

**DETAILED DESCRIPTION OF AVIATION ELEMENT OF
NO PROJECT ALTERNATIVE**

APPENDIX 2-B**DETAILED DESCRIPTION OF AVIATION ELEMENT OF
NO PROJECT ALTERNATIVE****Aviation Element of No Project Alternative**

The aviation element of the No Project Alternative currently consists of only the existing aviation infrastructure. In the Draft Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS), improvements that are approved, permitted and funded for construction by 2020 will also be included. However, due to private funding and programming practices of the airports, the identification of approved, permitted and funded projects will require direct contact with the airport authorities involved to accurately determine the status of candidate improvement projects. This aviation element of the No Project Alternative will be updated as qualifying improvements are identified. The existing facilities are summarized below.

A. EXISTING AVIATION SYSTEM

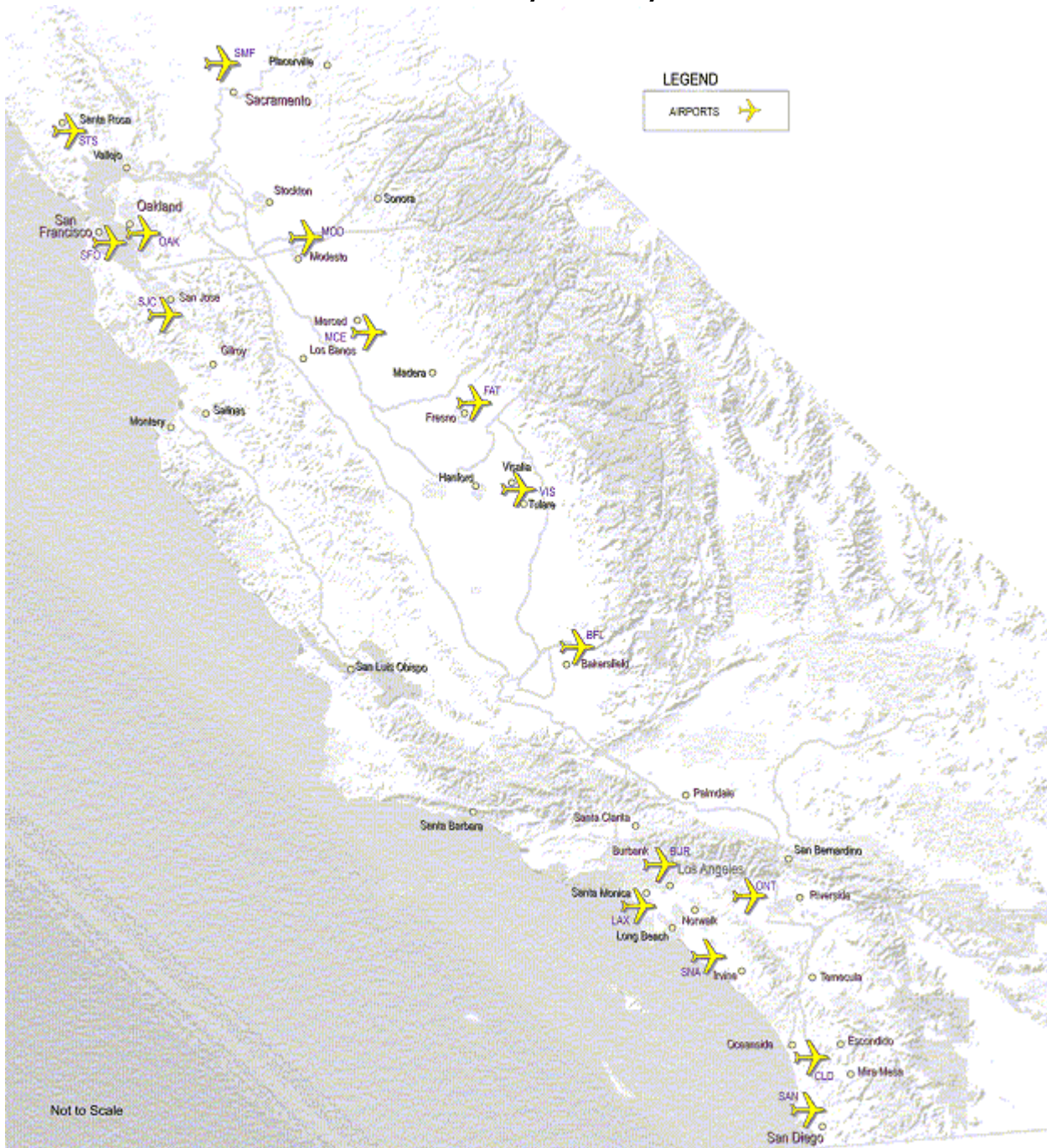
The existing air transportation system consists of the following 18 airports within the study area that currently provide commercial service between the same intercity markets as the proposed high-speed train system.

- Sonoma County Airport/Santa Rosa Airport (STS).
- Sacramento International Airport (SMF).
- Stockton Metropolitan Airport (SCK).
- San Francisco International Airport (SFO).
- Oakland Metropolitan International Airport (OAK).
- Norman Y. Mineta San Jose International Airport (SJC).
- Merced Municipal/Macready Field (MCE).
- Modesto City-County-Harry Sham Field Airport (MOD).
- Fresno Yosemite International Airport (FAT).
- Visalia Municipal Airport (VIS).
- Bakersfield Meadows Field Airport (BFL).
- Burbank-Glendale-Pasadena Airport (BUR).
- Los Angeles International Airport (LAX)
- Long Beach Daugherty Field (LGB).
- John Wayne International-Orange County Airport (SNA).
- Ontario International Airport (ONT).
- McClellan-Palomar Airport (CLQ) (Carlsbad).
- San Diego International-Lindbergh Field (SAN).

The locations of these airports are shown in Figure 2-B-1. The location, existing services, and infrastructure of each of the airports is described below. The existing infrastructure is summarized in Table 2-B-1. This information was gathered from existing airport master plans and interviews with

airport administration representatives. Sources in this section are documented as endnotes at the end of this appendix.

**Figure 2-B-1
California Intercity Aviation System**



**Table 2-B-1
Existing (2001) Airport Facilities and Characteristics**

Airport	Total Passenger Terminal Size (square feet)	Annual Passengers (millions)	Percent of In-State Passengers¹	Number of Runways	Number of Gates	Number of Lanes Primary Access Road	Number of Parking Spaces (On/off-site)	Size of Airport (acres)
Bay Area								
Oakland (OAK)	429,000	11.4	60.1%	3	24	5	7,016	600
San Jose (SJC)	403,800	13.1 (CY) ³	49%	3	31	2	8,500	1,000
San Francisco (SFO)	5,021,000	33.9	28.7%	4	117	9	10,788	2,383 ²
Santa Rosa (STS)	5,000	.081	0%	2	1	1	650	1,000
Northern Central Valley								
Sacramento (SMF)	970,000	7.5	41%	2	30	2	12,000	6,000
Stockton (SCK)	44,355	TBD	100%	2	6	2	500	1,149
Southern Central Valley								
Fresno (FAT)	147,000	1.4	60%	2	12	3	2,199	2,150
Bakersfield (BFL)	18,000	0.3	97%	2	7	4	380	1,300
Merced (MCE)	3,382	.01	0%	1	1	1	55	470
Modesto (MOD)	8,900	.03	81%	2	1	1	300	350
Visalia (VIS)	3,200	0.1	100%	1	1	1	130	722
Los Angeles								
Burbank (BUR)	173,663	4.7	60%	2	14	4	5,200	650
Los Angeles (LAX)	3,997,000	61.6	18%	4	140	11	25,647	3,563
Orange County (SNA)	337,900	7.3	64%	2	14	5	8,255	504
Ontario (ONT)	530,000	6.7	64%	2	26	5	11,608	1,700 (approx)
Long Beach (LGB)	50,000	0.6	16%	5	9	5	2,000	500
San Diego								
San Diego (SAN)	813,878	15.1	27%	1	41	3	3,200	526
Carlsbad (CLQ)	4,100	0.1	N/A	1	1	1	837	540
Statewide Total	12,960,178	163.9	33%	41	476	65	99,265	25,107

Notes:

¹ There were approximately 75,000 total passengers until October of 2001 when United Airlines ceased service to the airport. United airlines has not resumed service.

² The airport owns 5,171 acres but uses 2,383 acres. An additional 2,788 acres is undeveloped tide lands.

³ 13,091,193 reflect total passengers for the calendar year of 2001.

Sonoma County Airport/Santa Rosa (STS)

The Santa Rosa airport is located southwest of downtown Santa Rosa, west of U.S. Highway 101 (US-101). In 1999, the airport served 54,669 passengers. In 2001, the airport recorded approximately 37,500 enplanements and 37,500 deplanements until October when United Airlines stopped service. The airport has two runways with four approaches and one associated boarding gate. There is one traffic lane accessing the facility and there are approximately 650 parking spaces. The Santa Rosa airport serves domestic locations only.¹

Sacramento International Airport (SMF)

The Sacramento International Airport is located northwest of downtown Sacramento, north of Interstate (I-5). The airport served a total of 7.5 million passengers in 1999. There are two runways with 27 associated boarding gates. There is one traffic lane that directly accesses the airport via I-5, and there are a total of 12,735 parking spaces. The airport serves domestic locations only.²

Stockton Metropolitan Airport (SCK)

The Stockton Metropolitan Airport is located on the Southern boundary of the city of Stockton in the heart of California's Central Valley. The airport is located between two major north-south thoroughfares; I-5, 1.5 miles to the West, and State Highway 99, which borders the airport on the East side. Situated on 1449 acres of land, the Stockton Metropolitan Airport has an 8,650-foot long, 150-foot wide primary Instrument Landing System (ILS) runway, with a take-off distance available of 10,037 feet. This runway is scheduled to be lengthened during the summer of 2002 giving an ultimate take-off distance available of 11,037 feet as of the fall of 2003. The Stockton Metropolitan Airport also has a 4,458-foot long, 75-foot wide general aviation runway. Six air carrier gates adjoin the 44,355 square foot terminal building.

San Francisco International Airport (SFO)

San Francisco International Airport is located on the San Francisco Peninsula, east of US-101 along the western shore of San Francisco Bay. The airport served a total of 33.9 million passengers in 2000. The highest numbers of domestic flight passengers, 13.7 percent of all arrivals, originate from the Los Angeles area on 79 daily flights. There are four runways with 93 boarding gates for commercial jets and 24 boarding gates for commuter flights. The current runways are more than 50 years old but are presently being repaved (July 2002). The airport can accommodate simultaneous arrivals and departures but the layout design does not allow for simultaneous arrivals during poor weather such as fog, low clouds, or high wind conditions. The facility has a total of 10,788 parking spaces with nine traffic lanes accessing the airport. The airport serves both international and domestic locations.³

Oakland Metropolitan International Airport (OAK)

Oakland International Airport, owned by the Port of Oakland, is located south of downtown Oakland, west of I-880 along the eastern shore of San Francisco Bay. The airport served a total of 11.4 million passengers in 2001 and expects to serve 12.0 million in 2002. The airport has three runways with 24 associated boarding gates. There are a total of 7,016 parking spaces and five traffic lanes entering the facility. Oakland International Airport serves both international and domestic locations with 404 daily domestic and six daily international flights.⁴

San Jose International Airport (SJC)

San Jose International Airport is located two miles north of downtown San Jose, just south of US-101. In 2001, the airport served a total of 13.1 million passengers. The airport accommodates an approximate total of 207 departures per day, and a total of 151,132 domestic and international flights per year (calendar year 2001) The airport has three runways, one of which was resurfaced in 1988, a second was resurfaced in 2001, and the third is currently

undergoing resurfacing (July 12, 2002). The airport has a total of 31 different boarding gates, and provides 7,200 parking spaces for public use and 1,300 spaces for employee use. Access to the airport is provided via the two lane Airport Boulevard.⁵

Merced Municipal/Macready Field (MCE)

The Merced Municipal Airport is located southwest of downtown Merced, south of State Route 140 (SR-140). In 2001, the airport served 6,526 passengers utilizing one runway and one associated boarding gate. There is one traffic lane accessing the facility and approximately 55 parking spaces that accommodate the two arrivals and two departures, daily. The airport serves domestic locations only and the runway is between six and seven years old but is scheduled for resurfacing.⁶

Modesto City-County-Harry Sham Field (MOD)

The Modesto airport is located in southwestern Modesto, east of SR-99. In 1999, the airport served approximately 52,400 passengers utilizing two runways and one associated boarding gate. The runways are scheduled to be resurfaced in 2003. There is one traffic lane accessing the airport and approximately 300 parking spaces available. The airport serves domestic locations only with four daily scheduled departures.⁷

Fresno Yosemite International Airport (FAT)

The Fresno Yosemite International Airport is located northeast of downtown Fresno, east of SR-41. The airport serves domestic flights only and in 2001, the airport served approximately 942,830 passengers. The airport has two runways that were last resurfaced in 1988 and 1987. One of the runways is scheduled to be resurfaced in 2003. The airport utilizes 12 boarding gates. The airport has a total of three lanes accessing the facility and a total of 2,199 parking spaces. This airport serves domestic locations only.⁸

Visalia Municipal Airport (VIS)

Visalia Municipal Airport is located west of Visalia, east of SR-99. The airport serves only domestic flights and in 2001 the airport served approximately 14,000 passengers. It has one runway, which was resurfaced in 1999 including taxiways, and one associated non-jetway boarding gate. Because it has a single runway, the airport cannot accommodate simultaneous arrivals and departures. There is one traffic lane accessing the facility and approximately 130 parking spaces.⁹

Bakersfield Airport (BFL)

The Bakersfield airport, also known as Meadows Field Airport, is located north of Bakersfield and east of SR-99 and SR-65. The airport is sited on approximately 1,300 acres of land and has two runways, one of which is the longest runways in state. The terminal consists of a total of 18,000 square feet and contains 7 boarding gates. There are four lanes that access the airport. The airport serves domestic locations only.

Burbank-Glendale-Pasadena Airport (BUR)

The Burbank airport is located north of the city of Burbank just west of I-5. It served a total of 4,487,336 million passengers in 2001 and 1,429,079 million passengers through April of 2002. The airport has two runways that were last resurfaced in 1979 and 1981. The runways, however, have been maintained with general service and are scheduled for reconstruction between 2003 and 2004. The runways provide direct service to 14 associated boarding gates. The airport has a total of 5,200 parking spaces with two traffic lanes from Empire Avenue and two traffic lanes from Hollywood Way that access the airport facilities. The Burbank airport serves domestic locations only with a total of 78 daily flights.¹⁰

Los Angeles International Airport (LAX)

Los Angeles International Airport is located in southwest Los Angeles, west of I-405, near the city of Marina Del Rey. This airport is the third busiest airport in the world with 61,606,253 million passengers in 2001. There are four runways with 140 boarding gates for commercial airlines. The facility has a total of 25,647 parking spaces with nine traffic lanes accessing the airport. Two lanes provide access the site from the south, 3 lanes provide access from the north, and 4 lanes provide access from the east. The airport serves both international and domestic locations.¹¹

Long Beach Daugherty Field (LGB)

The Long Beach airport is located southwest of central Los Angeles north of I-405 and to the east of I-710. Five traffic lanes serve access to the airport and there are over 2,000 parking spots on and off site. The airport has five runways and nine gates and in 2001 LGB served 587,473 enplaned passengers. While Long Beach is one of the busiest general aviation airports in the US, commercial operations are severely limited by a city of Long Beach noise ordinance that limit the number of take-off and landings to 41 per day.

John Wayne International-Orange County Airport (SNA)

John Wayne International-Orange County Airport is located in western Orange County, adjacent to and west of I-405, in the city of Santa Ana. Due to noise abatement restrictions, the airport's hours of departure are limited to 7 a.m. to 10 p.m. Monday through Saturday and 8 a.m. to 10 p.m. on Sunday. Arrivals are limited to 7 a.m. to 11 p.m. Monday through Saturday and from 8 a.m. to 11 p.m. on Sunday. In 2001, the airport served a total of 7,324,557 passengers. The airport has one commercial runway with 14 associated boarding gates and one general aviation runway, both of which were last resurfaced in 1994. Because the airport has a single commercial runway, simultaneous departures and arrivals are not allowed. There are five traffic lanes that access the facility, two lanes conduct traffic to an upper level that accommodates departing passengers, and 3 lanes conduct traffic to a lower level that accommodates arriving passengers. The airport has 8,255 parking spaces, and serves domestic locations only.¹²

Ontario International Airport (ONT)

The Ontario International Airport is located east of downtown Ontario, south of I-10 and north of SR-60. The airport served a total of 6,702,400 passengers in 2001. The airport utilizes two runways and has 26 associated boarding gates to accommodate approximately 215 flights per day. One runway was resurfaced in 1994 and the other was constructed approximately 20 years ago. The airport is accessed by five traffic lanes and the airport provides a total of 11,608 parking spaces. The airport serves both international and domestic locations.¹³

McClellan-Palomar Airport (CLQ) (Carlsbad)

The Carlsbad/Palomar airport is located southeast of Carlsbad, east of I-5. In 2001, the airport served approximately 146,334 passengers. It has one runway that was constructed in 1961, resurfaced in 1986, and one associated boarding gate. There is one traffic lane accessing the facility and an unspecified number of parking spaces. The airport serves domestic locations only.¹⁴

San Diego International Airport (SAN)

The San Diego International Airport, also known as Lindbergh Field and operated by the Port of San Diego, is located in downtown San Diego, west of I-5, along the northern shore of San Diego Bay. The airport served a total of 15,184,332 million passengers in 2001. The airport has one runway that was resurfaced in 2000 and has 41 associated boarding gates. There are three traffic lanes that access the airport, one for each terminal, and a total of 3,200 parking spaces. Flights consist of five international daily flights and 278 domestic flights per day.¹⁵

Sources

- ¹ Donnelly, Pat, Santa Rosa Airport. Interviewed by Brad Stoneman, Jones & Stokes. June 28, 2002.
- ² Lang, Laura, and Sutton, Kathy, Marketing/Sacramento County Airport System. Interview by Brad Stoneman, Jones & Stokes. June 28, 2002.
- ³ Solomon, Chap, Community Affairs Department SFO, DMJM, SFIA Master Plan Study (1989) and FAA, Draft Environmental Assessment. Airport Master Plan Improvements (1998). Interviewed by Vincent Oseguera and Brad Stoneman, Parsons Brinckerhoff and Jones & Stokes. January 10, 2001 and June 26, 2002.
- ⁴ Minner, Chris, Oakland International Airport. Interview by Brad Stoneman, Jones & Stokes. July 1, 2002.
- ⁵ Zolezzi, David, San Jose International Airport, e-mail correspondence by Brad Stoneman, Jones & Stokes. July 12, 2002. San Jose International Airport, SJC at a Glance, Fast Facts.
- ⁶ Herrera, Contantino Airport Superintendent, Merced Municipal Airport. Interviewed by Brad Stoneman, Jones & Stokes. June 27, 2002.
- ⁷ Cook, Howard, Modesto Airport. Interviewed by Brad Stoneman Jones & Stokes. July 7, 2002.
- ⁸ Miller, Patti, Public Relations/Communications Manager, Fresno Yosemite International Airport. Interviewed by Brad Stoneman, Jones & Stokes. July 2, 2002.
- ⁹ Gifuentez II, Mario, Airport Superintendent Visalia Airport. Interviewed by Brad Stoneman, Jones & Stokes. June 27, 2002.
- ¹⁰ Workman, Doreen and Clabbers, Leo, Burbank Airport. Interviewed by Brad Stoneman, Jones & Stokes. June 27, 2002 and July 1, 2002.
- ¹¹ Winfrey, Tom, Public Affairs Los Angeles International Airport, July 1, 2002, and Los Angeles World Airports Website: <www.lawa.org>. Accessed July 24, 2002.
- ¹² McCarley, Ann, Interim Manager, Public Affairs and Media Relations, John Wayne Airport. Interviewed by Brad Stoneman, Jones & Stokes. July 17, 2002.
- ¹³ Tesoro, Maria, Community Relations Ontario Airport. Interviewed by Brad Stoneman, Jones & Stokes. July 11, 2002.
- ¹⁴ Best, Floyd, McClellan-Palomar Airport Superintendent. Interviewed by Brad Stoneman, Jones & Stokes June 28, 2002.
- ¹⁵ Pinchek, Bill, Airport Operations Supervisor, San Diego Airport. Interview by Brad Stoneman, Jones & Stokes. June 28, 2002.

Other Sources

Oakland International Airport Website. Available: <www.oaklandairport.com>. Accessed on May 1, 2001, and July 24, 2002.

San Francisco International Airport Website. Available: <www.sfoairport.com>. Accessed on May 1, 2001, and July 15, 2002.

Los Angeles World Airports Website. Available: <www.lawa.org/palm/palmframe.html>. Accessed on May 1, 2001, and July 24, 2002.

Los Angeles World Airports Website, LAWA 2015, About the LAX Master Plan. Available: <www.lawa.org>. Accessed on May 1, 2001, and July 24, 2002.

Port of San Diego Website. Available: <www.portofsandiego.org>. Accessed on April 10, 2001, and the San Diego International Airport Master Plan Final Report, June 2001.

Port of San Diego Website. Available: <www.portofsandiego.org>. Accessed on April 10, 2001, and the San Diego International Airport Master Plan Final Report, June 2001.