert from the area surrounding the site of the proposed action or alternative(s).

Visual character refers to the overall visual makeup of the existing environment where a proposed action or its alternative(s) would be located. For example, areas near densely populated areas generally have a visual character that could be defined as urban, whereas less developed areas could have visual characters defined by the surrounding landscape features (such as open grass, fields, forests, mountains, deserts, etc.).

The airport is primarily surrounded by residential neighborhoods to the southwest and south, New Mexico State Road to the east, the Santa Fe River to the west, and industrial land uses to the north. Visually, the airport is characterized by airport development, as well as open land, particularly in the southern area of the airport. Views of the airport are not readily accessible from nearby roadways due to clusters of vegetation along vehicular roads.

WATER RESOURCES

Wetlands

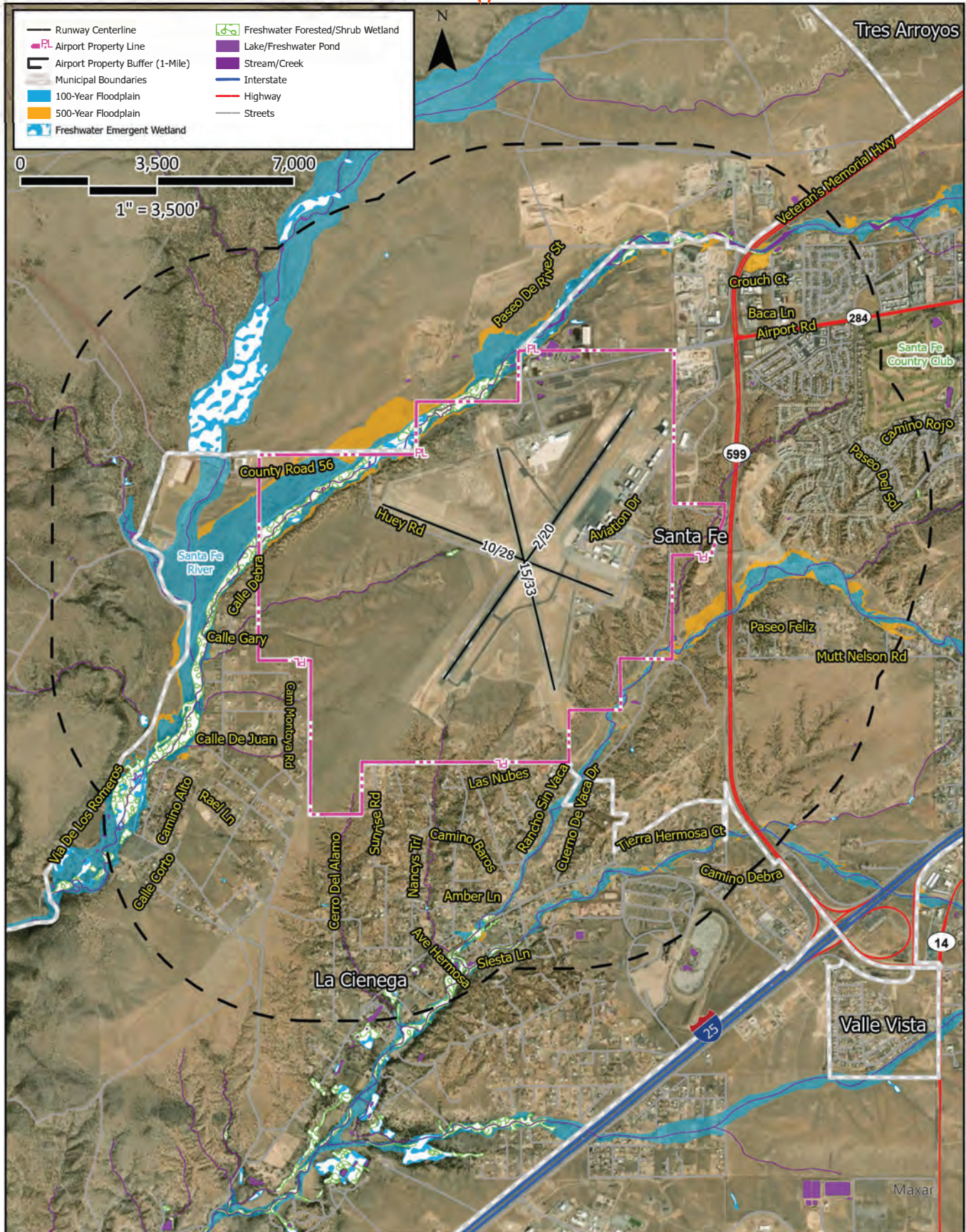
The U.S. Army Corps of Engineers regulates the discharge of dredged and/or fill material into waters of the United States, including wetlands with continuous surface connections to traditional navigable waters, under Section 404 of the *Clean Water Act* (CWA). Wetlands are defined in E.O. 11990, *Protection of Wetlands*, and can include swamps, marshes, bogs, sloughs, potholes, wet meadows, river overflows, mudflats, natural ponds, estuarine areas, tidal overflows, and shallow lakes and ponds with emergent vegetation. Wetlands exhibit three characteristics: the soil is inundated or saturated to the surface at some point during the growing season (hydrology), the soil has a population of plants that are able to tolerate various degrees of flooding or frequent saturation (hydrophytes), and the soil is saturated enough to develop anerobic (absent of air or oxygen) conditions during the growing season (hydric).

The USFWS manages the National Wetlands Inventory (NWI), which identifies surface waters and wetlands in the nation at a macro level based on aerial photography. Based on the NWI, there are freshwater emergent wetlands along the northwestern side of the airport and a riverine that traverses the central areas of SAF. The riverine and freshwater wetlands are associated with the Santa Fe River (**Exhibit 1R**). Because the riverine and freshwater wetlands that traverse the airport appear to connect to a larger body of water, these wetlands may fall under Section 404 of the CWA (as currently implemented by the U.S. Army Corps of Engineers) as a jurisdictional water.

Floodplains

E.O. 11988, *Floodplain Management*, directs federal agencies to take action to reduce the risk of flood loss; minimize the impacts of floods on human safety, health, and welfare; and restore and preserve the natural and beneficial values served by the floodplains. U.S. Department of Transportation (DOT) Order 5650.2, *Floodplain Management and Protection*, implements the guidelines contained in E.O. 11988.

A review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panels 35049C0388D, 35049C0389D, 35049C0501D, and 35049C0502E indicates the presence of a 100-year floodplain near the northwestern side of SAF (**Exhibit 1R**).



Source: ESRI Basemap Imagery (2023), City of Santa Fe, FEMA, NWI, Coffman Associates Analysis

Surface Waters

The CWA establishes water quality standards, controls discharges, prevents or minimizes the loss of wetlands, develops waste treatment management plans and practices, and regulates other issues concerning water quality. Water quality concerns related to airport development most often relate to the potential surface runoff and soil erosion, as well as the storage and handling of fuel, petroleum, products, solvents, etc. Additionally, the U.S. Congress has mandated the NPDES under the CWA.

The airport is located within the Arroyo de Los Chamisos and Outlet Santa Fe River watersheds. No reported waterbody information is currently known for the Arroyo de Los Chamisos watershed.¹³ The Outlet Santa Fe River watershed reports three waterbodies with two impaired waterbody segments along the Santa Fe River. These impaired waterbody segments are located to the north of the airport.

Groundwater

Groundwater is subsurface water that occupies the space between sand, clay, and rock formations. The term *aquifer* is used to describe the geologic layers that store or transmit groundwater, such as wells, springs, and other water sources. Examples of direct impacts to groundwater could include withdrawal of groundwater for operational purposes or reduction of infiltration or recharge area due to new impervious surface.¹⁴

According to the U.S. EPA's *Sole Source Aquifers for Drinking Water* website, the airport is located over the Espanola Basin Aquifer System sole source aquifer (SSA).¹⁵ The Espanola Basin is part of the larger Rio Grande rift system that serves as a primary source of groundwater for the Santa Fe region. Based on the U.S. Geological Survey, one monitoring well is located on the eastern side of the airport.¹⁶

Wild and Scenic Rivers

The *National Wild and Scenic Rivers Act* was established to preserve certain rivers with outstanding, natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations.

The Nationwide Rivers Inventory (NRI) is a list of over 3,400 rivers or river segments that appear to meet the minimum *Wild and Scenic Rivers Act* eligibility requirements based on their free-flowing status and resource values. The development of the NRI resulted from Section 5(d)(1) in the *Wild and Scenic Rivers Act*, which directs agencies to consider potential wild and scenic rivers in the comprehensive planning process.

The closest designated National Wild and Scenic River identified a segment of Pecos River to the northeast of the airport 22 miles. The nearest NRI feature is a portion of Pecos River located 22 miles from the airport.

¹³ U.S. EPA, How's My Waterway (<https://mywaterway.epa.gov/community/130202010107/overview>), accessed September 2025

¹⁴ United States Geological Survey, What is Groundwater? (<https://www.usgs.gov/faqs/what-groundwater#:~:text=Groundwater%20is%20water%20that%20exists,does%20not%20form%20underground%20rivers.>), accessed June 2025

¹⁵ U.S. EPA, Sole Source Aquifers (<https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b>), accessed September 2025

¹⁶ U.S. EPA, NEPAassist (<https://nepassisttool.epa.gov/nepassist/nepamap.aspx>), accessed September 2025