

Santa Fe Municipal Airport

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Airport Master Plan
Executive Summary

Santa Fe Municipal Airport

AIRPORT OVERVIEW

Santa Fe Municipal Airport, owned and operated by the City of Santa Fe, is a primary commercial service airport located in the State Capital that serves an important role in meeting the aviation needs of the city and surrounding region. Situated in the north-central quadrant of

the state at the foot of the Sangre de Cristo Mountains, Santa Fe is known as one of the great destination cities in the United States, offering an appealing mix of activities associated with a rich multi-cultural history, vibrant art market, and active outdoor scene. The airport is easily accessible from any direction being

well positioned near Interstate 25. Commercial passenger services are provided by two airlines: American and United. There are several companies on the airfield providing an array of aviation services. The facility is also home to the New Mexico Army National Guard.

EXISTING AIRFIELD FEATURES:

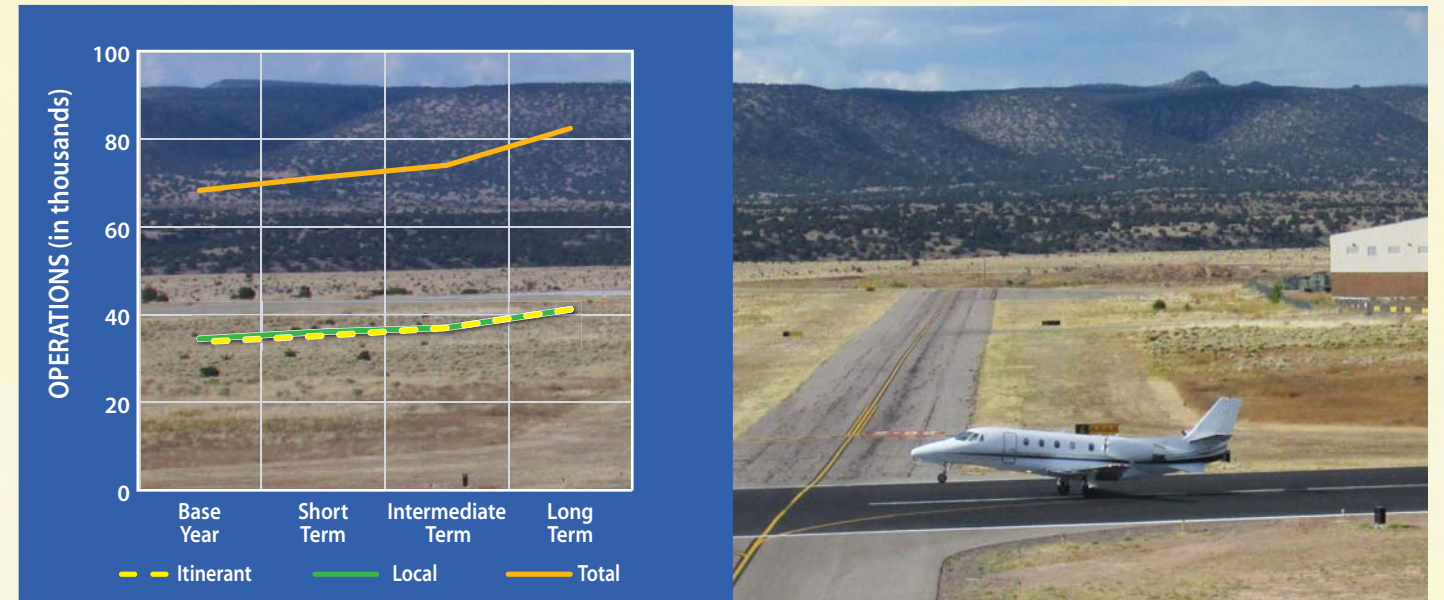
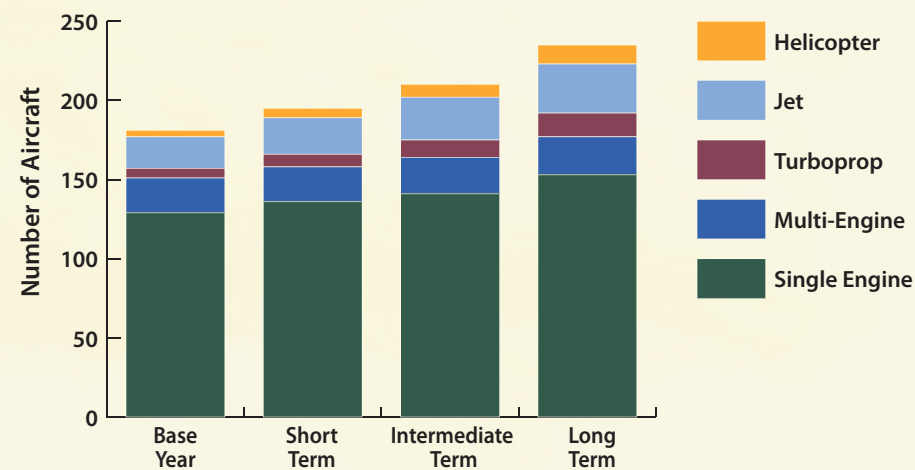
- Multiple runways with a primary runway length of 8,366'
- Airport Traffic Control Tower (ATCT)
- 24-hour Aircraft Rescue and Firefighting (ARFF) facility
- Two full-service Fixed Base Operators (FBOs)
- Full and self-service 100LL and Jet A fuels
- Approximately 350,000 square feet of hangar storage space
- Over 150,000 square yards of aircraft parking apron

DEMAND-BASED MASTER PLAN

Airport planning begins with a definition of demand that may reasonably be expected to occur at the facility in the future. For Santa Fe Municipal Airport, this involved

updating forecasts to identify potential aviation demand in commercial passenger enplanements, based aircraft, and annual aircraft operations over the course of the next 20 years. Recognizing the realities of year-to-year fluctuations in activity,

Based Aircraft/Fleet Mix Forecasts



the Master Plan focuses on potential demand levels rather than future dates in time. Planning according to activity milestones allows the plan to accommodate unexpected shifts or changes in aviation demand, which can help the airport serve actual needs of users while maintaining a safe and efficient airport environment. For Santa Fe Municipal Airport, the number of commercial passenger enplanements, based aircraft, and annual aircraft operations are forecast to increase during the planning period when considering a diverse economy and continued development of airport facilities.

at the airport, as activity and growth may not occur as predicted. The Master Plan provides airport stakeholders with a general guide that, if

followed, can maintain the airport's long term viability and allow the airport to continue to provide air transportation services to the region.

Planning Horizon Activity Summary

	Base Year (2014)	Short Term (1-5 Years)	Intermediate Term (6-10 Years)	Long Term (11-20 Years)
ENPLANED PASSENGERS	74,551	85,000	95,000	120,000
BASED AIRCRAFT				
Single Engine Piston	129	136	141	153
Multi-Engine Piston	22	22	23	24
Turboprop	6	8	11	15
Jet	20	23	27	31
Helicopter	4	6	8	12
TOTAL BASED AIRCRAFT	181	195	210	235
ANNUAL OPERATIONS				
Itinerant				
Air Carrier	3,858	4,000	3,800	4,200
General Aviation	23,100	24,200	25,800	28,800
Air Taxi	4,300	4,500	4,900	5,700
Military	2,500	2,500	2,500	2,500
Total Itinerant	33,758	35,200	37,000	41,200
Local				
General Aviation	30,900	32,500	34,300	37,600
Military	3,600	3,600	3,600	3,600
Total Local	34,500	36,100	37,900	41,200
TOTAL OPERATIONS*	68,300	71,300	74,900	82,400

*Includes ATCT after-hours adjustment rounded to the nearest 100

AIRPORT DEVELOPMENT

Santa Fe Municipal Airport continues to be developed as a facility that can handle a wide array of aviation activities. The development plan presents the recommended configuration for the airport which preserves and enhances the facility's role while meeting Federal Aviation Administration (FAA) design standards to the extent practicable. Flexibility will be very important to future development

Short Term Program (1-5 Years)

2017

- 1 Construct - Runway 2-20 Resurfacing
- 2 Construct - Taxiway D Reconstruction (Phase I)
- 3 State Maintenance Grant - NP¹

2018

- 4 Terminal Building Expansion/Relocation Study and Preliminary Design - NP
- 5 Design - Rental Car QTA/Preparation Facility - NP
- 6 Pavement Rehabilitation - Aircraft Parking Apron Crack and Surface Seal (East Apron)
- 7 Environmental - Taxiway D Construction (Phase II) and Taxiway A Realignment - NP
- 8 State Maintenance Grant - NP

2019

- 9 Environmental and Design - Terminal Building Expansion/Relocation - NP*
- 10 Construct - Rental Car QTA/Preparation Facility
- 11 Design and Construct - Relocate Hold Line Markings on Taxiways Associated with Runway 10-28 to 200'
- 12 Pavement Rehabilitation - Aircraft Parking Apron Crack and Surface Seal (North Apron)
- 13 State Maintenance Grant - NP

2020

- 14 Construct - Terminal Building Expansion/Relocation and Associated Infrastructure (Access and Parking) - NP*
- 15 Construct - Taxiway D Construction (Phase II) and Taxiway A Realignment
- 16 Design - Taxiway G Reconstruction/Realignment at Runway 15 Threshold - NP
- 17 Design - Improve RSA and ROFA Beyond Southeast End of Runway 15-33 - NP
- 18 Design and Construct - Implement PAPI-4 on Runway 15, PAPI-2 on Runway 10-28, and Construct Electrical Vault
- 19 State Maintenance Grant - NP

2021

- 20 Construct - Taxiway G Reconstruction/Realignment at Runway 15 Threshold (Construct New Hold Apron)
- 21 Construct - Improve RSA and ROFA Beyond Southeast End of Runway 15-33
- 22 Design and Construct - Implement No-Taxi Islands at Various Taxiway/Apron Intersections
- 23 State Maintenance Grant - NP

Intermediate Term Program (6-10 Years)

- 1 Reconstruct/Rehabilitate Runway 15-33
- 2 Implement LED Lighting on Runway 15-33 and Taxiway D
- 3 Environmental - Runway 2-20 Extension - NP**
- 4 Realign Taxiway C at Runway 33 Threshold (Construct New Hold Apron)
- 5 Realign Taxiway A at Runway 20 Threshold (Construct New Holding Bay)
- 6 Construct New Exit Taxiway Serving Runway 2-20 Between Taxiways A and G
- 7 Implement MITL on Taxiway J
- 8 Improve ROFZ and ROFA Adjacent to East End of Runway 10-28 (Relocate Roadway)
- 9 Purchase New ARFF Vehicle - NP
- 10 Relocate Hold Line Markings on Taxiways Associated with Runways 2-20 and 15-33 to 314'
- 11 Enlarge Blast Pad on Runway 20
- 12 Extend Runway 2-20 634' Southwest and Associated Parallel Taxiway D (Relocate Glideslope Antenna)**
- 13 Construct Blast Pad on Runway 2 and Implement PAPI-4 on Runway 2
- 14 Acquire Property Interests Associated with RPZ Serving Runway 2-20 Extension (2.5 acres affecting 3 parcels)**
- 15 Construct Airport Maintenance Facility to Support Equipment Storage (60'x60')
- 16 General Pavement Maintenance Projects - NP
- 17 State Maintenance Grants (5 Years) - NP

Long Term Program (11-20 Years)

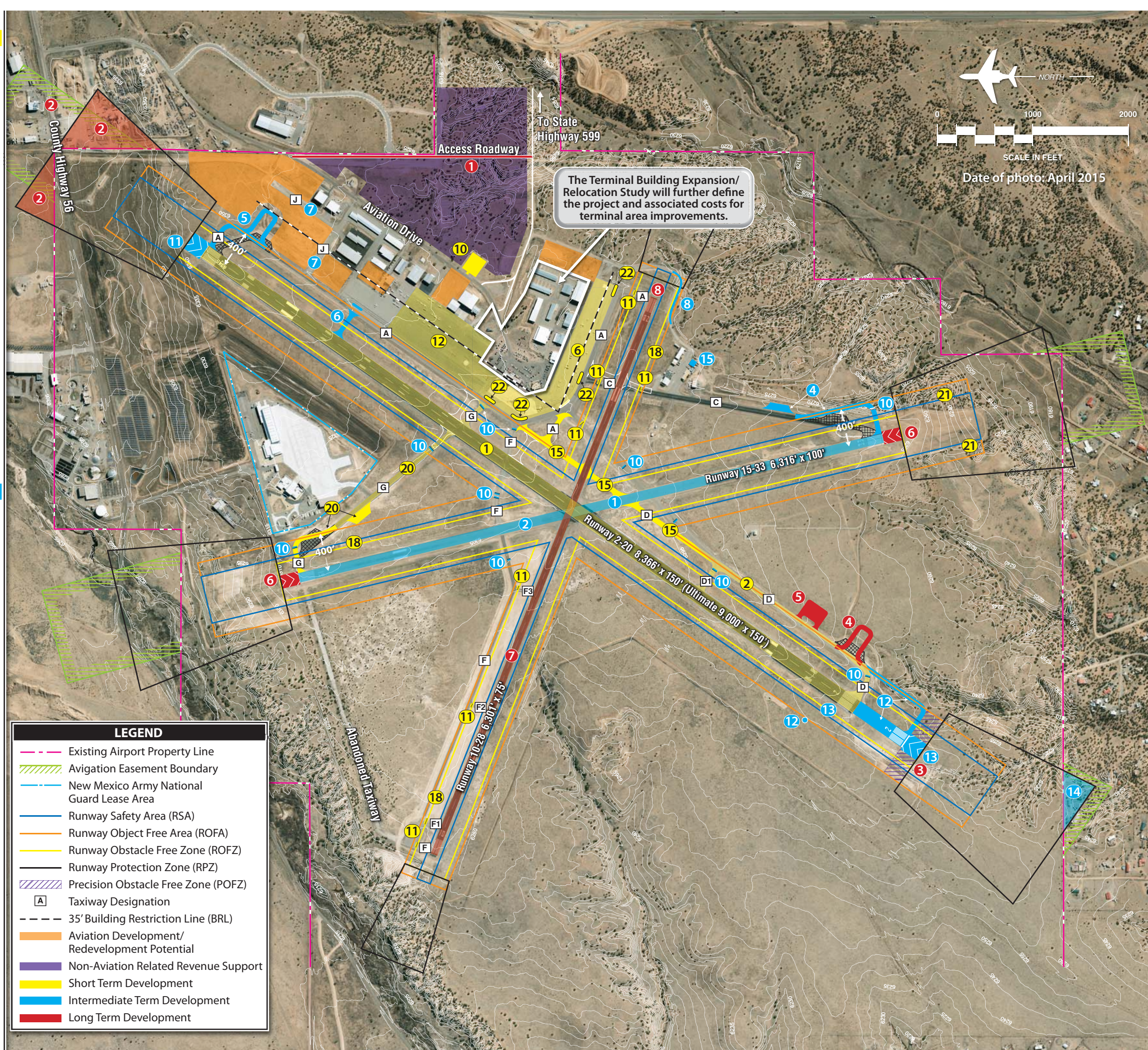
- 1 Construct Roadway Between Aviation Drive and New Airport Entrance Road to Support Landside Development Potential
- 2 Implement Enhanced Instrument Approach Minimums on Runway 20***
- 3 Implement REILs on Runway 2
- 4 Construct New Holding Bay Serving Runway 2 to Meet Recommended FAA Standards
- 5 Implement De-Icing Pad Serving Runway 2
- 6 Enlarge Blast Pads on Each End of Runway 15-33
- 7 Reconstruct/Rehabilitate Runway 10-28
- 8 Implement REILs on Runway 28
- 9 General Pavement Maintenance Projects - NP
- 10 State Maintenance Grants (10 Years) - NP

¹ NP - Not Pictured

* The Terminal Building Expansion/Relocation Study will further define the project and associated costs for terminal area improvements.


** Dependent on justification and further coordination with the FAA.

*** Coordination with the FAA will be needed to further define the potential for the relocation of County Highway 56 and property acquisition interests.



The following summarizes the major airside and landside recommendations to best meet the needs of projected demand at Santa Fe Municipal Airport.

AIRSIDE –



- Adhere to ultimate Airport Reference Code (ARC) D-III standards on the airfield system.
- Extend primary Runway 2-20 634’ to the southwest to better accommodate commercial service and business jet aircraft operations utilizing the airport.
- Improve airfield geometry to include realigning certain taxiways that accommodate the runway network.
- Enhance visual approach aids and instrument approach capabilities.
- Continued rehabilitation of airfield pavements to support aircraft utilization.

LANDSIDE –



- Analyze the potential expansion/relocation of the terminal building and associated infrastructure to meet future commercial passenger service needs.
- Designate areas that can accommodate aviation development/ redevelopment potential on the east side of the airport to include aircraft storage hangars and aircraft parking apron space.
- Implement a rental car quick-turn-around (QTA)/preparation center.
- Capitalize on the new airport entrance road extending from State Highway 599 that can serve aviation and non-aviation revenue support.

CAPITAL
IMPROVEMENT PROGRAM

A program for the orderly development of the airport has been prepared during the study process. The Master Plan has identified approximately \$30 million in capital improvement needs at Santa Fe Municipal Airport during this timeframe. It is important to note that certain projects included in the capital improvement program were not assigned project costs due to further study and coordination needed (i.e., terminal building expansion/relocation). The breakdown of funding over the short, intermediate, and long term planning horizons is presented in today’s dollars.

Many projects are eligible for grant funding from the Federal Aviation Administration (FAA) and New Mexico Department of Transportation – Aviation Division (NMDOT). The source of federal monies is administered by the FAA through the Airport Improvement Program (AIP). Federal AIP funding of 93.75 percent can be received from the FAA for eligible projects at Santa Fe Municipal Airport. NMDOT also participates in funding of airport projects within New Mexico. It is important for the City of Santa Fe to continue to partner with the FAA and NMDOT in sponsoring planned improvements that will accommodate aviation activities at Santa Fe Municipal Airport.

MASTER PLAN
IMPLEMENTATION

The Santa Fe Municipal Airport Master Plan has been undertaken to evaluate the airport’s capabilities and role and to plan for the timely development of new or expanded facilities that may be required to meet future demand. The ultimate goal of the Master Plan is to provide systematic guidelines for the airport’s overall maintenance, development, and operation.

An Airport Master Plan is intended to be a proactive document which identifies and then plans for future facility development well in advance of the actual need for the facilities. This is done to ensure that the City of Santa Fe can coordinate project approvals, design, financing, and construction to avoid experiencing detrimental effects due to inadequate facilities.

Santa Fe Municipal Airport serves as a vital economic asset for the City of Santa Fe and surrounding region. As such, it should be carefully and thoughtfully planned and subsequently developed in a manner



which matches the development goals of the community. The preparation of the Master Plan is evidence that the City of Santa Fe recognizes the importance of air transportation to the region, as well as the unique challenges operating an airport presents. The investment in an airport yields many benefits to the community and region.

The continued development of Santa Fe Municipal Airport demonstrates the City’s commitment to growth

and prosperity while also remaining sensitive to the needs of the residences and businesses it serves. The cost of developing and maintaining aviation facilities is a substantial investment that yields impressive benefits for the area. The Master Plan provides the tools that the City of Santa Fe will need to meet the challenges of the future. By providing a safe and efficient facility, Santa Fe Municipal Airport will remain a valuable component to the surrounding region.

PLANNING HORIZON	PROJECT COST	FAA ELIGIBLE	NMDOT ELIGIBLE	LOCAL SHARE
Short Term	\$15,302,900	\$13,291,313	\$1,028,045	\$983,565
Intermediate Term	\$12,680,500	\$11,835,938	\$444,531	\$400,031
Long Term	\$4,411,000	\$2,625,000	\$937,500	\$848,500
Total Program Cost	\$32,394,400	\$27,752,250	\$2,410,075	\$2,232,095

