

palm springs
INTERNATIONAL AIRPORT



Airport Master Plan Update

PRESENTED BY PALM SPRINGS INTERNATIONAL AIRPORT • December 5, 2024

What is an Airport Master Plan?

Federally required document to help an airport:

- Plan strategically for the future while preserving flexibility for changing conditions
- Identify new projects to support long-term growth and safety



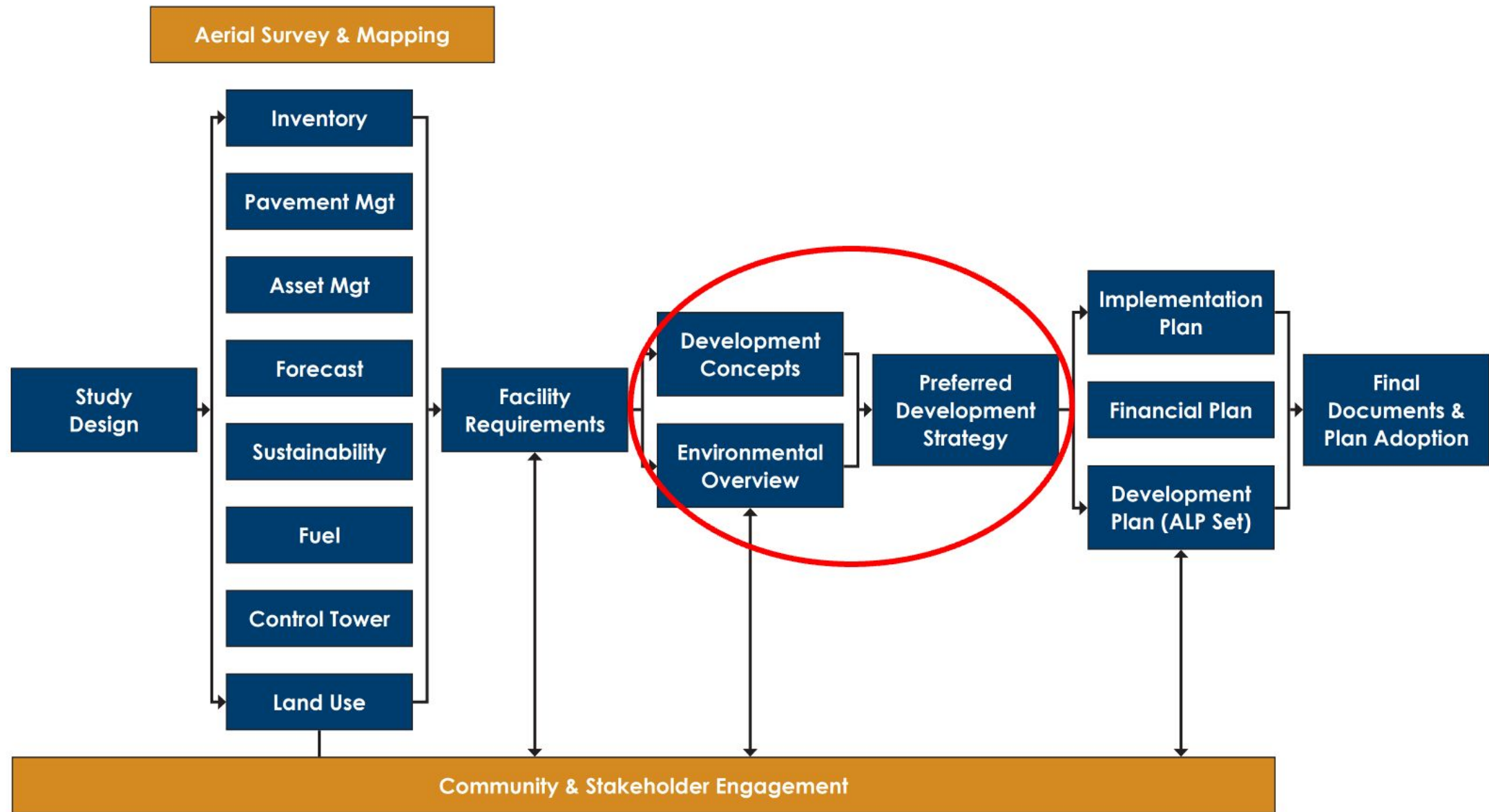
It is **ALSO** the City's plan for how PSP intends to meet regulatory requirements and growth, and what funding requests PSP will make to the FAA over time.

The Master Plan Does Not Evaluate

- Architectural design or specific design elements
- Other infrastructure design (ex: WiFi, most utilities, regional transit routes)
- Strategic or business plans
- **The above are examined thru various other studies or programs**



This is only a plan. Each major project identified in the master plan will have to be separately approved, funded, and comply with state and federal environmental requirements.



0 450' 900'

GRAPHIC SCALE IN FEET

AVIATION RELATED DEVELOPMENT

SOLAR PANEL DEVELOPMENT (4.5 ACRES)

FUTURE ADG-III TAXIWAY

TAXIWAY L PAVEMENT REMARKING

SOLAR PANEL DEVELOPMENT (5 ACRES)

TAXIWAY K PAVEMENT REMARKING

TAXIWAY J RECONFIGURATION

RENTAL CAR OVERFLOW LOT (TO REMAIN)

AIRPORT MAINTENANCE BUILDING AND YARD

FLIGHT KITCHEN

EXISTING HANGAR

FUEL FARM EXPANSION & RELOCATED FUEL TRUCK PARKING

RENTAL CAR WASH/ MAINTENANCE (TO REMAIN)

FBO TERMINAL (SIGNATURE) LANDSIDE & PARKING FUEL FARM

EVTOL PARKING

FUTURE 825' RUNWAY/TAXIWAY EXTENSION WITH RUN-UP AREA (ADG-II) UPDATE RUNWAY 13L APPROACH

FUTURE HANGARS VERTIPORT

FUTURE HANGARS (PALM SPRINGS AIR MUSEUM)

FUTURE HANGARS GA CUSTOMS FACILITY

APRON EXPANSION

TAXIWAY B RECONFIGURATION

FUTURE FBO TERMINAL (ATLANTIC) (8,000 SF)

EXISTING BUILDING REMODEL

MAXIMIZE EVTOL PARKING IN THIS AREA

FUTURE APRON EXPANSION

POTENTIAL VERTIPORT LOCATION

MAXIMIZE RSA/ROFA LENGTH

RON APRON

REALIGN PERIMETER ROAD AND SECURITY FENCE

RELOCATE INTERSECTION OF KIRK DOUGLAS WAY & RAMON ROAD

TAXIWAY A RECONFIGURATION ADG III TAXILANE

AUTO PARKING RECONFIGURATION

RENTAL CAR CENTER QTA/STORAGE

TERMINAL HEADHOUSE AND GATE EXPANSION

AUTO PARKING RECONFIGURATION

FUTURE EMPLOYEE PARKING

FUTURE POWER PLANT

FUTURE PREMIUM & TNC PARKING

RECONSTRUCT ARFF IN PLACE

FUTURE RENTAL CAR CENTER READY/ RETURN & GROUND TRANSPORTATION CENTER

RENTAL CAR WASH/ MAINTENANCE (TO REMAIN)

TERMINAL GATE EXPANSION

TAXIWAY G & H RECONFIGURATION

TAXIWAY D RECONFIGURATION

TAXIWAY B RECONFIGURATION

TAXIWAY C

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TAXIWAY A-1

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TAXIWAY K

TAXIWAY J

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What Happens After Master Plan Adoption?

- Airport staff determines:
 - Which projects on the master plan to pursue first
 - What activity level will trigger the need for that project
- Airport staff determines a funding strategy for **each** project based on market/business conditions at the time the project is initiated
- Airport staff works with consultant to draft basis of design and project definition report. **THIS is where we start to get into details about individual project** (scale, design, costs, etc.)
- Airport staff goes thru iterative consultation process with Airport Commission, City Council and Community on specific design elements leading to 100% design for construction

Why We Need an Airport Master Plan

Planning now to meet future demand.

The Palm Springs International Airport is the gateway to the Coachella Valley. It needs to plan for the future in order to:

- Preserve iconic elements of the airport
- Create better passenger experience
- Accommodate for future growth
- Comply with latest airport safety requirements
- Begin new sustainability initiatives

Photo: Architect Donald Wexler in front of the new Palm Springs Wexler Terminal, 1966

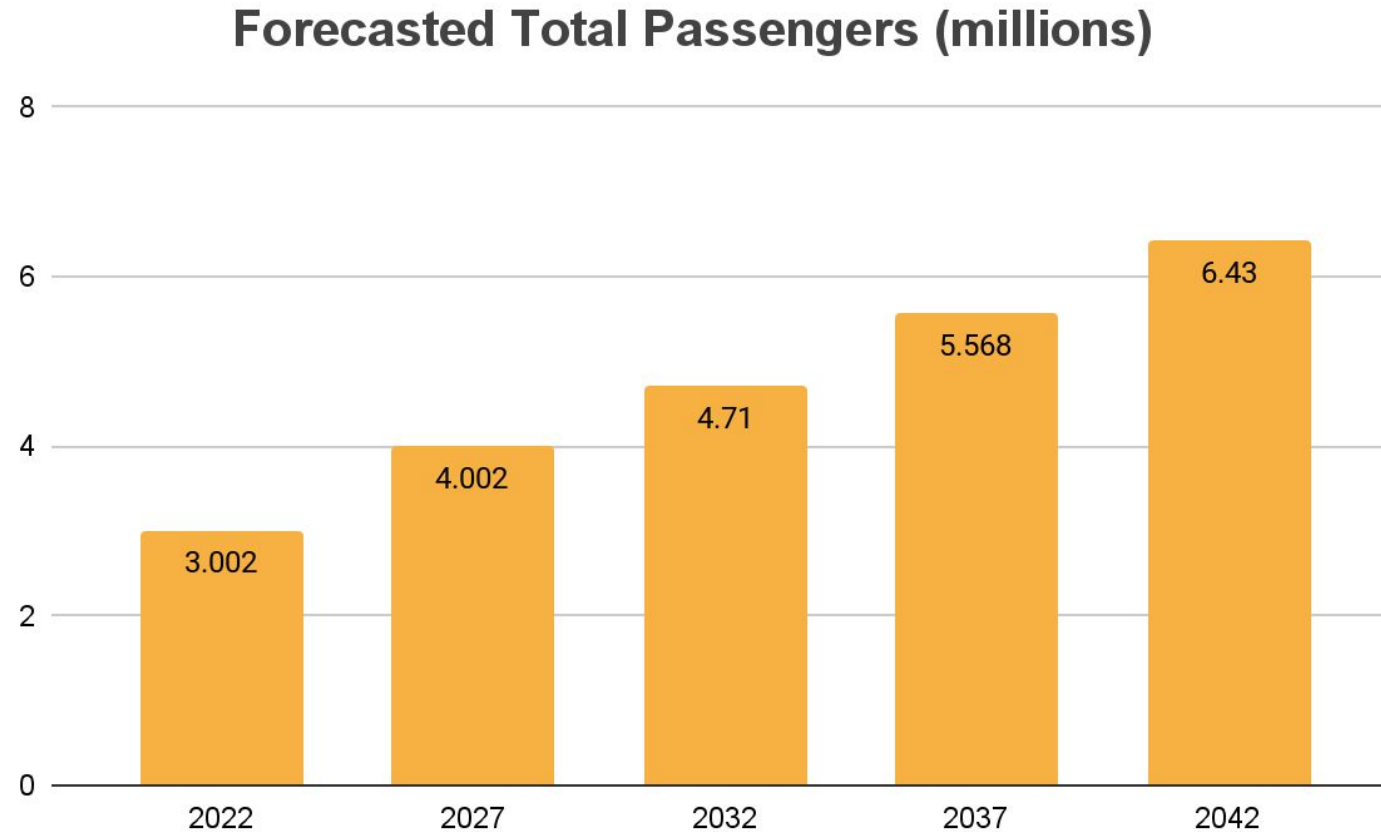


Delivering the Flexibility We Need

- Create customs and border patrol to accept **international flights**
 - From areas such as, Mexico, Canada, and Europe
- Increase capacity of baggage claim for **faster processing of checked bags**
- Increase **gate capacity**
- Increase **space** in terminals; more seats, more space to spread out
- **Improve rent a car** experience



Airport is Rapidly Increasing in Popularity



Historical data from Airport records, FAA ATADS and TAF, T100 data,
and forecasts by Unison Consulting, Inc

Tourism is Surging, Residential Boom Continues

Between 2017 and 2022, tourism in Greater Palm Springs grew:

↑ **VISITORS**
4% increase

Between 2021 and 2024, Coachella Valley grew:

↑ **RESIDENTS**
5% increase



Source: 2017 and 2022 Economic Impact of Tourism in Greater Palm Springs, Prepared by Tourism Economics, Esri, [US Census Population Projections](#), [California Economic Forecast](#)

Economic Impact of a Tourist



\$9 BILLION
TOURISM'S TOTAL
ECONOMIC
IMPACT



14.4 MILLION
ANNUAL DAY
AND OVERNIGHT
VISITORS



50,936
TOTAL JOBS
SUSTAINED BY
TOURISM

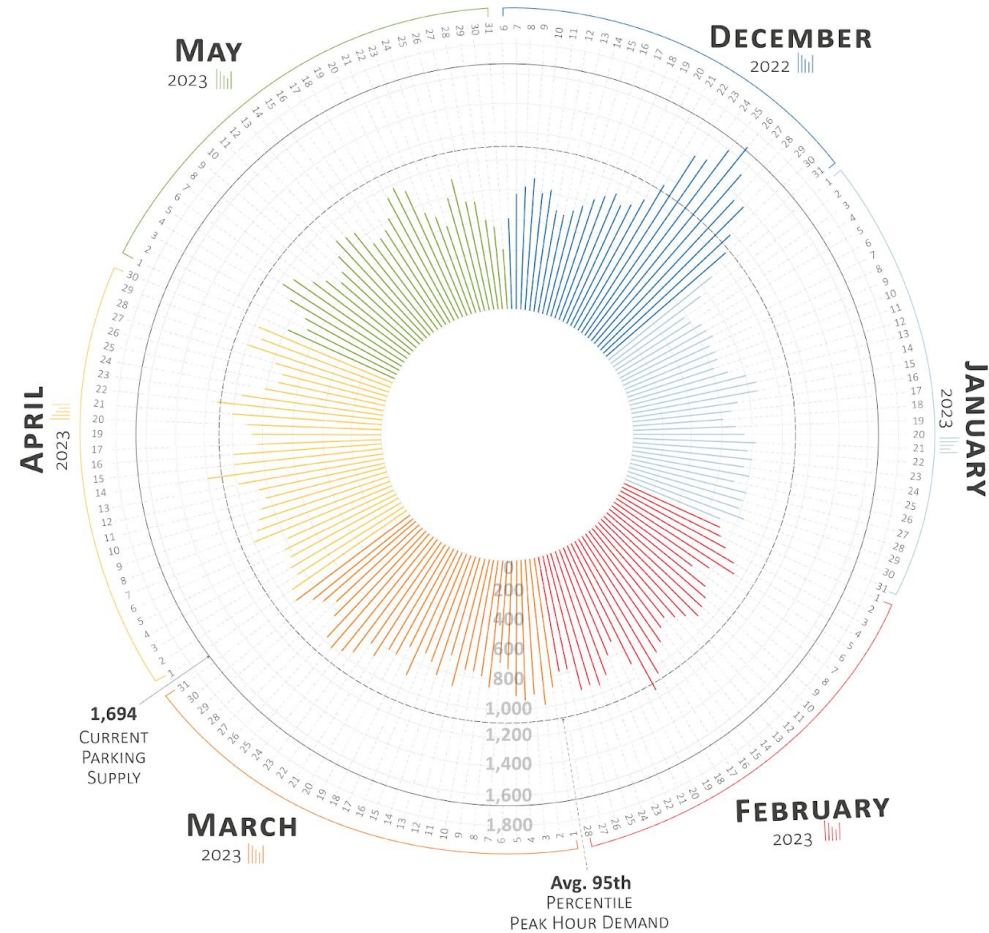


1 IN 4
LOCAL JOBS
SUPPORTED
BY TOURISM

Parking Demand

Parking needs today versus 2042.

- ↑ **Public Spaces**
1,694 increasing to 2,711
- ↑ **Rental Car Spaces**
2,295 increasing up to 4,500
- ↑ **Employee Spaces**
290 increasing to 610



Source: Walker Consultants, 2023

Planning Considerations – What We Heard

Stakeholder feedback that helped shape the alternatives.

Maintain primary
access at Tahquitz
and El Cielo

Predominantly
boarded by jetway

Bono Concourse
walls can be
constraining

Wexler Building is
the only facility
that must be
preserved

Consider walking
distances



Likes Include:

Quaintness

Charm

Ease of Use

Mountain Views

Hybrid Indoor/Outdoor Spaces

Geometric Expression of Bono

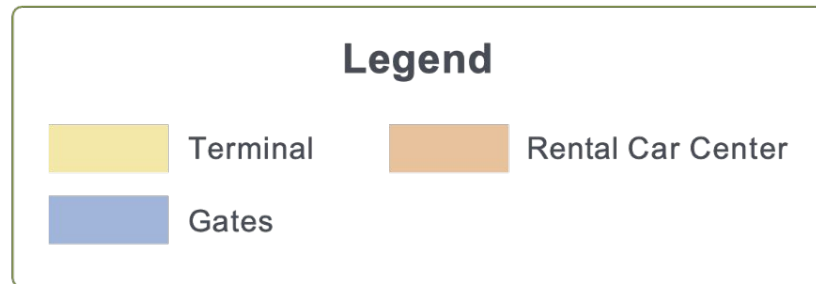
Alternative 1: North Site Rental Car Center

Figure x-x: North Site Alternative 1



Source: Gensler and Mead & Hunt, 2023

Terminal Renderings

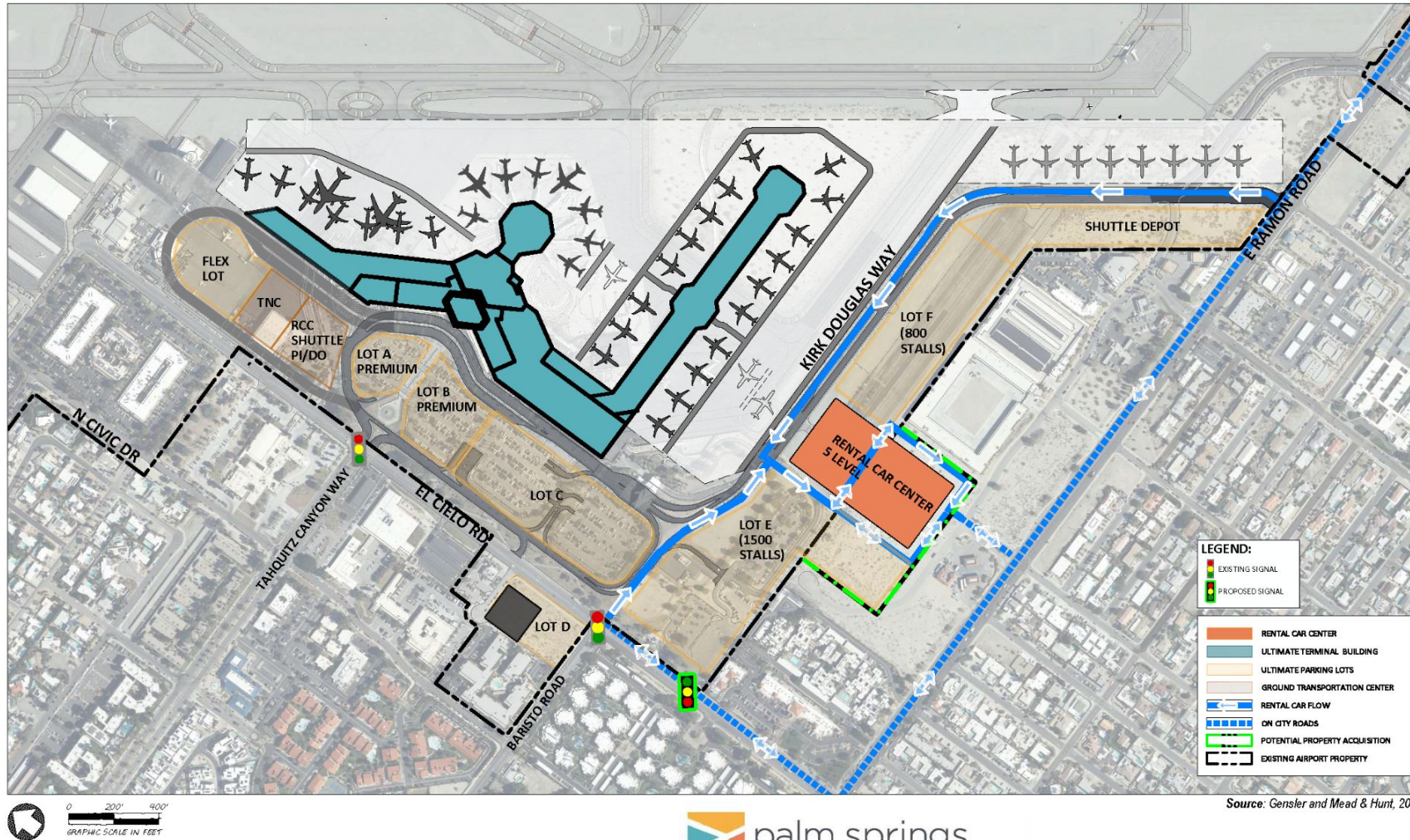


View with Rental Car Center and North Terminal

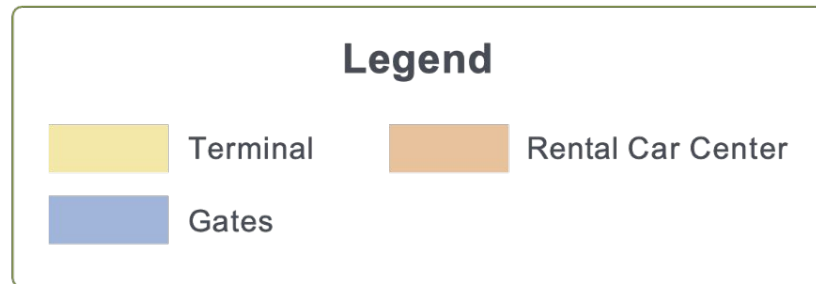


Alternative 2: South Site Rental Car Center

Figure x-x: South Site Alternative 2 - Rental Car Flow

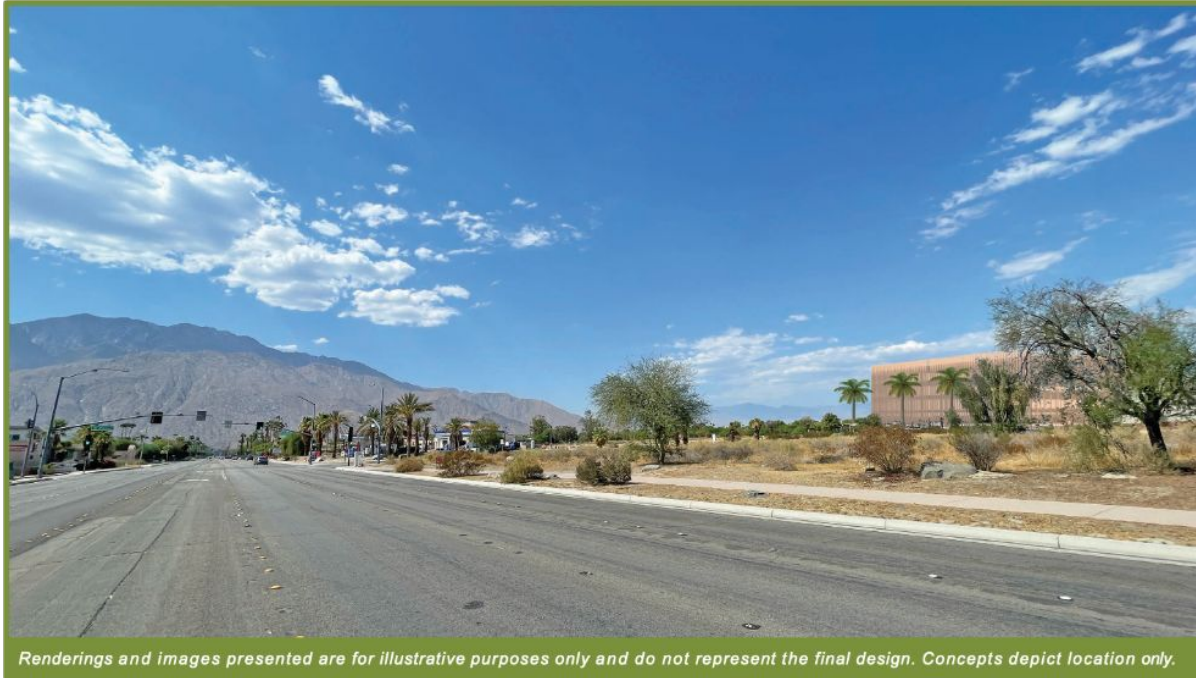


Terminal Renderings



View with Rental Car Center and North Terminal

Perspective South



Perspective West



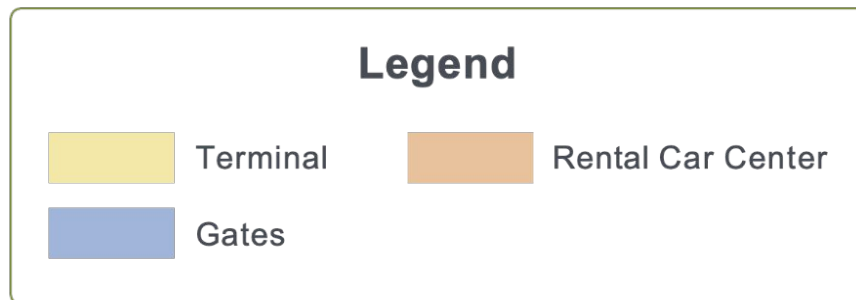
Alternative 3: Hybrid Model

Figure x-x: Hybrid North South Sites



Source: Gensler and Mead & Hunt, 2023

Terminal Renderings



View with Rental Car Center and North Terminal



Renderings and images presented are for illustrative purposes only and do not represent the final design. Concepts depict location only.

Existing City Hall View of PSP



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City Hall View with RCC and North Terminal

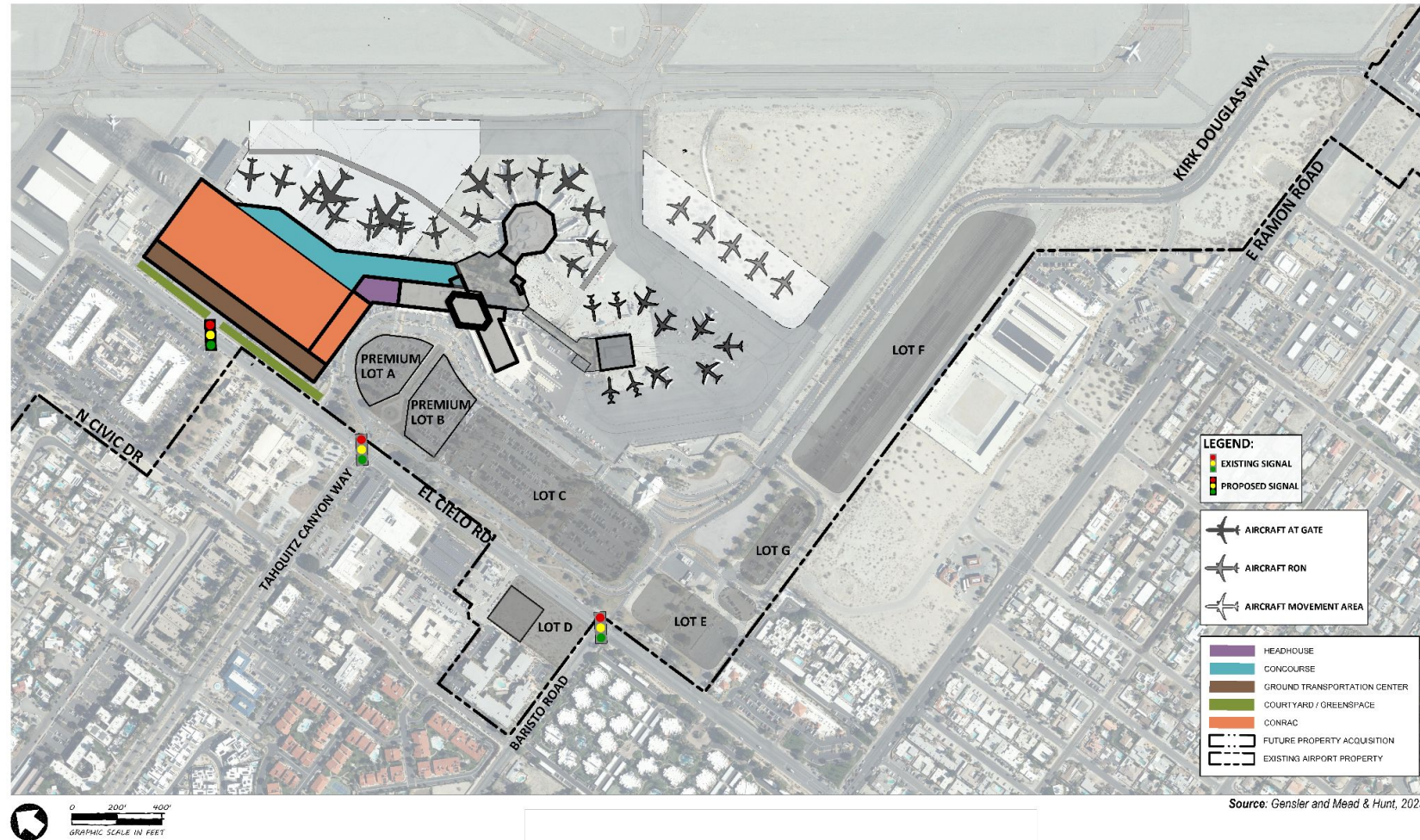


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Phase 1 RCC & Terminal Development

North Terminal and Phase 1 Rental Car Center

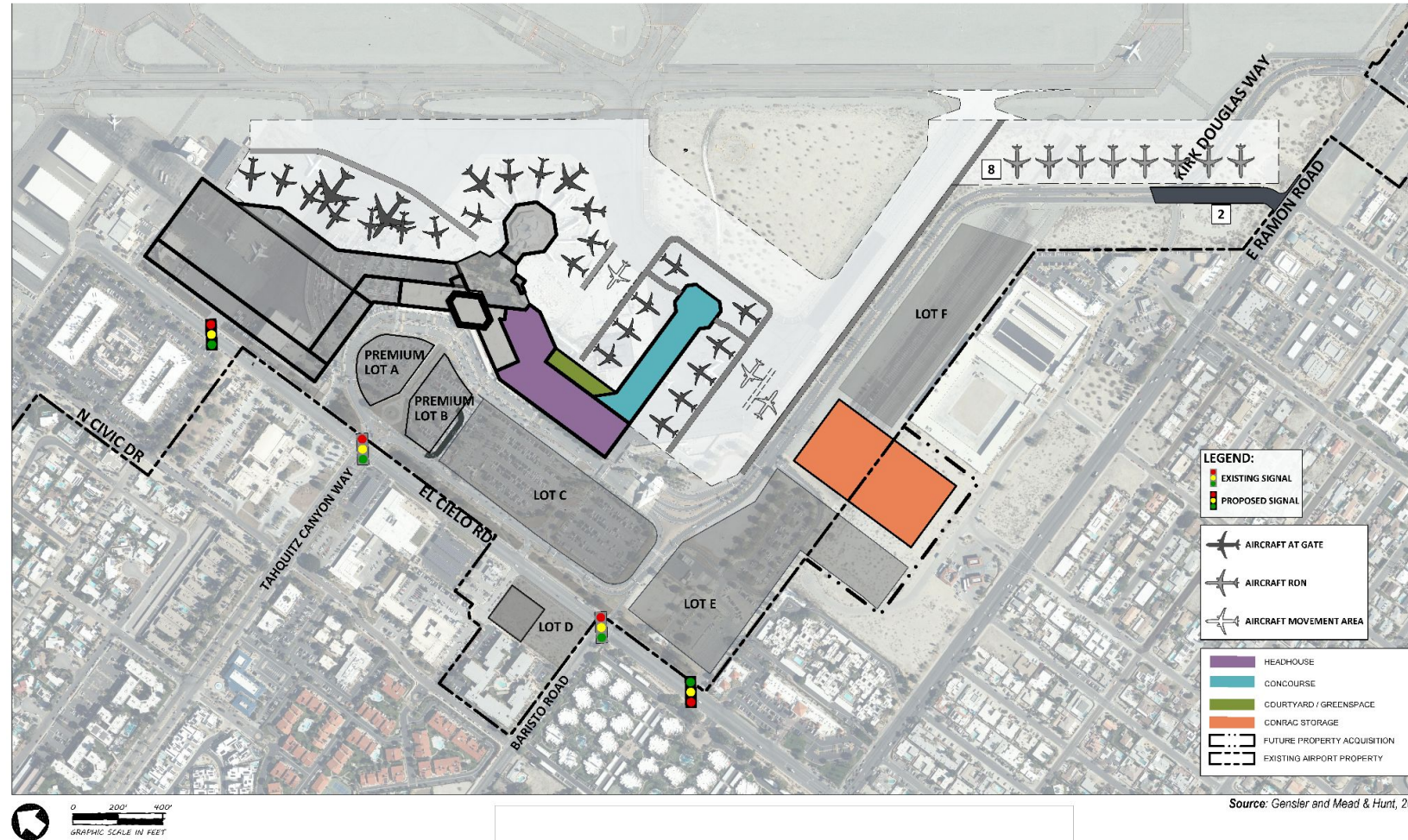
Figure 4-9: Alternative 1A Phase 1



Phase 2 RCC & Terminal Development

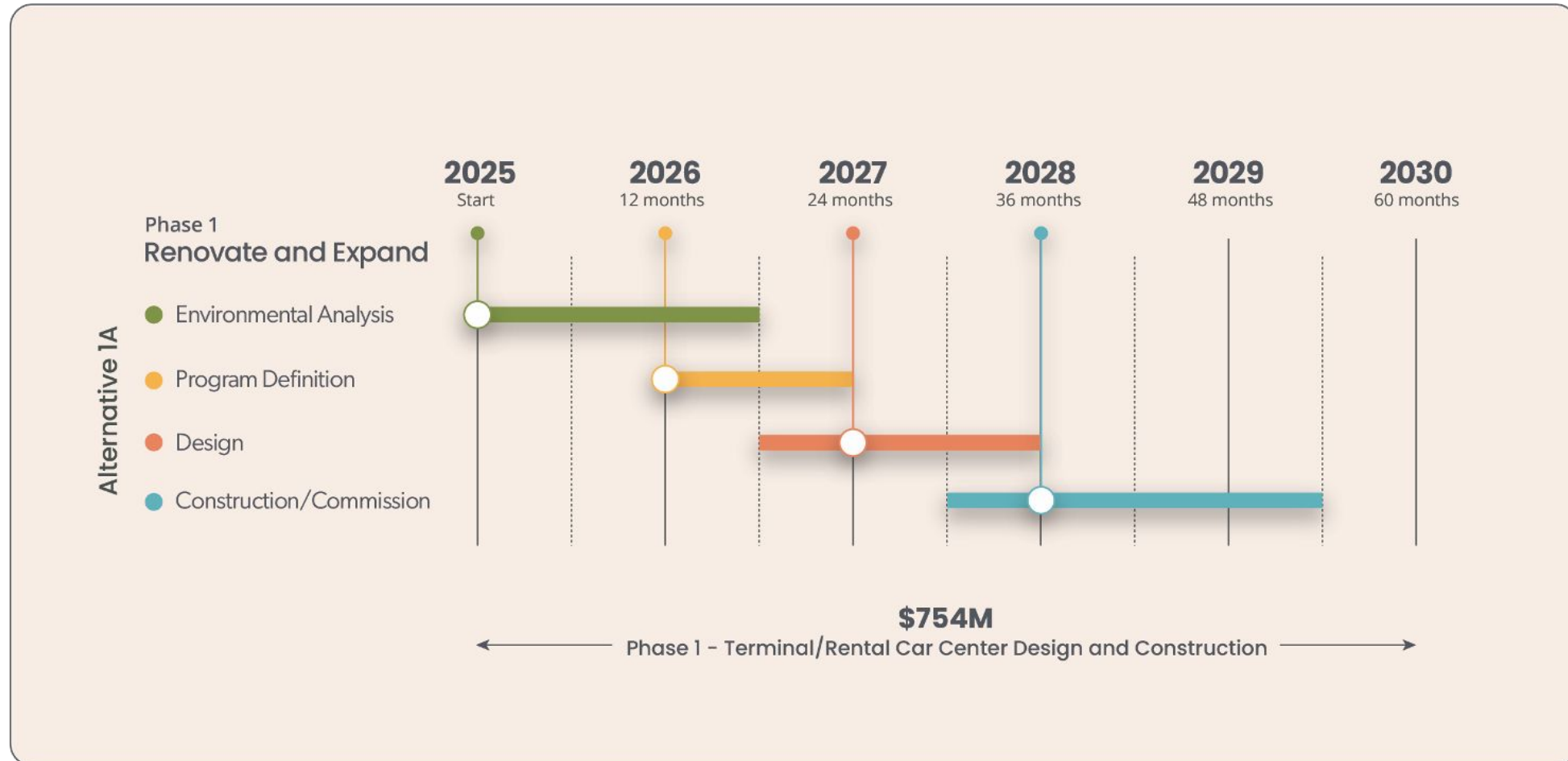
South Terminal and Phase 2 Rental Car Center

Figure 4-10: Alternative 1A Phase 2



Estimated Terminal Program Schedule & Cost

A current timeline for phase 1 terminal development.



Sustainability is at the Heart of the Master Plan

Improved efficiencies will minimize the use of resources.



- The Airport Master Plan will align with existing City sustainability policies
- Use of solar for electricity generation
- Infrastructure improvements to support aircraft, electric vehicles, and public transit
- Roadway and taxiway improvements to minimize emissions
- Continuing resource-saving efforts like low-water landscaping and recycling programs

Mitigating Airplane Noise

Minimizing impact and being a responsible community member.



1. **Airport Noise and Capacity Act of 1990:** Prevents all US airports from imposing restrictions on flight schedules, number of flights or noise limits
2. **More Quiet, Modern Aircraft:** Airplane manufacturers are building quieter planes
3. **Encouraging 'Good Neighbor' Practices:** We work closely with our military partners, asking them to voluntarily adjust their operations to reduce noise.
4. **Voice Your Concern:**
 - a. **PSP Airport Commission Noise Committee:** meets quarterly
 - b. **FAA:** 424-405-8020
 - c. **PSP's [Noise Comment Form](#)** on PSPs website
 - d. **Other airports:** Contact Jacqueline Cochran Regional or Bermuda Dunes directly

How Airports Are Funded

PSP does not use local taxes.

The airport and its major projects are funded by airport revenues, user fees, and federal grants.

Every cup of coffee, airline ticket, and rental car sold at the airport funds PSP and its projects.

The airport does not rely on local taxes to operate.



Thank you.

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NEW SERVICE



FRONTIER

**SFO
Denver**



DELTA

JFK



UNITED

Washington Dulles

NEW SERVICE



PORTER

Toronto



ALASKA

JFK



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NEW CONCESSIONS

Cactus to Clouds



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NEW CONCESSIONS

Nine Cities



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NEW CONCESSIONS



Las Casuelas & Coachella Valley Coffee



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NEW CONCESSIONS

Hey Joshua
Las Palmas Oasis
InMotion
Uptown Essentials



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NEW IMPROVEMENTS



**Palm Springs Airport Awarded
\$6 Million to Upgrade and
Expand Baggage Handling
System**



**PSP Awarded \$503,212 FAA
Grant for Zero Emissions
Vehicle Replacement**

Questions?

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