

STRATEGIC DEVELOPMENT PLAN (SDP) UPDATE

My goal as the Aviation Consultant for the Northeast Neighborhood Alliance is to protect the neighborhoods surrounding San Antonio International Airport from unwarranted aircraft and airport noise. After my appointment to the SDP committee, I have had several interactions with the airport staff and its consultant. It has become obvious that the consultant has not had, nor wants interactions with neighborhoods of an inner city airport. I have repeatedly required him to accept limitations and concessions concurrent with working with an existing airport.

Below are some highlights of what has been accomplished:

1. Consultant's Initial Recommendation: Reduce Runway 4/22 from its current length of 8500' to 5500' (see airport diagram page 3). His initial presentations stated to various groups that federal funds were unavailable to maintain this runway as a CROSSWIND runway at its current length and required shortening.

Ultimate Resolution: 4/22 is the favored runway for departures by the air carriers. It is required during periods of the year when there are strong winds from the north. It is also an emergency runway for Kelly if Runway 35 is not available.

No Federal funds to maintain? My research found that although 4/22 may not qualify as a Crosswind Runway, it does qualify as a Secondary Runway and is eligible for federal funds. When confronted, the consultant changed his stance and now designates 4/22 as a Secondary Runway, acknowledges the runway qualifies for Federal Funding and is now in the long term plans for SAT.

2. Consultant's Initial Recommendation: Extend Runway 13L to 8500' concurrent with shortening 4/22.

Ultimate Resolution: This proposal would ensure ALL air carrier noise would fly over the Oak Park, Northwood neighborhood. It would not increase airport capacity. Utilizing 4/22 in conjunction with the existing 13R/31L yields the same airport capacity. Also, the runway extension would have a price tag in excess of \$1,000,000,000, Yes, 1 BILLION DOLLARS. It is a waste of taxpayers' money. Councilman Perry adroitly questioned the expansion and expenditure. Shelved.

3. Consultant's Initial Recommendation: Runway 4 departures conflict with Randolph traffic. The runway should be decommissioned.

Ultimate Resolution: Another Red Herring by the consultant. Two quick, simple solutions: (a). Traffic from both airports can maintain an assigned, different altitude until departing traffic is deconflicted by San Antonio Departure Control; or (b). departures from Runway 4 make a right hand turn to parallel Randolph traffic, make contact with Departure Control, and then make a subsequent turn on course. It is farcical to think that traffic between SAT and RND cannot be resolved. In New York City airspace- LGA, EWR, TEB, and JFK all have traffic volume far in excess of what SAT generates. It is handled safely and flawlessly.

These are a few of the outcomes we have resolved positively for our neighborhood. Still, there is much continued work to pursue. For those that have supported our efforts - Thank you! The airport does listen to your calls and complaints. I try to assist with remedies.

Special thanks to Councilman Perry for his support and advocacy for our neighborhood.

Additionally, much appreciation to Mike Gallagher, former District 10 Councilman and currently President of the Northeast Neighborhood Alliance.

Without the foresight of these two men, nothing positive would have been accomplished for the Oak Park Northwood Neighborhood.

If you have any questions or suggestions, please contact me.

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