

REPORT ON THE REGIONAL AVIATION STRATEGIC PLAN (RASP)

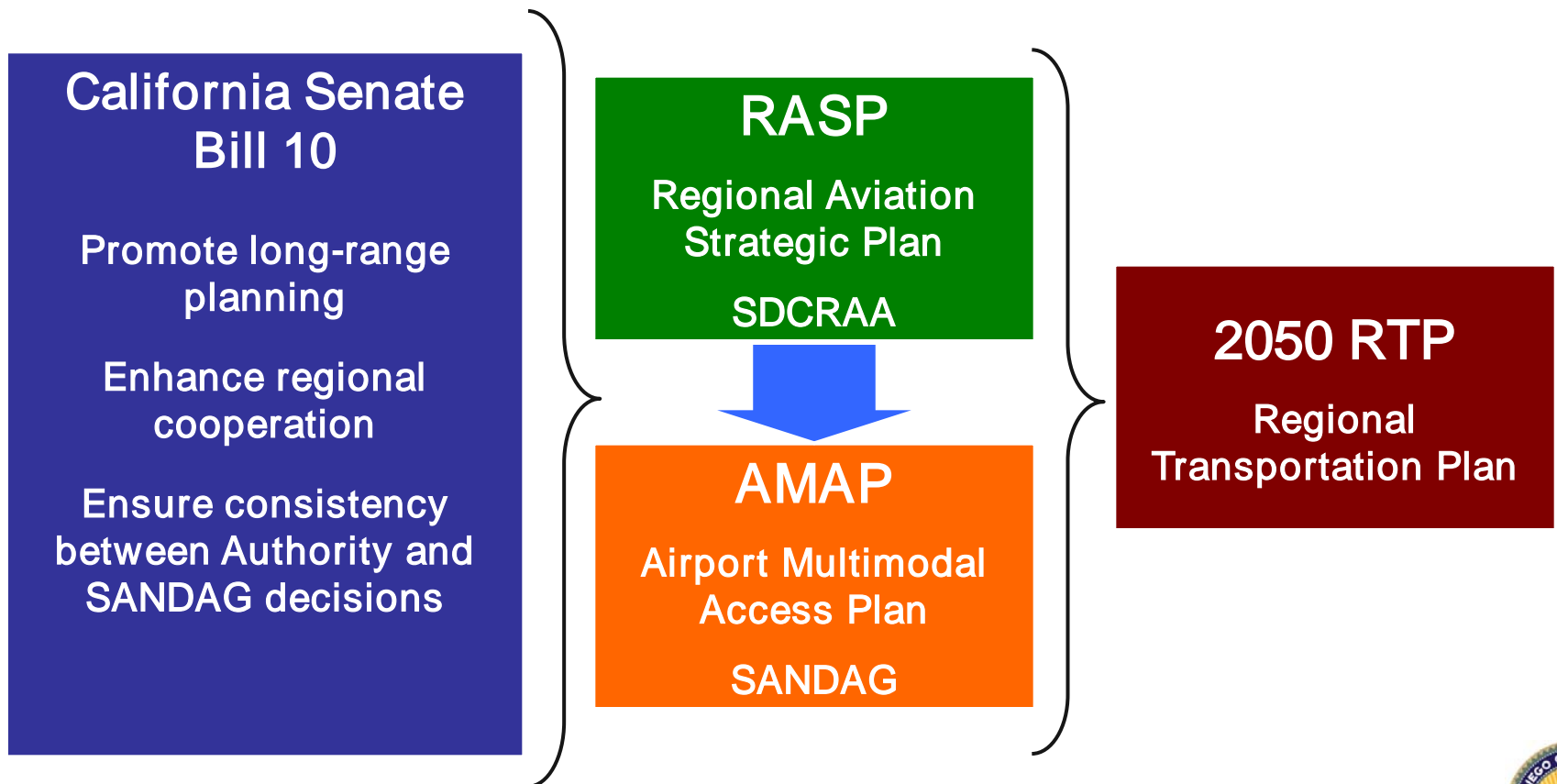
RASP Subcommittee Chair Report to Airport Advisory Committee

May 20, 2010



Coordinated Regional Multimodal Aviation Planning

SB 10 requires multimodal planning be conducted and coordinated by the Authority and SANDAG



RASP Overview

3-Phase Work Plan Culminating in 2011



The RASP is on schedule for completion in 2011

RASP: Base Case and Preliminary Concepts

Potential Commercial Passenger Optimization Scenarios

Focus on SDIA or Commercial Service at Other Regional Airports

A. Full Build-out of SDIA Intermodal Transit Center

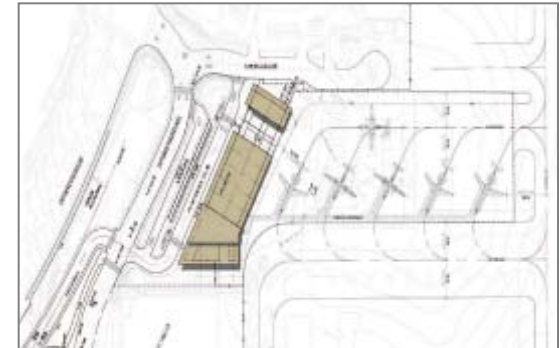
B. Policy Option to Reserve SDIA Airfield Capacity for Passenger Service

C. Enhance Passenger Service at McClellan-Palomar

D. Commercial Passenger Service at Brown Field



McClellan-Palomar terminal and rendering



Potential Tijuana Enhancement Scenarios

Includes Enhancement of Tijuana Int. / Cross Border Facilities

A. TIJ / Grupo Aeroportuario del Pacifico Focus on Commercial Service



B. Aviation Passenger Cross Border Facility (CBT)



C. Cross Border Airport Terminal



Potential California HSR Scenarios

Alternatives Depending on Station Locations



Stations in Downtown LA and Ontario Airport with Station at:

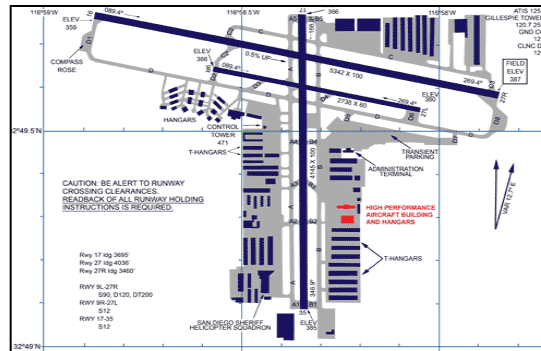
A. SDIA

B. Downtown San Diego

Potential General Aviation Scenarios

Focus on High-end Corporate General Aviation

- A. Enhance McClellan-Palomar Airport for High-end / Corporate General Aviation**
- B. Enhance Gillespie Field for Mix-use General Aviation**
- C. Enhance Brown Field for High-end / Corporate General Aviation**



Potential Air Cargo Scenarios

Focus on Integrated Air Cargo Carriers

A. Introduce Air Cargo Service at Brown Field



Public / Stakeholder Outreach

- **Stakeholder presentations**
 - Airport advisory groups
 - Business/community organizations
- **Elected officials outreach**
- **Media background briefing**
- ***RASP Annual Update***
- **Web Page: www.sdrasp.com**

