



# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

## Board Communication

**Date:** July 18, 2011  
**To:** Board Members  
**From:** Angela Shafer-Payne, Vice-President of Planning and Operations  
**Subject:** Executive Committee Meeting on July 25, Item #3

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At the July 25, 2011 Executive Committee meeting, Barbara Baker, representing the Northside Ad Hoc Group for the Airport Advisory Committee, will be presenting the group's responses to the attached list of questions. Their responses are not being provided in advance, but will be discussed by Ms. Baker at the meeting.

Please contact me at Ext. 2445 should you have any questions.

Attachment

**Questions submitted to the Northside Ad Hoc Group  
by the San Diego County Regional Airport Authority  
7-25-11**

On March 16, Jim Panknin of the Airport Authority asked the Northside Ad Hoc Group for input on several issues relating to the Northside Development Project. The following questions were provided for discussion and both consensus and non-consensus responses were requested.

- 1a. What is the best method of getting all patrons between north facilities and the south terminals?
- 1b. Should we try to obtain Solar Turbines leased land, or is there a better way?
- 2a. What is the best way to interface the ITC with airport facilities?
- 2b. Where does the interface connect and how do we get ITC patrons on a shuttle bus system?
- 2c. What system do we get them on?
- 3. How should we account for High-Speed Rail in the airport plans?

**AIRPORT ADVISORY COMMITTEE  
REGIONAL AVIATION STRATEGIC PLAN (RASP) SUBCOMMITTEE  
SUMMARY REPORT 2009 – 2011**

**RASP SUBCOMMITTEE MEMBERS AND MEETINGS**

The Regional Aviation Strategic Plan (RASP) Subcommittee consisted of 15 members of the Airport Advisory Committee that volunteered to provide input and feedback on the technical aspects of the RASP and communicate progress to stakeholders. The RASP Subcommittee met eight times from March 2009 to February 2011 to review technical materials prepared by the Airport Authority and the RASP consultant team and provided input and quarterly reports to the full Airport Advisory Committee. A list of the 15 members, the organizations they represent on the Airport Advisory Committee and the meeting dates is provided below, as well as on the RASP Subcommittee webpage ([www.sdrasp.com](http://www.sdrasp.com)). According to the Airport Authority staff, the RASP Subcommittee meeting agendas, notes and presentation materials reviewed by the RASP Subcommittee will remain posted and available for future reference on the RASP Subcommittee webpage.

<b>RASP Subcommittee Member</b>	<b>Organization Representing</b>
<b>Rick Alexander</b>	East County Economic Development Corporation
<b>Barry Bardack</b>	Vice Chairman, Gillespie Field Development Council
<b>Richard Beach</b>	President, Community Airfields Association of San Diego
<b>Peter Drinkwater (Vice Chair)</b>	Airports Director, County of San Diego
<b>Oris Dunham, Jr. (Chair)</b>	Airport Industry Consultant
<b>Doug Eatros</b>	FedEx Representative
<b>Gary Gallegos</b>	Executive Director, SANDAG
<b>Gary Geis</b>	Director of Aircraft Services, Jet Source Inc.
<b>Tim Hutter</b>	Chair, Carlsbad Chamber of Commerce
<b>Lucy Killea</b>	Former State Senator and State Assemblymember
<b>Gary Knight</b>	North County Economic Development Corporation
<b>Harry Mathis</b>	Chairman, MTS
<b>Julianne Nygaard</b>	North County Transit District
<b>Bob Scurlock</b>	Board of Overseers, UCSD
<b>Mike Tussey</b>	Deputy Director, Airports Division, City of San Diego

Meeting Date	Agenda Items and Presentation Reports/Materials
<b>March 12, 2009</b>	Project Overview and Regional Demand Forecast (March 12, 2009) San Diego County RASP, Aviation Demand Forecasts (December 2008) Preliminary Forecasts, San Diego County Airports (November 2008) Destination Lindbergh, Aviation Activity Forecast (August 2008)
<b>June 11, 2009</b>	Strategic Assessment & Demand Model Overview
<b>September 10, 2009</b>	Executive Summary – Demand/Capacity and System Scenarios Briefing Material – Demand/Capacity and System Scenarios
<b>December 10, 2009</b>	Regional Aviation Demand & Alternative Scenarios
<b>March 18, 2010</b>	Alternative Scenarios Developed for Evaluation in Econometric Model US GAO Report on National Airspace System (December 2009)
<b>September 15, 2010</b>	Preliminary Findings for Commercial Passenger, General Aviation and Air Cargo Optimization Scenarios
<b>December 9, 2010</b>	Preliminary Findings for Enhanced Tijuana Airport and California High Speed Rail Scenarios
<b>February 15, 2011</b>	Final Results Presentation – Regional Aviation Strategic Plan

### **Items Discussed**

Over the course of the eight meetings, the RASP Subcommittee members raised and discussed the following items:

- Evaluation of alternative scenarios in demand model including criteria, weighting, and ability to implement
- Aviation demand for San Diego County
- Specific airport improvements and operation requirements for Brown Field and McClellan-Palomar Airports
- FAA determination that determined a precision instrument approach at Brown Field is infeasible, removing it as an alternative for passenger or air cargo carrier operations
- Balance of recreational general aviation and high-end corporate aviation at airports
- Ground access and terminal operation characteristics to cross-border facilities
- Policies to require larger passenger aircrafts in the future at San Diego International Airport to preserve capacity for long-term passenger demand
- Southern California airport capacity
- Origins and destinations of passengers in Southern California region
- Shifting general aviation between Gillespie Field and Brown Field
- Destination Lindbergh project and cost/benefit analysis for ground access improvements in region and California high-speed rail
- Coordination with Mexico in relation to cross-border scenarios and use of Tijuana Airport

- Border crossing time assumptions, cost estimates and revenue projections of cross-border facility
- California high-speed rail station locations in San Diego

### **Input to the Regional Aviation Strategic Plan**

In summary, the RASP Subcommittee provided technical review and developed consensus (i.e. majority opinion) on the scenarios evaluated. The RASP Subcommittee provided the following input and regional support to the RASP and the Airport Authority by:

- Providing feedback from representing organizations and regional considerations
- Asking technical questions and clarifying technical information for the RASP consultant team
- Reporting quarterly to the full Airport Advisory Committee
- Suggesting additional scenarios including the commercial passenger scenarios to develop policies at San Diego International Airport that would require upgrades to larger passenger aircraft with increased seating to preserve capacity for larger passenger aircraft operations (added Scenarios 1E and 1F to RASP)
- Hosting RASP regional open houses and communicating RASP findings to the region

### **Comments and Considerations from the Subcommittee on Next Steps**

- Regularly scheduled meetings of airport operators and regional transportation stakeholders are effective to monitor regional air transportation, share technical information and progress, and manage expectations of how air transportation improvements and the RASP/AMAP findings can be implemented.
- The Subcommittee recommends that the airport operators and SANDAG staff meet 2-3 times each year to discuss air/ground access projects with regional effects and monitor progress on RASP scenarios and findings. Written and verbal reports can be made to the respective elected boards.
- The Subcommittee also recommends that the Airport Authority meet 1-2 times annually with the elected boards for the other airport operators (County of San Diego, Cities of San Diego and Oceanside) and SANDAG to monitor regional progress on the RASP and AMAP findings and consider future elements for the Regional Transportation Plan. Also, Subcommittee recommends monitoring development of California High Speed Rail (Scenario 3) beyond 2030.
- In regards to RASP Scenarios 1B and 1E related to commercial passenger aircraft operations, one Subcommittee member suggests that the Airport Authority discuss with the airlines and the FAA the potential of positioning only aircraft with a larger passenger capacity at San Diego International Airport.

**Summary Report Prepared by**

**Oris Dunham, Jr. – Chair, RASP Subcommittee**

**Peter Drinkwater – Vice Chair, RASP Subcommittee**

# Regional Aviation Strategic Plan Subcommittee

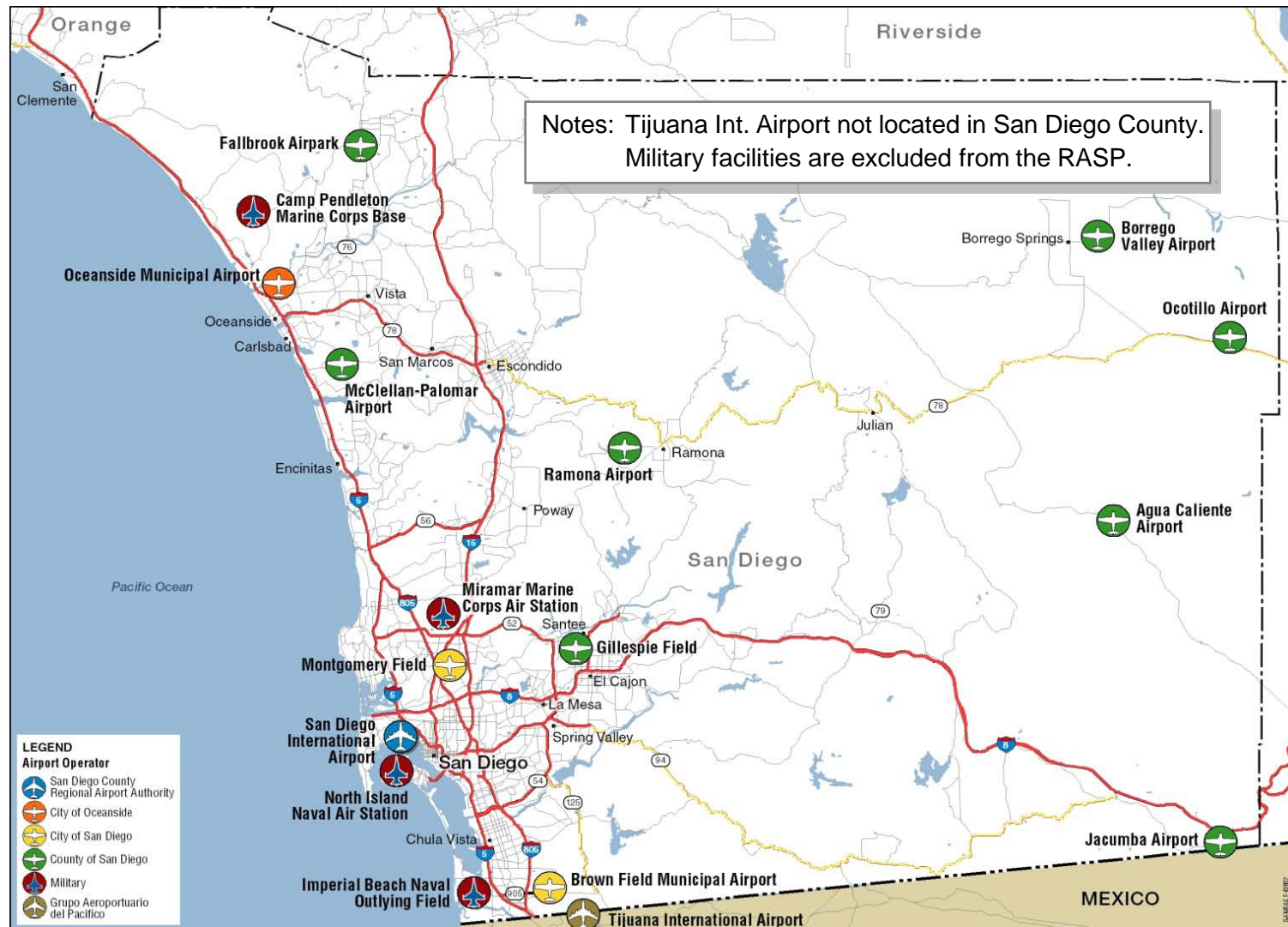
San Diego County Regional Airport Authority

*July 25, 2011*



# RASP Study Area

## 12 Public Use Airports Located in a Densely Populated and Developed Region





# RASP Subcommittee Summary

- RASP Subcommittee consisted of 15 members of the Airport Advisory Committee
- RASP Subcommittee met eight times from March 2009 to February 2011 to review technical materials prepared by the Airport Authority and RASP consultant team
- RASP Subcommittee provided input and quarterly reports to the full Airport Advisory Committee
- A Summary Report was prepared including meeting dates, items discussed, input to the RASP and considerations from the Subcommittee on Next Steps

## Considerations from RASP Subcommittee on Next Steps

- Regularly scheduled meetings of airport operators and regional transportation stakeholders are effective to share technical information and monitor progress
- Recommends that the airport operators and SANDAG staff meet 2-3 times each year to discuss air/ground access projects and monitor progress on RASP scenarios and findings
- Recommends that the Airport Authority meet 1-2 times annually with the elected boards for the other airport operators (County of San Diego, Cities of San Diego and Oceanside) and SANDAG to monitor regional progress on the RASP, AMAP and consider future elements for the Regional Transportation Plan, including development of California High Speed Rail beyond 2030