Chapter 1 – Existing Conditions & Inventory

Airport Master Plan | Salinas Municipal Airport

Draft
Prepared by:

C&S COMPANIES®

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1.1 Introduction

1.1.1 Introduction

The City of Salinas (City) owns and operates Salinas Municipal Airport (SNS or Airport). The City is updating the Salinas Municipal Airport Master Plan and Airport Layout Plan (ALP) in order to reflect its existing conditions and facilities, revise projections of airport activity, document environmental and other regulatory requirements, and modernize planning practices. The Federal Aviation Administration (FAA) offers a number of objectives as a guide in the preparation of a master plan which are detailed below:

- Understand the issues, opportunities, and constraints of the airport
- Consider the impact of recent national and local aviation trends
- Identify the capacity of airport infrastructure
- Determine the need for new improvements
- Estimate costs and identify potential funding sources
- Develop a schedule for implementation of proposed projects
- Comply with federal, state, and local regulations

The City has initiated this Master Plan in order to identify specific opportunities for improving its airport facilities for the forecasted years 2022 through 2042.

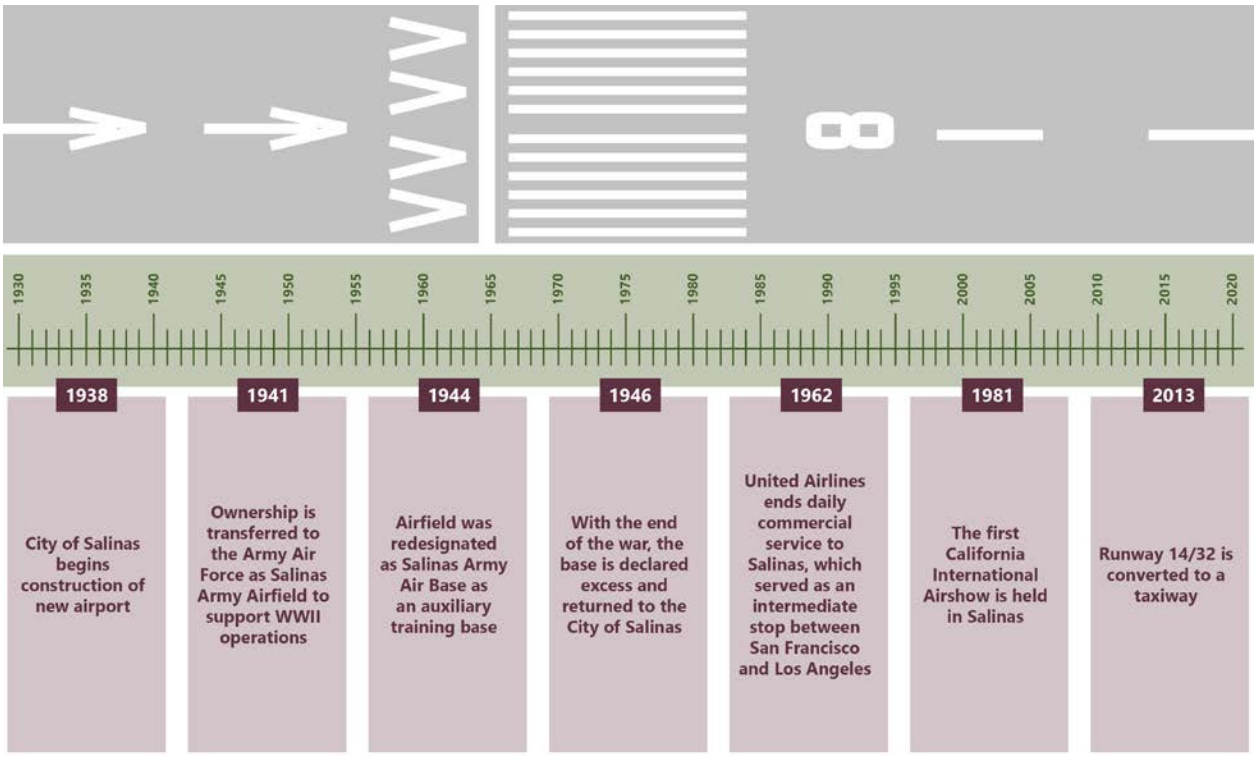
The Master Plan will include a report of existing and future conditions, an ALP drawing set, and a schedule of priorities and funding sources for proposed improvements. This Chapter involves gathering and organizing information on existing conditions of the Airport, the surrounding community, and the airspace environment. It also includes a complete inventory of existing airside, landside, and support facilities, as well as airport access, wayfinding, and parking. The information obtained in this first step of the master planning process will provide a foundation for subsequent analysis.

1.2 Background

1.2.1 History

The Airport, originally named Salinas Army Airfield, was used to train aviators and to support Fort Ord during the Second World War. Following the war, the Airport was turned over to the City of Salinas for civilian use. Since then the Airport has been altered from its original footprint and layout. The airport's original runway configuration (runways in an intersecting triangular pattern), which was typical of most military airfields of its generation, is evident when looking at today's infrastructure at the Airport. A selection of the Airport's historical highlights is presented in **Figure 1.1** below.

Figure 1.1 - Airport History Timeline



Source: City of Salinas, C&S Engineers, Inc.

1.2.2 Airport System Planning Role

Airport planning occurs at the national, state, regional, and local levels. The following section identifies the Airport's role based on previous reports, with the goal to guide planning practices at the local level through the master planning process.

The Airport is included in the National Plan of Integrated Airport Systems (NPIAS), which identifies airports that are significant to the national air transportation system and therefore eligible for grant funding under the Federal Aviation Administration's Airport Improvement Program (AIP). The NPIAS 2021-2025 Report, produced by the U.S. Department of Transportation (DOT), documents the projected facility improvements and needs for 3,304 existing and six proposed airports across the country. It estimates that $43.6 billion in infrastructure development will be eligible for federal aid over the next five years. In administering funding, the FAA uses the NPIAS, which supports the FAA's strategic goals for safety, system efficiency, and environmental compatibility, by identifying the specific airport improvements that will contribute to the achievement of those goals.

Due to SNS's number and type of based aircraft and operations, it is classified by the NPIAS as a regional general aviation (GA) airport. A GA airport encompasses a diverse range of commercial, governmental, and recreational aviation uses. The predominant types of aviation activities occurring at GA airports include personal flights for recreation and flight instruction, a segment which continues to grow across the country. The majority of commercial airline pilots are trained through civilian training systems at GA airports.

Approximately 482, or 15 percent of the facilities in the NPIAS, are classified as regional general aviation airports and they account for 10 percent of the cost of the AIP. The nearest regional GA airport with a comparable number of based aircraft is Fresno Chandler Executive Airport, approximately 99 miles to the east. The NPIAS report indicates that for the first five years of the planning period (through 2025), SNS is projected to remain a regional GA airport and require an estimated $5,669,862 for developments.

At the state level, the California Aviation System Plan 2020 System Needs Assessment identified SNS as one of 35 airports in the state with air cargo capacity adjacent to strategic interregional corridors placing it in a prime position for expanding air cargo operations. The City of Salinas itself is within proximity to the Central Coast - San Jose/San Francisco Bay Area Corridor and the Central Coast – San Joaquin Valley East/West Connections Corridor.

1.2.3 Policies and Plans

To enhance operational efficiency, the Airport should develop, maintain, and implement a number of management documents, **Table 1.1** identifies the documents currently in place for

the Airport as well as the date they were published. These documents will be referenced throughout the Master Plan.

Table 1.1 - Airport Policies and Plans

Document	Year
Salinas Municipal Airport Land Use Plan	1982
City of Salinas General Plan	2002
Airport Pavement Management System Report	2017
Salinas Municipal Airport Layout Plan	2019
Salinas Municipal Airport Economic Benefit Analysis	2021

Source: C&S Engineers, Inc.

The following is a brief description of the purpose and content of the documents listed above.

Salinas Municipal Airport Land Use Plan: Airport land use compatibility plans are established in order to promote compatibility between airports and the surrounding land uses. Monterey County formally approved the Salinas Municipal Airport Land Use Plan on May 17, 1982. It contains guidelines and policies to inform decisions for future airport development including recommendations for noise abatement, aircraft movements, and safety codes. It also makes specific use recommendations for all lands surrounding the Airport, reflecting much of the development that has occurred over the last four decades.

City of Salinas General Plan: California law required each city to adopt a comprehensive, long-term General Plan to guide the physical development of the incorporated area and land outside municipal boundaries that bears a relationship to its planning activities. The Airport and surrounding properties are referenced in the land use, conservation/open space, circulation, safety, and noise elements of the General Plan.

Airport Pavement Management System Report (APMSR): A pavement management program is generally used to make informed decisions about pavement maintenance and rehabilitation. According to the most recent 2017 APMSR report, the overall average Pavement Condition Index (PCI) for the runways at SNS is 75. Several references to the 2017 APMSR are made throughout this document.

Salinas Municipal Airport Layout Plan (ALP): The ALP serves as a critical planning tool that depicts existing facilities and planned development for an airport in a graphic format. The ALP must show the boundaries and proposed additions of airport land, as well as the locations of existing and proposed aviation facilities and non-aviation improvements. A current and FAA-approved ALP is a prerequisite for the issuance of federal grants. The current ALP was published

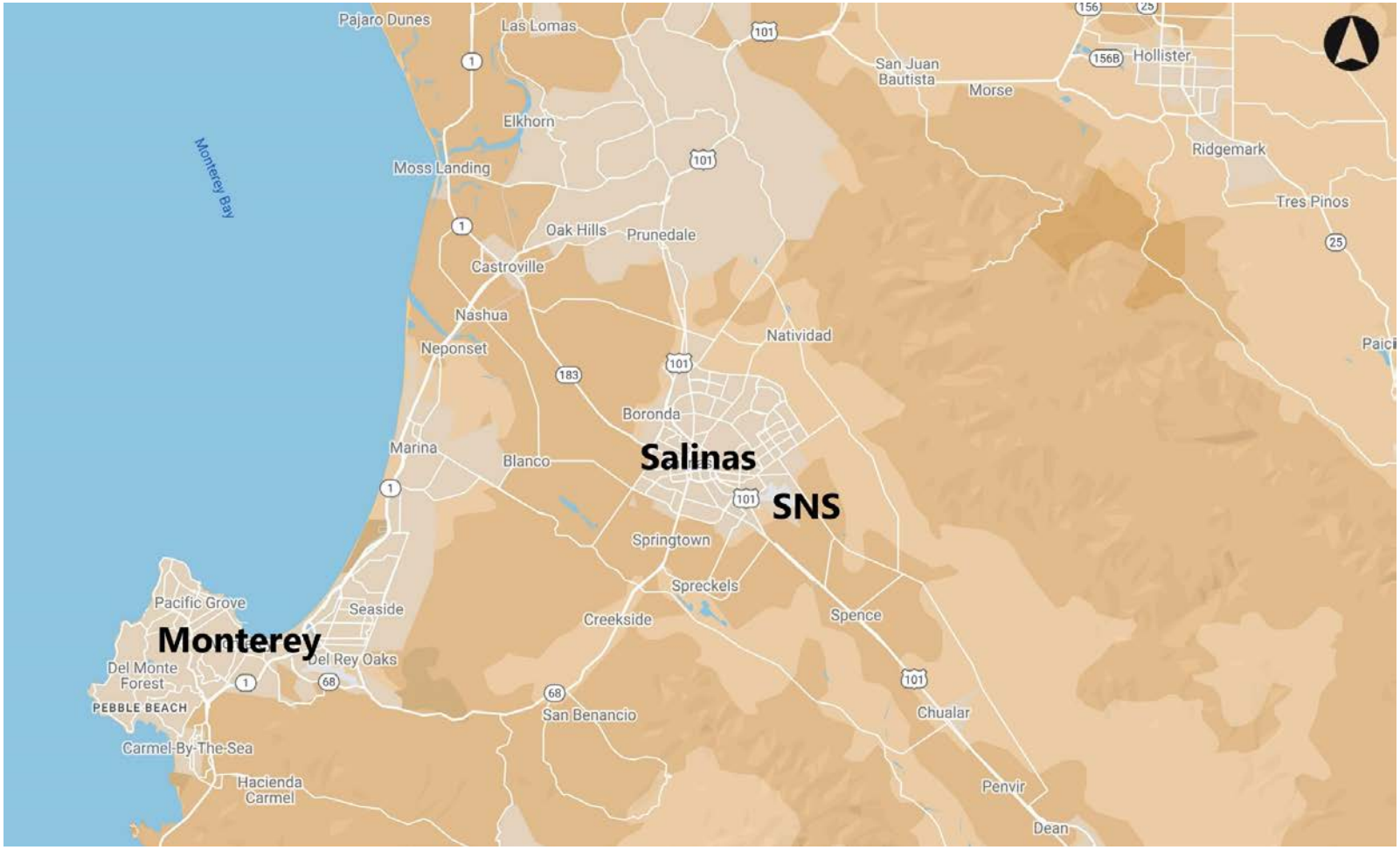
and approved in 2017 with minor revisions completed in 2019. An updated ALP is being developed in tandem with this Master Plan.

Salinas Municipal Airport Economic Benefit Analysis: An airport economic analysis is generally used to understand the impacts of airport facilities on the local economy and to identify constraints and opportunities. The report for the Airport identifies direct, secondary, and catalytic economic benefits from airport activities as well as broader social benefits. The total economic benefit of the Airport during 2019 was estimated to exceed $61.5 million.

1.2.4 Airport Setting

The Airport property encompasses 605 acres and is generally bounded by Airport Boulevard to the north, Roy Diaz Street and Highway 101 to the west, and Alisal Road to the east. **Figure 1.2** depicts the location of the Airport within the context of the Central Coast area and **Figure 1.3** depicts the Airport's immediate vicinity. The Airport is approximately 2.5 miles from the central business district of the City and lies on the eastern edge of the urban land area surrounded on three sides by agricultural lands. The Airport's elevation is 84 feet above mean seal level (MSL) and its geographic location is at 36°39'46" N latitude and 121°36'23" W longitude.

Figure 1.2 - Location Map



Source: Map data © 2022 Google

Figure 1.3 - Airport Vicinity Map

Source: Map data © 2022 Google

1.2.5 Surrounding Airports

There are five private and five public use airports within a 30-nautical mile (NM) radius of the Airport. The locations of the surrounding airports and associated airspace are depicted on **Figure 1.4**. Descriptions of the surrounding airports are included in **Table 1.2**.

Table 1.2 - Adjacent Airports

Airport Name (Location Identifier) Ownership	**Location** Distance from SNS	**NPIAS Classification**	**Runway Heading:** Runway Dimensions (Surface Type)	**Instrument Approaches**
Marina Municipal Airport (OAR) City of Marina	**Marina, CA** 8 NM west	Local/GA	**11/29:** 3,483' x 75' (Asphalt)	RNAV (GPS)
Monterey Regional Airport (MRY) Monterey Peninsula Airport District	**Monterey, CA** 12 NM southwest	Primary Service/ Nonhub	**10R/28L:** 7,175'x150' (Asphalt) **10L/28R:** 3,503' x 60' (Asphalt)	ILS/LOC, RNAV (GPS)
Hollister Municipal Airport (CVH) City of Hollister	**Hollister, CA** 17 NM northeast	Local/GA	**13/31:** 6,350' x 100' (Asphalt) **6/24:** 3,149' x 100' (Asphalt)	RNAV (GPS)
Christensen Ranch Airport (9CL2) Privately-owned	**Hollister, CA** 18 NM northeast	N/A	**7/25:** 3,000' x 50' (Asphalt)	N/A
Monterey Bay Academy Airport (CA66) Privately-owned	**Watsonville, CA** 18 NM northwest	N/A	**10/28:** 2,200' x 50' (Turf)	N/A
Watsonville Municipal Airport (WVI) City of Watsonville	**Watsonville, CA** 19 NM northwest	Regional/GA	**2/20:** 4,501' x 149' (Asphalt) **9/27:** 3,998' x 98' (Asphalt)	RNAV (GPS), LOC, VOR
Frazier Lake Airpark Airport (1C9) Privately-owned	**Hollister, CA** 19 NM northeast	N/A	**5/23:** 2,500' x 100' (Turf) **5W/23W:** 3,000' x 60' (Water)	N/A
Clark Ranch Airport (3CA9) Privately-owned	**Soledad, CA** 23 NM southeast	N/A	**13/31:** 2,400' x 60' (Asphalt)	N/A
San Martin Airport (E16) County of Santa Clara	**San Martin, CA** 25 NM north	Local/Reliever	**14/32:** 3,095' x 75' (Asphalt)	RNAV(GPS)
Metz Airport (3CA7) Privately-owned	**Greenfield, CA** 28 NM southeast	N/A	**15/33:** 3,400' x 50' (Gravel)	N/A

Source: FAA Chart Supplement, FAA National Plan of Integrated Airport Systems (2021-2025)); C&S Engineers, Inc. 2022

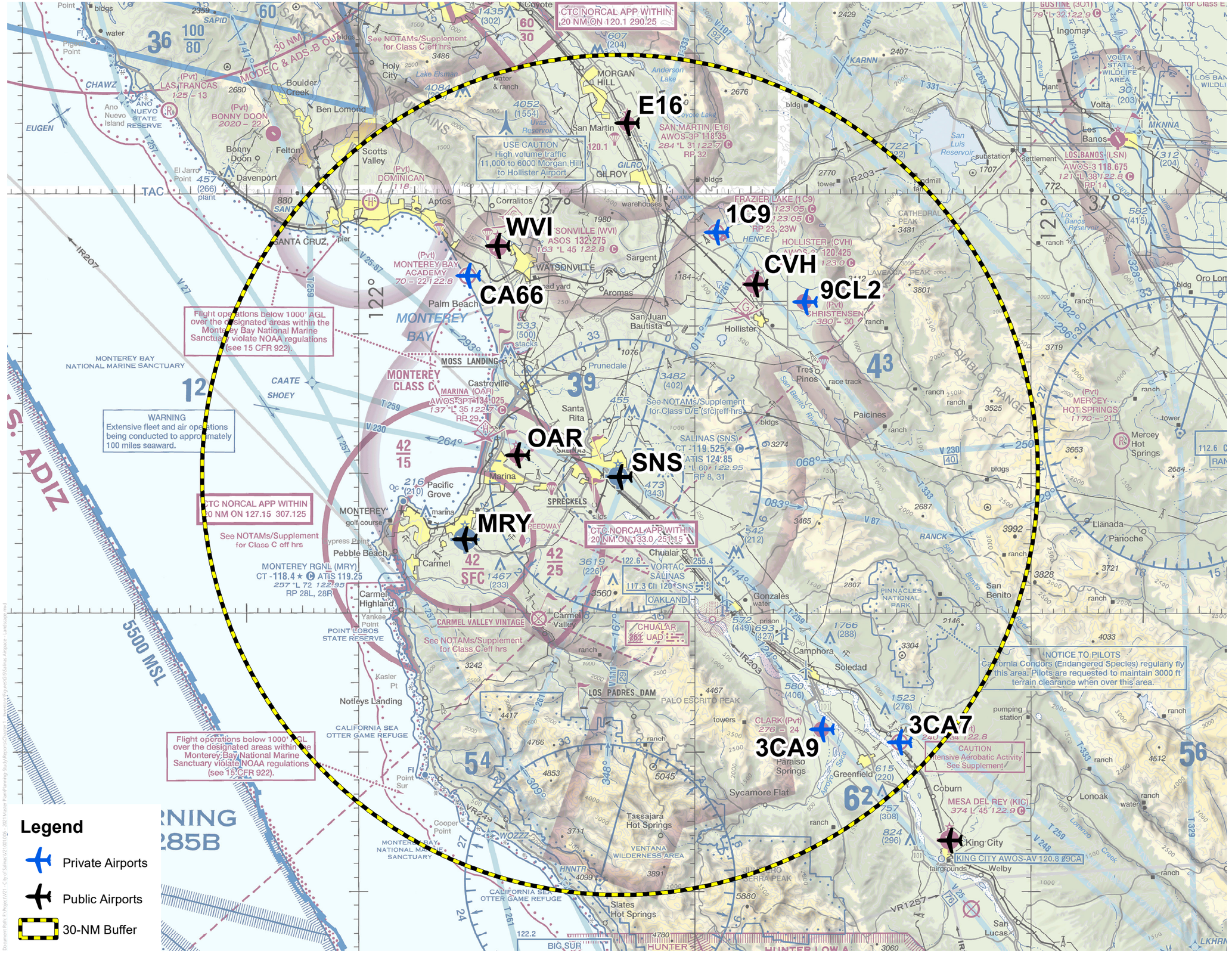
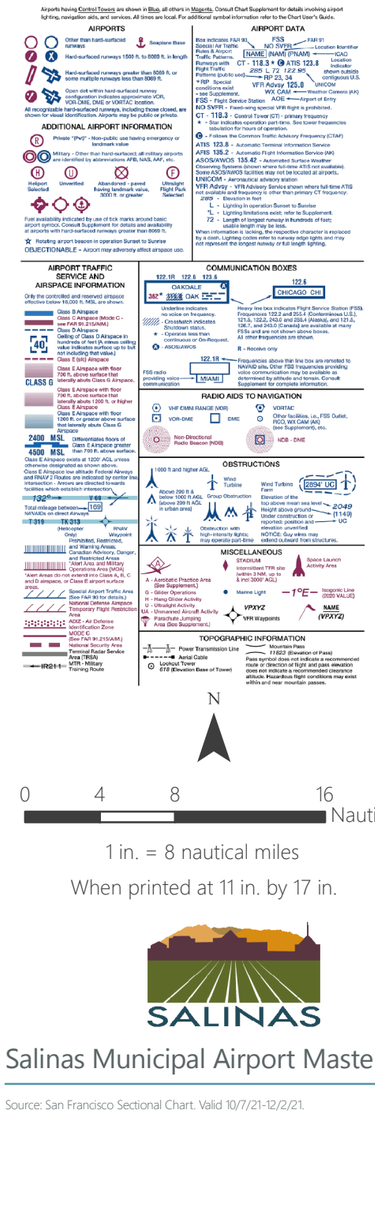


Figure 1.4

Airspace Environment and Adjacent Airports



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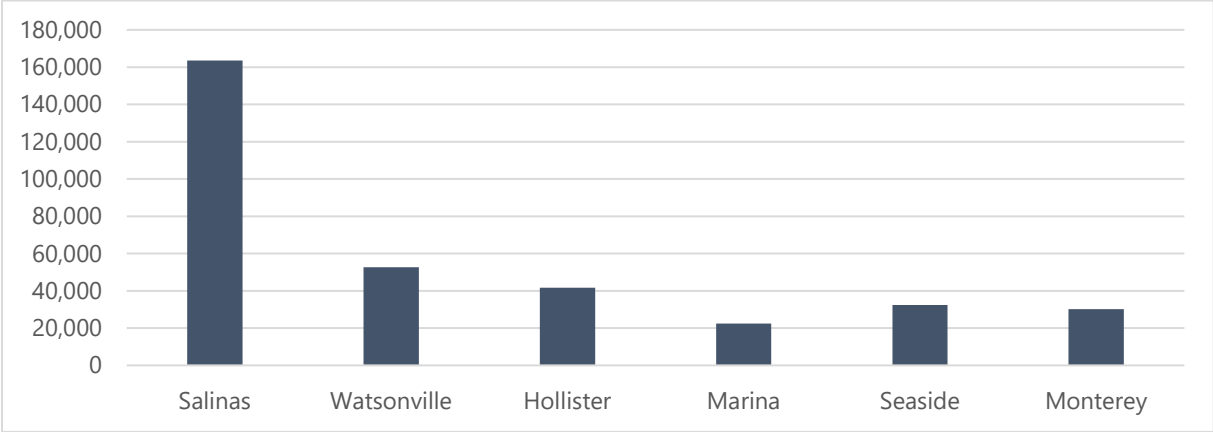
Salinas Municipal Airport Master Plan

Source: San Francisco Sectional Chart. Valid 10/7/21-12/2/21.

1.2.6 Population Data

The City of Salinas is the most populous city in Monterey County at 163,542, and is the 33rd most populous in California. Population levels in 2020, estimated by the United States Census Bureau (USCB) for the City of Salinas and its surrounding cities are presented on **Figure 1.5**.

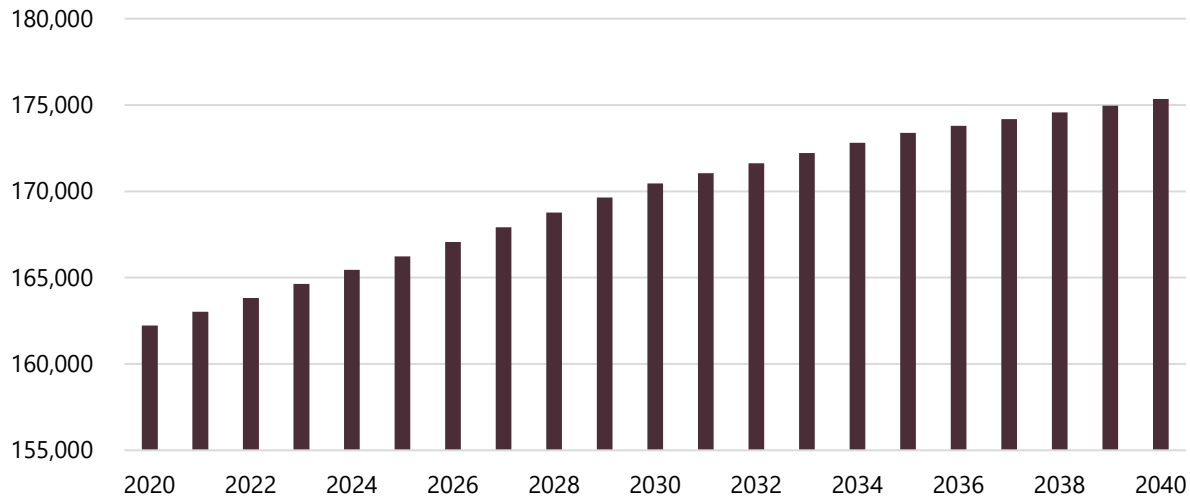
Figure 1.5 – 2020 Population Comparison



Source: U.S. Census Bureau, C&S Engineers, Inc., 2022

The Association of Monterey Bay Area Governments Regional Growth Forecast estimates that the population of the City of Salinas will increase by 13,136 people in the 20-year period from 2020 to 2040. This will bring the total population to 175,358. The forecasted increase is presented on **Figure 1.6**.

Figure 1.6 – City of Salinas Population Projection



Source: U.S. Census Bureau

1.2.7 Ownership and Operations

SNS is a publicly owned, public-use facility managed by the City of Salinas Public Works Department. The City of Salinas has owned and operated the Airport since it was turned over from the Army in 1946. SNS is the sole airport facility within the City's jurisdiction. A management and organization structure is presented below in **Figure 1.7**.

Figure 1.7 - Airport Management and Organizational Structure

Source: City of Salinas, 2022

1.2.8 Airport Economic Benefits

An Economic Benefit Analysis was completed for the Airport in 2020. According to the report, there are 29 employers operating at the Airport (including five non-aviation businesses) creating 185 direct jobs. Ninety-seven percent of all jobs on the Airport are in the private sector.

In addition to employment opportunities, airports provide an economic benefit to their communities through direct and indirect impacts. Direct impacts include those related to on-airport businesses and government agencies and those attributed to visitor spending and tourism. Indirect impacts include the re-circulation of employees spending their earnings locally and the on-airport businesses purchasing goods and services locally. Direct on-airport economic benefits resulted from the activity of 28 private tenants, City of Salinas staff, and various capital improvement projects. Direct on-airport output was $30.9 million, with payroll to the 185 on-airport workers totaling $14.5 million. The direct economic benefits from air visitors to the Airport included expenditures of $5.0 million of visitor spending injected into the local economy, creating employment for 51 workers in the hospitality industry, with payroll of $2.2 million. The presence of the Airport added to the employment and sales revenues of non-aviation supplier

firms as well. Aviation and hospitality businesses purchased $9.7 million of goods and services from local suppliers, creating 60 jobs in the region with payrolls of $3.8 million to workers in supplier industries. Another component of economic benefits is known as indirect or induced benefits, resulting from spending by workers in aviation related industries, as well as in businesses along the supply chain for aviation. Workers at the Airport, in the hospitality industry, and in supplier firms spent $16.0 million on consumer goods and services in the local economy, supporting 105 jobs with $6.3 million payrolls.

Further, air service directly benefits the City economy. Numerous studies, such as those supported by the National Business Aviation Association (NBAA), have documented how business aviation improves operations and the bottom line for non-aviation businesses. NBAA research findings note that a single business aircraft can bring an airport and its community $2.5 million in economic benefits. The business aircraft based at the Airport represent very significant investments by aircraft owners. Monterey County Assessor data shows that the total value of all aircraft based at the Airport is $72 million. The average value of the top ten aircraft is $5.3 million. There are 15 based aircraft with an assessed value of more than $1 million and 10 of these are listed as owned by agricultural firms.

General aviation operations also benefit the local economy. There were an estimated 21,724 arrivals at the Airport by transient itinerant aircraft in 2019. In a detailed sample of 5,500 operations, visitors to Salinas originated from 169 locations, including airports in Arizona, Colorado, Nevada, New Mexico, Oregon, and Texas and as far away as Florida, New Jersey, Ohio, and Hawaii. Analysis of itinerant aircraft arrivals at the Airport indicated that a key linkage provided by the Airport is between the Monterey Bay Area and Silicon Valley, proving the dynamic nature of SNS as an economic driver in the wider region.

1.3 Airside Facilities

Airside facilities include those that directly support airport operations. Airside components at SNS include two runways (8/26 and 13/31) and 11 taxiways, including two full parallel taxiways. In addition to the runways and taxiways, there are several aircraft run-up areas and various navigational aids (NAVAIDS). Characteristics of these facilities and the safety areas and object free areas that surround them are described in the following sections. This section also details the Airport's aircraft parking aprons, tie-downs, and the Air Traffic Control Tower (ATCT). A map of SNS's airside facilities and navigational aids are shown on **Figure 1.8**.

1.3.1 Runways

The airfield consists of two runways: Runway 8/26, a 6,004-foot asphalt-paved runway with a non-precision approach, and Runway 13/31, a 4,825-foot asphalt-paved runway with a precision approach. The details and characteristics of the runway are described in **Table 1.3**. An Airport Pavement Management System Report (APMSR) was completed for SNS in 2017 that provided an analysis of the current pavement condition using Pavement Condition Index (PCI) values. The PCI is a numerical pavement condition rating that ranges from 0 (failed pavement) to 100 (pavement in perfect condition). Based on the 2017 APMSR report (see **Appendix A**), Runway 8/26 is in satisfactory condition with a PCI of 79. Existing runway deterioration includes longitudinal and transverse cracking, raveling, and weathering. Runway 13/31 showed good condition and had a PCI of 90 in 2017 while also exhibiting longitudinal and transverse cracking and weathering in some sections. Additional information about each of the individual components will be discussed in subsequent sections.

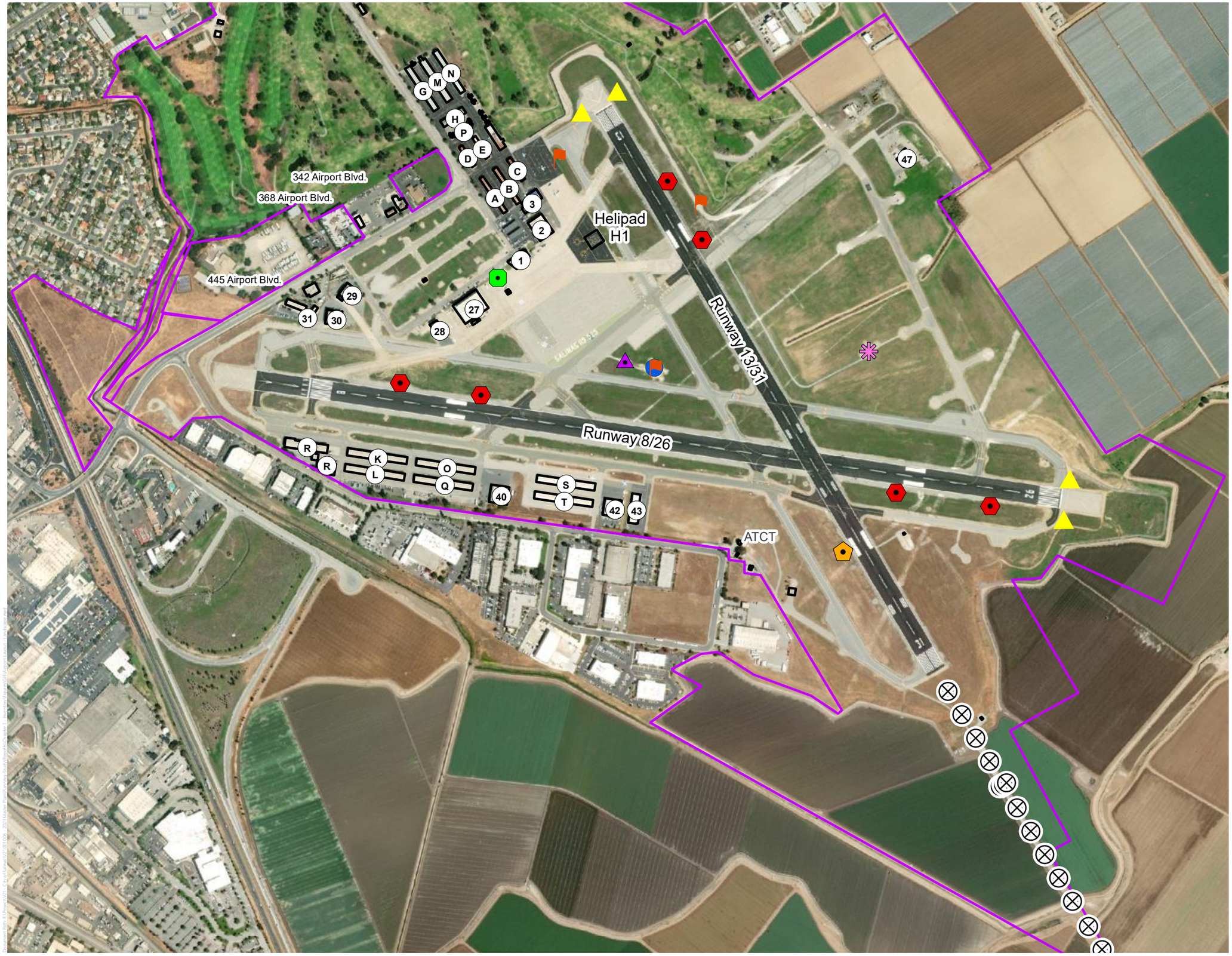


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Figure 1.8

Existing Facilities and Navigational Aids

- Wind Cone
- Segmented Circle
- ASOS
- Beacon
- VASI
- REIL
- MALSR
- PAPI
- VOR
- Facilities
- Building Identifier (X)
- Airport Boundary

N

0 0.075 0.15 0.3 Miles

1 in. = 0.1 miles

When printed at 11 in. by 17 in.

SALINAS

Salinas Municipal Airport Master Plan

Imagery Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Table 1.3 - Runway Characteristics

Characteristics	Runway 8/26	Runway 13/31
Use	Primary	Secondary
Length x Width (feet)	6,004 x 150	4,825 x 150
Blast Pad Length x Width (feet)	150 x 300 / 150 x 294	150 x 200 / N/A
Displaced Threshold (feet)	396 / NA	NA / NA
Condition	Satisfactory	Good
Pavement Condition Index	79	90
Pavement Condition Number	35/F/C/X/U	35/F/C/X/U
Pavement Strength (pounds)	Single: 25.0 Double: 32.0 Tandem: 62.0	Single: 65.0 Double: 100.0 Tandem: 170.0
Composition	Asphalt	Asphalt
Markings	Non-precision	Precision
Edge Lighting	Medium intensity	High intensity
Approach Lighting	2-box VASI on left	4-box VASI on left/MALSR
Instrument Approaches	RNAV (GPS) 8	RNAV (GPS), VOR 13, ILS/LOC 31

Source: FAA Airport Master Record (Effective 12/30/21) via ADIP; C&S Engineers, Inc. 2022

Runway design standards applicable to each runway are specified by the Runway Design Code (RDC). The RDC consists of three components related to the operational demands of aircraft:

- Aircraft Approach Category (AAC) – approach speed
- Airplane Design Group (ADG) – wingspan and tail height
- Runway Visibility Range (RVR) – visibility minimums

The current ALP for the Airport was last revised in 2019. This document designates Runway 13/31 with a B-II-2400 runway design code while Runway 8/26 used the B-II-VIS code. It is important to note that since the current ALP (2019) was published, a new RNAV (GPS) approach has been added to Runway 8, changing the design code of Runway 8/26 to B-II-5000. This means Runway 8/26 now has visibility minimum of "Not Lower than 1 Mile" while Runway 13/31 has a visibility minimum of "Not Lower than 1/2 Mile." Runway design standards indicated by FAA Advisory Circular (AC) 150/5300-13B), *Airport Design*, for B-II design aircraft with these visibility minimums are indicated in **Table 1.9**.

1.3.1.1 Wind Coverage

The FAA provides guidance in AC 150/5300-13B, *Airport Design*, on determining whether the existing runway orientation is sufficient for the fleet mix. A wind analysis was conducted using

historical wind data obtained from the National Oceanic and Atmospheric Administration (NOAA) National Climatic Data Center (NCDC) the FAA Airport Data and Information Portal (ADIP). Observations for this data were taken at the Airport over the past 10 years (2011 to 2021). The Airport Reference Code (ARC) dictates maximum crosswind components since it indicates the design standards to which an airport is built. The ARC at SNS is a B-II, which has a maximum allowable crosswind component of 13 knots. Wind coverage for the Airport is presented on **Table 1.4** via three weather conditions; All Weather (AW), Instrument Flight Rules[1] (IFR), and Visual Flight Rules (VFR)[2]. A crosswind runway is recommended when an airport's primary runway orientation provides less than 95 percent wind coverage. As shown below, the percent wind coverage for the primary runway is sufficient under AW, VFR, and IFR conditions.

Table 1.4 – Runway Wind Coverage

Wind Coverage (knots)	Weather Condition	8/26 Wind Coverage	13/31 Wind Coverage	Combined Wind Coverage
10.5	All Weather	97.89%	92.44%	99.67%
	Visual Flight Rules (VFR)	97.49%	90.76%	99.59%
	Instrument Flight Rules (IFR)	99.24%	98.19%	99.93%
13	All Weather	99.29%	96.76%	99.94%
	Visual Flight Rules (VFR)	99.14%	96.04%	99.92%
	Instrument Flight Rules (IFR)	99.79%	99.19%	99.99%
16[1]	All Weather	99.82%	99.51%	99.99%
	Visual Flight Rules (VFR)	99.78%	99.41%	99.99%
	Instrument Flight Rules (IFR)	99.98%	99.85%	100%
20[1]	All Weather	99.97%	99.93%	100%
	Visual Flight Rules (VFR)	99.96%	99.91%	100%
	Instrument Flight Rules (IFR)	100%	99.97%	100%

1 Note: 16 and 20 knot wind coverage not necessary for B-II airport, but are included for potential planning purposes in facility requirements.
Source: FAA ADIP; NOAA NCDC. Observations taken for period between 2011-2021. Compiled by C&S Engineers, Inc.

1.3.2 Taxiways

Taxiway design standards based on ADG (II) for SNS are summarized in **Table 1.5** while taxiway design standards based on TDG (2) are summarized in **Table 1.6**.

1 IFR conditions apply when visibility is poor and cloud ceilings are low.
2 VFR conditions apply when weather is clear (cloud ceiling greater than 3,000 feet AGL) and visibility is greater than five statute miles.

Table 1.5 – Taxiway Design Standards (Per ADG II Requirements)

Design Standard	Dimension (Ft.)
Taxiway Separation	
Taxiway Centerline to Parallel Taxiway/Taxilane Centerline	102
Taxiway Centerline to Fixed or Movable Object	62
Taxilane Centerline to Parallel Taxilane Centerline	94
Taxilane Centerline to Fixed or Movable Object	55
Wingtip Clearance	
Taxiway Wingtip Clearance	23
Taxilane Wingtip Clearance	16

Source: FAA Advisory Circular (AC) 150/5300-13B; C&S Engineers, Inc. 2022

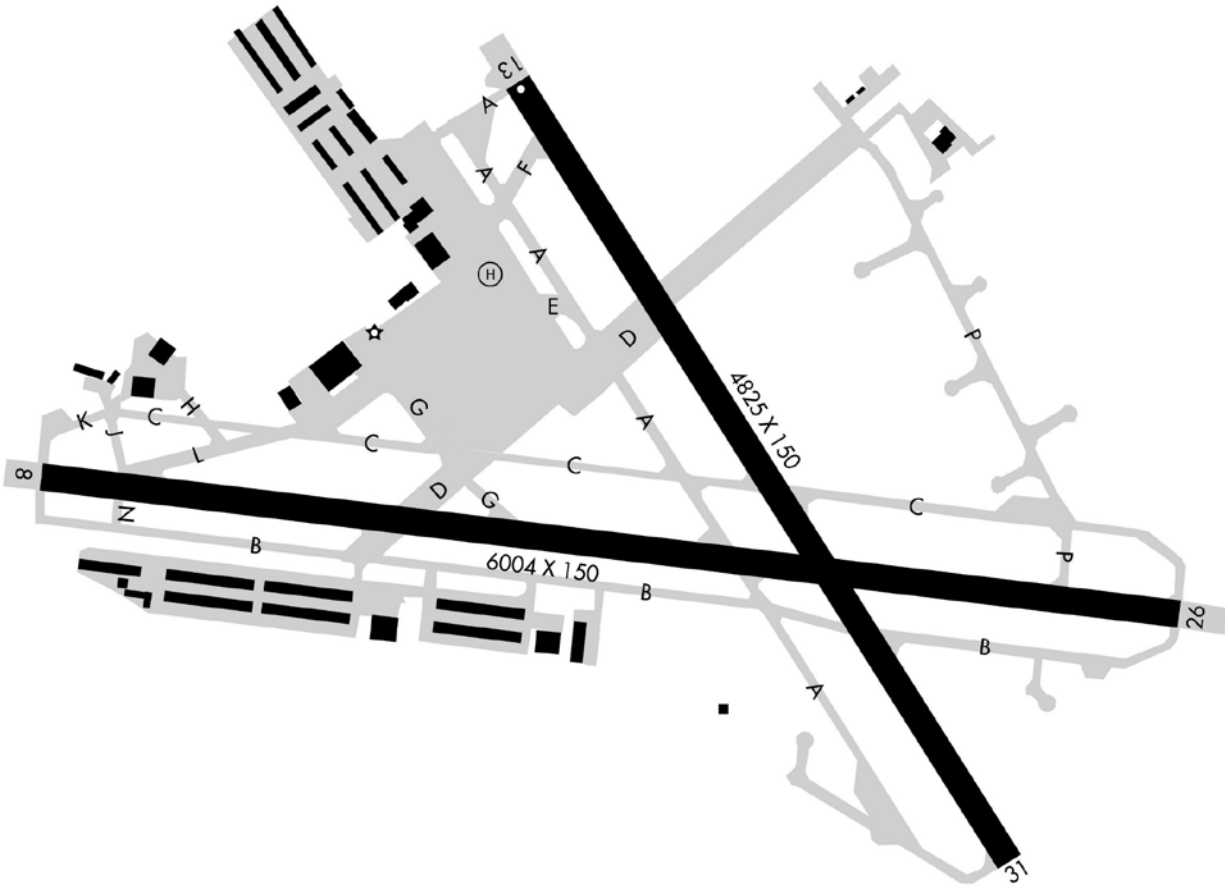
Table 1.6 – Taxiway Design Standards (Per TDG 2 Requirements)

Design Standard	Dimension (Ft.)
Taxiway Width	35
Taxiway Edge Safety Margin	7.5
Taxiway Shoulder Width	15

Source: FAA Advisory Circular (AC) 150/5300-13B; C&S Engineers, Inc. 2022

Both Runways 13/31 and 8/26 are served by full-length parallel taxiways (A and B, respectively). Runway 13/31 is accessible via entrance Taxiway A and exit Taxiways D and F. Runway 8/26 may be accessed from entrance Taxiways B, C, or K and exited via Taxiways A, D, G, J, or P. Aprons at SNS are accessible from Taxiway A via connector taxiways E and F or from Taxiway C via connector Taxiway G. Taxiways A, C, D, E, F, G, and L provide access on the aprons. SNS's taxiway and taxilane network can be viewed on **Figure 1.9**. Taxiway lighting is discussed in **Section 1.3.7**.

Figure 1.9 - SNS Airfield



Source: FAA Chart Supplement valid 24 FEB 2022 to 24 MAR 2022

1.3.2.1 Taxiway & Taxilane Pavement Condition

Taxiway pavement conditions, as indicated in the 2017 APMSR report are included below in **Table 1.7**.

Table 1.7 – Taxiway Pavement Condition

Taxiway	PCI	Condition	Taxiway	PCI	Condition	Taxiway	PCI	Condition
A	93	Good	**F**	66	Fair	**K**	94	Good
B	93	Good	**G**	51	Poor	**L**	61	Fair
C	93	Good	**H**	73	Satisfactory	**N**	92	Good
D	71	Satisfactory	**J**	75	Satisfactory	**P**	60	Fair
E	56	Fair						

Source: 2017 APMSR, C&S Engineers, Inc.

1.3.3 Aprons

The apron areas at SNS total 52,000 square yards in area, with 44 apron tie-down positions spread across three locations from the main hangar and terminal area, central core, and northside FBO areas. As of 2017, the average apron pavement condition index (PCI) at the Airport was 60, indicating a need for a full pavement reconstruction.

Figure 1.10 – Aircraft on Apron at SNS

Source: C&S Engineers, Inc., 2022

1.3.4 Helipad

A helipad is used by rotorcraft for takeoff and landing operations. It is typically a small, designated area, usually on a paved surface. This is different from a helicopter parking area, which is not used for takeoff and landing but only for the temporary parking of helicopters. Currently SNS contains Helipad H1 on the eastern edge of the main apron. The 90x90-foot pad is paved with asphalt over concrete and finished with an aggregate friction seal coat. The 2017 APMSR indicated that the helipad had a PCI of 70, indicating fair condition. There are currently four helicopters based at the Airport.

Figure 1.11 – Air Ambulance Helicopter at SNS

Source: C&S Engineers, Inc., 2022

1.3.5 Safety Areas and Object Free Areas

Runways and taxiways are surrounded by imaginary, rectangular areas known as "safety areas" and "object fee areas." Runways are also surrounded by "obstacle free zones." The purpose of these areas is to minimize the probability of serious damage to aircraft accidentally entering the area as well as to provide greater accessibility for firefighting and rescue equipment during such incidents. These areas are required to be graded between one to five percent and remain free of obstructions to enhance the safety of aircraft that undershoot, overrun, or veer off the runway or taxiway.

The Airport's approach visibility minimums combined with the RDC (see **Runways 1.3.1**) can be used to determine the required dimensions of the Runway Safety Area (RSA), Runway Object Free Area (ROFA), and Runway Obstacle Free Zone (ROFZ). The required dimensions of the Taxiway Safety Area (TSA) and Taxiway/Taxilane Object Free Areas (TOFA) are determined by the ADG of the critical aircraft, in this case, ADG II. **Table 1.8** lists the dimensions of the RSA, ROFA, ROFZ, TSA, and TOFA.

Table 1.8 – Runway and Taxiway Safety Area Dimensions (Per B-II Design Standards)

Design Standard	RW 8	RW 26	RW 13	RW 31
Visibility Minimum	1SM	Visual	1 SM	2400 RVR[2]
Runway Safety Area (RSA)				
Length before departure end (ft.)	300	300	300	600
Length prior to threshold (ft.)	300	300	300	600
Width (ft.)	150	150	150	300
Runway Object Free Area (ROFA)				
Length beyond runway end (ft.)	300	300	300	600
Length prior to threshold (ft.)	300	300	300	600
Width (ft.)	500	500	500	800
Runway Obstacle Free Zone (ROFZ)[1]				
Length beyond runway end (ft.)	200	200	200	200
Width (ft.)	400	400	400	400
Taxiway Safety Area (TSA)				
Width (ft.)	79	79	79	79
Taxiway Object Free Area (TOFA)				
Width (ft.)	124	124	124	124
Taxilane Object Free Area (TLOFA)				
Width (ft.)	110	110	110	110

[1] ROFZ width is for operations on runways by small aircraft with approach speeds of 50 knots or more.
[2] Runway Visual Range (RVR) is a visibility sensor used in part to determine instrument landing minimums.
Source: FAA Advisory Circular (AC) 150/5300-13B; C&S Engineers, Inc. 2021

1.3.6 Runway Protection Zones

As defined by FAA Advisory Circular (AC) 150/5300-13B, the function of the runway protection zone (RPZ) is to enhance the protection of people and property on the ground. This is best achieved by airport sponsor acquisition of property located within the RPZ and clearing it of incompatible land uses and obstructions. Incompatible land uses prohibited in the RPZ include residences and places of public assembly such as schools, places of worship, conference or convention facilities, employment and shopping centers, arenas, athletic fields, stadiums, clubhouses, and museums. Automobile parking facilities are also discouraged, though allowed within the RPZ if they remain clear of all object free areas (OFA). Uses allowed within the RPZ must not attract wildlife or interfere with navigational aids.

The RPZ is a trapezoidal shape centered on and extending out from the runway centerline. The type of aircraft that the runway accommodates as well as the approach visibility minimums

determines the dimensions of an RPZ. Each runway has a separate approach and departure RPZ of which dimensions are identical unless visibility minimums are lower than one mile. RPZ dimensions for each runway end are outlined in **Table 1.9**.

Table 1.9 – Runway Protection Zone (RPZ) Dimensions (Per B-II Design Standards)

Design Standard	RWY 8	RWY 26	RW 13	RW 31
Visibility Minimum	Not Lower than 1 Mile	Visual	Not Lower than 1 Mile	Not Lower than 1/2 Mile
Approach and Departure Runway Protection Zone (RPZ)				
Length (ft.)	1,000	1,000	1,000	2,500
Inner Width (ft.)	500	500	500	1,000
Outer Width (ft.)	700	700	700	1,750

Source: FAA Advisory Circular (AC) 150/5300-13B; C&S Engineers, Inc.

1.3.7 Lighting and Navigational Aids (NAVAIDs)

Visual navigational aids (NAVAIDs) are important for aircraft operating under Visual Flight Rule (VFR) and Instrument Flight Rule (IFR). The visual NAVAIDs at the Airport are documented as follows.

Figure 1.12 – SNS Lighted Wind Cone

Source: C&S Engineers, Inc., 2022

Wind Cone – A wind cone is a conical textile tube that provides pilots with a visual indication of wind direction and velocity. The Airport has three lighted wind cones within the airfield; one located near the center of the airfield southeast of the main apron between Runways 8/26 and

13/33, another located near the northern end of Runway 13 at Taxiway D along the golf course fence, and the third adjacent to the northside hangar area at Runway 13 (see **Figure 1.12**). The lighted wind cones are in fair condition and are owned by the FAA.

Segmented Circle – A segmented circle is a visual aid designed to provide information about the traffic pattern to aircraft overhead. The segmented circle at SNS is co-located with the wind cone located near the center of the airfield southeast of the main apron. It is in fair condition.

Runway End Identifier Lights (REILs) – REILs are installed at an airfield to provide rapid and positive identification of the approach end of a particular runway. The system consists of a pair of synchronized flashing lights located laterally on each side of the runway threshold. REILs are installed at the ends of Runways 13 and 26 only. Each set are owned by the FAA and are in fair condition.

Airport Beacon – A rotating beacon assists pilots in identifying the Airport at night. As a civilian airport, the beacon alternates between white and green flashing lights. SNS's FAA-owned beacon (see **Figure 1.13**) is located just west of the airport terminal building, adjacent to the main apron along Mortensen Avenue. It is operational from sunrise to sunset and is in fair condition.

Figure 1.13 - Rotating Beacon

Source: C&S Engineers, Inc., 2022

Visual Approach Slope Indicators (VASIs) – VASIs provide visual descent guidance during aircraft approach. The system at SNS consists of a four-light unit at Runway 13, and two light units at both Runways 8 and 26 located adjacent to the runway and perpendicular to the runway centerline. The VASIs are set at 3.00-degree angles, are FAA-owned, and are in fair condition.

VOR – VHF (very high frequency) Omni Directional Radio Range (VOR) is a ground-based system that provides guidance to an aircraft during periods of reduced visibility. Runway 13 is equipped with a VOR which is located north of Runway 8/26 between Runway 13/31 and the main apron.

Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) – MALSRs are installed within runway approach zones to provide approaching aircraft with runway alignment, height perception, roll guidance, and horizontal reference. The MALSR system at SNS

consists of a threshold light, steady burning lights, and a sequenced flasher located at the end of Runway 31. The MALSR is FAA-owned and is in fair condition.

Figure 1.14 – Runway 31 MALSR

Source: C&S Engineers, Inc., 2022

Precision Approach Path Indicators (PAPIs) – PAPIs provide visual approach guidance during aircraft landing operations. The PAPI system at SNS consists of a two-light unit, located adjacent to the runway and perpendicular to the runway centerline. The PAPIs are located at the end of Runway 31 only and are set at a 3.00-degree angle. The PAPI is City-owned and is in fair condition.

Runway and Taxiway Edge Lighting – Runway 13/13 is equipped with High Intensity Runway Lighting (HIRL) while Runway 8/26 uses Medium Intensity Runway Lighting (MIRL) to provide lateral course guidance. Both HIRL and MIRL systems on the airfield are owned by the FAA. The airfield connectors and taxiways are equipped with standard incandescent medium intensity taxiway edge lights (MITL).

1.3.8 Approach Procedures and Electronic Aids to Navigation

An instrument approach procedure (IAP) provides an aircraft transition from the enroute flight environment to a point from which a safe landing may be accomplished. When cloud ceilings are low and visibility is poor, pilots use IAPs to land. Electronic NAVAIDs are utilized through instrumentation in the aircraft as a part of enroute navigation and IAPs. All runways at SNS are equipped with at least one form of IAPs. **Table 1.10** lists the IAPs available at the Airport and associated minimums. The electronic NAVAIDs available to pilots operating at the Airport include the following:

Instrument Landing System (ILS) – An instrument landing system (ILS) is an electronic ground-based system that provides both lateral and vertical guidance to an aircraft approaching and landing on a runway during periods of low ceilings and/or reduced visibility. The glide slope (GS), localizer (LOC), and distance measuring equipment (DME) are all electronic components that make up the ILS. Runway 31 is the only runway equipped with an ILS at the Airport.

Area Navigation (RNAV)/Global Position System (GPS) – Area navigation (RNAV) is the precursor to global position system (GPS) and uses a network of satellites and land stations to create reference points that allow users with the proper receivers to determine their position in the sky. GPS navigation can now provide highly accurate navigational data based on satellites alone. This is beneficial to airports because it allows them to have an IAP without installing expensive ground-based instrumentation. The Airport currently has three published RNAV (GPS) approaches for Runway 8, Runway 31 and Runway 13. Currently, there is a published IFR Alternate Airport Minimum indicating that this RNAV (GPS) approaches are unavailable when local weather is not available.

VOR – VHF (very high frequency) Omni Directional Radio Range (VOR) is an electronic, ground-based system that provides both lateral and vertical guidance to an aircraft approaching and landing on a runway during periods of low ceilings and/or reduced visibility. Runway 13 is the only runway equipped with a VOR at SNS.

Table 1.10 – SNS IAPs and Minimums

Aircraft Approach Category Altitude (feet MSL)/Visibility (statute miles)					
Procedure	**Category**	**A**	**B**	**C**	**D**
ILS RW 31	S-ILS 31	282/24			
RNAV (GPS) RW 8	LNAV MDA	760-1	760-1	760-2	760-2
	Circling	760-1	760-1	780-2	1680-3
RNAV (GPS) RW 13	LNAV MDA	540-1	540-1	540-1$\frac{1}{4}$	540-1$\frac{1}{2}$
	Circling	540-1	540-1	780-2	1680-3
RNAV (GPS) Y RW 31	LNAV MDA	440/24	440/24	440/24	440/50
	Circling	540-1	540-1	780-2	1680-3
RNAV (GPS) Z RW 31	LPV DA	282/24			
	LNAV/VNAV DA	478/40			
LOC/DME RW 31	S-31	420/24	420/24	420/24	420/40
	Circling	560-1	580-1	780-2	1680-3
VOR RW 13	S-13	500-1	500-1	500-1$\frac{1}{4}$	1020-3
	Circling	560-1	580-1	780-2	1020-3

Source: AirNav Instrument Approach Procedures SNS (30 December 2021 – 27 January 2022)

The Airport also has several published departure procedures as shown in **Table 1.11**.

Table 1.11 – SNS Departure Procedures and Minimums

Chalone Three Departure
TAKEOFF RUNWAY 8: Climb heading 081° to 500 then climbing right turn heading 144° to intercept SNS R-114 (V248) southeast bound to SARDO INT. Thence . . . . TAKEOFF RUNWAY 13: Climb heading 132° to 500 then climbing left turn to intercept SNS R-114 (V248) southeast bound to SARDO INT. Thence . . . . TAKEOFF RUNWAY 26: Climb heading 261° to 500 then climbing right turn heading 144° to intercept SNS R-114 (V248) southeast bound to SARDO INT. Thence . . . . TAKEOFF RUNWAY 31: Climb heading 312° to 500 then climbing left turn heading 084° to intercept SNS R-114 (V248) southeast bound to SARDO INT. Thence . . . . .Proceed on assigned route. Expect clearance to filed altitude 5 minutes after departure.
Salinas Two Departure
All aircraft expect vectors to assigned route. Maintain 6000′. Expect clearance to filed altitude five minutes after departure. TAKEOFF RUNWAYS 8 and 13: Turn right within one mile to intercept and climb via SNS R-255 for vector. TAKEOFF RUNWAYS 26 and 31: Climb on SNS R-255 for vector.

Source: Chart Supplement, CHALONE THREE and SALINAS TWO Procedures SNS (30 December 2021 – 27 January 2022)

1.3.9 Airfield Support Equipment

The following additional equipment supports aircraft and airport operations:

Automated Surface Observing System (ASOS) – An ASOS is a weather-sensing suite designed to serve aviation and meteorological observing needs for safe and efficient aviation operations, weather forecasting, and climatology. It provides continuous, real time information and reports on weather conditions. The Airport's ASOS is located adjacent to the wind cone and segmented circle near the center of the airfield to the southeast of the main apron. It is owned by the FAA and is in fair condition.

Wash Racks – Airport wash racks consist of a wide impervious concrete pad, sometimes gently sloped, and a drainage system capable of handling fluid runoff, along with spray washing equipment. At SNS, several wash racks exist in the vicinity of GA hangars and within Fixed Based Operator (FBO) areas: at the north hangar area, the core area adjacent to Gold Coast Aviation, and within the south hangar area.

Electrical Systems Vault – The Airport's electrical vault is located south of the ATCT, along the southeastern edge of the airport boundary.

1.3.10 Airfield Signage and Markings

Airfield signage and markings are used for navigational and safety purposes. The following examples are found at the Airport:

Directional Signage – The Airport is equipped with location signs on all taxiways and at all runway ends/crossings.

Informational Signage – Informational signage is in place to notify pilots and other users of important information such as tower or ground control frequencies, procedures, and hazards.

Airfield Markings – Airfield pavement markings provide information that is useful during aircraft takeoff, landing, holding, and taxiing. Examples of airfield markings include runway hold positions, non-movement area boundaries, and taxiway edge markings. Some types of airfield markings at SNS are shown **Figure 1.15**. All apron markings will be updated in accordance with FAA AC 150/5340-1L, *Standards for Airport Markings*, upon completion of the Airport Apron Reconstruction Project. All aircraft pavement markings will include glass beads and black outlines, except for tie-down markings.

Figure 1.15 - Airfield Markings at SNS

Source: Eagleview, 9/9/2018

1.3.11 Airspace and Air Traffic Control

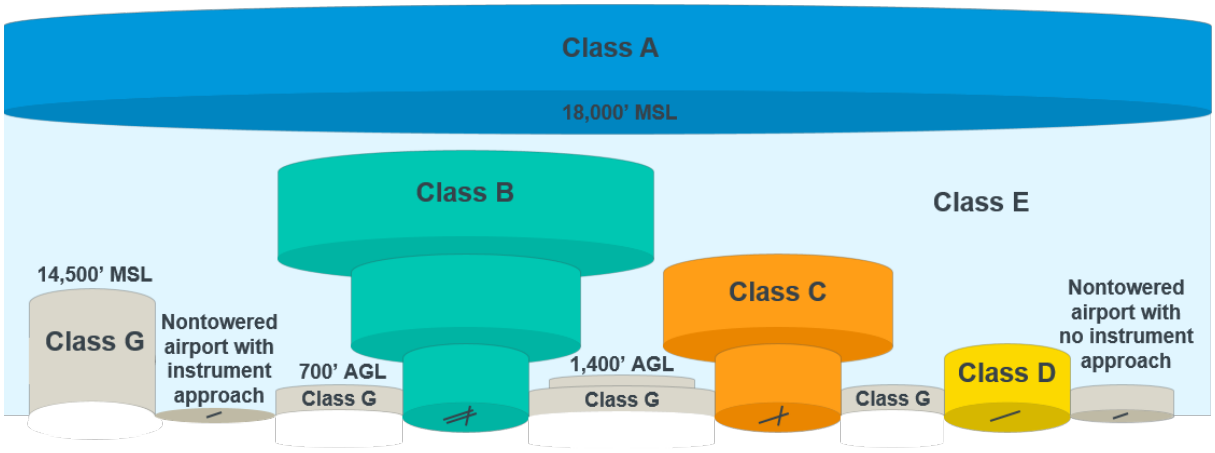
The Air Traffic Control Tower (ATCT) is located adjacent to the southern airport boundary near the intersection of Taxiways A and B. It is owned and operated by the FAA and is typically operational between 6:00 AM and 7:00 PM from October through March, and between 5:00 AM and 7:00 PM from April through September.

Figure 1.16 – SNS Airport Traffic Control Tower

Source: C&S Engineers, Inc., 2021

Whether a pilot flies under VFR or IFR depends on the weather conditions and the class(es) of airspace that will be flown through. The National Airspace System (NAS) is run and maintained by the FAA and categorizes airspace into the following classes (A, B, C, D, E, and G). Each class has specific requirements, restrictions, and dimensions. See **Figure 1.17** for a simplified example of the different types of airspace. **Figure 1.4** depicts the airspace environment surrounding the Airport.

Figure 1.17 - Airspace Classification



Source: FAAsafety.gov

When the ATCT is in operation, the airspace surrounding SNS is designated as Class D. It begins at the surface, extending to 2,500 feet MSL over land surrounding the Airport within a 4.3 NM radius. When the tower is closed, the Airport operates in Class E airspace, with a floor of 700 feet AGL and extending to 18,000 feet MSL, or where Class C airspace begins.

Aircraft navigate under VFR or IFR conditions. VFR conditions govern procedures when weather is greater than FAA specified minimums. To fly under VFR at SNS (Class D), the visibility must be greater than three statute miles (SM) and aircraft must remain 500 feet below, 1,000 feet above, or 2,000 feet horizontally clear of clouds. Flights operated under VFR navigate using a mixture of visual cues and instrumentation are not required to contact ATCT unless entering controlled airspace. The term IFR refers to the set of rules governing conduct of flight under instrument meteorological conditions (IMC) where pilots rely solely on their instrumentation to navigate and are required to be in contact with ATCT.

1.4 Landside and Support Facilities

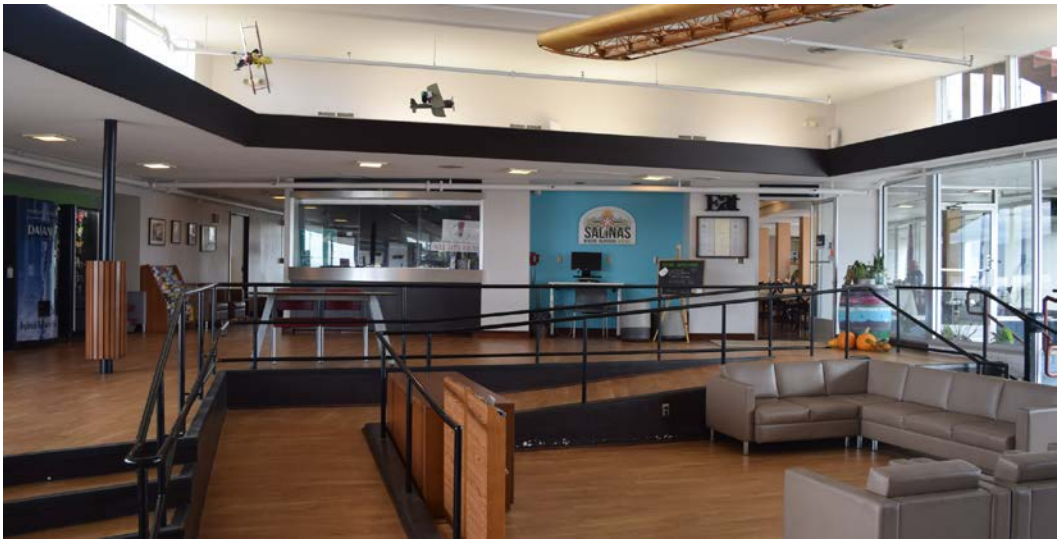
Landside facilities at the Airport include the terminal building and various facilities owned and/or operated by tenants. Support facilities discussed in this section include those related to aircraft fueling, airport maintenance, and fire support services.

1.4.1 Terminal

The terminal at SNS is intended for commercial passenger use but serves multiple uses. The two-story, 11,398 square-foot facility includes administration space, a restaurant, and leasable space for tenants. Located at the center of the airfield adjacent to the main apron, the airport terminal is accessible airside from the main apron or landside from Skyway Boulevard and Mortensen Avenue. Exterior and interior views of the Terminal are provided in **Figure 1.18** and **Figure 1.19**.

Figure 1.18 - Terminal Building

Figure 1.19 – Terminal Interior



Source: C&S Engineers, Inc., 2022

1.4.2 Fixed Base Operator (FBO) Tenants

A fixed based operator (FBO) is the primary provider of GA support services at a public-use airport. FBOs are commercial businesses that are granted the right by the airport to operate on airport property to provide aeronautical services such as fueling, hangaring, tie-down and parking, aircraft rental, aircraft maintenance, flight instruction, etc. Jet West is the primary FBO at SNS, providing an array of services for clients. Tenant services are described below in **Table 1.12** and the buildings from which they operate are summarized in **Table 1.13**.

Figure 1.20 - Aircraft Parked at Jet West FBO

Source: C&S Engineers, Inc., 2022

Table 1.12 – Summary of Airport Tenants and Services

Tenant Name	Service Provided
Advancetech	Aircraft maintenance
Aerodynamic Aviation	Flight training, aviation services
Airomotive Specialties	Aircraft maintenance
Airplane Company, Inc.	Aircraft maintenance
Archer Aviation	Aviation services
Aviation Specialties Unlimited	Aviation services
Bob Hoover Flight Academy	Flight training
California International Airshow	Event planning
CalPacific Airmotive	Aircraft restoration/painting
CalStar	Medical transportation
Central Coast Aviation	Aviation services
Enterprise Rent-a-Car	Rental cars
Flying Artichoke Restaurant	Food services
Gold Coast Aviation	Aircraft maintenance
Hertz	Rental cars
Jet West (FBO)	Fuel services, aviation services
Potts Aircraft Painting	Aircraft restoration/painting
R&B Helicopters	Agriculture services
REACH Air Medical	Medical transportation
Seatec Underground Utilities	Aircraft maintenance
Serv-Aero Engineering	Aircraft maintenance
T&P Aero Refinishers	Aircraft restoration/painting
Tanimura & Antle	Aviation services
Wilbur Ellis	Agriculture services
World Fuel	Fuel services

Source: SNS website and C&S Engineers, Inc., 2021

Fuel services provided by Jet West are discussed in subsequent **Section 1.4.5**. FBO-owned small box and T-hangars used to store GA aircraft for tenants are discussed in subsequent **Section 1.4.4**.

Table 1.13 – Tenant Buildings

Building	Owner(s)	Tenant(s)	Use(s)	Building Condition	Total Building Area (SF)	Photo
1 Terminal	City	Aerodynamic Aviation, Bob Hoover, Academy, Central Coast Aviation, Flying Artichoke Restaurant, Hertz, Reach Air Medical	Aviation services, offices, restaurant	Excellent	9,600	
2	City	Alisal Education Center, Aviation Specialties Unlimited, REACH Air Medical, Wilbur Ellis, R&B Helicopters	Aviation services, offices	Excellent	26,600	
3	City	Jet West, Enterprise Rent-a-Car	Aviation services, offices	Good	12,800	

9	City	T&P Aero Refinishers	Maintenance	Poor	7,000	
27	City	Airmotive Specialties, Archer Aviation, Delta Mike Enterprise, Monterey County Department of Education, Serv-Aero Engineering	Aviation Services, Maintenance, Offices	Good	36,200	
28	City	Gold Coast Aviation	Maintenance	Good	7,200	

30	City	CalPacific Airmotive	Maintenance	Excellent	11,460 and 12,325	
40	City	Tanimura & Antle, Airplane Company, Inc.	Aviation services	Excellent	18,700	
42	City	Advancetech	Aviation services, maintenance	Excellent	17,720	
47	City	Potts Aircraft Painting	Maintenance	Poor	9,170	

1.4.3 Additional Tenant Facilities

Additional tenants at the Airport that do not provide FBO services are summarized in **Table 1.14**.

Table 1.14 – Summary of Additional Airport Tenants

Tenant Name	Building #/Address	Service Provided	Total Area (SF)
Seatec Underground Utilities	31 / 467 Airport Blvd.	Non-aviation	14,310
AT&T	445 Airport Blvd.	Non-aviation	7,370
Monterey County Mosquito Abatement	342 Airport Blvd.	Non-aviation	13,050
California National Guard	368 Airport Blvd.	Non-aviation	75,900 (land)

Source: C&S Engineers, Inc., 2022

1.4.4 GA Hangars

FBOs at the Airport provide several hangar options for GA tenants, including box hangars of differing sizes, as well as T-hangars.

Figure 1.21 – Hangars

Figure 1.22 – Hangars

Source: C&S Engineers, Inc., 2022

Table 1.15 summarizes that there are 250 GA aircraft storage bays located in the Airport's box hangars, T-hangars, and shaded port positions. This is in addition to the tie-downs also available for aircraft mentioned in **Section 1.3.3**. All hangars have water and sewage utilities, but not gas. The Airport currently has a hangar and tie-down waiting list and manages applications through the Airport Office. The Airport anticipates that the hangar waiting list will remain competitive.

Table 1.15 – GA Aircraft Storage Facilities

Buildings	Owner	Type	Condition	Area (SF)
A	City	Box Hangar	Fair	10,975
B	City	Box Hangar	Fair	11,000
C	City	Box Hangar	Fair	7,180
D	City	Box Hangar	Poor	5,575
E	City	Box Hangar	Poor	5,680
F1-2	City		Fair	6,000
F3	City		Fair	4,000
G	City		Good	16,150
H	City		Poor	9,780
K	City	T-Hangar	Good	23,460
L	City	T-Hangar	Good	22,800
M	City	T-Hangar	Good	20,220
N	City	Large Hangar	Good	16,840
O	City	T-Hangar	Good	22,850
P	City	T-Hangar	Good	
Q	City	T-Hangar	Good	21,615
R1-5	City	Large Hangar	Excellent	7,140
R6	City	Large Hangar	Excellent	9,592
R7-10	City	Large Hangar	Excellent	7,175
S	City	T-Hangar	Excellent	23,050
T	City	T-Hangar	Excellent	23,900
T-52	City		Fair	19,440

Source: C&S Engineers, Inc., 2022

1.4.5 Aircraft Fueling Facilities and Operations

There is not a City-owned or operated aircraft fueling station at the Airport. Instead, fueling services are provided by the Airport's primary FBO, Jet West, via full service fueling partner, World Fuel. Additionally, self-service fueling is accessible 24-hours a day, seven days a week directly from the storage tanks. Jet West provides full service fueling using three fuel trucks: a 1,000-gallon truck, a 3,000-gallon truck, and a 5,000-gallon truck. The trucks are stored on the main apron adjacent to the above ground fuel tanks and in a small parking area west of the airport beacon.

The fuel farm is located on Airport property within the airport fence line, and is accessible via a gated entrance from Mortensen Avenue just to the west of the airport terminal building. The fuel farm consists of two identical above ground storage tanks with self-serve fueling hoses at one end arranged in opposing directions (**Figure 1.23**). The tanks provide enough area for one self-serve aircraft to refuel at each tank at any given time. A summary of fuel tanks stored at the fuel farm are included in **Table 1.16**.

Figure 1.23 – World Fuel/Jet West Fuel Farm

Source: C&S Engineers, Inc., 2022

Table 1.16 – Fuel Farm Tank Summary

Owner	Tank Fuel Type	Tank Capacity (gal.)
Jet West	100LL	12,000
Jet West	Jet A	12,000

Source: C&S Engineers, Inc.

1.4.6 Airport Maintenance and Equipment

Maintenance of the Airport is handled in limited capacity by Airport staff using City-owned equipment. A list of City-owned vehicles and equipment used for maintenance and operations is shown in **Table 1.17**. Airport management does not retain a dedicated maintenance building, much of the maintenance equipment is contained in a fenced area at the south end of the main hangar building or outside the airport terminal.

Table 1.17 – City Vehicles/Equipment

Vehicle/Equipment	Make/Model	Year	Condition
SUV	Ford Escape	2020	Good
Truck	Ford F-250	2020	Good
SUV	Ford Escape	2008	Fair
Truck	Ford F-250	2001	Poor
?	EX V2AC	2017	Satisfactory
Tractor	John Deere 6310	2002	Satisfactory
Lighted X	Hali Brite Runway Lighted X	2005	Satisfactory
Lighted X	Hali Brite Runway Lighted X	2005	Satisfactory
Sweeper	FOD Boss	2020	Satisfactory
Spray Rig	N/A	2020	Satisfactory
Trailer	N/A	2005	Poor
Spray Trailer	N/A	2005	Satisfactory
ARFF Truck	?	2015	Good
Mower	John Deere X500	2012	Satisfactory
Airfield Back Up Generator	?	N/A	Satisfactory
Generator	Dayton 4W117D Generator	1994	Fair

Source: C&S Engineers, Inc.

1.4.7 Fire Response

The Airport does not have a dedicated Aircraft Rescue and Firefighting (ARFF) station. SNS relies on the Salinas Fire Department to respond to airport emergencies. The Department maintains an Aircraft Rescue Firefighting Vehicle that is housed at the Airport and operated by City firefighters in case of emergency. The closest fire station to the Airport is Salinas Fire Department Station 4 located at 308 Williams Road, approximately 1-mile northwest of the airfield. This location also holds the Department's dry-chemical unit as well as a specialized firefighting unit for airport responses.

A dedicated ARFF for the Airport is not required since SNS does not operate under an FAA issued 14 CFR Part 139 airport operating certificate. A 14 CFR Part 139 airport operating certificate is not required since SNS does not:

- Serve scheduled and unscheduled air carrier aircraft with more than 30 seats;
- Serve scheduled air carrier operations in aircraft with more than 9 seats but less than 31 seats; and
- The FAA administrator does not require it to have a certificate.

1.5 Vehicle, Public Transit, and Bike-Ped Access

This section includes a discussion of vehicle parking and wayfinding at the Airport. It also discusses Airport access via vehicle, public transit, and bike-pedestrian.

1.5.1 Vehicle Access

Direct access to the airport terminal is available via Airport Boulevard or Skyway Boulevard, with several tenant facilities also accessible on the south side off of Moffett Street. Airport Boulevard is accessible from Veterans Memorial Highway (US-101) via Roy Diaz Street. The area is not served by interstate highways.

1.5.2 Vehicle Wayfinding

The Airport lacks wayfinding signs on its property to guide vehicles, however the terminal building and hangars are plainly visible from primary roads. Tenant facilities are more difficult to locate. Currently, there is highway wayfinding signage for the Airport at the following locations within the nearby roadway network:

- Exit 326A on US-101 northbound towards Airport Boulevard (one location prior to the exit).
- Exit 326A on US-101 southbound towards Airport Boulevard (one location prior to the exit).

This signage does not contain typical symbols for an airport but identifies a generic airport with text, in addition to Airport Boulevard.

1.5.3 Vehicle Parking

The Airport has several parking lots available for tenant, employee, and visitor vehicle parking. Available parking supply is summarized in **Table 1.18**. The terminal area parking features solar canopies to provide shade, and this is the most frequently used section of parking at the Airport. Other parking areas are loosely organized near tenant facilities including most larger hangar facilities. Pavement and striping in the majority of parking spaces is in fair condition. Signage at the entrance to the terminal parking lot indicates "no parking longer than 2 weeks without airport manager's permission". There is also signage dedicating vehicle parking spaces to Hertz rental cars for the first 23 spaces moving west along Mortensen Avenue from the terminal

building towards the large hangar/Building 27. In addition, many GA tenants park their vehicles at the tie-down or hangar in which they base their aircraft.

Table 1.18 – Existing Vehicle Parking Supply

Parking Area	Existing Vehicle Parking Supply
Terminal (including Jet West & 240)	110
Mortensen Avenue (in front of large hangar)	51
Cal Pacific Airmotive (in front of hangar)	21
Seatec Underground Utilities	10
Tanimura & Antle/Airplane Company, Inc. (at hangar)	21
Advancetech (at hangar)	26
Building 43	11
Total	**250**

Estimated using Aerial Imagery.

Figure 1.24 - Terminal Parking Lot

Source: C&S Engineers, Inc., 2022

1.5.4 Public Transit Access

There is no direct public transit access to SNS. The City of Salinas is served by the Monterey-Salinas Transit bus system, which operates routes throughout Monterey County. The closest bus stop to SNS is located at the corner of Skyway Boulevard and East Alisal Street, approximately 0.5 miles north of the airport terminal. Bus routes also stop at East Alisal and Williams Road a further tenth of a mile. All routes connect neighborhoods and commercial centers to downtown Salinas. An additional bus route operates along US-101 passing the Airport with service between Salinas and King City (46 miles south) with intermediate stops in other communities, but does not make stops within the Airport's vicinity.

Salinas is served by regular intercity train and bus service from the Salinas Transit Center. Daily Amtrak Coast Starlight trains transit between Seattle and Los Angeles with intermediate stops including Salinas. Greyhound bus lines offer direct connectivity from Salinas to Los Angeles, Oakland, Santa Barbara, and San Luis Obispo. The Salinas Transit Center is located approximately 2.65 miles to the west of the airport terminal.

1.5.5 Bike-Ped Access

The Airport is fairly accessible via bicycle and pedestrian (bike-ped) access. The street network surrounding the Airport has sidewalk access, especially along Airport Boulevard. Sidewalks do not exist along Skyway Boulevard but dirt pathways are evident on the western side of the street. Pedestrian infrastructure could improve circulation on airport property. The core of the airport terminal area is vacant space enabling some pedestrian access, but built sidewalks are largely absent. Airport Boulevard and Skyway Boulevard each contain dedicated bike lanes in each direction.

1.6 Utilities

The electrical needs of the Airport are provided by Pacific Gas and Electric Company, which supplies power over a network of overhead lines along Alisal Road and Airport Boulevard. These overhead lines serve the terminal building and the FBO. The airfield area is served by underground power lines. The Airport's potable water is supplied by the California Water Service Company, which serves the City of Salinas. Supplying the water is accomplished by way of a 12-inch steel main in Airport Boulevard, which ends about 2,000 feet south-west of Skyway Boulevard and a 10-inch main in Skyway Boulevard. Surface runoff from rainstorms is collected in swales, ditches, and channels and conveyed to storm sewer systems which convey the runoff to the reclamation ditch or the Heins Lake area. The airport terminal area is served by one sewer trunk line located along Sanborn Road where it then goes into the Salinas Main Pump Station. Natural gas, like electricity, is supplied to the airport by Pacific Gas and Electric Company. The main gas supply into the area is a 4-inch line along Airport Boulevard and Skyway Boulevard.

Appendix A – Airport Pavement Management System Report (2017)