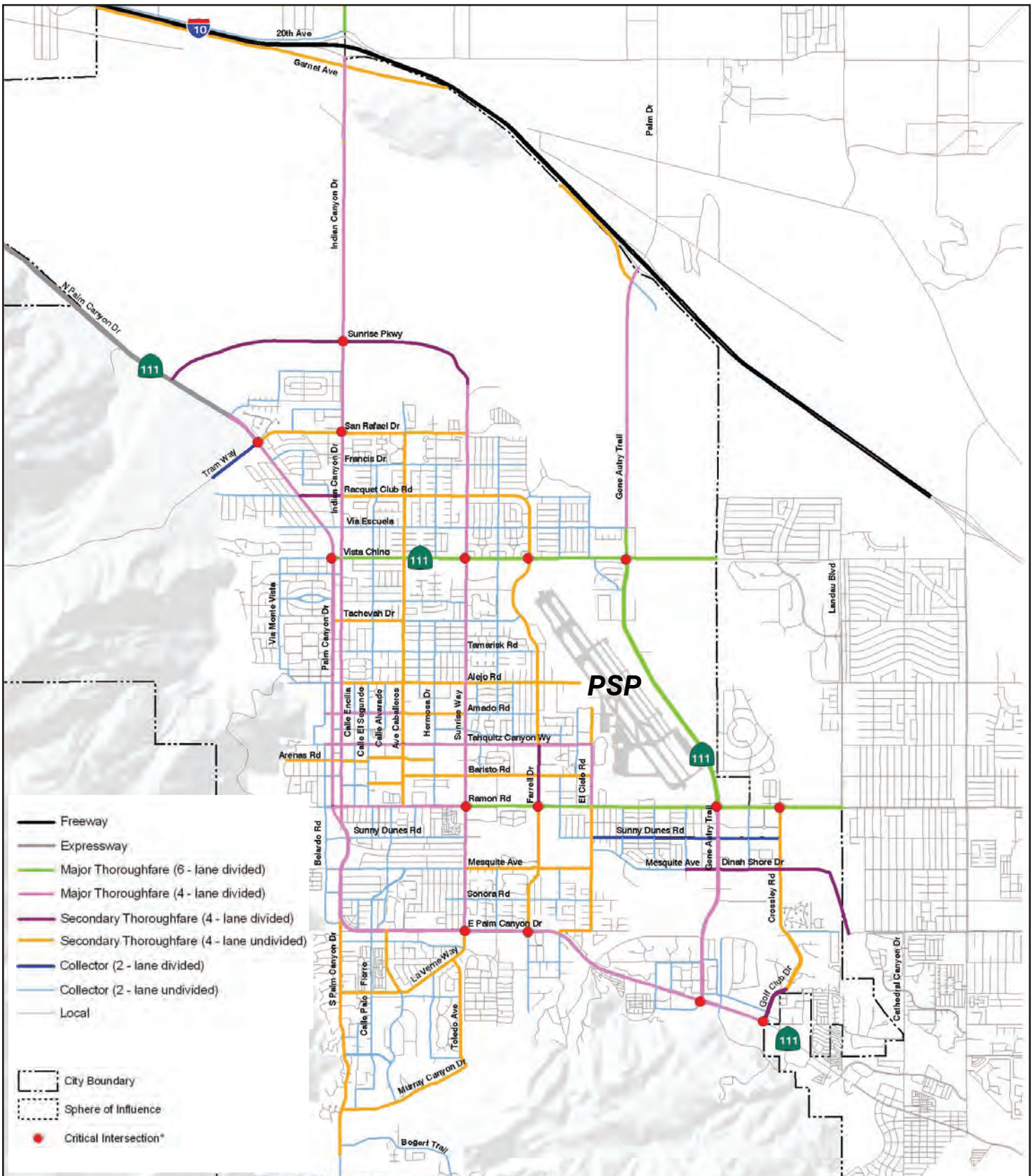
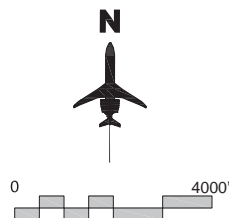


2.11 GROUND TRANSPORTATION / PARKING / ACCESS

The physical layout and characteristics of ground transportation facilities and services at Palm Springs International Airport are illustrated in **Figure 2-16** and described in this section. Described are the off-airport access system, on-airport access system and circulation roads, parking facilities, rental car facilities, and chartered and other ground transportation facilities.



Source: City of Palm Springs General Plan
 Note: PSP = Palm Springs International Airport



Regional Roadway Network

Figure 2-16

Palm Springs International Airport Master Plan

2.11-1 Off-Airport Access System

Vehicular Access

Palm Springs International Airport is located approximately 5 miles south of the I-10 and accessible by vehicle from all directions via the CA-111 and I-10. Access to the Airport terminal building from the northwest along CA-111 is provided via East Tahquitz Canyon Way or East Vista Chino and North Farrell Drive. Access from the north off the I-10 is provided via North Gene Autry Trail, East Ramon Road, and Kirk Douglas Way. Access from the southwest is provided either via the CA-111 to South Gene Autry Trail, East Ramon Road, and Kirk Douglas Way or off the I-10 along East Ramon Road and Kirk Douglas Way.

Transit Access

Bus transit access to the Airport is provided by the SunLine Transit Agency, which provides bus services for the entire Coachella Valley. Currently, SunLine Transit Agency provides a direct transit stop to the Airport via SunBus Line 24 starting at the intersection of North Palm Canyon Drive and West Stevens Road. Passengers are dropped off and picked up in front of City Hall. The SunBus is equipped with bike racks to accommodate passengers traveling with a bicycle. Also located in front of City Hall on East Tahquitz Canyon Way is the Amtrak Palm Springs Thruway bus stop. The Amtrak bus provides connections to the North Palm Springs Amtrak train station, located on North Indian Canyon Drive near the I-10, and to the destinations served by Amtrak nationwide.

2.11-2 On-Airport Access and Circulation Roads

Terminal access is provided from the downtown Palm Springs area via East Tahquitz Canyon Way and from the I-10, CA-111 and cities in southern Coachella Valley (“Resort Cities”) via Kirk Douglas Way. The counter-clockwise-flow, one-way loop road, called East Tahquitz Canyon Way, serves the parking facilities, terminal curbside and recirculation access to the Airport.

Airport Access

From East Tahquitz Canyon Road, vehicles enter a two-lane Airport loop road where access is provided to the short term parking lot. Just before the first turn in the loop, the two lanes divide. The left lane is designated for small (private and commercial) vehicles and the right lane for oversized (e.g. charter buses, delivery and cargo) vehicles and other commercial vehicles (e.g. taxis, charter shuttle, and limos) that access the taxi / bus staging lot south of the Airport. Both lanes are directed to the terminal curbside. However, the lane for oversized and commercial vehicles is routed towards Kirk Douglas Way where vehicles make a U-turn back towards the terminal loop road. Oversized vehicles and other commercial vehicles can also enter onto Kirk Douglas Way via a one-lane road from the intersection of East Baristo Road and South El Cielo Road. From Kirk Douglas Way, oversized vehicles and other commercial vehicles can enter the taxi / bus staging area or make a the U-turn return trip to the terminal on Kirk Douglas Way located opposite the cargo vehicle exit.

Prior to entering the terminal curbside area, all vehicles are directed through the 6-lane vehicle inspection plaza. The two lanes on the far right closest to the terminal building are used by oversized vehicles strategically routed to enter the terminal curbside area from Kirk Douglas Way. The four lanes furthest from the terminal building are used by small vehicles coming from both Kirk Douglas Way and East Tahquitz Canyon Way. The vehicle inspection plaza has security features that have the ability to limit direct vehicular access to the terminals in the event of a heightened security levels and to slow and inspect traffic as necessary. The entrance to the long term parking lot is located just after the vehicle inspection plaza.

Terminal Curbside

The 750-foot long terminal curbside consists of a three-lane passenger terminal / inner curb and a three-lane commercial / outer curb separated by a median. The inner curb is used primarily by small private vehicles for loading and unloading with the exception of some commercial vehicles. For example, large charter buses use the inner curb for loading and unloading of passengers. Passenger unloading for large charter buses occurs at the curbside on the south end of the ticketing area. Passenger loading for large charter buses occurs in the space adjacent to the rental car lot at the far end of the terminal curbside at the north end of the baggage claim area. The curbside is slightly wider than the other two lanes in the inner curb and provides space allocated for approximately 16 private vehicles at one time. The inner curbside also provides several parking spaces for Airport police and operations vehicle that can be left unattended. The two outermost lanes in the inner curb are designated as pass-through lanes.

The 750-foot long commercial / outer curb is used primarily for delivery and commercial vehicles. Delivery vehicles may park unattended at the innermost and outermost lanes of the outer curb. These delivery vehicles take up a large amount of space in the unattended area and create congestion in the outer curb during peak times as commercial vehicles wait for delivery vehicles to maneuver into the parking spots. Airport operations vehicles (unattended and attended) and commercial service vehicles (attended), excluding taxis, are designated to park in the innermost and outermost lanes. Taxi and courtesy shuttles are designated to park in the inner lane just across from the baggage claim area of the terminal. The outer curb has space at both the innermost and outermost lanes for approximately 10 private and 12 commercial (e.g. taxi, bus, and limousine) vehicles. The middle lane is used as the pass-through lane. Five spaces are reserved for taxi cab staging to address peak time demands of passengers walking out of baggage claim.

Airport Egress

Upon exiting on the north end of the terminal, the six-lane Airport loop road (inner and outer curb) is reduced to three lanes. The three-lane inner curb is reduced to two lanes and the three-lane outer curb is reduced to one lane. Shortly after this convergence of terminal traffic from the inner and outer curbs, rental car traffic from the rental car ready / return lot flows into the terminal traffic mix. Vehicles exit the Airport at the intersection of East Tahquitz Canyon Way and South El Cielo Road. A recirculating road is also available for vehicles to return to the terminal curb, exit the Airport via Kirk Douglas Way or enter the short term parking lot.

The Airport loop road was designed to be used for Airport related traffic. However, once Kirk Douglas Way was built to serve as an additional access roadway to the Airport loop road, there was an increase in cut-through traffic by drivers of vehicles hoping to bypass traffic congestion on East Ramon Road and S El Cielo Road. This cut-through traffic adds to congestion of the Airport loop road during peak commute times. Speed humps have been installed to slow Airport and discourage cut-through traffic, but staff reports that non-airport user traffic is still congesting the roadways and causing an additional safety and security impact.

2.11-3 Parking

The only public parking facilities owned by the City of Palm Springs are located on Airport property. Airport public parking facilities at PSP are managed by a parking management firm and include two short-term and two long-term lots. The public parking facilities are shown on **Figure 2-17**. Parking rates are \$1.00 for every 20 minutes with a maximum of \$12 and \$8 per day in the short-term and long-term lots respectively.

Public Parking Facilities

The short-term parking lot, which accommodates 377 parking stalls (including 12 handicapped stalls), has two entrances; the first located near the beginning of the terminal curb. The second entrance to the short-term parking lot is located near the north end of the terminal curb. The long-term parking lot's sole entrance is accessed via the Airport loop road just after the vehicle inspection plaza before the south end of the terminal curb. Currently, users who park in the short-term parking lot have the ability to access the long-term lot if parking is unavailable in the short-term lot. However, with the use of barriers, it is not possible for long-term parking lot users to park in the short-term lot. Approximately 538 parking stalls (including 10 handicapped stalls) are available for long-term lot users. The short-term and long-term lots share a common vehicle egress plaza with three pay exit booths. Upon exiting the parking lot, drivers can exit the Airport only to the north via the Airport loop road towards the intersection of South El Cielo Road and Gary Kitchen Way. From here, drivers can access local areas via South El Cielo Road. Drivers can also exit back to the Airport by following the Airport loop road or exit to other resort cities via Kirk Douglas Way.

The short term lot is typically 30 to 50 percent occupied at capacity during any given time of the year. The long term lot can get up to 70+ percent of capacity during the peak season. During the holiday peak season, it is necessary to open an over-flow parking lot on the former site of Taxiway J. Approximately 11 acres of land is used for holiday economy parking and can accommodate approximately 1,000 vehicles. This holiday economy parking lot is not in operation 24 hours a day nor staffed by a cashier. Instead, passengers are required to prepay for their parking. The Airport also provide a shuttle service to conveniently transport passengers from the holiday economy lot to the terminal complex, a distance of approximately a half mile. The pavement of the holiday economy lot is in poor condition.

In addition to the short- and long-term parking lots, Airport users can stage with their vehicles temporarily for free in the cell phone parking lot. The cell phone parking lot, located adjacent to the main terminal roadway about 200 feet to the south, provides short-term parking for arriving passengers to

call meeters and greeters when they are ready to be picked up from the Airport. The cell phone lot helps reduce congestion, minimizes the number of vehicles at the terminal curb front, and reduces vehicular emissions from vehicles circling the terminal loop.

Private Parking Facilities

The Airport also has an employee parking lot located southeast of the long-term parking lot. The employee parking lot is located approximately 1,500 feet from the terminal and has 176 parking stalls. A smaller employee parking lot with 16 stalls is located just south of the terminal building. The Airport also has a small multi-use lot with 17 stalls located in front of the terminal and motorcycle parking is located in Section D of the long-term parking lot.

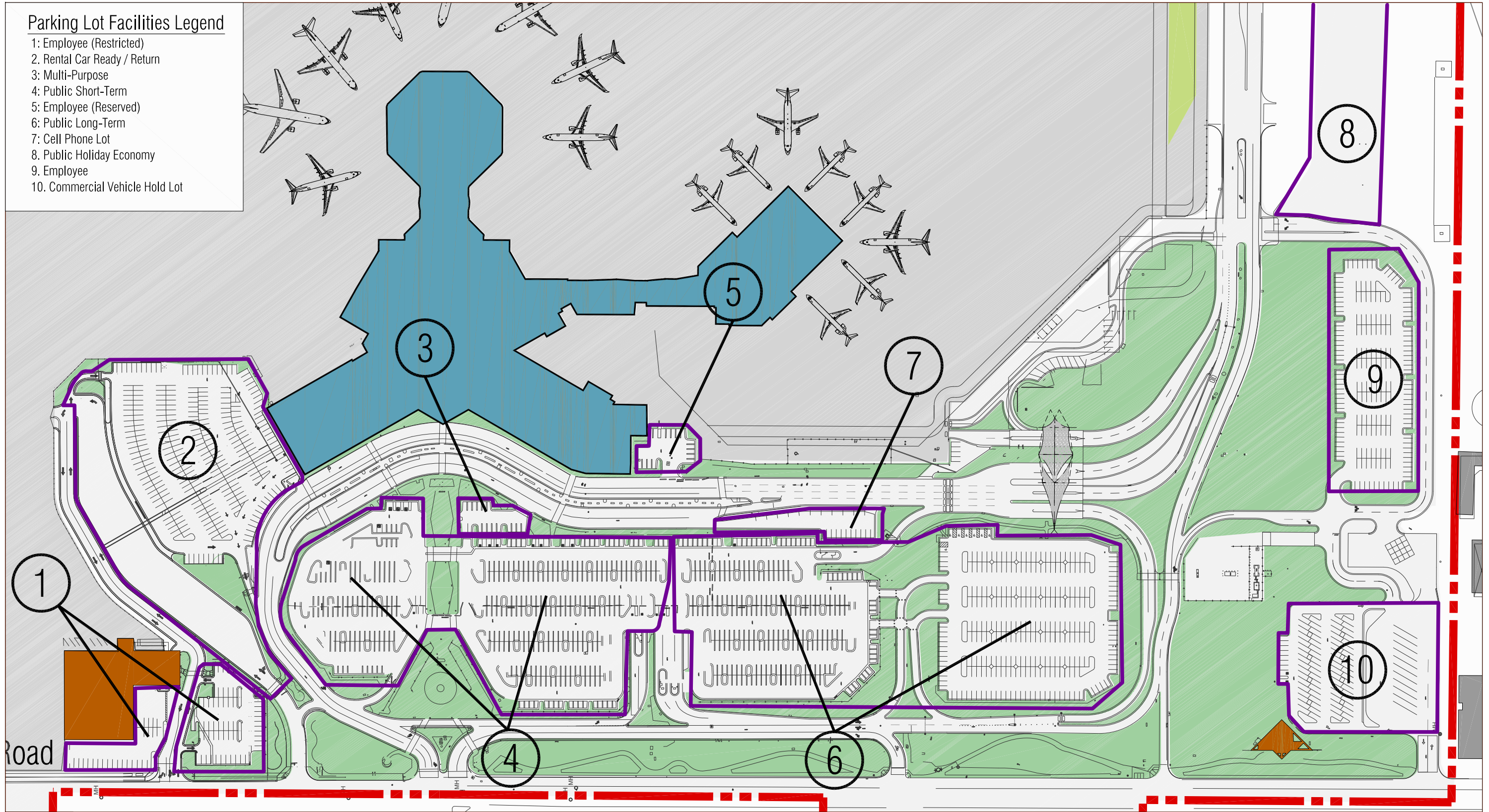
Table 2-14: Parking Supply

| Parking Lot | Stall Count |
|---|--|
| Short-Term (A and B) | 377 (includes 12 handicapped stalls) |
| Long-Term (C and D) | 538 (includes 10 handicapped stalls) |
| Cell Phone | 21 |
| Holiday Economy (during peak season only) | ~1,000 (11 acres) |
| Total Public Parking | 933 (1,933 including holiday economy) |
| Mixed Use | 17 |
| Employee Parking (Terminal) | 16 |
| Employee Parking (Kirk Douglas Way) | 176 |
| Total Special / Employee Parking | 209 |
| Total Parking | 1,142 (2,142 including holiday economy) |

Source: HNTB Analysis

Parking Lot Facilities Legend

- 1: Employee (Restricted)
- 2: Rental Car Ready / Return
- 3: Multi-Purpose
- 4: Public Short-Term
- 5: Employee (Reserved)
- 6: Public Long-Term
- 7: Cell Phone Lot
- 8: Public Holiday Economy
- 9: Employee
- 10: Commercial Vehicle Hold Lot



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Source: City of Palm Springs Department of Aviation

2.11-4 Rental Car Facilities

The following companies provide rental car services at PSP: Advantage, Enterprise, Avis, National/Alamo, Dollar/Thrifty, Hertz, and Budget. The 2009 market shares of the rental car providers are:

| | |
|----------------------|--------------|
| • On-Airport | 99.1% |
| ○ Hertz | 27.0% |
| ○ National / Alamo | 18.9% |
| ○ Avis | 12.0% |
| ○ Budget | 14.4% |
| ○ Enterprise | 14.0% |
| ○ Dollar | 8.4% |
| ○ Thrifty | 4.4% |
| • Off-Airport | 0.9% |
| ○ Advantage | 0.4% |
| ○ Cross Roads | <0.5% |
| ○ Go Rentals | 0.5% |
| ○ Luxury | <0.5% |

All of these rental car providers utilize the ready / return lot on Airport property with the exception of Enterprise, who has their facility approximately 1 mile away from the Airport and shuttles users back and forth to that facility. The Enterprise facility is located on Airport property near the intersection at Kirk Douglas Way and Ramon Road.

The rental car ready / return lot, with 279 ready stalls and an approximately 164 return stalls, is located just north of the bag claim area. Rental car reservations desks are located within the bag claim area. Rental car customers retrieve their reservation and pick up their keys at the rental car counters and proceed to their designated numbered rental car stall, conveniently located just outside the north door of the baggage claim area. None of the rental car companies have the ability to install typical “preferred members” facilities at the current site. The companies are apportioned preferred locations and ready stalls based on their market share annually. The return stalls and lanes are located between the ready / return lot and the apron which was recently expanded to accommodate more vehicles. Each on-Airport rental car provider has a designated lane for rental car returns. The walking distance from the return lot to the ticketing lobby area is approximately one quarter of a mile. Passengers dropping off their rental car access the airport terminal by way of a five foot wide walkway that connects the return lot with the baggage claim area. This uncovered walkway does become congested with opposing foot traffic during peak times.

Rental car maintenance and service facilities are all located off-site from the ready/return lots, but are still on Airport property. These facilities are shown on **Figure 2-7**. The rental car providers employ staff to drive returned vehicles to the maintenance facility and to drive serviced vehicles back to the ready lot. Most of the maintenance and service facilities are located along North Civic Drive and East Civic Drive. Rental car provider interviews indicated it takes approximately 10 minutes to locate and transfer a car to

the terminal ready lot after it has been serviced and approximately 7 minutes to turn a car around at the maintenance facility.

The shuttling of rental cars between the facilities creates operational inefficiencies for the rental car providers. During peak season, upwards of 50 employees are hired solely to drive the rental cars back and forth between the facilities. Based on input from the tenants, the approximately 17- minute round trip drive time also means increased overhead fuel usage. The service facilities are inadequately sized for peak season operations. There is often inadequate space to store the queue of serviced rental cars that can not fit into the allotted ready spaces. Problems also arise with fuel deliveries. Fuel tankers must navigate their way through the maintenance facilities to unload gasoline for the rental car providers. All of this activity occurs right next to a residential area where homeowners consistently voice their discontent with the sound, air and visual pollution being emitted by these operations.

The Airport has an over-flow rental car storage lot located on Airport property north of Alejo Road and west of Taxiway W. Several hundred additional rental cars are transported to PSP at the beginning of peak season to meet the upcoming demand.

2.11-5 Commercial / Chartered Transportation

About a dozen hotels and resorts offer courtesy shuttle services to and from the Airport. Currently three shuttle companies provide services to transport passengers to and from destinations throughout the Coachella Valley. Other chartered transportation includes services for the disabled or seniors, limousine, taxi, and bus service.

The Airport has an advanced automated vehicle inventory system, known as AVI, located out front and at the vehicle inspection plaza. The system automatically logs all taxis and registered commercial vehicles, queues taxis when demand calls for it, and creates a monthly activity report for administration so they can collect user fees. There is only room for approximately 5 taxi curbside queued positions in front of the terminal. A taxi driver lounge and rest area, located west of the employee parking lot, allows drivers to stage and get relief from the heat while waiting for their position in the queue to advance.

Chartered buses drop off passengers in the unloading area in front of the WestJet curbside check-in area. Charter bus staging is also located in the taxi queue lot. During the peak season, there could be 3-6 buses per hour at the staging area for several hours at a time. The charter bus loading area is located near the rental car lot.

All hired livery vehicles pick up and drop-off passengers at the outer curbside and drop off passengers at the inner curbside. Hired vehicles are required to have an AVI transponder that automatically records the vehicle operator upon picking up passengers at the Airport. Transponders have a one-time purchase cost and annual fee per transponder. The transponder used at PSP is different than the transponders used at LAX, John Wayne, and ONT. Passengers bound for commercial vehicles must walk across the main private-vehicle circulation loop road.

The commercial / outer curbside becomes congested at peak times. All delivery vehicles servicing the Airport also make use of the commercial / outer curbside area thereby making it difficult for livery

drivers to find adequate curbside space to pick up and drop off passengers. Furthermore, the placement of the commercial curbside at the front of the terminal curbside creates congestion for vehicles entering the airport queue up to drop and pick up passengers.

2.11-6 Pedestrian / Bicycle Access

Pedestrian facilities include sidewalks located on South El Cielo Road and at inner terminal curbside as well as up through the landscaped walkway located directly up to the terminal. Five crosswalks are also located at the terminal curbside for pedestrians crossing from the parking lots to the terminal. There are concerns that pedestrian walkways be improved for employees accessing the terminal from the employee parking lot located on the south side of the Airport. Bicycle access is currently not offered at the Airport, but is offered throughout the City of Palm Springs.

2.12 AIRLINE / AIRPORT SUPPORT FACILITIES

2.12-1 General Aviation

PSP has two full-service fixed base operators (FBO) on Airport property to provide general aviation services such as aircraft parking, fueling, supplies, towing, maintenance, car rental, catering, and storage for personal and corporate use of aircraft. Atlantic Aviation provides FBO services on the east side of the Airport, and Signature Flight Support provides FBO services northwest of the terminal building. Approximately 116 general aviation aircraft are based at PSP. Both FBOs are affiliated with a nationally recognized corporate network of FBOs.

Atlantic Aviation FBO

Atlantic Aviation (Atlantic), located on the east side of Runway 13L-31R and shown on **Figure 2-18**, represents one of the country's largest networks of fixed base operations. Atlantic Aviation is a full service fixed base operator with 75% of its services provided the corporate business and private jet market and 25% of its services to the leisure and flight training market of general aviation at PSP.

Services that Atlantic Aviation provides include aircraft fueling, jet and AVGAS sales, aircraft hangars, aircraft tie-downs, in-flight catering, courtesy vehicles, executive / exotic / recreational vehicle rental, limousine and taxi services, personal ramp attendants, military fueling, private vehicle owner parking, access to the U.S. Customs and Border Protection facility, a 3,500-square-foot restaurant and vehicle gas station. Additional services that are provided by subtenants within the Atlantic Aviation leasehold are recreational flying, corporate charter, flight training, news reporting, forestry support, agricultural spraying, VIP flights, Civil Air Patrol, law enforcement flights, emergency medical life flights, search and rescue flights, aerial photography, surveying, real estate tours, aerial inspections, and just-in-time shipping services. **Table 2-15** and **Table 2-16** provides a breakdown of the area and fuel capacity, respectively, under Atlantic Aviation's leasehold.

Atlantic Aviation manages thirty T-Hangars, which are 972 square feet each in size and six additional T-Hangars at 1,246 square feet each in size. Atlantic Aviation also operates three conventional hangars. The first hangar is 30,000 square feet in size and the second conventional at 12,500 square feet in size. Atlantic

Aviation's 7,800-square-foot executive terminal provides on-site concierge services, exclusive passenger area, one large executive conference room, Pilot's Lounge, full kitchen, executive office space, showers and a pool.

Table 2-15: Atlantic Aviation FBO Functional Areas

| Facility | Area |
|-----------------------------|---------------------|
| Ramp | 89,400 square yards |
| Atlantic Terminal | 7,800 square feet |
| Conventional Hangar | 32,000 square feet |
| Conventional Hangar | 30,000 square feet |
| Conventional Hangar | 15,000 square feet |
| T-Hangar | 9,900 square feet |
| T-Hangar | 12,400 square feet |
| T-Hangar | 12,400 square feet |
| T-Hangar | 12,400 square feet |
| Restaurant | 3,500 square feet |
| Landside | 30,400 square yards |
| Fuel | 274,000 square feet |
| Total Area Leasehold | 28 Acres |

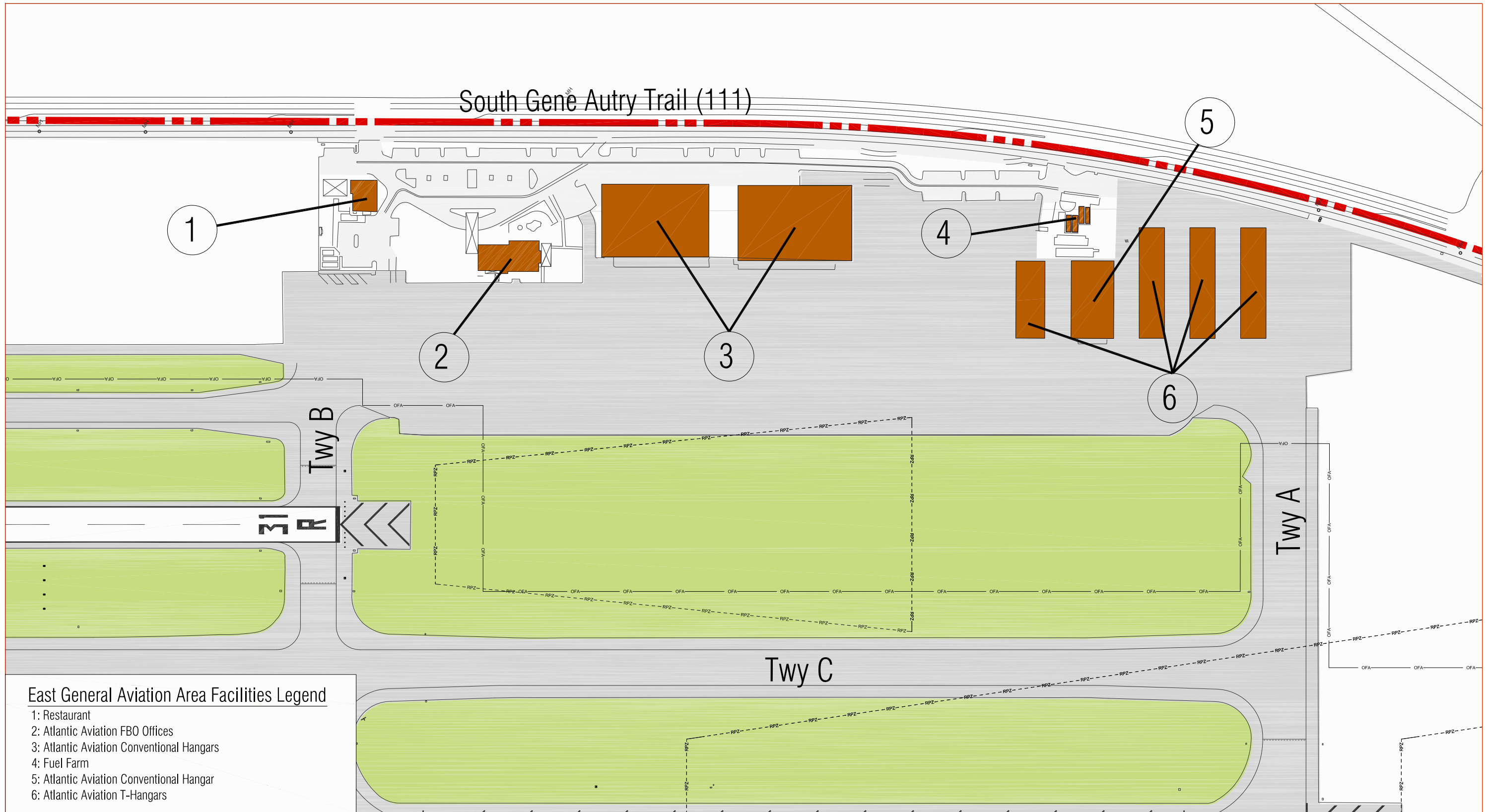
Source: HNTB Analysis

Table 2-16: Atlantic Aviation Fuel Services Inventory

| Storage Unit | Capacity (gallons) |
|------------------------------------|--------------------|
| Jet A | |
| Aboveground Storage Tanks | 20,000 |
| Aboveground Storage Tanks | 20,000 |
| Aboveground Storage Tanks | 20,000 |
| Mobile Tanker | 5,000 |
| Mobile Tanker | 5,000 |
| Mobile Tanker | 3,000 |
| Jet A Storage Subtotal | 73,000 |
| 100 Low Lead AVGAS Fuel | |
| Aboveground Storage Tanks | 12,000 |
| Mobile Tanker | 1,000 |
| AVGAS Subtotal | 13,000 |
| Total Fuel Storage Capacity | 86,000 |

Source: HNTB Analysis

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East General Aviation Area Facilities Legend

- 1: Restaurant
- 2: Atlantic Aviation FBO Offices
- 3: Atlantic Aviation Conventional Hangars
- 4: Fuel Farm
- 5: Atlantic Aviation Conventional Hangar
- 6: Atlantic Aviation T-Hangars

Source: City of Palm Springs Department of Aviation



- On-Airport Facility
- Airport Operations Area
- Airport Property Line
- Object Free Area (OFA)
- Runway Protection Zone (RPZ)

East General Aviation Facilities
 Figure 2-18
 Palm Springs International Airport
 Master Plan

Signature Flight Support FBO

Signature Flight Support (Signature), located west of Runway 13R-31L and just north of the passenger terminal, provides a full range of flight support services. Signature FBO, shown on Figure 2-19, offers service to recreational flying, corporate business aviation flights, flight training, law enforcement flights, emergency medical flights, and is a gateway for high profile visitors. Specific flight services include a shared U.S. Customs and Border Protection facility, aircraft tie-downs, jet fuel sales, courtesy vehicles, inflight catering, hangar rental, and car rental. Signature caters largely to the business travel market with an approximate 45% market share of their business. The remainder of Signature’s business is made up of a combination of services to all other facets of general aviation.

In early 2008, Signature completed the construction of a new 6,700-square-foot corporate terminal located at 250 N. El Cielo Road. The modern new terminal is equipped with meeting areas, pilots briefing room, showers and a lounge. Table 2-17 provides a breakdown of the area under Signature’s leasehold. Signature operates a total of 20 T-hangars and 16 condo hangars. In addition, Signature manages the 24,000-square-foot Desert Springs Hangar and leases the 7,000-square-foot Desert Aeronautics Maintenance hangar as well as a 12,000-square-foot and 10,000 square-foot hangar from the Airport. Signature’s leasehold spans 13 parcels and includes approximately 33 acres. Because all these parcels are spread out over a wide area with other airport tenants in-between, it has been challenging for Signature to plan and expand their facilities. Usually FBO’s like to keep their operations close together as possible to allow for more efficient operations. Unfortunately that has not been the case at PSP Airport due to the mixture of different airport tenants, including the main passenger terminal complex right on the south end of the leasehold.

Table 2-17: Signature Flight Support FBO Functional Areas

| Facility | Area |
|--------------------------------|---------------------|
| Ramp | 84,000 square yards |
| Signature Terminal | 6,700 square feet |
| Condominium Hangar | 30,000 square feet |
| Condominium Hangar | 30,000 square feet |
| Desert Springs Hangar | 31,500 square feet |
| Conventional Hangar | 15,000 square feet |
| Conventional Hangar | 10,000 square feet |
| Conventional Hangar | 10,000 square feet |
| T-Hangar | 11,000 square feet |
| T-Hangar | 11,000 square feet |
| Desert Aero Maintenance Hangar | 30,500 square feet |
| Landside | 108,000 square feet |
| Fuel | 10, 00 square feet |
| Total Area on Leasehold | 33 Acres |

Source: HNTB Analysis

Signature Flight Support has for some time been the contract provider at the Airport for fuel service for air carrier operations. As outlined in **Table 2-18**, Signature maintains five above ground 20,000-gallon Jet A fuel tanks and eight mobile refueling tankers ranging from a capacity range from 7,500 gallons to 10,000

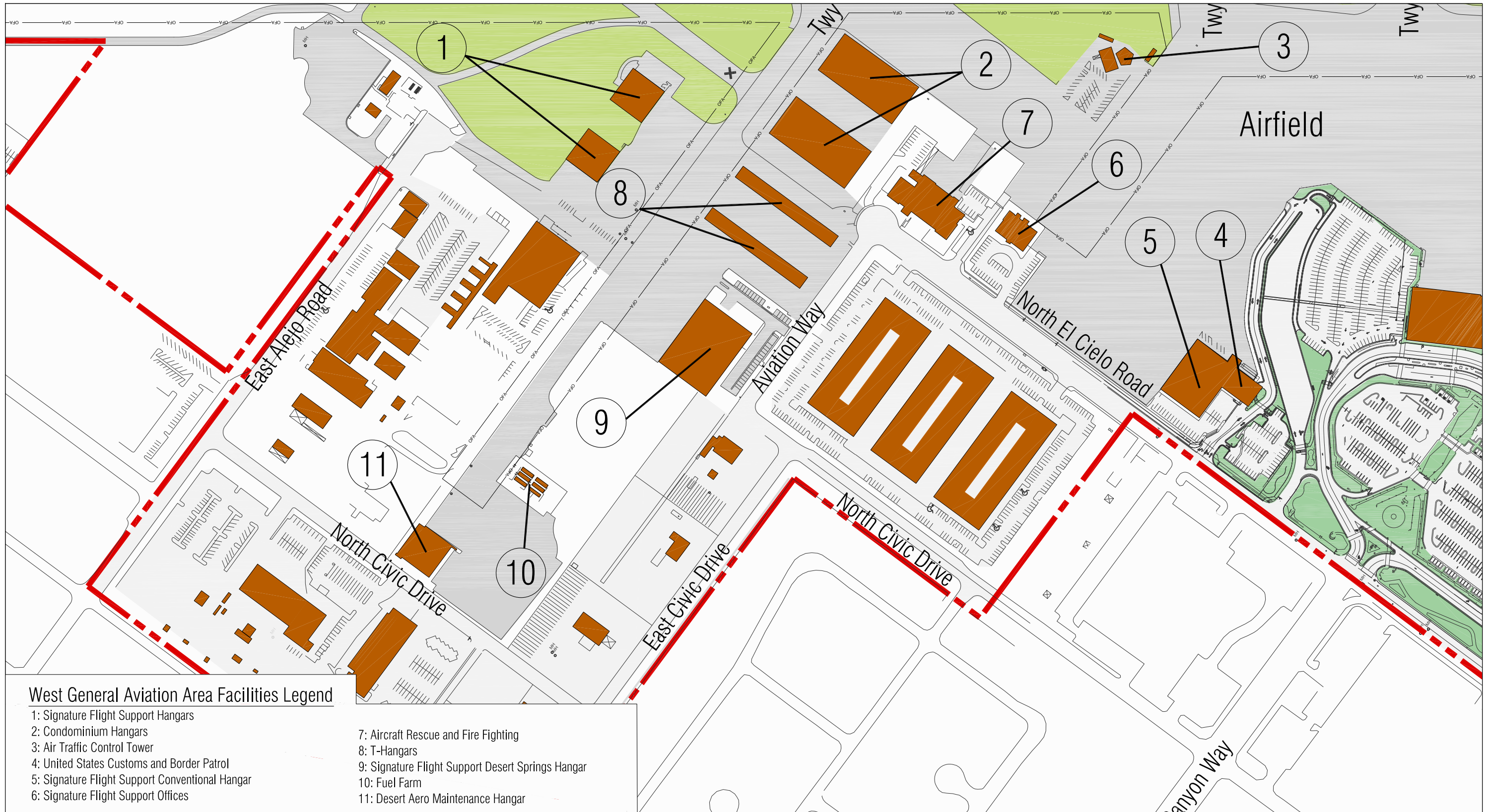
gallons. Airlines establish relationships with their preferred fuel provider, and that provider contracts with Signature to deliver the fuel into plane. In addition to its air carrier refueling business, Signature maintains AVGAS fuel storage in the amount of 13,750 gallons.

Table 2-18: Signature Flight Support Fuel Services Inventory

| Storage Unit | Capacity (Gallons) |
|---|--------------------|
| Jet A Fuel | |
| Aboveground Storage Tanks | 20,000 |
| Aboveground Storage Tanks | 20,000 |
| Aboveground Storage Tanks | 20,000 |
| Aboveground Storage Tanks | 20,000 |
| Aboveground Storage Tanks | 20,000 |
| Mobile Tanker | 10,000 |
| Mobile Tanker | 5,000 |
| Mobile Tanker | 5,000 |
| Mobile Tanker | 5,000 |
| Mobile Tanker | 3,000 |
| Mobile Tanker | 7,000 |
| Jet A Storage Subtotal | 135,000 |
| 100 Low Lead AVGAS Fuel (100 LL) | |
| Aboveground Storage Tanks | 12,000 |
| Mobile Tanker | 1,000 |
| Mobile Tanker | 750 |
| AVGAS Subtotal | 13,750 |
| Unleaded Gasoline | |
| Aboveground Storage Tanks | 1,000 |
| Off Road Diesel 2 | |
| Aboveground Storage Tanks | 1,000 |
| Total Fuel Storage Capacity | 150,750 |

Source: Signature Flight Support

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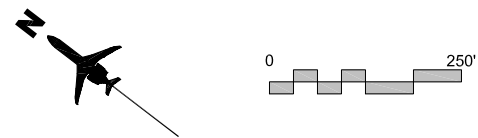


West General Aviation Area Facilities Legend

- 1: Signature Flight Support Hangars
- 2: Condominium Hangars
- 3: Air Traffic Control Tower
- 4: United States Customs and Border Patrol
- 5: Signature Flight Support Conventional Hangar
- 6: Signature Flight Support Offices
- 7: Aircraft Rescue and Fire Fighting
- 8: T-Hangars
- 9: Signature Flight Support Desert Springs Hangar
- 10: Fuel Farm
- 11: Desert Aero Maintenance Hangar

-  On-Airport Facility
-  Airport Operations Area
-  Object Free Area (OFA)
-  Airport Property Line

Source: City of Palm Springs Department of Aviation



West General Aviation Facilities

Figure 2-19

Palm Springs International Airport

Master Plan

2.12-2 Cargo

Cargo operations at the Airport are handled exclusively via aircraft belly cargo. At the current time, no heavy freight or express cargo carriers operate at PSP. Air freight bound for and from the Coachella Valley is transported by truck to other regional airports in larger population centers that generate substantial air cargo tonnage and justifies having dedicated all-cargo aircraft. LA/Ontario International Airport handles the majority of air cargo for the Riverside County region. This is typical for small cities and airports that are short distances from major metropolitan areas. Because the Coachella Valley relies so heavily on tourism as a prime industry, and the amount of air freight being generated is minimal compared to an airport in an industrial / manufacturing based city, the integrated (air and ground) air cargo carriers find it more efficient and cost effective to move the air freight by ground to/from the aircraft serving the large cities.

2.12-3 Support

Aircraft Rescue and Fire Fighting

In 1975 the current ARFF building was constructed. Measuring 17,615 square feet in size, the ARFF building at PSP was built to act as a dual role facility: as an ARFF facility for the airport and as a Palm Springs city fire station structural unit.

The ARFF is located on the west side of the airport, north of the terminal area and east of the FAA Air Traffic Control Tower. The ARFF station is equipped to handle emergencies (e.g. emergency medical services, fire protection services, fire protection planning, fire prevention, hazardous materials response, and public education) on and off airport. The vehicle bay area holds a combination of structural and ARFF vehicles and has 4 bays that open to the landside on the west side of the building and airside on the east side. In addition to the vehicle bays, the ARFF building houses offices, a control room, dormitories, showers, gym, kitchen/dining room, lounge and firefighting-related maintenance facilities (hoses, breathing apparatuses etc...).

The ARFF facility is a certified 24-hour FAR Part 139 facility. FAR Part 139 is used to determine the aircraft rescue and firefighting Index (A through E) for airports serving certificated air carriers/ commercial service based on the length of the longest aircraft operated by an air carrier performing an average of five scheduled departures per day (computed on an annual basis). Determination of the appropriate amount of ARFF equipment for an airport is based on the airport index. The five ARFF indices are displayed in **Table 2-19** with details of specific requirements to meet each index. PSP satisfies the requirements for ARFF Index C and has the current capacity to handle even higher indices if the airline traffic dictated it.

In 2003, the Airport replaced all three of its ARFF vehicles with modern new units using AIP grant funding. The facility has an Oshkosh STI-3000 quick-attack vehicle carrying 3,000 gallons of water with a mounted “Snuzzle” system that allows the vehicle to pierce an aircraft fuselage. In addition to the quick-attack vehicle, the Airport received two new Oshkosh STI-1500 1,500 gallon trucks. A complete inventory of heavy mobile equipment for the ARFF facility can be found in **Table 2-20**.

Table 2-19: ARFF Index Classifications

| Airport Index | Required No. of Vehicles | Aircraft Length (feet) | Schedule Daily Departures | Agent Plus Water for Foam |
|----------------------|---------------------------------|--|----------------------------------|--|
| A | 1 | < 90 ≥ 90, < 126 | > 1 < 5 | 500# Sodium-based DC or Halon 1211 or Clean Agent; or 450# Potassium-based DC plus water to produce 100 gal of AFFF. Index A plus 1,500 gal Water |
| B | 1 or 2 | ≥ 90, < 126 ≥ 126, < 159 | ≥ 5 < 5 | Index A plus 3,000 gal Water |
| C | 2 or 3 | ≥ 126, < 159 ≥ 159, < 200 | ≥ 5 < 5 | Index A plus 4,000 gal Water |
| D | 3 | ≥ 159, < 200 ≥ 200 | ≥ 5 < 5 | Index A Plus 6,000 gal Water |
| E | 3 | ≥ 200 | ≥ 5 | |

Source: 14 CFR Part 139

Notes: DC = Dry Chemical; AFFF = Aqueous Film Forming Foam

Table 2-20: ARFF Vehicle Inventory

| Quantity | Year of Manufacture | Description |
|-----------------|----------------------------|---|
| 1 | 2003 | Oshkosh STI-3000 ARFF vehicle 420 Gal. Foam, 3000 Water, Snozzle equipped |
| 2 | 2003 | Oshkosh STI-1500 ARFF vehicle 210 Gal. Foam, 1500 Water |
| 1 | 2005 | Emergency Mobile command center (Shared between Fire Dept., Police Dept. and Airport) |
| 1 | 1999 | Conventional Pierce Firetruck Aerial Platform (85 ft) |
| 1 | 2008 | Conventional Pierce Firetruck Ladder (105 ft) |
| 1 | | Wildland all terrain vehicle, 500 Gal. water with foam |
| 1 | | Mass casualty module |
| 1 | | Foam trailer |
| 1 | | Pickup truck |
| 1 | | Mobile water supply vehicle, 1,800 Gal. |

Source: Palm Springs Fire Department

The City of Palm Springs Fire Department Station 442 provides all primary ARFF services for the Airport. In addition to emergency services (medical, fire protection, fire protection planning, fire prevention, hazardous materials response, and public education¹⁰), ARFF personnel also participate in daily inspections of the airfield, to allow staff to maintain a high level of familiarity with the complex airfield configuration of runways, taxiways, and ramps. As required by the Federal Aviation Administration (FAA), the department must maintain recurrent training and there is an actual aircraft fuselage on-site for simulating rescue and extinguishing aircraft fires using truck turrets and hand lines..

¹⁰ City of Palm Springs General Plan, 2007

In alert situations that present a high magnitude of exposure, mutual aid services are called in to assist the ARFF Division. Landside and structural fire responses are also provided by station 442. With its access to AOA and to the landside, the facility is uniquely positioned to assist in all emergencies at PSP. There is also a separate building, which is scheduled for replacement in 2010, that serves for ARFF initial and recurrent classroom training.

Safety and Security

The Palm Springs Police Department provides the law enforcement support to PSP. These law enforcement officers are responsible for patrolling the Airport, responding to security screening alerts, traffic accidents, traffic control, security patrols, investigating crimes which occur on airport property and serve as a deterrent to criminal activity or harm to property. In addition, the Police Department's Airport Detail has a canine unit for explosives detection.

U.S. Customs and Border Protection

U.S. Customs and Border Protection maintains a one-agent staffed general aviation aircraft clearance operation that is on-call 24 hours a day at Palm Springs International Airport and requires a minimum advanced notice of four hours. The facility is located in the same building that Signature Flight Support FBO used to occupy. The 5,434 square-foot facility has the capability of handling aircraft with a maximum of 15 passengers and crew. Arriving international aircraft taxi to the ramp in front of the Customs facility and an officer will instruct the passengers to deplane and enter the facility for appropriate INS processing and handling.

The offices used by U.S. Customs are owned and maintained by the airport as stipulated in an agreement. The Airport Department is also responsible for reimbursing the federal government for all expenses associated with staffing the operation. The Airport then charges a User Fee to the aircraft that call for the service and that fee is collected by the FBOs. The operation is not designed or intended to handle international airline flight. That would require a completely separate terminal and staffing to satisfy the Federal Government's standards, including being designated a port of entry eligible for accepting and clearing international commercial airline service. PSP Airport's Canadian airline inbound flights are pre-cleared in Canada prior to entering the United States.

FAA Air Traffic Control Tower

The Air Traffic Control Tower (ATCT) is located west of Taxiway W between Taxiways G and W-3 on the west side of the airfield. The facility used to house both the ATCT and Terminal Radar Approach Control (TRACON) until 2007 when TRACON functions were consolidated to the Southern California TRACON center in San Diego. A new \$24 million ATCT to replace the existing facility is expected to come online in 2014. The new facility will stand approximately 156 feet tall and will follow the standard FAA ATCT design protocol. The tower will be located approximately 50 feet to the north of the existing facility.

Airline Maintenance

SkyWest Airlines leases airport property and operates an aircraft maintenance facility east of Runway 13L-31R and north of Atlantic Aviation FBO. The facility sits on an area of 5.62 acres with approximately 50,000 square feet of office and hangar space, 11,630 square yards of ramp, and 90,250 square feet of landside area. The facility provides C-checks for SkyWest's Embraer 120 Brasilia aircraft and overnight checks for SkyWest's CRJ fleet. SkyWest operates the Embraer 120, CRJ 200, CRJ 700, CRJ 700ER, and CRJ 900 LR on behalf of United Express and Delta Connection.

2.12-4 Infrastructure / Utilities

The Airport shares a cogeneration station with the City of Palm Springs, which provides the electricity, air conditioning, and heating for the Airport as well as other city facilities including City Hall and Police Headquarters. Cogeneration involves using a natural gas energy source to produce electricity and steam to meet energy needs. In addition to the co-generation facility, the Airport terminal also has two, 250-ton chillers used to cool terminal facilities during the hot summer months.

Electrical service is provided by Southern California Edison Company (SCE). SCE maintained a distribution capacity of 17,000 megawatts under optimal operating conditions in 1995. The Airport used approximately 23,000 kilowatt hours per day in 1995.

Natural gas service is provided by the Southern California Gas Company (SCG). The Airport uses approximately 50,000 cubic feet of natural gas per day in 1995.

Telephone service is provided by Verizon Communications. Cable service is provided by Time Warner Cable.

Solid waste service is provided by Palm Springs Disposal Services (PSDS). Solid waste is currently disposed of at the Edom Hill landfill in Cathedral City and the Eagle Mountain landfill in eastern Riverside County. As of 1995, solid waste generated from Airport uses approximated 17,000 pounds per day. To minimize solid waste generated at the Airport, the Airport has a recycling policy and program.

Wastewater disposal service is provided by the City of Palm Springs at the City of Palm Springs Wastewater Treatment Facility. As of 1995, the Airport approximated 950,000 gallons of wastewater per day. Sewer lines include leading to the Airport include:

- 15" sewer line located beneath Gene Autry Trail and Ramon Road
- 24" line within the Farrell Drive right-of-way
- 12" line beneath El Cielo Road

Water distribution lines serving the Airport include:

- 12" line located beneath Gene Autry Trail from Ramon Road to Vista Chino and along Ramon Road south of the Airport.

- 12" line located beneath El Cielo to East Tahquitz Canyon Way which becomes an 8" line until Aviation Drive
- 12" line on Farrell Drive west of the Airport
- 9" line beneath Aviation Way and Civic Center Drive
- 12" line located beneath Alejo Road
- 30" line beneath Vista Chino

The Airport is located within the Riverside Flood Control Agency's Palm Springs Area and has an Airport Storm Drain Master Plan pertaining to storm drainage and flood control.

