

SAN DIEGO

International Airport



AIRPORT MASTER PLAN
SAN DIEGO INTERNATIONAL AIRPORT

CHAPTER 3

Inventory of Existing Conditions

3. INVENTORY OF EXISTING CONDITIONS

3.1 Summary of Existing Conditions

This chapter provides a comprehensive inventory of existing airport facilities and their respective condition. For the purposes of this Master Plan, all facilities were verified from the previous 2001 Master Plan. In addition to the facilities, this section also describes existing land uses, utilities, and developable properties, including the former Teledyne-Ryan Aeronautical Property, adjacent to San Diego International Airport (SDIA).

Airport facilities are categorized into the four primary groups listed below:

- Airfield/ Facilities
- Terminal Facilities
- Ground Transportation Facilities
- Airport Support Facilities

3.1.1 Airfield Facilities

The airfield consists of all areas of the airport where aircraft operate including areas where aircraft park, areas where aircraft taxi, and areas where aircraft land and take-off. Airspace consists of the space above, and adjacent to, the surface of the airfield where aircraft operate while in flight. Although the components of airspace are not visible, airspace is well defined in order for aircraft to operate safely.

There are two significant changes that have been made to the airfield at SDIA since the 2001 Master Plan, and they are described below:

- A new apron area in the vicinity of Terminal Two was constructed in 2002; and
- Fillet angles of exit taxiways B5 and B6 were changed to allow for more efficient, higher-speed aircraft exits to Taxiway B.

The airfield inventory describes the detailed locations and conditions of the following components:

- Airspace
- Runway
- Taxiways
- Aprons
- Instrument approaches
- Navigational aids (NAVAIDS)
- FAR Part 77 Imaginary Surfaces
- Obstructions
- Wind coverage and weather summary
- Airfield use
- Noise abatement
- Apron parking/Remain Over-Night (RON) parking

There have been no major changes to the San Diego regional airspace since publication of the 2001 Master Plan. Each of the instrument arrival and departure routes to and from SDIA has remained unchanged. Previous to the 2001 Master Plan, the only significant shift in air traffic in the San Diego

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region occurred with the departure of the United States Navy from the Miramar Naval Air Station in 1997. In 1999, the operation of Miramar was transferred to the United States Marines, and the air base is now known as Marine Corps Air Station (MCAS) Miramar. Prior to 1997, 70 percent of Miramar military air traffic was westbound out over the Pacific Ocean from the base. This occurred due to the nature of Naval training flight operations. Since the end of 1999, however, the majority of air traffic from Miramar is eastbound due to MCAS training activity characteristics. The shift in traffic patterns from Miramar has had no discernable impact on commercial operations to and from SDIA.

The following is a subject list of airspace facility components from the airfield inventory:

- National airspace structure
- Delegation of Air Traffic Control responsibilities
- Local Air Traffic Control procedures
- Neighboring airports

3.1.2 Terminal Facilities

Since the completion of the 2001 Master Plan, the current layout of the central terminal area at SDIA has not changed. This section of the Master Plan describes the airport terminal building envelope and overall building systems as they existed in August 2004. There have been some interior modifications to the terminal envelope due to changes in security requirements over the past two years. These modifications primarily affected security screening areas and included the addition of lanes to checkpoints. The additional lanes to the checkpoints improved passenger wait times, queue lengths, and reduced overall area requirements for passenger processing. These changes have also affected some concession areas, primarily in Terminal One and Terminal Two East.

The following is a list of the Airport's terminal facility components, which are addressed in the terminal facilities inventory section of this document:

- Terminal One
- Terminal Two East
- Terminal Two West
- Commuter Terminal
- Central Plant

3.1.3 Ground Transportation Facilities

The existing ground transportation facilities at SDIA have remained generally unchanged since the completion of the Immediate Action Program (IAP) prior to the 2001 Master Plan. The IAP reconfigured the terminal roadways, Transit Plazas, and terminal area parking. An exit flyover across North Harbor Drive was constructed, and on-airport rental car facilities were relocated from a pre-existing remote location. Since then, minor changes have been made. Most improvements implemented address the public parking deficit at SDIA:

- Construction of the SAN Park Pacific Highway (SDIA's remote long-term parking facility).
- The opening of a new on-site public parking lot (Naval Training Center, NTC) and a new short-term waiting lot.

Additional alterations resulting from the terrorist attacks of September 11, 2001, include: the provision of a parking lot for Transportation Security Administration (TSA) staff, new ground transportation services (such as Red Bus, which provides inter-terminal shuttle transportation), and/or restructured areas (such as the Airport Flyer public transportation service).

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The existing access, traffic circulation, roadway system, and other ground transportation components at SDIA are detailed herein. Also, described are the physical landside facilities (i.e., off-airport roadways, terminal roadways, and parking) and ground transportation services as well as existing demand for these facilities in terms of traffic characteristics, traffic utilization, and Levels of Service (LOS). The discussion of traffic characteristics incorporates information obtained from recent data collection efforts conducted for the Authority by Parsons in April and May 2004. The Parsons traffic inventory is entitled *Update of Traffic Data for San Diego International Airport*. Information from the Parsons study was supplemented by field checks conducted by HNTB staff, as well as data obtained from the Authority, the City of San Diego, San Diego Association of Governments (SANDAG), California Department of Transportation (Caltrans), and other agencies.

The following is a list of the Airport's ground transportation facility components, which are detailed in Section 3.4, Ground Transportation Facilities, of this document:

- Physical Inventory
 - Off-airport roadway system
 - On-airport roadway system
 - Parking facilities
 - Ground transportation services
- Traffic characteristics
 - 24-hour airport access traffic counts
 - Off-airport roadway traffic and levels of service
 - Peak period intersection turning movement counts and LOS
 - Peak period vehicle occupancy counts
 - Peak period vehicle classification counts
 - Vehicle dwell times
 - Rental car operator survey
 - Bus passenger boarding and alighting
 - Person counts
 - Terminal area public parking activity
 - Remote public parking activity
 - Employee parking lot count
 - AVI commercial vehicle trip counts

3.1.4 Airport Support Facilities

Since the 2001 Master Plan, there have been several changes to the ancillary facilities at SDIA. New airlines have occupied new facilities or expanded their operations. Some airlines are no longer tenants and, hence, no longer occupy any facilities. The information included in the inventory was obtained from existing drawings, interviews with the Authority staff, and on-site visual inspections.

The following is a list of the airport support facility components, which are detailed in Section 3.5, Airport Support Facilities, of this document:

- Air Cargo Facilities
- General Aviation (GA) Facilities
- Aircraft Rescue and Fire Fighting (ARFF) Facilities

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- Aircraft Fuel Storage Facilities
- Airline Maintenance Facilities
- Airport Office and Maintenance Facilities
- Other Airport Support Facilities
- Other Tenant Facilities

3.1.5 Existing Land Uses

The following is a list of the existing land uses adjacent to and surrounding SDIA, providing either opportunities or constraints, which are detailed in Section 3.6, Existing Land Uses, of this document:

- Existing airport property and land use
- Existing airport influence area and land use
- Immediately developable properties
- Constraints on future development
- Existing land use plans, policies, and regulations

3.1.6 Utilities of Developable Properties

The following utilities are described in detail in Section 3.7, Utilities of Developable Properties, of this document. Details include location, size, and feasibility for existing utilities on and near airport property to facilitate additional development. Most utilities are located along roadway rights of way.

- Electric
- Water
- Natural gas
- Sanitary sewer
- Telecommunications
- Storm drainage
- Fuel transfer line

3.1.7 Teledyne-Ryan Property - Land Analysis

The former Teledyne-Ryan (TDY) Aeronautical Industries property is located southeast of and adjacent to SDIA. For over 60 years, the TDY site has been involved in aviation/industrial-related uses. Currently the site contains numerous buildings constructed primarily for aviation/industrial use. The site, while held in trust by the Port District, has been leased to several operators, including a lease to Teledyne-Ryan Aeronautical Industries from 1969 to spring 2002. The site was subsequently closed. The Authority has completed lease negotiations with the Unified Port District for the TDY site. Once the land is remediated or cleaned up, it could be redeveloped for uses consistent with the state tidelands trust.

- Further evaluation is required to complete and conclude the extent and magnitude of remediation for future redevelopment of the TDY site.