

## **Monterey Regional Airport (MRY) Master Plan Study Meeting Summary**

**Meeting with:** Planning Advisory Committee (PAC)

**Meeting Date:** April 15, 2014; 2 p.m.

**Location:** Airport District Board Room

**Notes By:** Chris Eberhard, CommuniQuest

### **Summary**

The MRY Master Plan's Planning Advisory Committee (PAC) met for the second PAC meeting on Tuesday April 15, 2014. Tom Greer, Airport General Manager, started the meeting by welcoming everyone. He introduced Des Johnston, Master Plan Project Manager, as the primary contact person for PAC members, along with Jim Harris President of Coffman Associates. Mr. Johnson can be reached at 831-648-7000, ext. 209 and Mr. Harris can be reached at (602) 993-6999. Mr. Greer then introduced Christine Eberhard from CommuniQuest.

Ms. Eberhard began the meeting by going around the room for introductions. She reminded the PAC members about the ground rules that had been established at the first meeting. She also reminded PAC members that the meeting was being recorded to help her in preparing the meeting summary.

### **Review of the Master Plan Process**

Mr. Harris began his presentation (available on the project website) by discussing the study process, noting that the Airport works in partnership with the Federal Aviation Administration (FAA) and that FAA is funding a majority of the project. He also indicated that while the FAA does not approve the overall study, they do review and approve the forecast portion of the study as well as the Airport Layout Plan (ALP). He also reviewed what an airport master plan is saying it is a visioning document to guide airport management and other decision makers regarding future development of the Airport over the next 20 years.

As Mr. Harris reviewed the project schedule (available on the project website), he said that the next meeting will be in July 2014 and will cover two key areas: demand/capacity and facility requirements. He also reminded the PAC that everything would require environmental review based on CEQA prior to adoption by the Airport District.

He reviewed the agenda for this meeting and the three draft Master Plan Chapters – the Introduction, the Inventory chapter and the Forecast chapter. He said that the Inventory chapter creates a baseline of information and that there is also an environmental inventory that creates a baseline for the environmental issues, especially sensitive environmental conditions.

Patrick Taylor, Coffman Associates provided an overview of the draft Inventory chapter (available on the website). This included information on the historical aviation activity, existing land uses, existing airside facilities, existing landside facilities, airspace in and around MRY, the passenger terminal area, annual passenger enplanements, and recent flight schedules.

Steve Wagner, Coffman Associates, then provided a presentation on the draft Forecast chapter. This included commercial service enplanement and operations forecasts, an air cargo forecast, registered aircraft forecast, based aircraft forecast, catchment area for air service, a National GA/Air Taxi forecast for comparison, and general aviation operations forecast (again available as part of the study material, draft chapters, and on the PowerPoint presentation on the project website).

Following the presentations, Mr. Harris reminded the PAC that a public workshop would be held the same evening after the Planning Advisory Committee (PAC) meeting. Ms. Eberhard encouraged PAC members to attend these public meetings and also to notify their organization's constituents or other interested individuals or organizations.

The group discussed the next meeting date for the Advisory Committee and tentatively set the date of July 8, 2014 at 2 p.m. followed by the public workshop that evening in the Airport District Board room. He said that members would have about two weeks after the meeting to get any comments on the draft material presented at that meeting back to Coffman Associates. Mr. Harris reminded everyone that Coffman Associates takes comments received and incorporates changes as appropriate, but they do not issue a new draft, nor do they respond to comments received.

Mr. Harris then turned the meeting over to Ms. Eberhard who led a group roundtable discussion of additional questions and comments. The PAC meeting ended at 4 p.m.

**Advisory Committee Member Comments/Issues Raised:**

\* Does the FAA pass on the acceptability of the forecast at the point it is submitted or not until the very end of the study? {After receiving comments from the PAC, and the District, Coffman will then make any changes to the forecast necessary and it will be submitted by the end of May to the FAA and they hope to have approval from the FAA of the forecast before the summer meeting of the PAC}

\* Can each member of the PAC get a copy of the old master plan from 1991 to use as a reference? {Other PAC members indicated they had no use for the old plan, therefore staff said they would provide the outdated master plan to two

members who wanted it}

\* Can we get a list of current uses on the Airport and the water uses for each of those uses? {Coffman Associates is in the process of gathering the information and the water issues will be included in the Sustainability chapter}

\* What is the estimated end date for the project? {Mid summer 2015, depending on the CEQA process}

\* Alameda County placement isn't correct – who placed it? {The County places it; Coffman Associates will double check placement}

\* Are domestic flights driven by international flights? {They are driven by hub locations to some degree but international flights are a factor}

\* If the catchment is 40%, where is the other 60% going? Are they going elsewhere and how do you analyze this? {Coffman Associates is analyzing existing air service studies as part of the Master Plan to answer these kinds of questions. Factors can be price, reliability, direct flights, time of day departures, etc.}

\* Regarding load factors, are there any other influences why they are making their choices – like design of terminal? Can we influence the load factors? {As mentioned above, the key factor is price but then there can be a number of factors}

\* How do you determine the 60% catchment? {It was from a ticket sample survey}

\* Are jets inhibited because of runway length? {No, not at all}

\* What happened at the end of November/December 2012 when US Airways and United Express switched places on the chart? {There was a printing error, which will be corrected for the next printing}

\* What are nonrevenue passengers? {Crew, airline employees, and reward seats not paying}

\* On the forecast, one line is going down yet the forecast is going up, why? {While recent historical data may show a decline, forecasts take into consideration many factors including the potential for an improving economy}

\* The forecast show a 2% increase, what would make that 10%? {Better service to more hubs}

- \* On the forecast, are a lot of these FAA numbers? {No, just one is}
- \* Why does this chart show a decline? {There was a decline in 2007 and 2008; now it is coming back}
- \* The based aircraft forecast seems ambitious what with population leaving the county. {The population is growing; will see growth in certain segments of general aviation but not the smaller aircraft probably, and with an aging pilot population}
- \* Are the general aviation aircraft such as the 182s going away? {They aren't going away, but new aircraft are available}
- \* What is the critical aircraft? {MD-80 series aircraft}
- \* When you look at the airlines, do you get some indication of what is to come? {The airlines are very competitive and do not share information. Depending on the airline, we see that they are stretching their aircraft, moving away from the 50 seats to 70-90 seats. We also expect to continue to see big turboprops.}
- \* Is there any discussion or benefits to increasing the size of the District? {Not necessarily, because the focus is on operations, so increasing the size would not necessarily increase the catchment area, and wouldn't change an airline's decisions; it might change the sharing of costs.}
- \* Concern about risks if we don't get a water solution

**Action Items:**

The Committee will receive draft working papers prior to the next meeting, scheduled for Tuesday, July 8, 2014 at 2 p.m. in the District Board room.

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