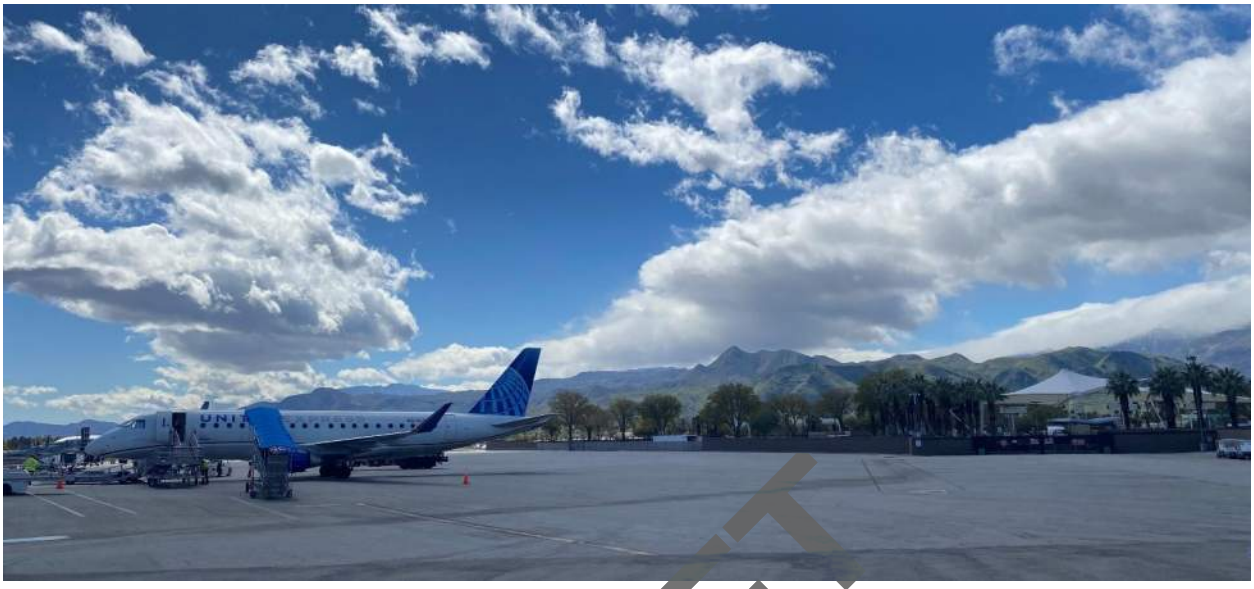
Chapter 1 – Inventory of Existing Conditions



PROLOGUE

This Comprehensive Airport Master Plan began in the spring of 2023. Throughout the course of 2023 and early 2024, the planning team worked with Palm Springs International Airport (PSP or the Airport) staff as well as the Palm Springs community and airport stakeholders to develop a 20-year plan that would meet the needs for PSP. In May of 2024, the planning team presented the recommendations from this Comprehensive Airport Master Plan to City Council. City Council approved all recommendations apart from the location of the consolidated rental car center. City Council requested the planning team complete additional analysis on the consolidated rental car center. This was done through the following two amendments:

- Amendment 1: This amendment considered an on-airport property versus an off-airport property alternatives for the consolidated rental car center which can be found in Appendix C. This amendment also considered public transportation connectivity analysis that can be found in Appendix D.
- Amendment 2: This amendment considered the height of the consolidated rental car center and traffic impacts to the alternative locations for the consolidated rental car center that can be found in Appendix E. This amendment also includes additional stakeholder outreach that can be found in Appendix F.

OVERVIEW

Palm Springs International Airport (PSP or the Airport) is a publicly owned airport located in Riverside County, California, two miles east of downtown Palm Springs, and within Colorado Desert's Coachella Valley. **Figure 1-1** and **Figure 1-2** show PSP's location and vicinity maps.

The Airport accommodates commercial service passenger aircraft, corporate business jets, military aircraft, and general aviation aircraft. The Airport attracts a wide variety of travel to the region that supports the local economy, primarily leisure travelers who want to unwind in a desert oasis. PSP has experienced significant aviation activity growth in recent years. The Airport enplaned approximately 1.5 million passengers in 2022 – essentially a 50 percent increase in enplanements over the last five years.

The Airport, along with its aviation-related businesses and facilities, represents a vital and significant economic asset. PSP provides benefits to local businesses and industries, supports tourism, and encourages additional business development and expansion throughout the Coachella Valley.

The most recent Comprehensive Airport Master Plan for PSP was approved in 2015. Since that time, there have been several changes that necessitate revisiting the recommendations identified in that plan, including significant increases in the number of annual and peak period passengers, changes to the commercial aircraft fleet, new routes, new air carriers, and changes to airport facilities. This Comprehensive Airport Master Plan focuses on the Airport's terminal area first; therefore, the terminal area facility requirements and alternatives chapters are presented in this document first. The Plan incorporates the remaining airside and landside components in a second phase and those components are presented in the chapters succeeding the terminal area alternatives.

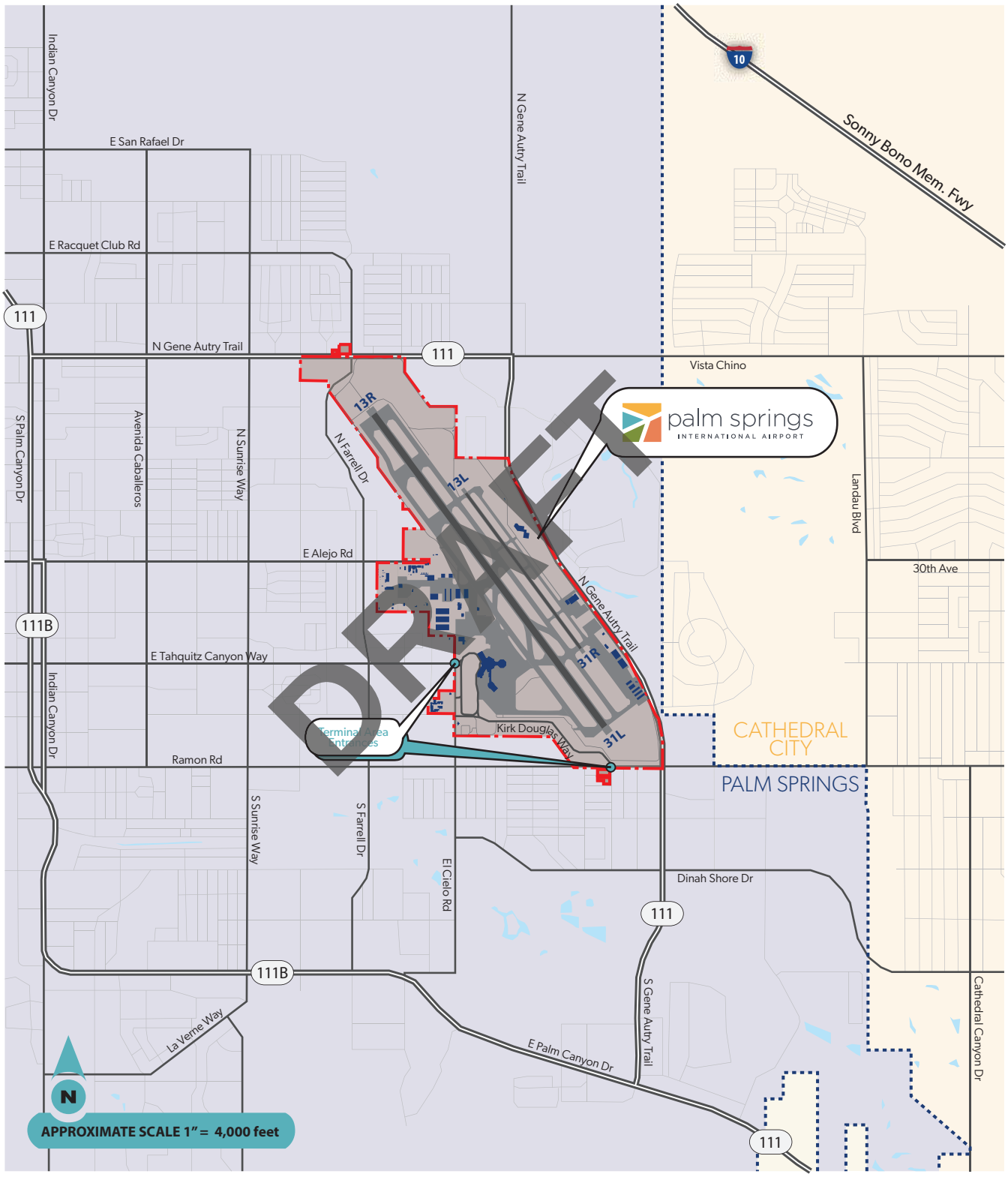
Airport Ownership and Operation

The City of Palm Springs owns PSP. City of Palm Springs staff manages PSP under the direction of the City Manager. The Airport Commission serves PSP as an advisory body to City Council and consists of 19 members appointed by City Council:

- Ten members reside in and represent the City of Palm Springs.
- Eight members reside in and represent the eight Coachella Valley cities.
- One member represents Riverside County.

Figure 1-1: Airport Location Map

Figure 1-2: Airport Vicinity Map



Commercial Air Service

Currently, 12 airlines serve PSP and providing year-round and seasonal nonstop flights to more than 30 destinations as outlined in **Table 1-1**.

Table 1-1: Commercial Service

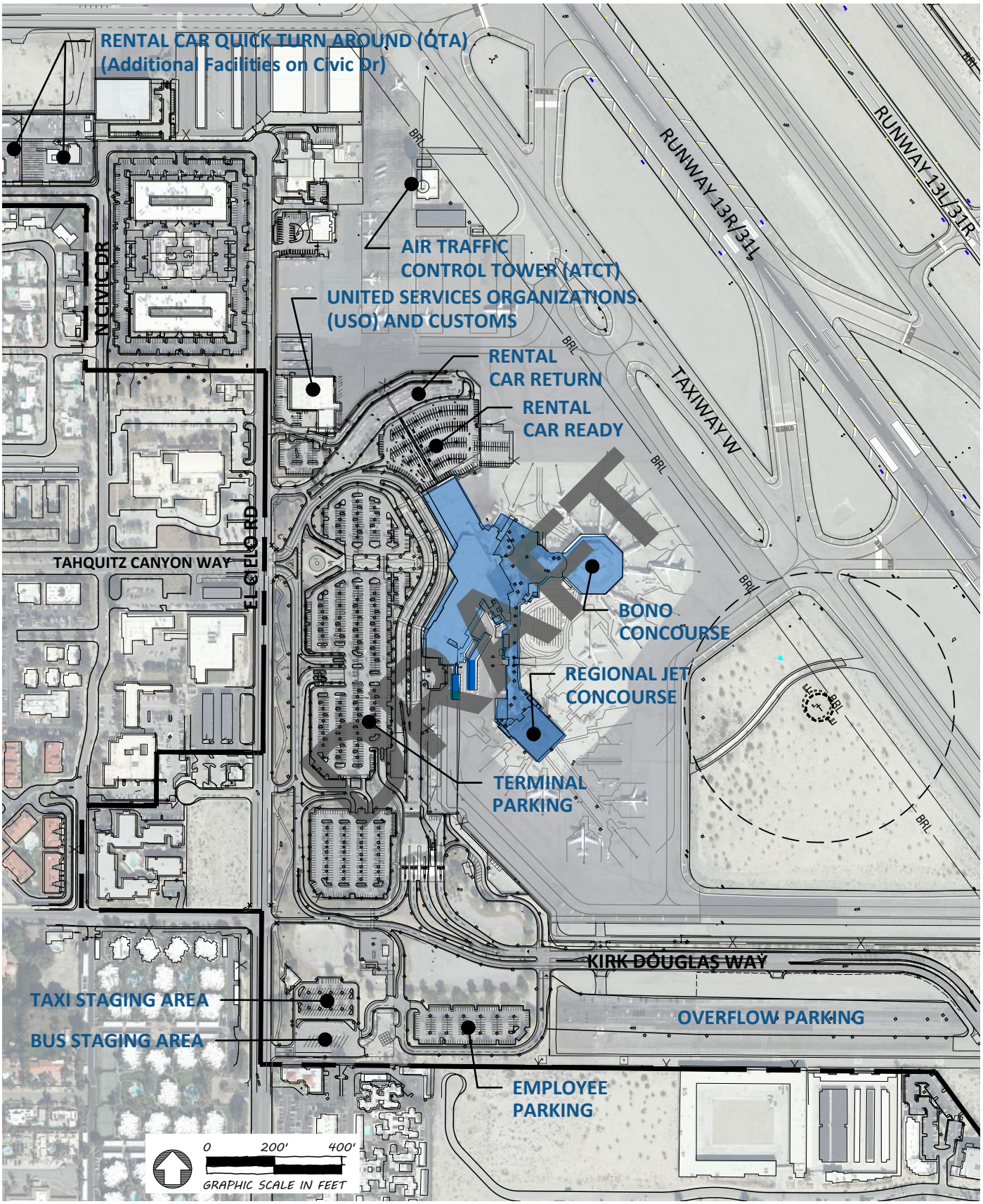
Airline	Nonstop Route	Service Type
Air Canada	Toronto	Seasonal
	Vancouver	Seasonal
Alaska	Boise	Seasonal
	Everette	Seasonal
	Portland	Seasonal
	San Francisco	Year-Round
	San Jose	Year-Round
	Seattle	Year-Round
Allegiant	Bellingham	Year-Round
	Des Moines	Seasonal
American	Austin	Seasonal
	Chicago (ORD)	Seasonal
	Dallas (DFW)	Year-Round
	Phoenix	Year-Round
Avelo	Bend/Redmond	Seasonal
	Eugene	Seasonal
	Santa Rosa	Seasonal
Delta	Atlanta	Seasonal
	Minneapolis	Seasonal
	Salt Lake City	Year-Round
	Seattle	Seasonal
JetBlue	New York (JFK)	Seasonal
Southwest	Dallas Love	Seasonal
	Denver	Year-Round
	Las Vegas	Year-Round
	Oakland	Year-Round
	Phoenix	Year-Round
	Portland	Seasonal
	Sacramento	Year-Round
	San Jose	Year-Round
Sun Country	Minneapolis	Seasonal
	Chicago (ORD)	Seasonal
United	Denver	Year-Round
	Houston	Seasonal
	Los Angeles	Seasonal
	San Francisco	Year-Round
WestJet	Calgary	Year-Round
	Edmonton	Seasonal
	Vancouver	Year-Round
	Winnipeg	Seasonal
Flair	Edmonton	Seasonal
	Toronto	Seasonal
	Vancouver	Seasonal

Source: *PSP Website.*

TERMINAL AREA FACILITIES

Facilities information was gathered from base files, as well as on-site observations, interviews, and a review of historical airport records. The following sections in this chapter provide information on terminal area facilities and functionality. **Figure 1-3** provides a general depiction of terminal area facilities.

Figure 1-3: Terminal Area Facilities

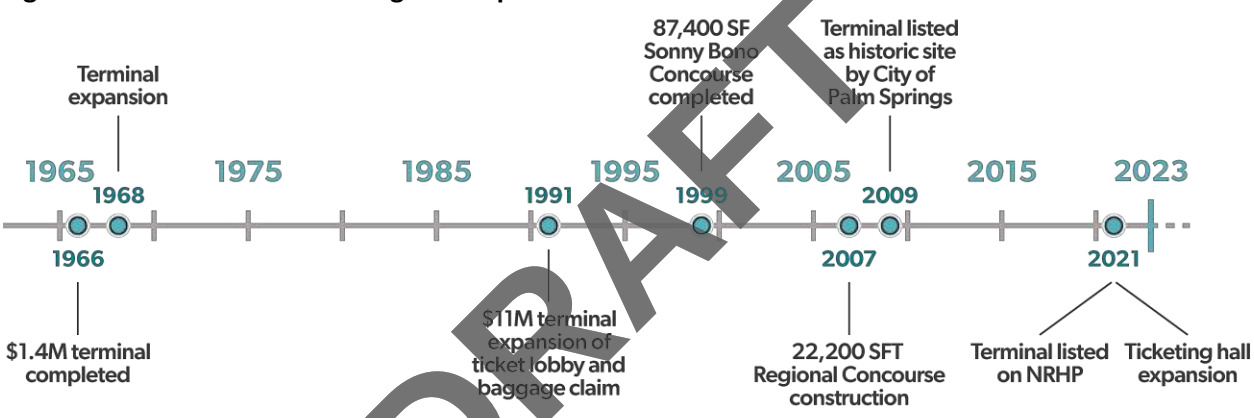


Passenger Terminal Complex Overview

PSP was originally built in 1939 as an emergency landing field for the United States Army Air Corps. In 1941, the Air Corps Ferrying Command 21st Ferrying Group acquired the land after the War Department deemed the emergency landing field essential to national defense. The City of Palm Springs purchased the land in 1961 and converted the airfield into Palm Springs Municipal Airport.

The passenger terminal complex has had two significant expansions since it was originally constructed in 1966. The passenger terminal building now consists of roughly 295,000 square feet (SF) of space, including 249,000 SF of ground floor space, and 46,000 SF of second floor space. In 1999, the 87,632 SF Sonny Bono Concourse was constructed; in 2007, the 22,200 SF Regional Jet Concourse was constructed (2,000 SF for a restroom and 20,200 SF of hold room and concession areas). **Figure 1-4** provides timeline of terminal construction, expansions, and other notable events.

Figure 1-4: PSP Terminal Building Development Timeline



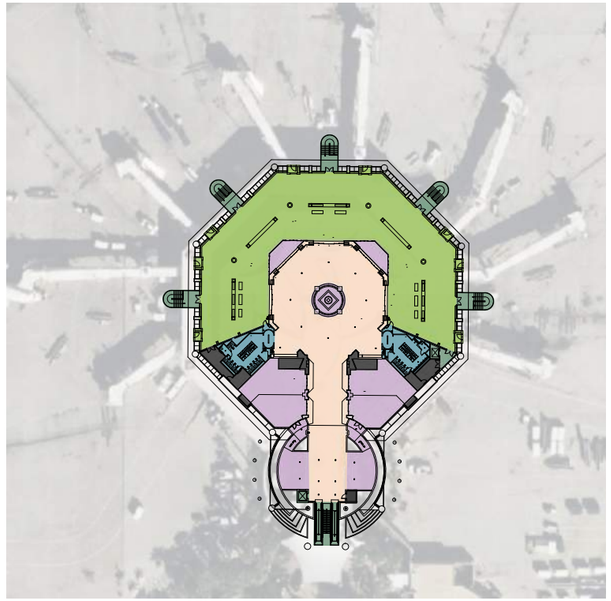
Source: *Mead & Hunt, 2023.*

The terminal is located on the west side of the two runways at PSP. Airline ticketing counters and offices, baggage claim/handling, Transportation Security Administration (TSA) security screening, rental car counters, passenger departure gates, and a self-serve snack bar occupy the first floor of the terminal. Airport administration offices and public restrooms occupy the second floor of the terminal building. Several entrances allow passengers arriving at PSP to enter the terminal on the ground level. Passengers can enter through the south terminal doors, located by Sun Country, American, and Delta Airlines, as well as in the center of the terminal (direct access to TSA queue lines), and the three doors located near baggage claims. On the north side of the terminal, passengers may enter the baggage claim and car rental counter areas via the entrance from the rental car parking lots. Functional areas within the terminal, Sonny Bono Concourse, and Regional Jet Concourse are depicted in **Figure 1-5**. **Figure 1-6** and **Figure 1-7** provide more focused depictions of the first and second level passenger terminal plans. The **Terminal Building** section of this chapter provides a detailed evaluation of the passenger terminal building.

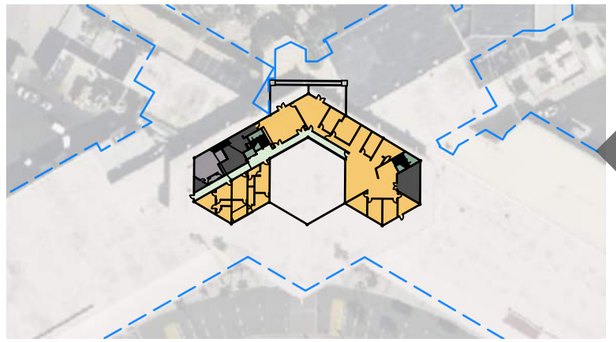
Figure 1-5: Passenger Terminal Complex

Legend

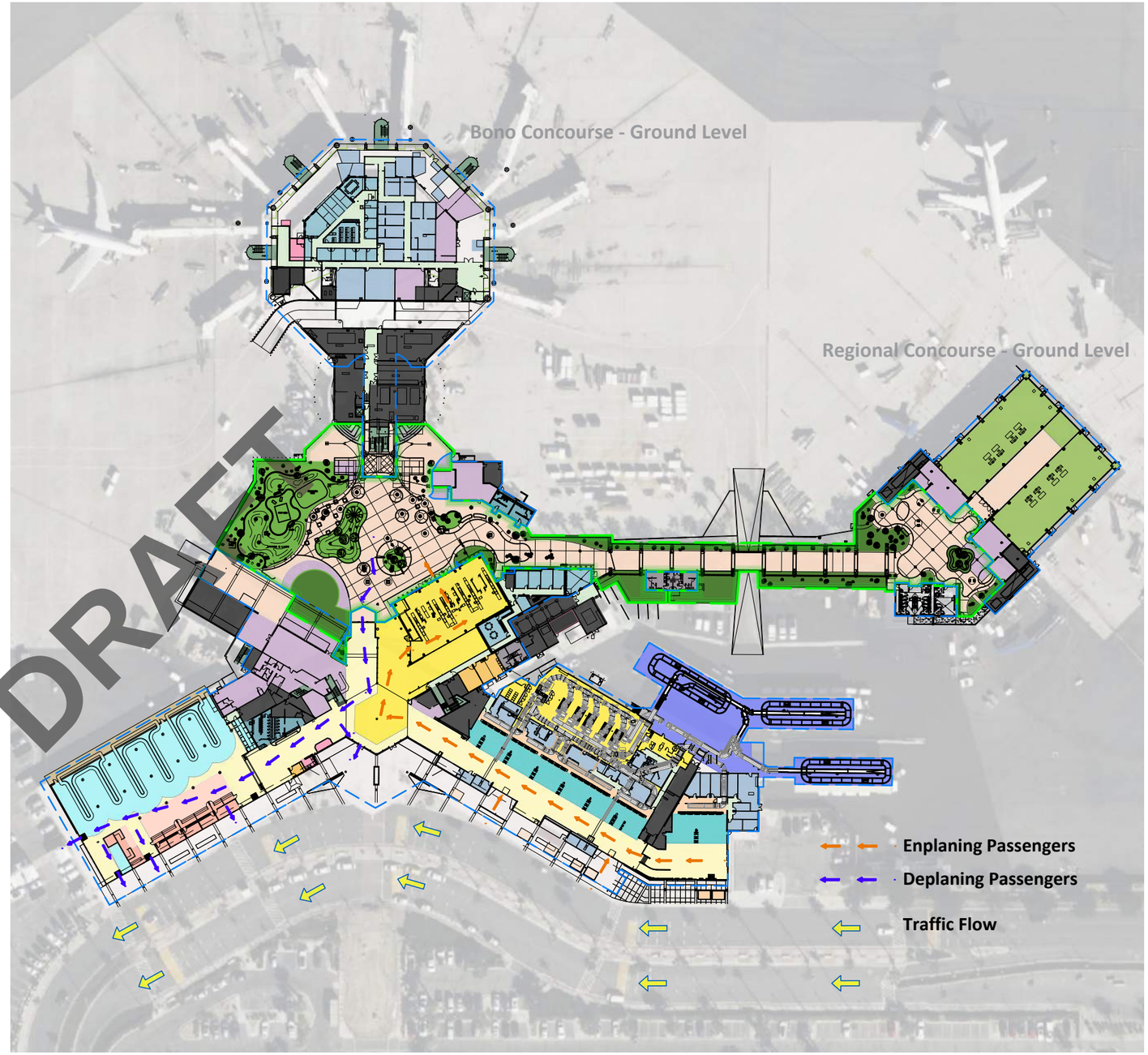
- Airline Operations Offices
- Ticketing Area
- Ticketing Queuing
- Security Screening Checkpoint
- TSA Offices
- Baggage Claim
- Outbound Baggage
- Inbound Baggage
- Baggage Screening
- Public Restrooms
- Non-Public Restrooms
- Rental Car Facilities
- Rental Car Queuing
- Public Circulation
- Non-Public Circulation
- Secure Circulation
- Vertical Circulation
- Airport Administrative
- Outdoor Airport Amenities
- Terminal Landscaping
- Building Systems
- Concessions
- Departure Lounge
- Roof Above
- Outdoor Spaces



Bono Concourse - Second Level



Terminal - Mezzanine Level



Terminal - Ground Level/First Floor

0 60' 120'
GRAPHIC SCALE IN FEET

Figure 1-6: Terminal Floor Plan - First Level

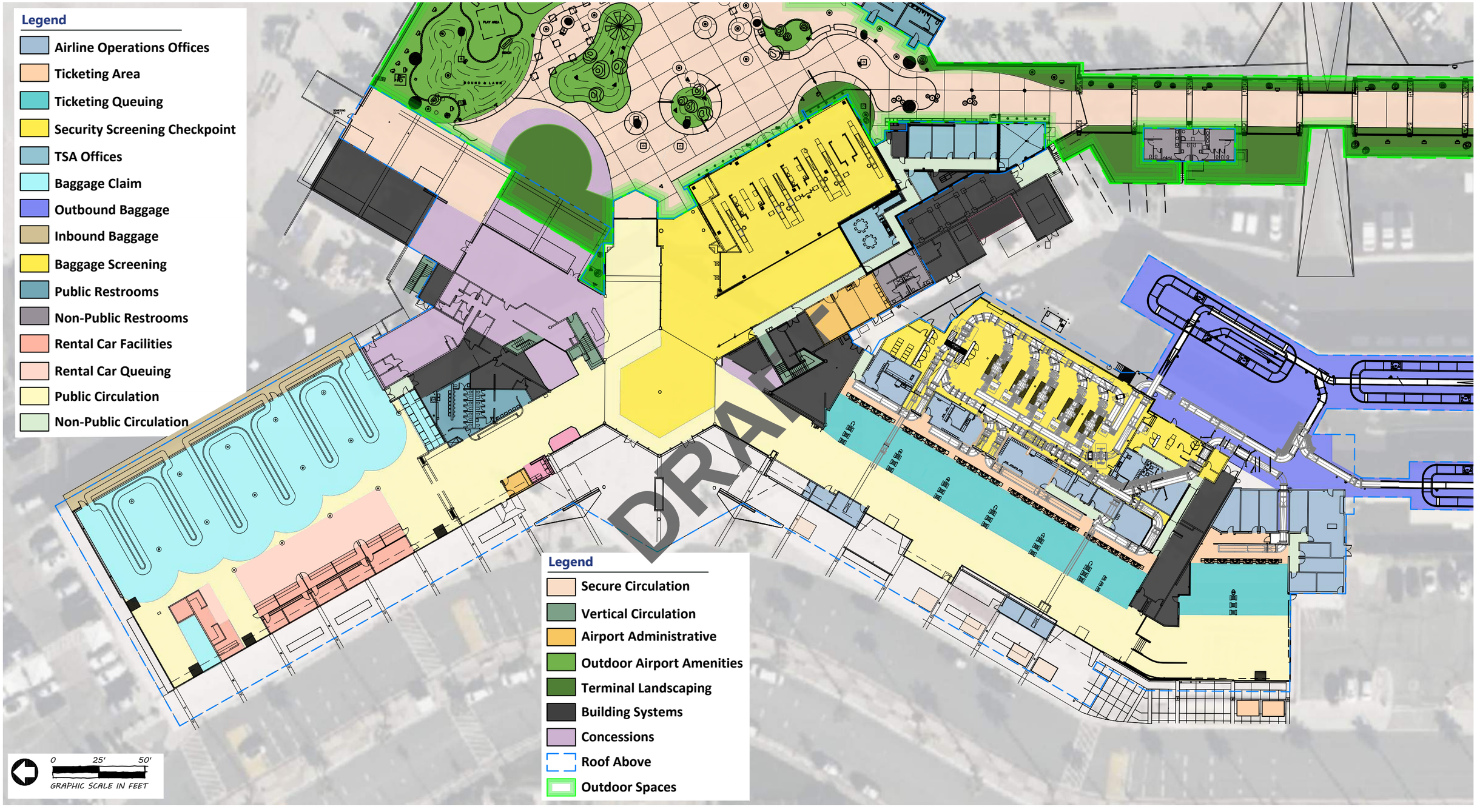
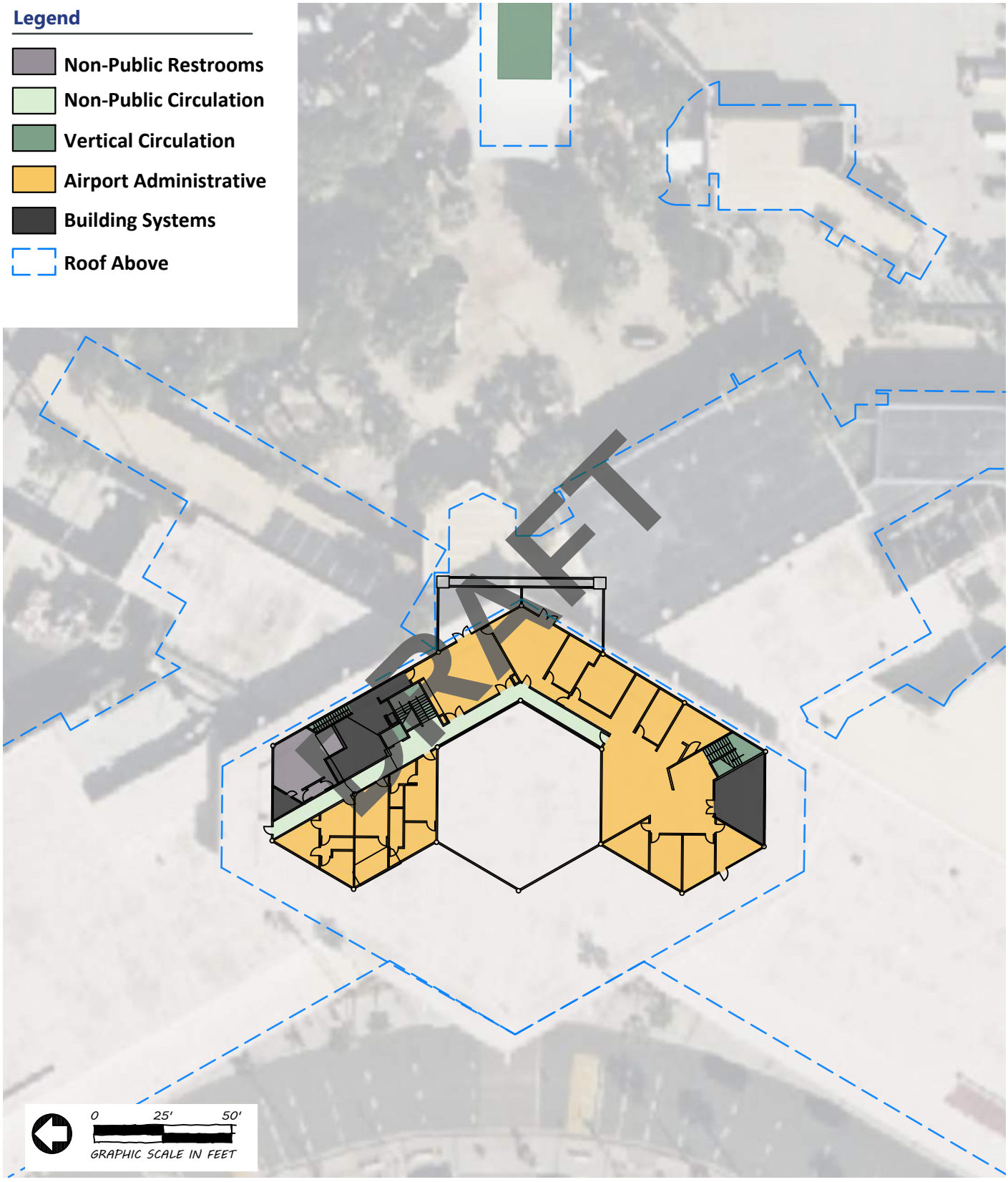


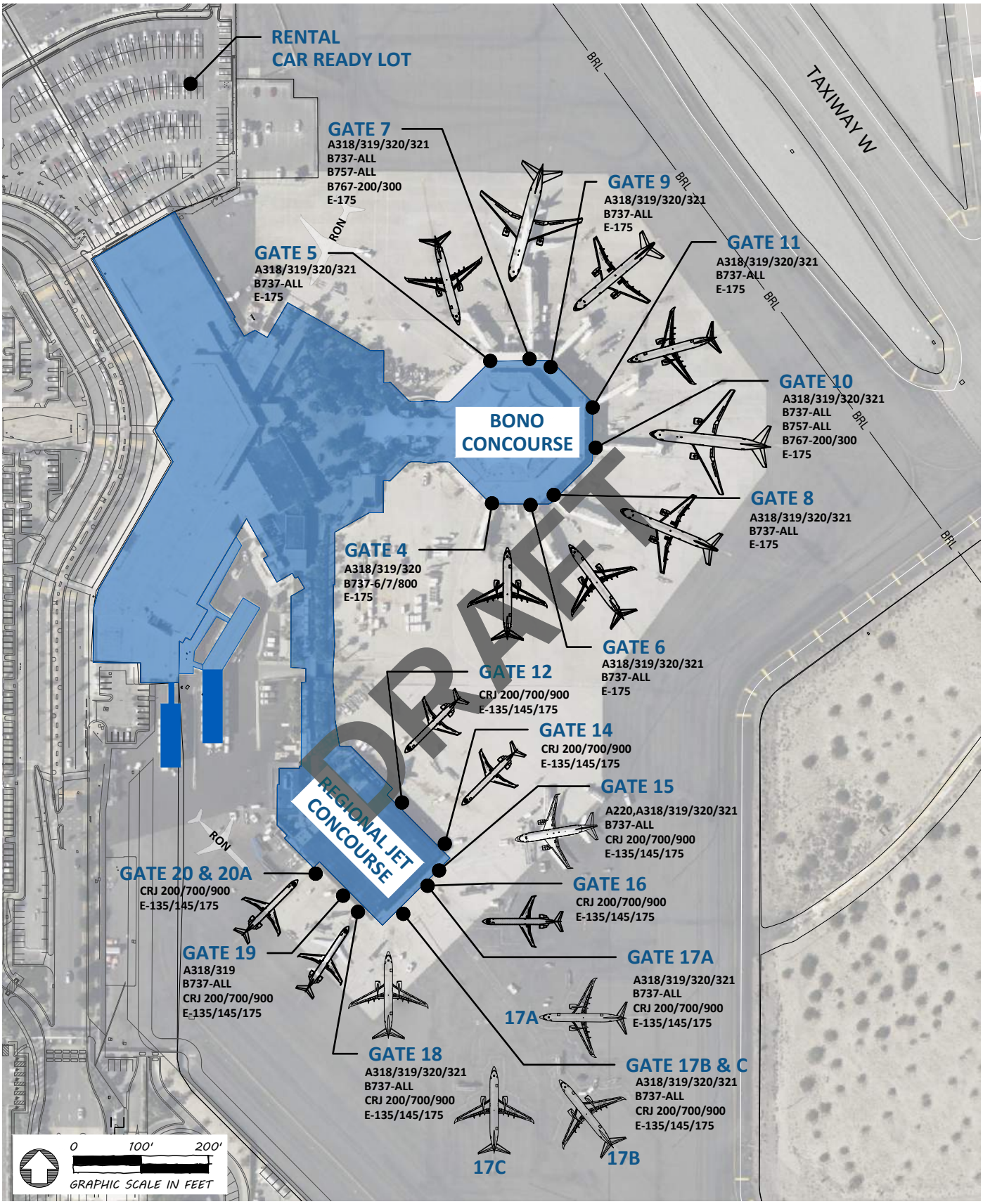
Figure 1-7: Terminal Floor Plan - Mezzanine Level



Terminal – Airside Elements

The commercial aircraft parking apron at PSP is located east of the passenger terminal building and west of Runway 13R/31L. Currently 11 aircraft parking positions surround the Regional Concourse and 9 aircraft parking positions surround the Sonny Bono Concourse. **Figure 1-8** provides details on aircraft parking positions, gate numbering, and the type of aircraft each gate is capable of supporting.

Figure 1-8: Terminal - Airside



TERMINAL BUILDING

This section describes existing terminal facility conditions. The terminal building was inventoried, and its layout was assessed for overall performance. Subsequent chapters will identify physical and operational deficiencies of the existing terminal building and its systems. Additional references for this section include airport meetings, examinations of plans, and a review of previous planning documents. **Table 1-2** provides a breakdown of terminal space by functional area.

Table 1-2: Terminal Complex Space Breakdown

Space Description	Level 1	Level 2
Ticketing Area		
Ticket Agent Positions (# of)	51	-
Bag-Drop	10	-
Kiosks (# of)	24	-
Ticket Counter Length (FT)	230	-
Ticket Counter Area (SF)	3,008	-
Ticketing Queuing (SF)	5,923	-
Airline Operation Office Space and Storage	6,240	-
Total Ticketing Area	***15,171***	***0***
Baggage Claim Area		
Bag Claim Carousel, Floor Area & Oversize (SF)	11,391	-
Baggage Service Offices (SF)	697	-
Bag Claim Carousel Frontage (LF)	667	-
Bag Claim Carousel (Slope Plate) (# of)	3 26,300	-
Outbound Baggage (SF)	1,920	-
Inbound Baggage (SF)	3	-
Total Public Baggage Areas	***40,308***	***0***
Airport Support Area		
Administrative (SF)	1,533	6,368
Storage / Maintenance (SF)	7,608	-
Total Airport Area	***9,141***	***6,368***

Space Description	Level 1	Level 2
Concessions		
Pre-Secure		
Food and Beverage (SF)	460	-
Retail (SF)	284	-
Storage and Support (SF)	6,916	-
Subtotal Pre-Secure Concessions	***7,660***	-
Post-Secure		
Food and Beverage (SF)	5,204	4,573
Retail (SF)	1,323	2,649
Storage and Support (SF)	2,570	-
Subtotal Post Secure Concessions	***9,097***	***7,222***
Total Concessions Area	***16,757***	***7,222***
Departure Lounges		
Gates (# of)	10	8
Gate Departure Lounges (SF)	12,606	16,636
Total Departure Lounge Area	***12,606***	***16,636***
Rental Car Area		
Car Rental Ticket Counter Area (SF)	870	-
Rental Car Queuing (SF)	2,330	-
Car Rental Office Area (SF)	1,159	-
Total Car Rental Area	***4,359***	***0***

Space Description	Level 1	Level 2
General Spaces		
Non-Secure		
Public Circulation (SF)	20,725	-
Restroom Area (M+F+Family) (SF)	1,198	523
M+F+Family Restroom fixtures (# of)	15+6	-
Subtotal Public Areas	***21,923***	***523***
Secure		
Secure Public Circulation (sf)	40,944	10,763
Outdoor Airport Amenities*	10,326	-
Terminal Landscaping	13,248	-
Restroom Area (M+F+Family) (SF)	2,690	2,232
M+F+Family Restroom fixtures (# of)	8+10	15+13
Subtotal Public Areas	***67,208***	***12,995***
Non-Public		
Non-Public Circulation (SF)	9,511	915
Restroom Area (SF)	1,973	-
Subtotal Non-Public Area	***11,484***	***915***
Vertical Circulation	3,442	-
Total General Area	***104,057***	***14,433***

Space Description	Level 1	Level 2
Transportation Security Administrative (TSA) Areas		
Security Screening Checkpoint (SSCP)		
Lanes (w/PreCheck) (# of)	6	-
Checkpoint (SF)	7,034	-
Checkpoint Queue (SF)	5,500	-
TSA Admin Offices and Support Space (SF)	6,025	-
Subtotal SSCP Area	***18,565***	***0***
Baggage Screening Areas		
Explosive Detection System (EDS) Devices (# of)	5	-
TSA Bag Screening Floor Area (SF)	8,896	-
Subtotal Baggage Screening Area	8,896	0
Total TSA Area	***27,461***	***0***
Building Support		
Building Systems and Major Chases	23,059	2,534
Subtotal Building Support Space	***23,059***	***2,534***
TOTAL TERMINAL FACILITY AREA		

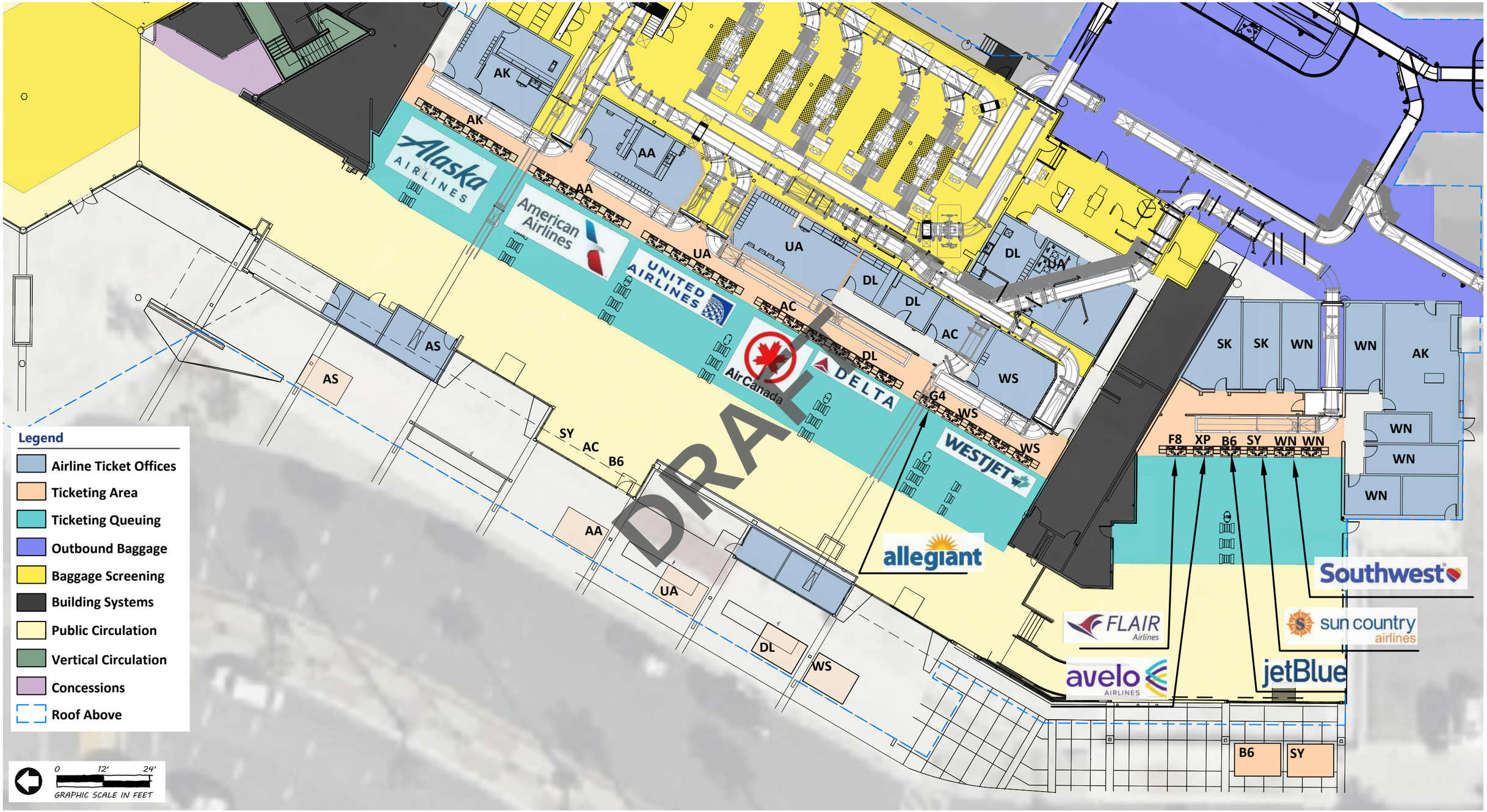
Source: *Mead & Hunt, 2023.*

Ticketing Area and Airline Ticket Offices

The ticketing area is on the south portion of the terminal and consists of ticket counters, kiosks, bag-drop stations, curbside check-in counters, passenger queueing, circulation, and the airline ticket counters. Twelve airlines occupy 46 total full-service ticket counter positions (FSP) in the ticket lobby of the terminal building, depicted **Figure 1-9**. In 2021, the main terminal ticketing area was modernized and renovated with the following improvements:

- Ticketing hall expansion and renovation
- Shared use systems for ticket counter airline check-in process
- Baggage screening consolidation and expansion
- Baggage make-up carousel.

Figure 1-9: Airline Ticketing and Offices



Additionally, two common-use FSPs and five open FSPs are available for future airlines. The airlines listed in **Table 1-3** occupy the following space:

Table 1-3: PSP Ticketing

Airline	Counter Positions	Self-Check-In Kiosks	Bag Drop Positions	Curbside Check-In Counters
Air Canada	6	0	0	0
Alaska	6	5	1	2
Allegiant	3	0	0	0
American	6	3	2	2
Avelo	1	0	0	0
Delta	6	3	0	1
Flair	1	0	0	0
JetBlue	2	2	1	0
Southwest	4	2	0	0
Sun Country	2	0	0	1
United	4	4	4	1
WestJet	5	5	2	0

Source: *Mead & Hunt, 2023.*

The processing area, which includes the area from the front of the counters to the wall separating the airline ticket offices and ticketing area, provides 5 feet of depth. The passenger processing area, the area where passengers stand at the counters, is approximately 10 feet deep, with space reserved for queuing providing approximately 20 feet of depth. Some airlines that use kiosks mix their kiosks in with the queuing area. Beyond queuing is passenger circulation, which consists of a 20-foot-deep corridor that facilitates the movement of passengers and bags between the ticketing area and security screening checkpoint.

Airline ticket offices (ATOs) are behind the ticketing area and consist of operations space, IT closets, and breakrooms for airline employees.

Outbound Baggage Screening and Make-Up Area

Behind the ATOs is the baggage handling system (BHS), which was recently reconstructed in 2021 (**Figure 1-5** and **Figure 1-6**). The 8,896 SF BHS expansion consists of four CT-80DR+XL explosive detection system (EDS) scanners and one CT-80DR+L scanner with sufficient space to another EDS scanner. With the existing five scanners, baggage throughput is approximately 820-920 bags per hour. A sixth CT-80 machine is anticipated to be installed in late May 2023. Baggage travels to the baggage screening room through seven conveyor lanes—five from the check-in area and two from sub-grade conveyors from the curbside counters. Once baggage reaches the EDS machines, handlers place it manually into the machine. Once screened, another person manually places the bag on the conveyor, which then moves the bag to the outbound baggage make-up area.

Recent reconstruction of the outbound baggage make-up area occurred with the baggage handling system in 2021 and consists of three, slope-faced, oval carousels. Around each carousel is a staging lane for 16 carts to park parallel to the carousel along with a 10-foot bypass lane. The carousels and staging lanes are covered, while the bypass lanes are not.

Passenger Security Screening

The security screening checkpoint (SSCP) is in the middle of the terminal between the ticketing counter and the baggage claim area as shown in **Figure 1-10**. The SSCP comprises passenger queuing, travel document checkers, six screening lanes, and a recomposure area. TSA PreCheck® and CLEAR are available to passengers. The approximate 6,400 SF queuing area has expanded into the center atrium to accommodate the significant surge of departing traffic during peak times. After queuing, passengers pass through Leidos AIT and AIT2 scanners for screening. The six-lane exiting configuration has an approximate throughput capacity of 990 passengers per hour. Screened passengers enter the recomposure area, which is directly outside of the SSCP.

Departure Lounges

PSP currently has 16 departure gates. The Sonny Bono Concourse has 8 contact gates, labeled 4 through 11. Gate 1 at the Sonny Bono Concourse is primarily used as a remain overnight (RON) apron but can be utilized as a boarding gate. The Regional Concourse has 8 ground-boarded gates, labeled 12 and 14 through 20, serving 10 aircraft parking positions. The departure lounges in the Sonny Bono Concourse include a 25-foot depth seating area, customer service desks for airlines, and 20-foot depth space for standing around the entirety of the concourse. All passengers walk to their appointed concourse from the outdoor terminal areas and board the departing aircraft via a passenger boarding bridge at the Sonny Bono Concourse or ground-board at the Regional Concourse. **Figure 1-11** details the Regional Jet Concourse and **Figure 1-12** details the Sonny Bono Concourse.

Figure 1-10: Security Screening Checkpoint

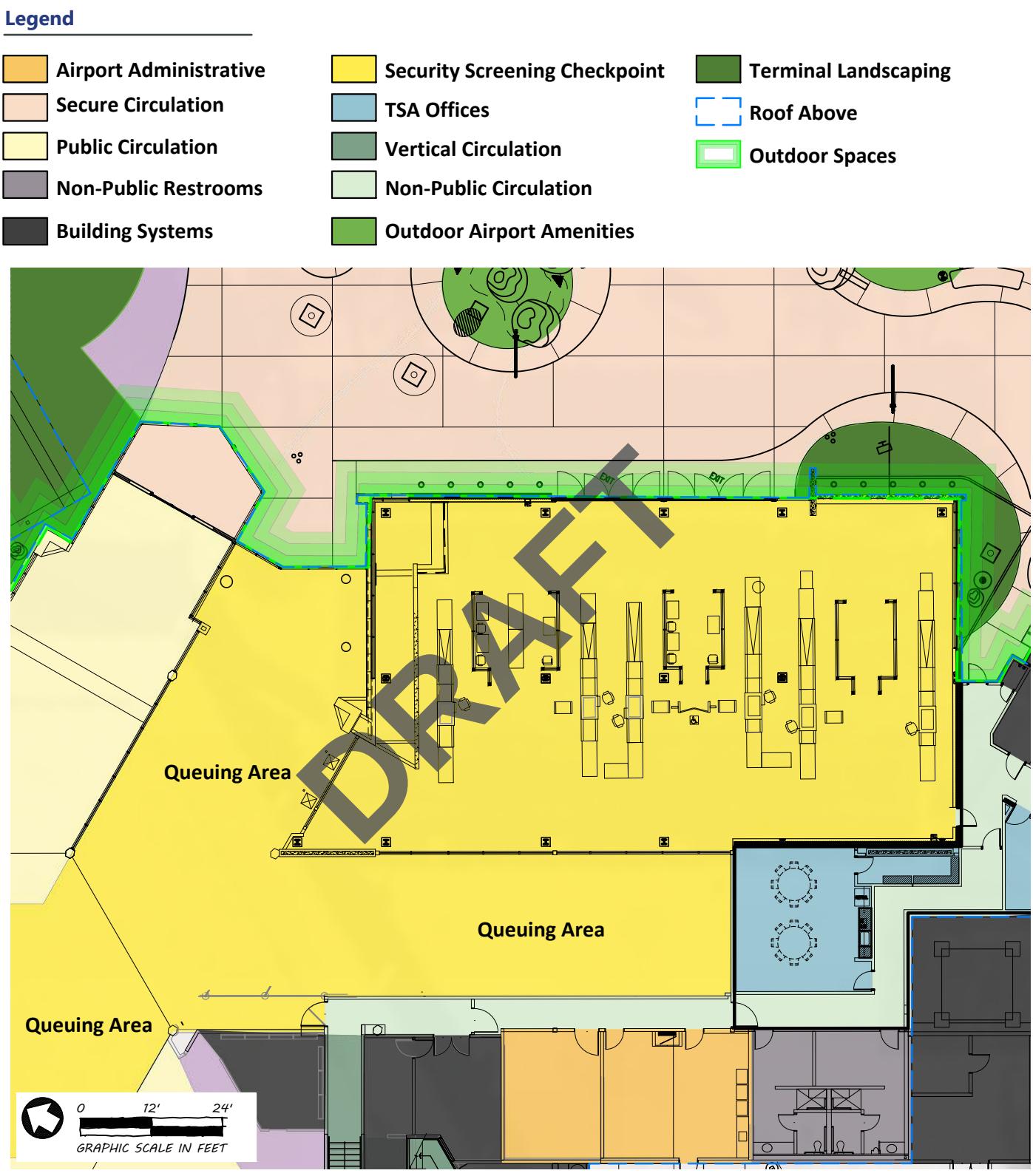


Figure 1-11: Regional Jet Concourse

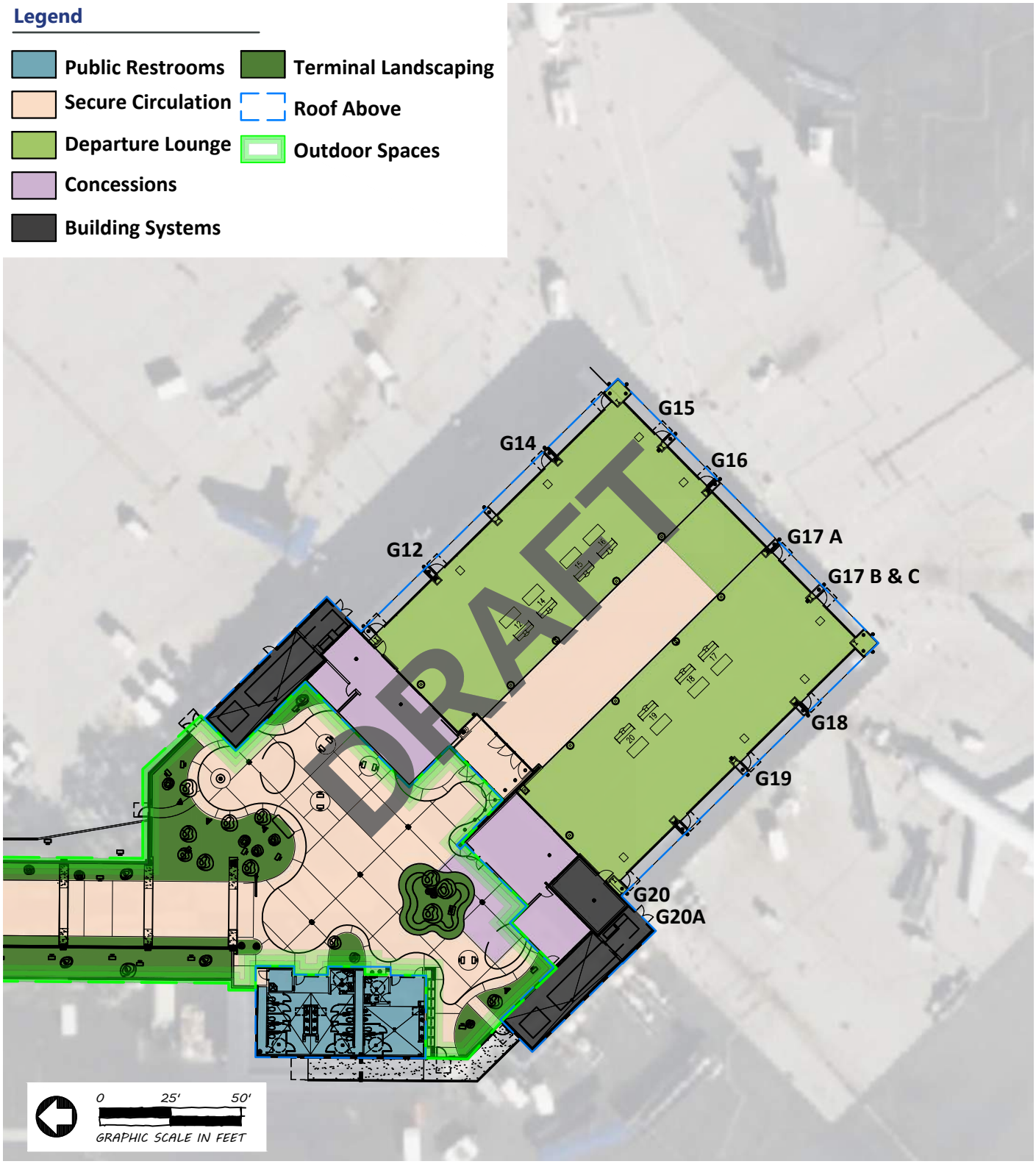
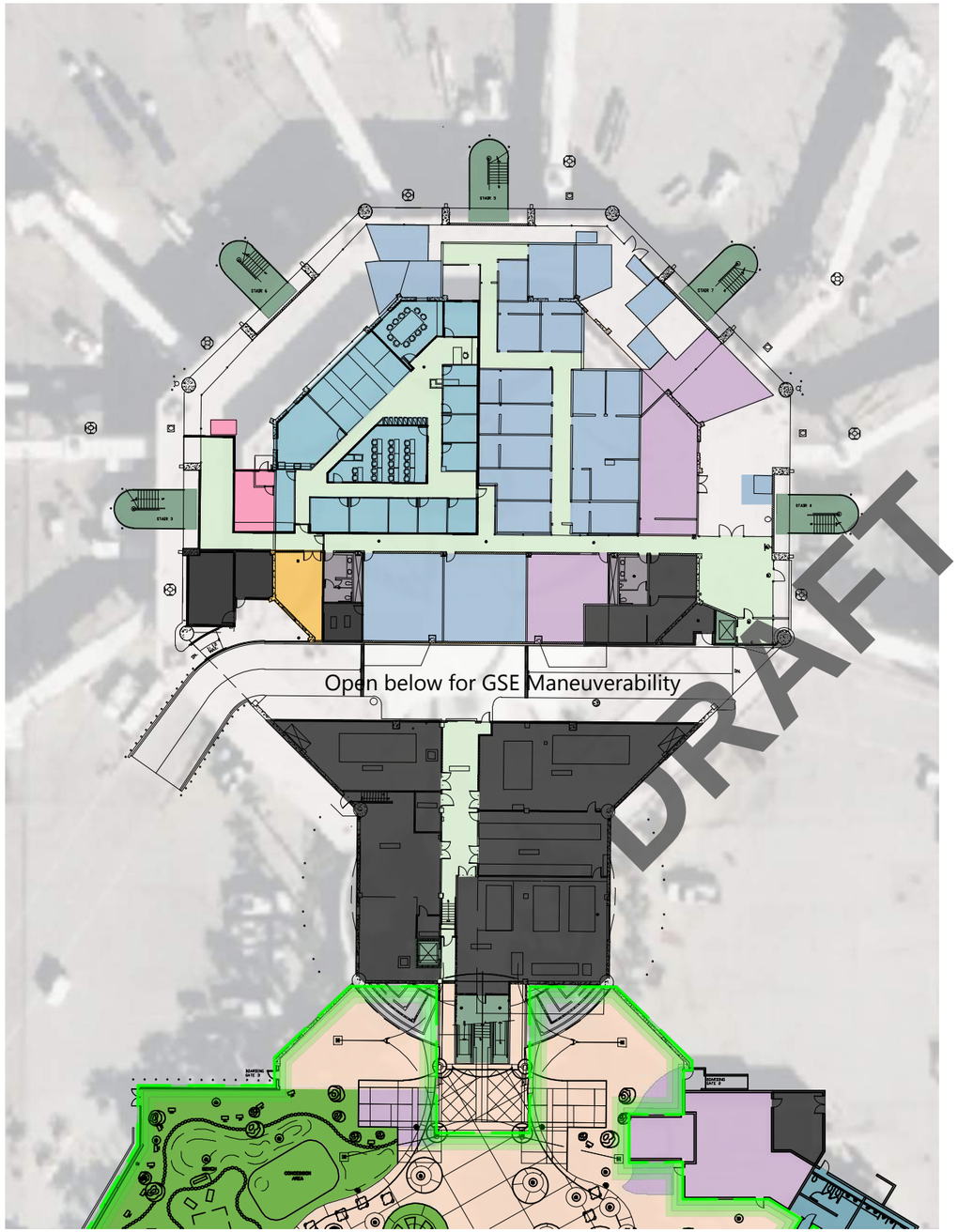


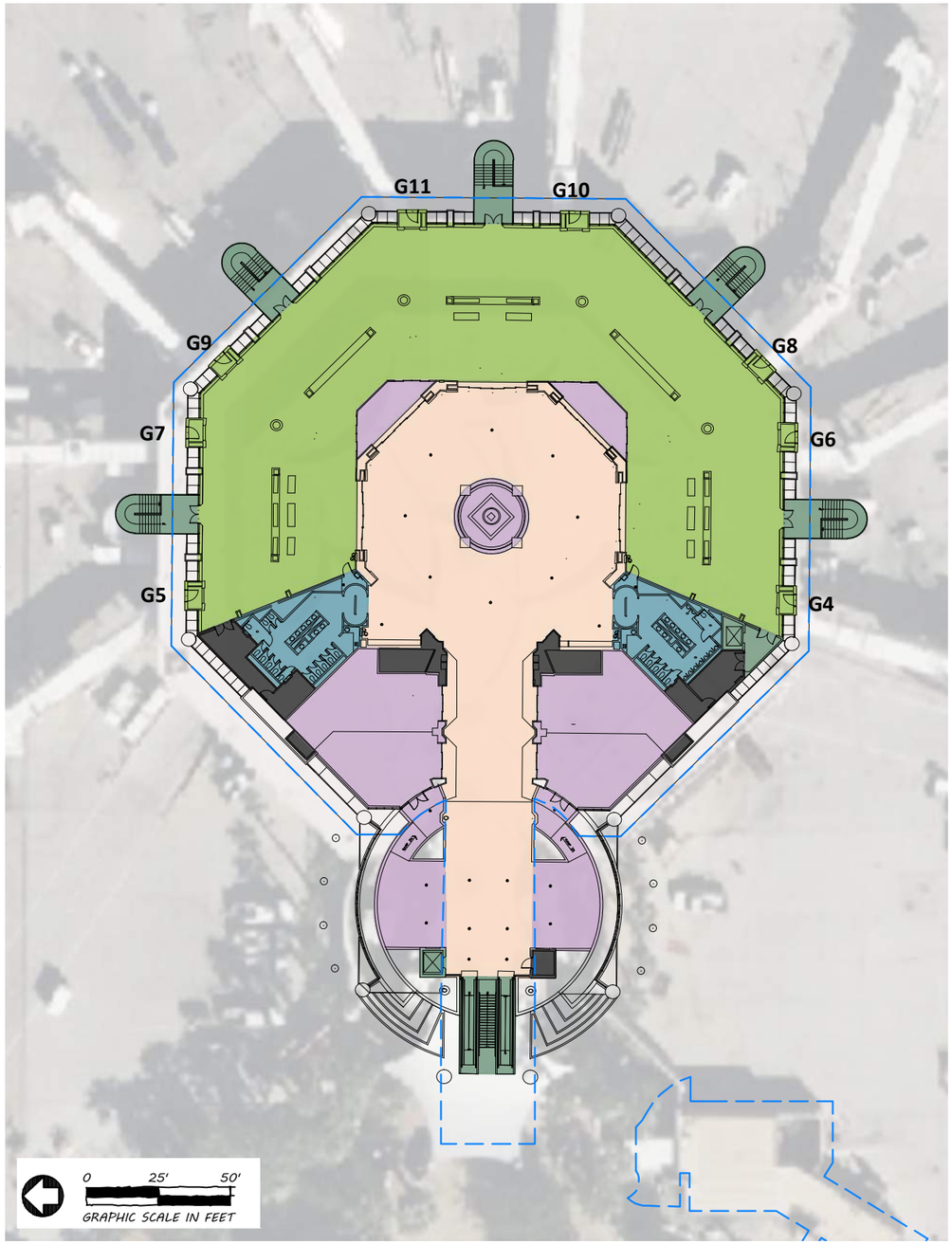
Figure 1-12: Sonny Bono Concourse

Legend

- Public Restrooms
- Non-Public Restrooms
- Non-Public Circulation
- Secure Circulation
- Vertical Circulation
- Departure Lounge
- Concessions
- Airport Administrative
- Outdoor Airport Amenities
- Building Systems
- TSA Offices
- Airline Operations Offices
- Roof Above
- Outdoor Spaces



First Floor



Second Floor

Inbound Baggage Make-Up Area and Baggage Claim

The inbound baggage make-up area is located on the north side of the terminal on the secure side of the wall from baggage claim. The make-up area located outside consists of a staging lane for carts to stage parallel to one of the three carousels.

The baggage claim area consists of three U-shaped, flat-plated carousels. Baggage carousel #1 has a linear frontage of 206 feet, baggage carousel #2 has a linear frontage of 242 feet, and baggage carousel #3 has a linear frontage of 218 feet. South of the baggage claim are four baggage service counters, which are shared among the airlines.

Rental Cars

Ten rental car companies operating at PSP (eight on-site and two located off-Airport): Alamo, Avis, Budget, Dollar, Enterprise, Hertz, National, and Thrifty are at PSP, whereas Desert Rent-A-Car and Go Rentals are off-Airport. Each of the eight on-site rental car companies has desk space, accompanying office space, and queuing space 20 feet deep leading to the counters. The counters are visible to passengers when they first enter through the baggage claim area. There is a rental car parking lot conveniently located adjacent to the baggage claim areas at the north side of the terminal. There are 332 ready parking spaces and six rental car return lanes capable of accommodating approximately 150 vehicles.

Restrooms

There are five sets of public restroom modules in the terminal building, which are listed in **Table 1-4**.

Table 1-4: Public Restroom Locations

Location	Men's Fixtures	Women's Fixtures	Other
Pre-Security			
Main Terminal (Level 1)	15	6	Janitor Closet
Main Terminal (Mezzanine)	To be verified	To be verified	N/A
Post-Security			
Adjacent to Regional Concourse	5	10	Janitor Closet
Sonny Bono Concourse	15	13	Janitor Closet
Adjacent to PSP Coffee House	3	3	N/A

Source: *Mead & Hunt, 2023.*

Concessions

The concessions program at PSP consists of pre-secure concessions and post-secure concessions. PSP anticipates changes in concession space use in 2024. PSP currently has 7 percent of their concessions

program pre-security and 93 percent of the program post-secure. On the pre-secure side is a self-service concessions area called Snack n Go between the exit lane and baggage claim. A Pay On Foot machine along the west side of the terminal building allows those who utilized public parking to pay their parking ticket. Several gift and specialty item shops are located on the secure side—four in the Sonny Bono Concourse: Desert News, The PGA Tour Shop, Desert Marketplace, and Desert Mart; and one in the Regional Concourse, CNBC. Additionally, there are multiple food and beverage options located on the secure side of the terminal. In the Sonny Bono Concourse is Santa Rosa Kitchen & Spirits. The Sonny Bono Courtyard accommodates a wine and coffee bar named PSP Coffee House and a food stand called Half Moon Empanadas. In the Regional Concourse, the Buzz by Bar Fly offers food and beverage during the day and a full bar at night.

The primary concessions storage areas are located behind the baggage service offices and the Snack n Go on the first level and under the Sonny Bono concourse. Concessions deliveries occur through a secure access gate on the south side of the terminal where delivery trucks are screened and then escorted to the terminal.

Airport Amenities

PSP offers an abundance of airport amenities that enhance the passenger experience. Free public Wi-Fi is available, and artwork is on display throughout the terminal. Having the majority of the secure side exposed to the outdoor environment, passengers have many options to experience the outdoors prior to their flight. This includes grassy areas to rest, a kid's playset, pet relief area, outdoor seating, outdoor concessions, and outdoor viewing areas. Additionally, a mother's nursing station is located between the Sonny Bono Concourse and Regional Concourse.

Administrative Area

PSP's primary administrative area is located on the mezzanine level of the terminal and consists of 14 offices and a conference room. Airport staff utilize the office space located within the vehicle inspection plaza. There are additional administrative offices and a breakroom for maintenance staff located on the first floor of the Sonny Bono Concourse. PSP's operations space located on the first level is adjacent to the SSCP and outbound baggage make-up area.

TSA's administrative space is split between an area adjacent to the SSCP and baggage screening rooms and an area on the first level of the Sonny Bono concourse.

TERMINAL ACCESS, PARKING, AND SUPPORT FACILITIES

Vehicle Roadway Access and Circulation

PSP is approximately 5 miles south of I-10 and accessible by vehicle from all directions via CA-111. Major streets providing access to the terminal building include East Tahquitz Canyon Way, Kirk Douglas Way, El Cielo Road, Ramon Road, and North Farrell Drive.

From East Tahquitz Canyon Way, vehicles enter a two-lane loop that provides access to public parking. 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 (charter buses, delivery, and cargo) vehicles as well as other commercial vehicles (taxis, charter shuttles, and limos) that access the taxi and bus staging lot south of the Airport. Both lanes direct traffic to the terminal curb front. However, the lane for oversized and commercial vehicles directs traffic towards Kirk Douglas Way, where vehicles make a U-turn back towards the terminal loop road. Oversized vehicles and other commercial vehicles can enter the taxi and bus staging area or make a U-turn turn to the terminal on Kirk Douglas Way located opposite the cargo vehicle exit.

Prior to entering the terminal curbside area, the roadway directs all vehicles through a six-lane vehicle inspection plaza prior to approaching the terminal curbside. The terminal curbside consists of three inner lanes closest to the terminal primarily used for the loading and unloading of private vehicles and three outer lanes that serve commercial vehicles. **Figure 1-13** shows the vehicle parking and circulation system.

Vehicle Parking

A parking management firm managers public parking facilities at PSP that include four connected parking lots. While public parking is not separated into short- or long-term lots, there are approximately 900 parking spaces in the main lots west of the terminal and approximately 700 spaces available in an overflow parking lot south of Kirk Douglas Way. Parking rates in the main lots are free for the first seven minutes then $2 for every 20 minutes with a maximum $20 dollar charge per 24-hour period. A rate of $18 per day applies to vehicles parking in the overflow parking lot. A cell phone waiting lot located along Kirk Douglas Way provides free temporary parking for vehicles picking up arriving passengers.

Rental car ready/return parking is located immediately north of the baggage claim and rental car areas. The 332 ready and 150 return spaces provide a total of 482 ready/return parking spaces. The 11-acre overflow lot provides space for approximately 700 vehicles; shuttle buses transport passengers from the overflow lot to the terminal. **Table 1-5** details existing public and employee parking areas along with approximate parking spaces.

Figure 1-13: Vehicle Parking and Circulation

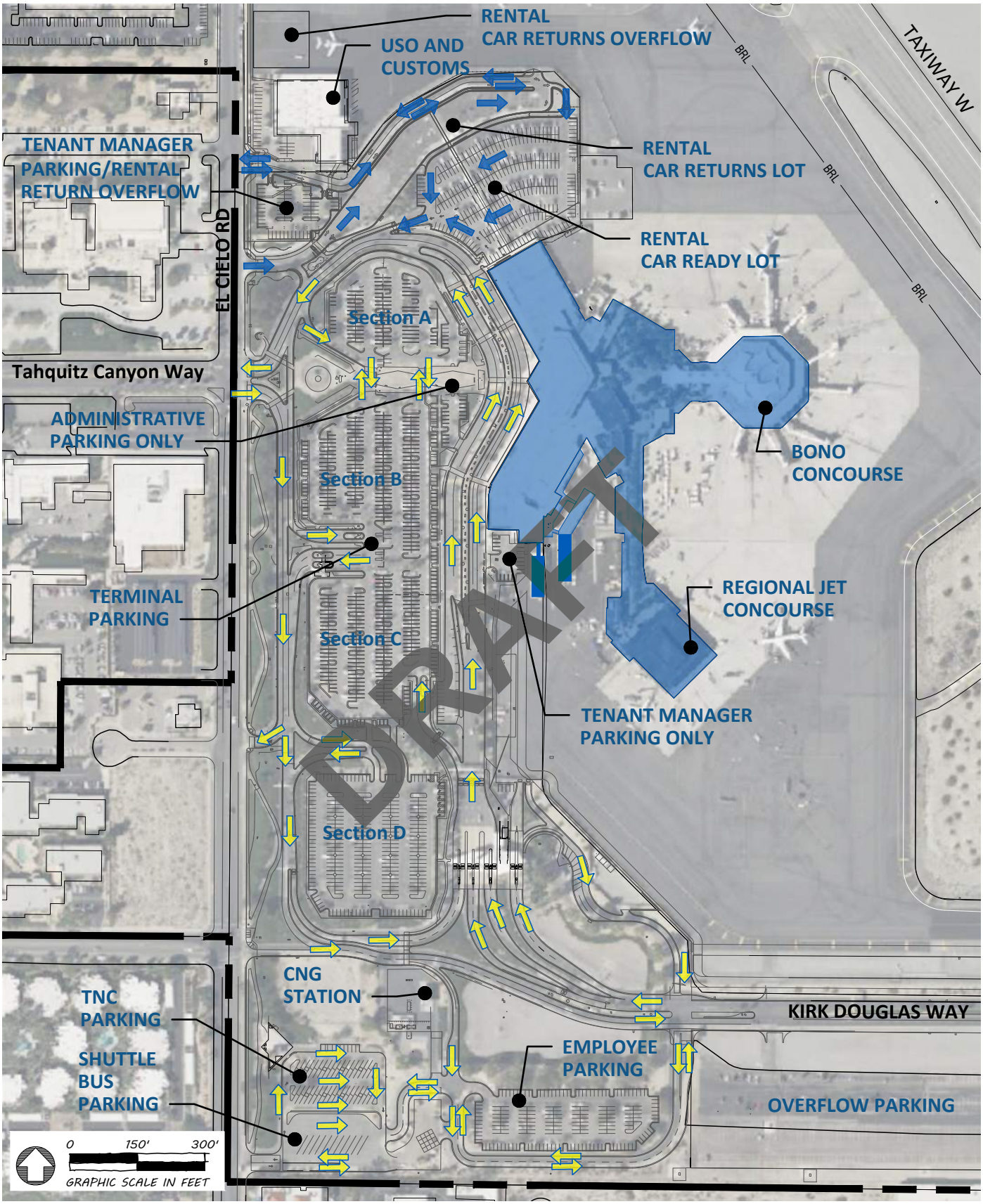


Table 1-5: Parking Areas

Lot	Description/Location (and rate if applicable)	Number of Spaces
Public Parking		
A & B	Main Lot (Maximum $20/day)	377
C & D	Main Lot (Maximum $20/day)	538
Cell Phone	Free	21
Overflow Lot	Maximum $18/day	≈700
Employee/Terminal Tenant Parking		
Tenant Manager	(Immediately south of the terminal)	16
Tenant Manager	(South of the USO[1] building)	≈50
Airport Administration	(Immediately west of the terminal)	17
Employee Parking	(South along Kirk Douglas Way)	176

Source: *Mead & Hunt, 2023.*

Notes: *≈ indicates approximate*

[1] USO – United Services Organizations

Transit Services

Public Transportation

Several bus stations are within a 15-minute walking distance of the Airport, particularly along East Tahquitz Canyon Way, El Cielo Rd, and Kirk Douglas Way. Public transportation accessible via these stops includes:

- **Sun Transit Agency** – offers bus transportation in the Coachella Valley. Two stops are within three blocks of the airport.
- **Morongo Basin Transportation Authority (MBTA)** – offers transportation to Joshua Tree, Yucca Valley, Twenty-Nine Palms, and the 29 Palms Marine Base. The bus stop is at the north end of the terminal in front of the Rental Cars ready lot.
- **Amtrak** – offers a bus-to-train service from the PSP airport to Fullerton and Los Angeles. The bus stop is at the north end of the terminal in front of the Rental Cars ready lot.

Shuttle/Private Ground Transportation

Many hotels and resorts offer courtesy shuttles to and from the Airport.

Rental Cars

As mentioned earlier, 10 rental car companies are available to arriving passengers (eight on-site and two located off-airport): Alamo, Avis, Budget, Dollar, Enterprise, Hertz, National, and Thrifty are located at PSP, whereas Desert Rent-A-Car and Go Rentals are located off-Airport. Car sharing service companies, such as Turo, may soon be available for PSP travelers.

TNCs/Taxis

Transportation network companies (TNCs), such as Uber and Lyft, provide pick-ups and drop-offs. The following companies provide taxi service:

- City Cab
- Coachella Valley Taxi
- Yellow Cab of the Desert.

Ground Service Equipment

PSP has ground handling providers that store ground service equipment (GSE) on the terminal apron, primarily between the Sonny Bono Concourse and the Regional Jet Concourse. The space between the two concourses that is used to store GSE is roughly 25,000 SF. Each gate is equipped with a jet bridge and between the jet bridges, additional GSE equipment is stored.

Fueling Services

Two fixed based operators (FBOs) provide services at PSP: Signature Flight Support, located near the terminal, and Atlantic Aviation, located on eastside of Runway 13/31. Signature Flight Support provides fueling services to aircraft parked at the terminal. Both Signature Flight and Atlantic Aviation offer 100 low-lead (LL) line service and Jet A line service, along with aircraft parking, maintenance, and additional services.

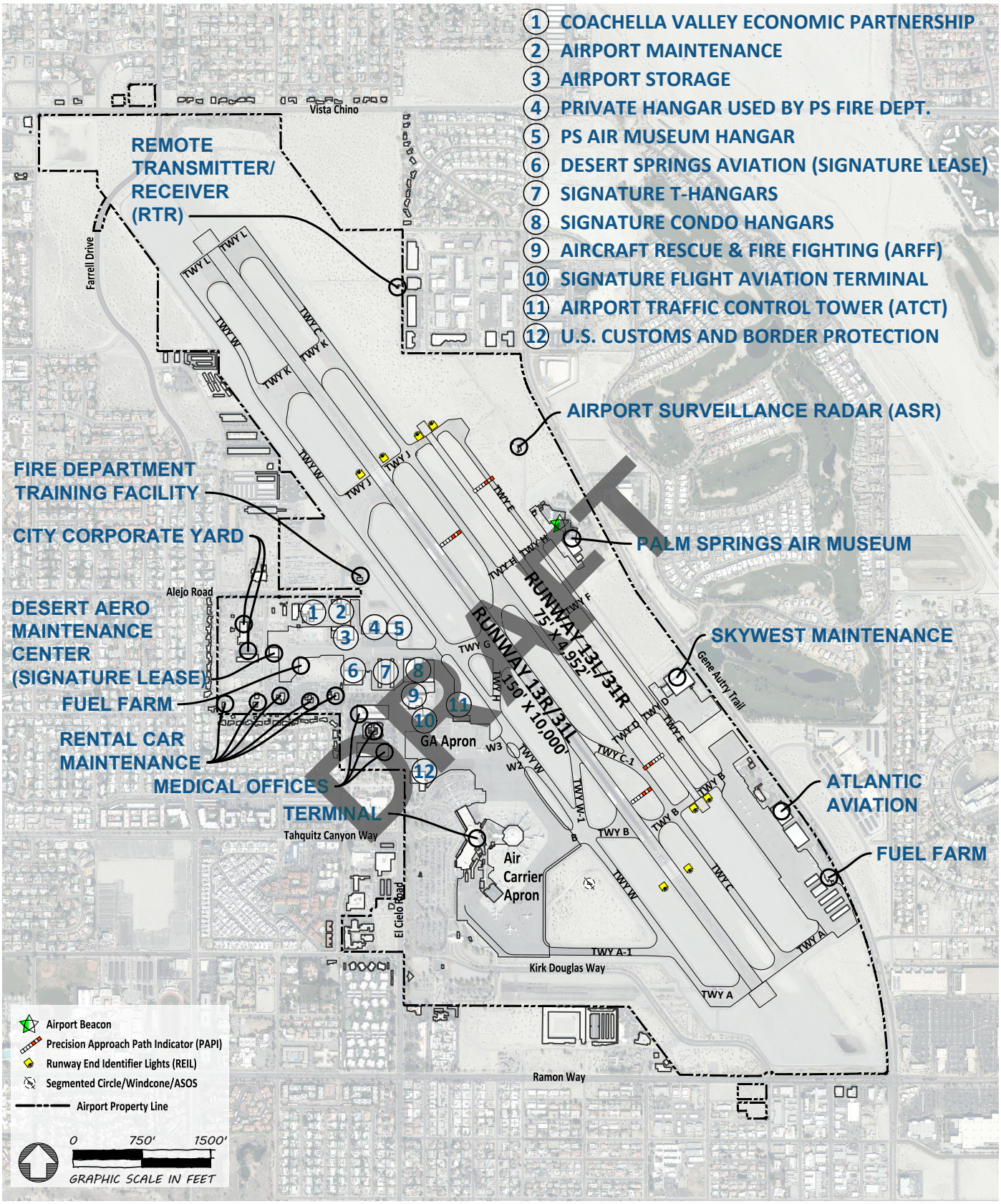
TERMINAL BUILDING CONSTRUCTION AND BUILDING SYSTEMS

When considering future building expansion at PSP, the building code implications of additional expansion of the terminal building need to be considered. To facilitate an expansion, an analysis of the existing building will need to be undertaken to understand the full impact to allowable area expansion of the buildings. Elements that would need study include building type, seismic risk category, fire protection systems, uses within the building, and adjacencies to higher/lower risk uses.

AERONAUTICAL FACILITIES

Aeronautical facilities consist of those areas of the airport that are accessible to aircraft. PSP and the Federal Aviation Administration (FAA) continue to invest in the Airport's facilities to maintain utility and function of the pavement surfaces and supporting infrastructure. **Figure 1-14** shows the aeronautical facilities that directly support aviation activity.

Figure 1-14: Existing Airfield Layout



Runway System

PSP has two parallel runways: Runway 13R/31L (primary runway) and Runway 13L/31R (additional runway). Aircraft use Runway 13R/31L to conduct commercial operations and large general aviation operations. Small general aviation aircraft use Runway 13L/31R. **Table 1-6** summarizes runway characteristics.

Table 1-6: Runway Characteristics

Item	Runway 13R/31L (Primary)		Runway 13L/31R (Additional)	
	13R	31L	13L	31R
Runway Design				
Length	10,000’		4,952’	
Width	150’		75’	
Shoulder Width	40’		20’	
Blast Pad Width	230’		140’	
Blast Pad Length	200’		200’	
Displaced Threshold	3,000’	1,500’	N/A	N/A
Pavement Type & Strength				
Pavement Type	Asphalt		Asphalt	
Weight Bearing Capacity (Single)	105,000 lbs.		12,500 lbs.	
Weight Bearing Capacity (Double)	200,000 lbs.		60,000 lbs.	
Double Tandem	330,000 lbs.		N/A	
Dual Double Tandem	800,000 lbs.		N/A	
Runway Lighting				
REIL	Yes	Yes	Yes	Yes
Visual Approach Path Guidance	PAPI	PAPI	PAPI	PAPI
Runway Edge Lights	HIRL		MIRL	

Sources: *FAA Airport Data and Information Portal (ADIP), 2023; NV5 AGIS Survey, 2023.*

Notes: *[1] REIL – Runway Edge Identifier Lights.*
[2] PAPI – Precision Approach Path Indicator.
[3] HIRL – High Intensity Runway Lights.
[4] MIRL – Medium Intensity Runway Lights.

Taxiway System

The runways at PSP are supported by a taxiway system consisting of full parallel taxiways, entrance and exit taxiways, and various taxiway connectors. **Table 1-7** summarizes each taxiway’s characteristics.

Table 1-7: Taxiway Characteristics

Taxiway Segment	Width (feet)	Shoulder (feet)
A	90-190	25
A1	75	25
B	75-150	25
C	75	25
C1	75	25
D	50	12
E	50	12
F	50	12
G	165	35
H	85-215	12-35
J	50-300	25
K	300	25
L	300	25
W	75	35
W1	75	35
W2	125	35
W3	130	35

Sources: *NV5 Survey, 2023.*

NAVAIDs and Airspace Classification

Navigational aids (NAVAIDs), which can be airborne or located on the ground and either visual or electronic, provide guidance and positional information to aircraft. NAVAIDs include ground-based electronic and visual systems and space-based global positioning system (GPS) satellites. Electronic NAVAIDs can transmit information to aircraft systems and allow pilots to navigate and operate in weather that reduces visibility. Visual NAVAIDS assist pilots with airport location, runway orientation, approach, and navigating in the terminal environment under visual conditions. The FAA is implementing a modern air traffic control and management system called NextGen to decrease delay and increase capacity. NextGen uses GPS satellites rather than ground-based radio NAVAIDs.

Visual NAVAIDS

Visual NAVAIDs include visual lights and wind indicators. PSP's visual NAVAIDs and listed in **Table 1-8**.

Table 1-8: Visual NAVAIDs

Type	Description
Airport Beacon	Assists pilots with locating an airport at night or times of low visibility.
PAPI	Assists pilots with their approaches by visually indicating whether they are approaching too high or too low.
REIL	Assists pilots with identifying the runway end.
Segmented Circle and Wind Cones	Visual indicators that inform a pilot on traffic patterns.

Electronic NAVAIDS

Reliance on sight limits the utility of visual NAVAIDs when visibility is poor. Electronic NAVAIDs require instruments onboard the aircraft and help pilots navigate, take off, and land when it is not possible to do so through visual cues alone. Electronic NAVAIDs include ground-based facilities and satellites that use GPS. NAVAIDs can be used during all flight conditions; however, they must be used when visibility and cloud ceilings are low enough to be considered instrument meteorological conditions (IMC).

Table 1-9 lists the types of electronic NAVAIDs available for aircraft flying to and from PSP.

Table 1-9: Electronic NAVAIDs

Type	ID	Frequency	Distance from PSP
VORTAC	PSP	115.5 MHz	4.5 nm
VORTAC	TRM	116.2 MHz	21.1 nm
VOR	HDF	112.05 MHz	34.1 nm
TACAN	RIV	113.0 MHz	38.7 nm
VORTAC	TNP	114.2 MHz	40.5 nm
VORTAC	JLI	114.0 MHz	41.5 nm
NDB	SB	397.0 MHz	45.0 nm
VOR	RAL	108.6 MHz	47.7 nm
VORTAC	PDZ	112.2 MHz	51.4 nm
TACAN	NFG	111.8 MHz	55.5 nm

Source: *FAA ADIP, 2022.*

Instrument Approach Procedures

Instrument approach procedures (IAPs) consist of a series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight rules (IFR) conditions from the beginning of the initial approach to a landing, or to a point from which the landing can be made visually. IAPs are classified as precision, meaning they have both horizontal and vertical guidance; non-precision, offering only horizontal guidance; and visual procedures that offer no positional guidance. PSP does not have any precision instrument approaches. **Table 1-10** lists the IAPs.

Table 1-10: PSP Instrument Approach Procedures

Approach Type	Runway End	Ceiling Minimums	Visibility Minimums
RNAV (RNP) Y*	31L	304	1 mile
RNAV (RNP) Z*	13R	361	1 ¼ mile
RNAV (GPS) Z	31L	271	1
VOR or GPS-B	Both 13R & 31L – circle to land	1826	1 ¼ mile

Sources: FAA Terminal Procedures Publication PSP.

*Note: *RNP IAPs are special procedures authorized with prior permission by flight crews and aircraft with specific equipment and training.*

Airspace Classification

The FAA administers airspace and classifies it as either "controlled" or "uncontrolled" within any one of six designations. Airspace designated as Class A, B, C, D, and E are controlled airspace, and Class G airspace is uncontrolled. As **Figure 1-15** shows, PSP is located in Class D Surface Airspaces depicted in the Sectional Aeronautical Charts and in Class E airspace during non-towered hours. Sectional Aeronautical Charts are the primary navigational reference medium that pilots use. The aeronautical information on Sectional Charts includes visual and radio aids to navigation, airports, controlled airspace, restricted areas, obstructions, and related data. Charts depict all locations of Class D airspace with bases below 500 feet Mean Sea Level (MSL). In areas where charts do not depict a Class D base, Class D begins at 1,000 feet above MSL.

Figure 1-15: Airspace

ENVIRONMENTAL REVIEW

Understanding the environment on and surrounding PSP allows for efficient planning of future development and aids in compliance with federal and state regulations. Awareness of the surrounding environment also affords the opportunity to understand how PSP affects the environment and neighboring community. This environmental inventory section is not intended to satisfy environmental clearance requirements outlined in FAA Order 1050.1F, Environmental Impacts and Procedures, nor is it intended to fulfill requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). It does provide a baseline condition of environmental resources that are known to occur on or near the terminal area. The intent is to provide an understanding of the potential for environmental impacts associated with airport development alternatives and to consider avoidance and minimization of potential impacts throughout the terminal area planning process.

Air Quality

Air quality analysis for federally funded projects must be prepared in accordance with applicable air quality statutes and regulations, including the Clean Air Act of 1970, the 1977 Clean Air Act Amendments, the 1990 Clean Air Act Amendments, and the National Ambient Air Quality Standards (NAAQS). The air pollutants of concern in the assessment of impacts from airport related sources include six criteria pollutants: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM-10 and PM-2.5), and sulfur dioxide (SO2). Regions are designated as attainment, nonattainment, and maintenance by the Environmental Protection Agency based on the status relative to the NAAQS. Attainment refers to geographic areas that meet the NAAQS, while nonattainment refers to areas that do not meet the NAAQS. Maintenance areas refer to geographic areas that were once nonattainment but have recently achieved compliance with NAAQS.

Short-term air quality impacts may be expected from heavy equipment pollutant emissions, fugitive dust (small mineral particles from soil) resulting from the movement of earth for cut and fill, any open burning that may occur on the Airport, and the operation of concrete batch plants. Contractors would be required to comply with all local, state, and federal air quality regulations, especially the procedures contained in the FAA's Advisory Circular (AC) 150/5370-10A, *Standards for Specifying Construction of Airports*, which is the FAA guidance to airport sponsors concerning protection of the environment during terminal area construction projects.

Monitors measure and collect ambient air quality at monitoring stations geographically located within the various air basins throughout Southern California. The City of Palm Springs is generally impacted by air contaminants within the geographical boundaries of the South Coast Air Basin, which comprises all of Orange County and the non-desert portions of the counties of San Bernardino, Riverside, and Los Angeles, and the Riverside County portion of the Salton Sea Air Basin.

The City of Palm Springs is in the nonattainment area for ozone, and particulate matter levels exceed federal and/or state established ambient air quality standards. Ozone is primarily produced from vehicular

activity. For the Airport, the level of ozone emitted may be reduced by encouraging the use of mass transit, walking, shuttle services, and other alternative-fuel vehicles. The City is also in a nonattainment status for particulate matter because it sits in the Coachella Valley Association of Governments "Blows and Hazard Zone."

Farmland

The Farmland Protection Policy Act (FPPA) regulates federal actions that may impact or convert farmland to a non-agricultural use. FPPA defines farmland as "prime or unique land as determined by the participating state or unit of local government and considered to be of statewide or local importance." Per the Natural Resources Conservation Service Web Soil Survey, the Airport is located in an area designated as "Not Prime Farmland."

Floodplains

Executive Order 11988, Floodplain Management requires federal agencies to "avoid to the extent possible the long-term and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative."

The Flood Insurance Rate Map (FIRM) is an official map of a community on which the Federal Emergency Management Agency has delineated the Special Flood Hazard Areas, the Base Flood Elevations, and the risk premium zones applicable to the community. An examination of the FIRM for PSP shows that the Airport and surrounding area are located approximately one mile west of the Whitewater River, the primary drainage channel that flows through the Coachella Valley watershed to the Salton Sea. A 100-year floodplain extends onto airport property along the Gene Autry Trail. The FBO Atlantic Aviation is located within the floodplain.

Hazardous Material, Pollution Prevention, and Solid Waste

Federal actions that pertain to the funding or approval of airport projects require the analysis of the potential for environmental impacts per the regulating laws. Furthermore, property listed or considered for the National Priority List should be evaluated in relation to the Airport's location. There are no known hazardous waste sites on-airport property.

Construction activities can generate hazardous wastes and some construction materials constitute hazardous substances. These include fuel, oil, lubricants, paints, solvents, concrete-curing compounds, fertilizers, herbicides, and pesticides. Proper practices should be implemented to prevent or minimize the potential for these hazardous substances to be released into the environment. Chemicals, petroleum-based products, and waste materials, including solid and liquid waste, should be stored in areas specifically designed to prevent discharge into storm water runoff. Areas used for storage of toxic materials should be designed with full enclosure in mind, such as the establishment of a dike around the

perimeter of the storage area. Construction equipment maintenance should be performed in a designated area and control measures, such as drip pans to contain petroleum products, should be implemented. Spills should be cleaned up immediately and disposed of properly.

Historic, Architectural, Archeological, and Cultural Resources

Historical, architectural, archeological, and cultural resources encompass a range of sites, properties, and physical resources associated with human activities, society, and cultural institutions. Federal law requires project sponsors who require federal funds or approvals to consider how their proposed projects would affect historic properties. In accordance with NEPA and Section 106 of the National Historic Preservation Act, the FAA is the lead agency for identifying the potential impacts of a proposed project on these resources and consulting with the federally recognized tribes, the State Historic Preservation Office and other agencies, as necessary.

The Palm Springs Municipal Terminal is listed in the National Park Service's National Register of Historic Places (NRHP or National Register). Three other NRHP-listed properties are in the vicinity of the Airport: Palm Springs City Hall (0.3 miles west), Palm Springs Desert Museum (0.1 east), Palm Springs Tramway Valley Station (9.0 miles west), and Palm Springs Unified School District Educational Administrative Center (0.2 miles east).

Character-defining elements of the entire terminal building include the interior elements of the lobby, original natural rock walls, and landscape features that are confined within the central core and four wings of the building. There is a site that contains two-diamond shaped lawns, four tree islands, a fountain, and original parking areas. These elements contribute to retaining the historical integrity and significance of the terminal at PSP by meeting the criteria in Sections A and C of the National Register.

Threatened and Endangered Species

The Endangered Species Act, as Amended, requires each federal agency to ensure that any action authorized, funded, or carried out by such agency is not likely to jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of habitat of such species. According to the U.S. Department of the Interior Fish and Wildlife Service, Information for Planning and Consultation website, there are several threatened and endangered species that may occur in proximity to the Airport; however, due to the active nature of the terminal area, lack of standing water, and proximity to active aircraft, it is unlikely that these species exist in the terminal area. The Peninsular Bighorn Sheep (Ovis Canadensis Nelsoni) – Endangered, Least Bell's Vireo (Vireo Bellii Pusillus) – Endangered, and Southwestern Willow Flycatcher (Empidonax Traillii Extimus) – Endangered are animal species that have the potential to be found in the airport vicinity. The Coachella Valley Fringe-toed Lizard (Uma Inornata) – Threatened, Desert Tortoise (Gopherus Agassizii) – Threatened, and Mountain Yellow-legged Frong (Rana Muscosa) – Endangered are the potential reptiles and amphibians that could be found within the airport vicinity. The Monarch Butterfly (*Danaus plexippus* – Candidate) has potential to occur

in the terminal area. There are no critical habitats in the terminal area. In general, the PSP property does not provide suitable habitat for any potential threatened or endangered species.

Section 4(f) Property

According to Section 4(f) of the Department of Transportation Act (recodified as 49 United States Code [USC], Subtitle I, Section 303), no publicly owned park, recreation area, wildlife or waterfowl refuge, or land of historic site that is of national, state, or local significance shall be used, acquired, or affected by programs or projects requiring federal assistance for implementation unless there is no feasible or prudent alternative. The closest 4(f) properties include numerous parks and NRHP-listed properties in the City of Palm Springs.

Water Quality

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. Water quality considerations related to airport development often include increased surface runoff and erosion, and pollution from fuel, oil, solvents, and deicing fluids.

Due to the desert environment in Palm Springs, managing water demand is essential. Groundwater demand today exceeds the amount of water that is recharged from surface runoff from the surrounding mountains and inflow from the Whitewater River. However, through a contract with the Metropolitan Water District of Southern California, additional water is obtained from the Colorado River. Water demand strategies to consider may include recycling stormwater.

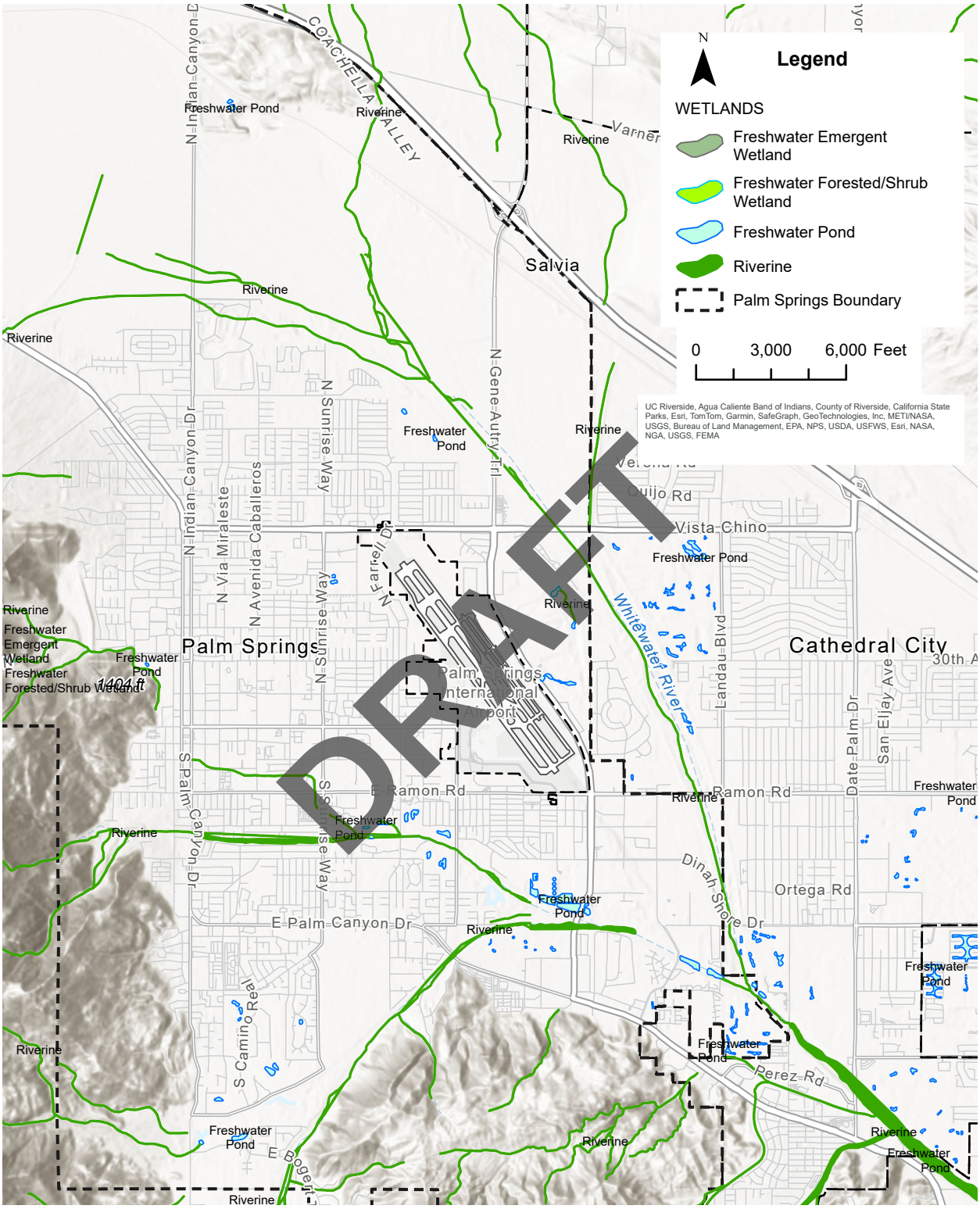
Stormwater runoff generally flows to the southeast, toward the intersection of Gene Autry Trail and Ramon Road before flowing east to the Whitewater River via a storm drain. Although storms are infrequent at Palm Springs, when the top water in the vicinity of the Airport is disturbed, surface water drainage is likely to cause erosion to unprotected areas, impacting surface water quality.

Wetlands

The CWA defines wetlands as “areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.” Wetlands are typically found in swamps, marshes, bogs, and similar areas. Federal regulations require that proposed actions avoid, to the greatest extent possible, long-term and short-term impacts to wetlands, including the destruction and altering of the functions and values of wetlands.

According to the National Wetlands Inventory maps maintained by the U.S. Fish and Wildlife Service, there are no wetlands depicted on-airport property, as illustrated in **Figure 1-16**.

Figure 1-16 Wetlands



AIRPORT CLIMATE DATA

Weather conditions impact aircraft performance and influence airport design. Consideration is given to temperature, precipitation, visibility, and cloud ceiling heights. Wind patterns are an important meteorological factor in assessing runway utilization and for determining runway design requirements in accordance with FAA aircraft category standards. The historical pattern of prevailing winds influences desirable runway orientation and runway usage. The FAA has determined that crosswinds pose a hazard to safe operations of aircraft, particularly to small and light aircraft; therefore, an airport's main runway should be aligned with the prevailing wind.

Wind coverage is the average percentage of time that a runway or grouping of runways is not subjected to crosswinds of magnitude greater than the allowable crosswind component for each runway. The FAA defines the desirable minimum wind coverage of an airport's runway configuration as 95 percent of wind velocity and direction observations over the most recent 10-year period. **Table 1-11** shows the allowable crosswind component used to compute the wind coverage for a given runway based on the Runway Design Code (RDC) of the critical design aircraft expected to use the runway.

Table 1-11: Crosswind Components

RDC	Allowable Crosswind Component
A-1 and B-I	10.5 knots
A-II and B-II	13 knots
A-III, B-III, C-I through D-III, D-I through D-III	16 knots
A-IV and B-IV, C-IV through C-VI, D-IV through D-VI	20 knots
E-I through E-VI	20 knots

Source: *FAA AC 150/5300-13B, Airport Design.*

The National Oceanic and Atmospheric Administration (NOAA) collects wind data through an Automated Weather Observing System at PSP. NOAA groups the wind data from 2013 to 2022 for three ceiling and visibility categories presented in **Table 1-12**.

Table 1-12: Ceiling and Visibility Categories

Wind Coverage	Definition
All Weather	All wind observations.
Instrument Flight Rules (IFR)	Cloud ceiling less than 1,000 feet and/or visibility less than 3 miles, but cloud ceiling greater or equal to 200 feet and visibility greater than or equal to 0.5 miles.
Visual Flight Rules (VFR)	Cloud ceiling greater than or equal to 1,000 feet and visibility greater than or equal to 3 miles.

Source: *FAA Safety Handbook.*

The FAA's Wind Analysis tool is used to determine the wind coverage for PSP's runway orientation. **Table 1-13** shows the wind coverage data for the years 2013 to 2022.

Table 1-13: PSP Crosswind Coverages

Runway	10.5 Knots	13 Knots	16 Knots	20 Knots
All Weather				
Runway 13/31	98.89%	99.49%	99.85%	99.96%
Instrument Flight Rules (IFR)				
Runway 13/31	90.44%	93.84%	96.62%	98.43%
Visual Flight Rules (VFR)				
Runway 13/31	98.94%	99.53%	99.87%	98.43%

Source: *NOAA; FAA ADIP.*

Note*: Crossway component computed using Runway True Bearings (13/31: 143 true heading), and (31/13: 323 true heading).*

LAND USE

Figure 1-17 depicts the land use types surrounding PSP. The parcels up against the western and northern portions of the Airport property line are predominately residential. The parcels up against the southern, northwestern, and eastern portions along the Airport property line are predominately industrial. The parcel along the southeastern portion of the Airport property line is predominately commercial. The land use compatibility with each of these land use types is discussed further in the **Airfield and Landside Facility Requirements** chapter.

SUMMARY

The goal of this chapter is to provide background information pertaining to the existing facilities at PSP. Information presented in this chapter will be referenced in later chapters. The next steps in the airport master planning process are assessing the aviation activity and demands expected to be placed on the facility over the 20-year planning period and evaluating the ability of existing facilities to accommodate this demand.

Figure 1-17: Generalized Existing Land Use