

MONTEREY REGIONAL AIRPORT MASTER PLAN

TOPICAL QUESTIONS FROM THE PLANNING ADVISORY COMMITTEE AND TOPICAL RESPONSES

Recurring topics emerged in some of the comments and questions raised by members of the Planning Advisory Committee (PAC) (either verbally or in writing) during review/input of the preliminary draft Airport Master Plan (AMP) for the Monterey Regional Airport (MRY). Several of the questions relate to the AMP but several do not, however they are included here for clarification. For ease of reference, responses to recurring questions or comments raised by the PAC related to the draft AMP for the Airport are provided below. Note that the topical responses are not associated with any specific individual comments or questions. The topics are listed below.

- Monterey Peninsula Airport District Boundaries
- Aviation Demand Forecasts
- Passenger Service Area and Leakage
- Environmental Issues related to the AMP
- The 1992 AMP
- Non-Aeronautical Land Uses
- Aircraft Noise
- North Side Airport Access
- On-Airport Land Use Restrictions
- Future General Aviation Activity and Development Locations

1. Will the AMP address enlarging the Monterey Peninsula Airport District (MPAD) boundaries?

Response: No. Expanding the MPAD boundaries is outside of the scope of the AMP. Any changes to the District boundaries would need to be initiated by the MPAD Board of Directors. Please note that the District boundaries are different than the Airport property boundaries. Please refer to the “draft” Inventory Chapter for a description of both the District boundaries and the Airport property boundaries.

2. How are the aviation demand forecasts developed and what methodologies are utilized?

Response: The “draft” Forecast Chapter provides a detailed overview of the current state of aviation as well as a comprehensive evaluation of historical and forecast aviation demand for MRY. The Federal Aviation Administration (FAA) establishes the different methodologies which should be utilized in preparing forecasts of passenger enplanements, operations (take-off and landings), and based aircraft. For purposes of this AMP, and as required, the forecasts that were prepared were submitted to the FAA for review and approval to ensure that the underlying assumptions and forecast methodologies are appropriate. On September 24, 2014 the FAA

concluded with the forecast methodology for the AMP as well as the forecasts presented in the “draft” Forecast Chapter. As a result, the forecasts are considered “reasonable” and acceptable for purposes of the AMP.

3. If the Airport is only capturing 40 percent of the airline passengers in the Airport’s service area, where are the other 60 percent going and why?

***Response:** Of the individuals located in the service area (catchment area) that use airline service, approximately 40 percent utilize MRY, while the other 60 percent utilize airports such as San Jose International Airport (SJC), San Francisco International Airport (SFO), and Oakland International Airport (OAK).*

Significant factors affecting the ability of an airport to retain passengers include flight schedules, cheaper fares, non-stop service offered at competing airports, travel time to competing airports, and the quality and capacity of air service offered by competing airports. The MPAD staff is continuously working with its existing airlines, as well as other potential airlines, to enhance the Airport’s competitiveness to other airports.

The service area or “catchment area” is generally defined by the location of other airports that provide competing airline passenger service. The catchment area is defined and evaluated through separate air service studies conducted by the MPAD, as part of their day-to-day air service marketing efforts and airline recruitment by Airport staff.

The geographic distances between populations and centers of commerce within the airport’s service area may have a direct bearing on the type and level of air service demand. The existence of populations and centers of commerce beyond an airport’s service area may also impact the level of air service demand. There are many aviation related and other factors that may influence the demand for airport services at MRY. Business activity, changes in the aviation industry, and local aviation actions can markedly affect the demand for airport services. Business developments in the airline industry, such as consolidations, mergers, and new marketing agreements, can also affect airline operations at a particular airport. Wider industry trends, such as the introduction of new low-fare service, the introduction of new classes of aircraft, and the growth or curtailment of airline hubbing, may also alter the level and pattern of demand. Actions taken by MRY, such as changes in user charges, ground access policies or their support services can also stimulate or hinder the demand for airport services. Investment decisions made as a result of the planning process itself can also produce change by removing physical constraints to airport growth. External factors may also influence the demand for airport services at MRY including economic actions, political developments, changes in the regulatory environment, and shifting attitudes toward the environmental impacts of aviation.

4. Will the AMP address environmental issues such as water consumption, storm water run-off, traffic, aircraft noise, etc.?

***Response:** The goal of the AMP is to provide the framework needed to guide future airport development that will cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic impacts. The FAA strongly encourages, and the consultants, in consultation with environmental specialists, will, consider the possible environmental and socioeconomic costs associated with alternative development concepts, and the possible means of avoiding, minimizing, or mitigating impacts to sensitive resources at the appropriate level of detail for facilities planning. The evaluation of potential environmental impacts will be done to the level necessary to evaluate and compare how each alternative could involve sensitive environmental resources. The consideration of environmental factors in the planning process will result in an inventory (overview) of the airport's environmental setting, and the identification of environmentally related permits that may be required for recommended development projects. The planning process will also consider the needs of subsequent environmental review processes.*

The planners, in consultation with environmental specialists, will consider appropriate Federal environmental laws and regulations when analyzing proposed airport development alternatives, including, but not limited to the Clean Air, Clean Water, and Endangered Species Acts. There are also many state and local environmental laws and regulations that will be considered in the master planning process. The potential key environmental impacts of each development project will be provided as part of the alternatives analysis. Categories of potential impacts to be considered are defined in FAA Order 1050.1 Environmental Impacts: Policies and Procedures and FAA Order 5050.4, FAA Airports guidance for complying with NEPA. The potential impact categories include, but are not limited to, water consumption, storm water run-off, airport noise and traffic impacts. It is important to emphasize that the AMP is not required to list each specific impact category mentioned in FAA Order 5050.4, but only those resources the alternatives will likely affect. In the case of the AMP, a simple environmental screening will be sufficient to identify those impacts. Detailed impact analyses will be conducted in any Environmental Assessment, Environmental Impact Statement or Environmental Impact Report that follow preparation of the AMP.

In compliance with these requirements, an environmental inventory (see Draft Appendix B Environmental Overview) and an environmental evaluation are both being prepared as part of the AMP. The environmental inventory will be helpful during the evaluation of various airport development alternatives, and the environmental evaluation will be prepared based on the recommended AMP development concept. Before the AMP can be approved and adopted by the MPAD Board of Directors, an Environmental Impact Report (EIR) will likely also be prepared to evaluate the full range of environmental issues required under the California Environmental Quality Act (CEQA). In addition, the AMP will have a "Sustainability" section that will address natural resource consumption and conservation.

5. Will the 1992 MRY AMP be made available to the Planning Advisory Committee (PAC) and/or put on the Airport's website?

Response: *The 1992 AMP has been provided (in either electronic or printed format) to each PAC member who has requested a copy of the outdated AMP. In addition, the outdated 1992 AMP has been posted on the Airport's website as a downloadable "historical" PDF document. It is important to emphasize that the 1992 AMP is over 22 years old and has been superseded by other planning documents including, but not limited to, the current Airport Layout Plan (ALP) for MRY. As we have discussed during past PAC meetings, the current master planning effort is not tied to the 1992 AMP since the 22 year old document is no longer relevant or valid. Much has changed at the Airport since the early 1990s, not only with the airlines, general aviation, and the economy, but also there have been a significant number of revised and updated FAA design standards and guidelines. The outdated Master Plan, therefore, is no longer a relevant planning document for the Airport.*

6. Will the AMP consider future non-aeronautical uses on Airport property?

Response: *Yes. Many airports have significant acreage devoted to non-aeronautical uses, such as industrial parks, recreational uses, agricultural leases, or retail businesses. Some uses are considered temporary, to remain only until a higher aviation use materializes, while others are expected to remain as surplus to anticipated aviation needs. In either case, the revenue from these activities provides supplemental revenue to the airport and improves the airport's overall financial position.*

In connection with the draft AMP for MRY, and consistent with FAA guidance, the primary objective of the AMP is to identify, evaluate, and plan for aeronautical uses that will meet the long range aviation needs of the community. As indicated above, once the long range needs have been satisfied, other parcels of land on the Airport can be utilized for non-aeronautical uses. Since the Airport is under the obligation to be as financially self-sufficient as possible, revenue generation through non-aeronautical uses can be very beneficial to the financial health of the Airport. Therefore, in connection with the AMP process, the consultants are reviewing the infrastructure needs of such activities and will identify improvements that preserve the revenue-generating performance of a valuable asset. It is important to note, however, that the FAA must first approve the use of any airport property for non-aeronautical uses.

7. Will the AMP explore aircraft noise curfews, or limit hours of operations at the Airport?

Response: *No. Aircraft noise abatement strategies are outside of the scope of the AMP. Noise abatement strategies are usually addressed in a 14 CFR Part 150 Study. The AMP will, however, develop new existing and future noise contours as part of the environmental overview. These contours will be based on current aircraft operations and fleet mix and are discussed in the Draft Environmental Overview. In addition, future aircraft noise contours, based on future aircraft operations and fleet mix will be addressed as part of the EIR for the AMP.*

8. Will the AMP examine future access to the north side of the Airport that will minimize impacts to residential area?

Response: Yes. Ground access, including on-airport circulation roadways, will be considered in connection with the ground access system component of the AMP. The capacity and reliability of this system will determine the level of service provided to air travelers on the ground access segment of their trip. This analysis will include identification of possible capacity increases in the form of additional lanes or operational modifications as well as alternative access points including possible points of access to the north side of the Airport.

9. Will the AMP provide a list of permitted, or conditionally permitted, land uses that would be allowed on the Airport?

Response: No. While the AMP will clearly define those areas which will be designated for aeronautical related activity, as well as potential non-aeronautical uses, it will not identify specific “permitted” or “conditionally permitted” uses. Unlike cities and counties in California, MPAD is not required to adopt a general plan or zoning ordinances, as the Government Code requires of cities and counties in California’s planning and zoning law. However, potential aeronautical and non-aeronautical uses that require a lease from the MPAD must go through a public process, including approvals at the MPAD Board of Directors meeting which are open public meetings and allow for public comment on action items by the Board. It is important to also note that there are restrictions placed on non-aeronautical activities by 14 CFR Part 139 related to wildlife hazard concerns, grant assurances and related issues.

10. Will the AMP evaluate specific locations on the Airport for future General Aviation (GA) activity, and will the AMP discuss future use of the “old Navy Hangars” on the north side of the Airport?

Response: Yes. General aviation includes a variety of users and activities, such as corporate flight departments, cargo operators, recreational users, business flying, flight training, law enforcement and fixed base operators. These users need aircraft storage facilities, transient parking aprons, terminal facilities, auto parking and vehicle access from adjacent roads. The AMP will identify future requirements for general aviation facilities, including the use of the old Navy hangars, which will be primarily a function of the forecasts of aircraft to be based at the Airport and of transient aircraft operations. The role of the Airport in the region’s transportation network will also influence facility requirements, as will the MPAD’s vision of the strategic and economic value of the Airport. The AMP will also take into account factors that may influence the existing demand for general aviation facilities including if facilities are in disrepair and pricing policies that may affect demand.