

Update



2010-2011 Annual Update

Regional Aviation Strategic Plan Nears Completion

In 2010, technical work on the Regional Aviation Strategic Plan (RASP) was completed. Working closely with the airport operators in the region, the Airport Authority identified 15 alternative scenarios that could potentially benefit and help optimize the region's aviation system.

The 15 alternative scenarios were organized into five categories:

▲ 1. Commercial Passenger Optimization

Intended to enhance commercial passenger service at San Diego International and McClellan-Palomar airports and extend the horizon for when these facilities will reach their respective capacities.

🇲🇽 2. Enhanced Utilization of Tijuana

Intended to optimize the utilization of Tijuana Rodriguez International Airport by improving cross border access to that facility.

🚆 3. California High-Speed Rail

Intended to investigate the most optimal location for high-speed rail infrastructure in San Diego.

◆ 4. General Aviation Optimization

Intended to optimize airport capacity in

San Diego County by distributing general aviation activity and based aircraft away from airports that are – or could be – dedicated to commercial passenger service.

5. Air Cargo Optimization

Intended to optimize airport capacity in San Diego County by distributing air cargo activity away from airports dedicated to commercial passenger service. This scenario was eliminated from consideration based on technical input received from the FAA regarding the infeasibility of establishing precision approaches at Brown Field.

Evaluating the Scenarios

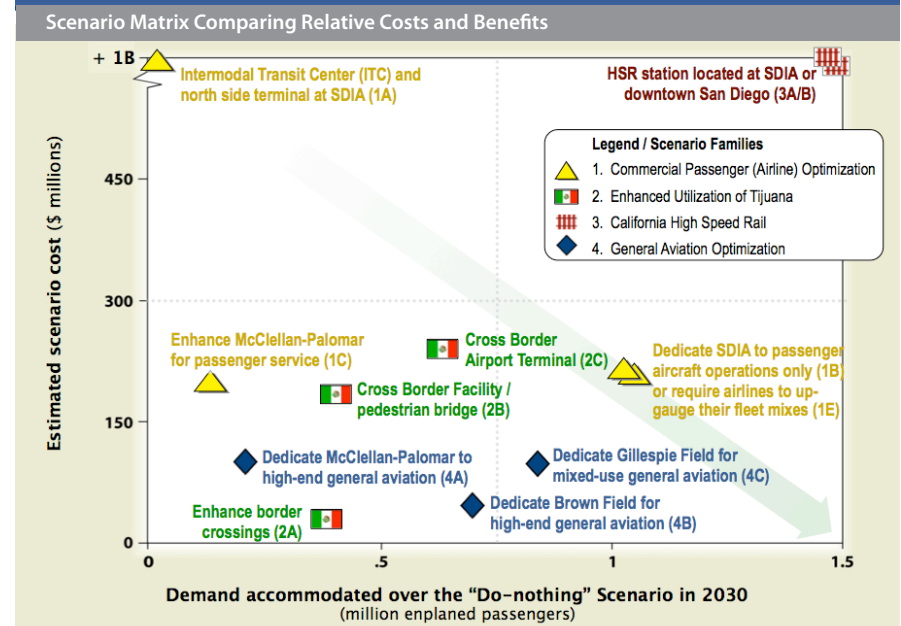
To evaluate the alternative scenarios, the RASP team developed an econometric demand model, which took into consideration a number of factors and their complex interactions, including price of air service and the time required to reach airports associated with each scenario. The model estimated the effect each scenario would have on overall aviation capacity and passenger demand in the region, and were compared to a Baseline, or "do-nothing" scenario in order to assess each scenario's overall impact.



"I am pleased to see the findings for the RASP taking shape. This is the result of a great deal of regional collaboration, and the findings will be an important component of the 2011 update of SANDAG's Regional Transportation Plan."

State Senator Christine Kehoe
Author of Senate Bill 10

Matrix Compares Cost To Additional Passengers Accommodated



Each RASP scenario was evaluated based on the number of additional passengers it would accommodate and at what cost. Each scenario is plotted here, with the goal of getting as close to the lower right-hand corner of the matrix as possible to achieve the highest benefit compared to the cost.

The Results

Analyzing the region's aviation capacity is a complex challenge, and the RASP findings help to illustrate this complexity. The underlying theme of the findings is clear – no one scenario on its own provides a comprehensive long-term solution to the region's aviation capacity issue. However, a few of the scenarios do provide some short-term relief in extending the horizon for when capacity is estimated to be reached at San Diego International Airport. Also, the RASP identifies ways in which the region's airport operators could work more closely together to enhance the overall airport system.

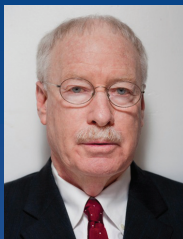
As shown in the results matrix, preserving San Diego International Airport for commercial service and providing enhancements to the region's smaller general aviation airports could increase the region's aviation capacity. However, implementing some of these scenarios would require considerable regional coordination, as well as policy changes.



The Airport Authority held open houses throughout the county to present findings from the RASP and obtain public input. Board member Jim Panknin welcomes open house attendees in Carlsbad.

With the RASP technical work complete and the final report under way, exploring some of these questions and scenarios with airport operators and regional policymakers will be an important next step.

For more detailed information on the RASP findings, visit www.sdrasp.com.



"The Airport Authority has worked closely with the City in preparation of the RASP, resulting in accurate, realistic findings with a broad outlook. As the Director of City Airports and a RASP Subcommittee member, I commend staff, consultants and the committee on their efforts, which have rendered the RASP a significant accomplishment by the Authority."

M.C. Tussey
Deputy Director
City of San Diego Airports

What's Ahead in 2011?

As work on the RASP nears completion, the RASP team is preparing a Draft Report documenting the key findings. The report will be available on www.sdrasp.com, and will be presented to the Airport Authority Board in 2011.



When complete, the RASP findings will be provided to SANDAG for incorporation into its Airport Multimodal Accessibility Plan, and finally into the 2011 update of the Regional Transportation Plan, concluding the project.

Board member Ramona Finnilla discusses the Regional Aviation Strategic Plan with a resident.

Public Involvement

The Airport Authority has worked closely with stakeholders and other interested parties as the RASP has progressed, and held a series of open houses throughout the county. If you are involved with a group or organization that would be interested in a presentation of the RASP findings, please contact Peggy Cooper at pcooper@san.org or 619-400-2470.

Stay Informed

If you would like more information about the RASP, please visit www.sdrasp.com and sign up on our "keep informed" e-mail list. Questions or comments? We want to hear from you. Contact us at info@sdrasp.com.