



AUTHORITY ADVISORY COMMITTEE BRIEFING

San Diego International Airport

April 25, 2012

Agenda

1. Existing Airport Site Constraints and Planning Background Issues

- The Airport Vision
- Airport Overview
- Stakeholders
- Local, State and Federal Regulations
- Finances

2. Airport Development Plan Overview and Timeline



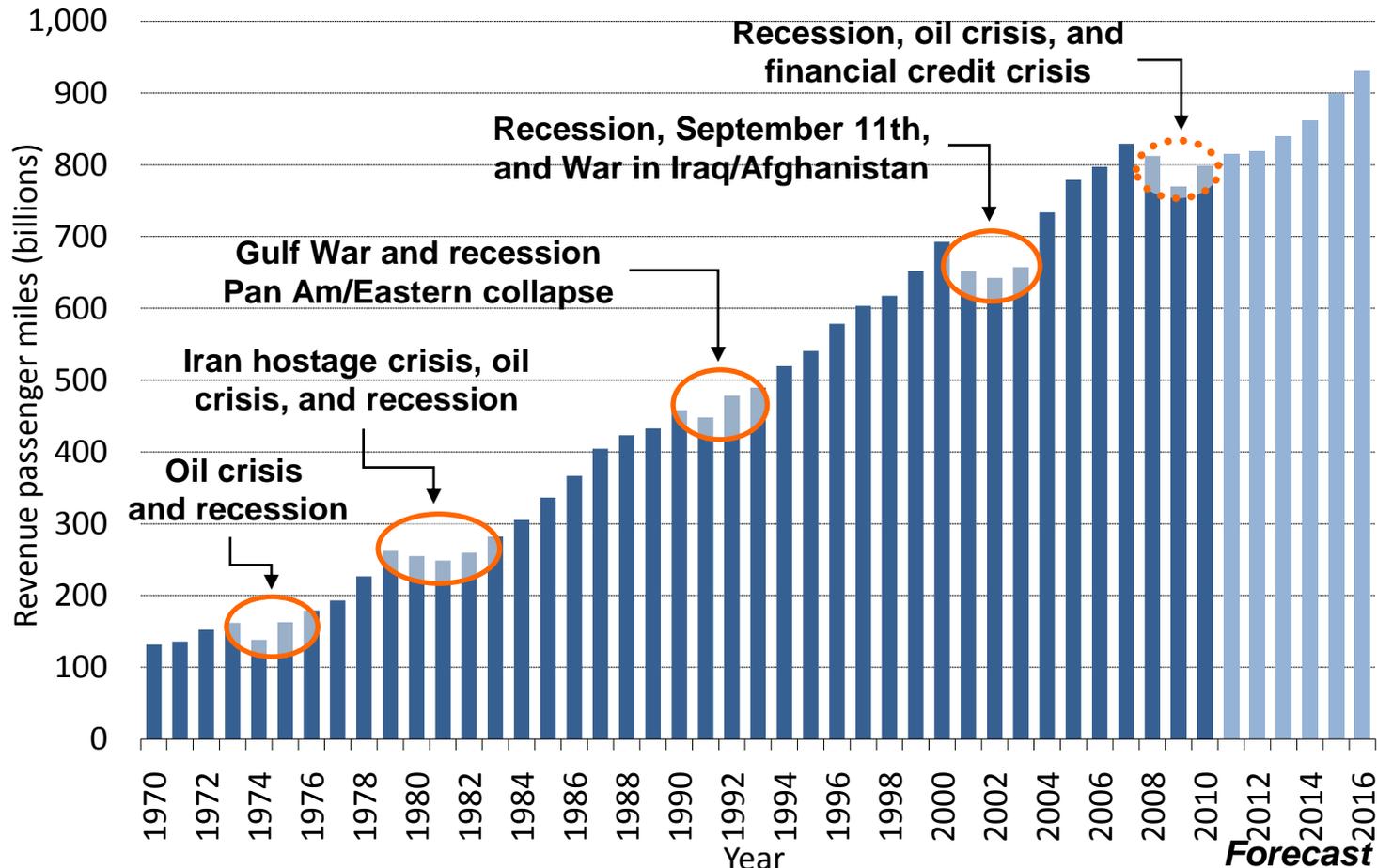
The Airport Vision

Mastering the Art of Airports: Our Vision



The Shocks to the System

Aviation demand recovers within 3-5 years of major incidents



Sources: Air Transport Association, www.airlines.org and Federal Aviation Administration, www.faa.gov, accessed April 2012.

San Diego Region and SDIA

A region of this size requires an airport that meets its air transportation needs

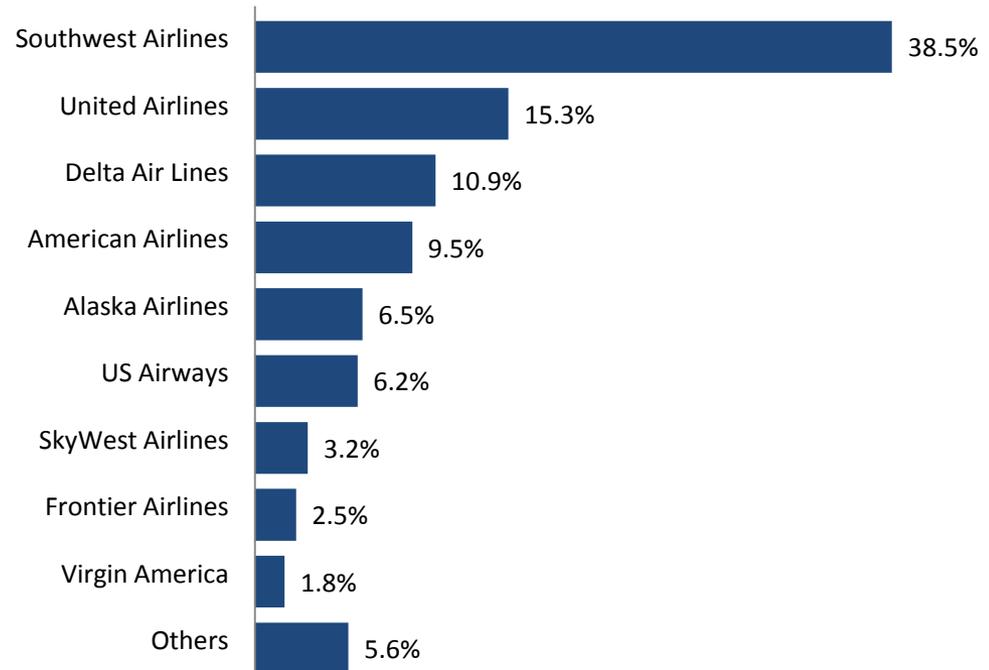
- **8th largest US city**
 - 2011 estimated population: 1.3 million
- **17th largest US metro population**
 - 2011 estimated population: 3.1 million
- **16th largest US metro economy**
 - 2010 gross metropolitan product: \$172.7 Billion
- **28th busiest passenger Airport**
 - San Diego International, FAA designated large hub
 - 2011 total passengers: 16.9 million

Metropolitan area includes: San Diego-Carlsbad-San Marcos

SDIA Air Service Characteristics in 2011

- **19 passenger carriers**
- **3 cargo carriers**
- **47 daily non-stop destinations**
- **Largest O&D Market: San Francisco**

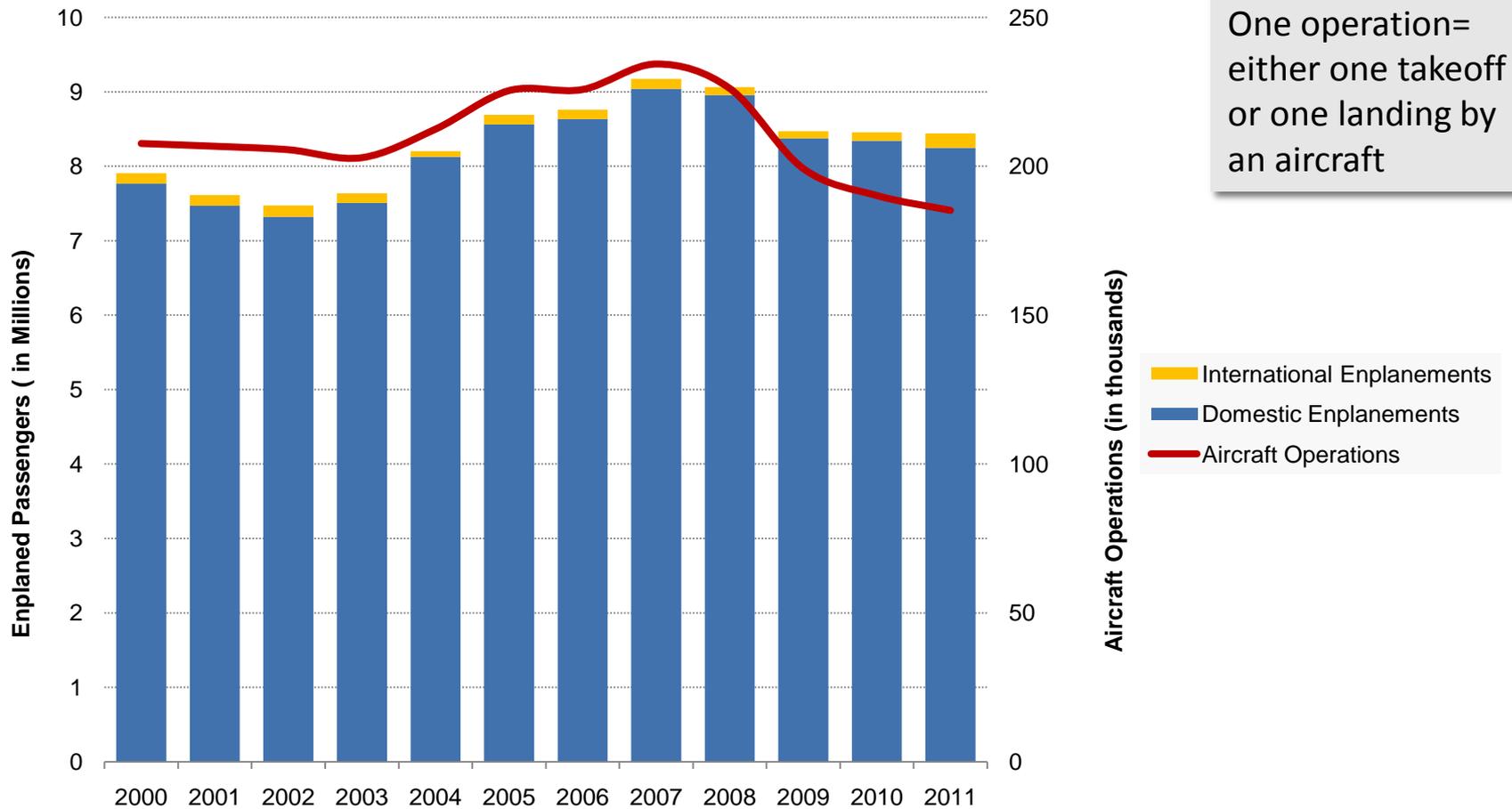
Airline Market Shares



Source: US DOT O&D Database

Annual Activity Trends

After an initial drop, operations and enplanements have stabilized



Source: SDIA

Existing Facilities

- Airside
- Terminal
- Parking
- Airport access

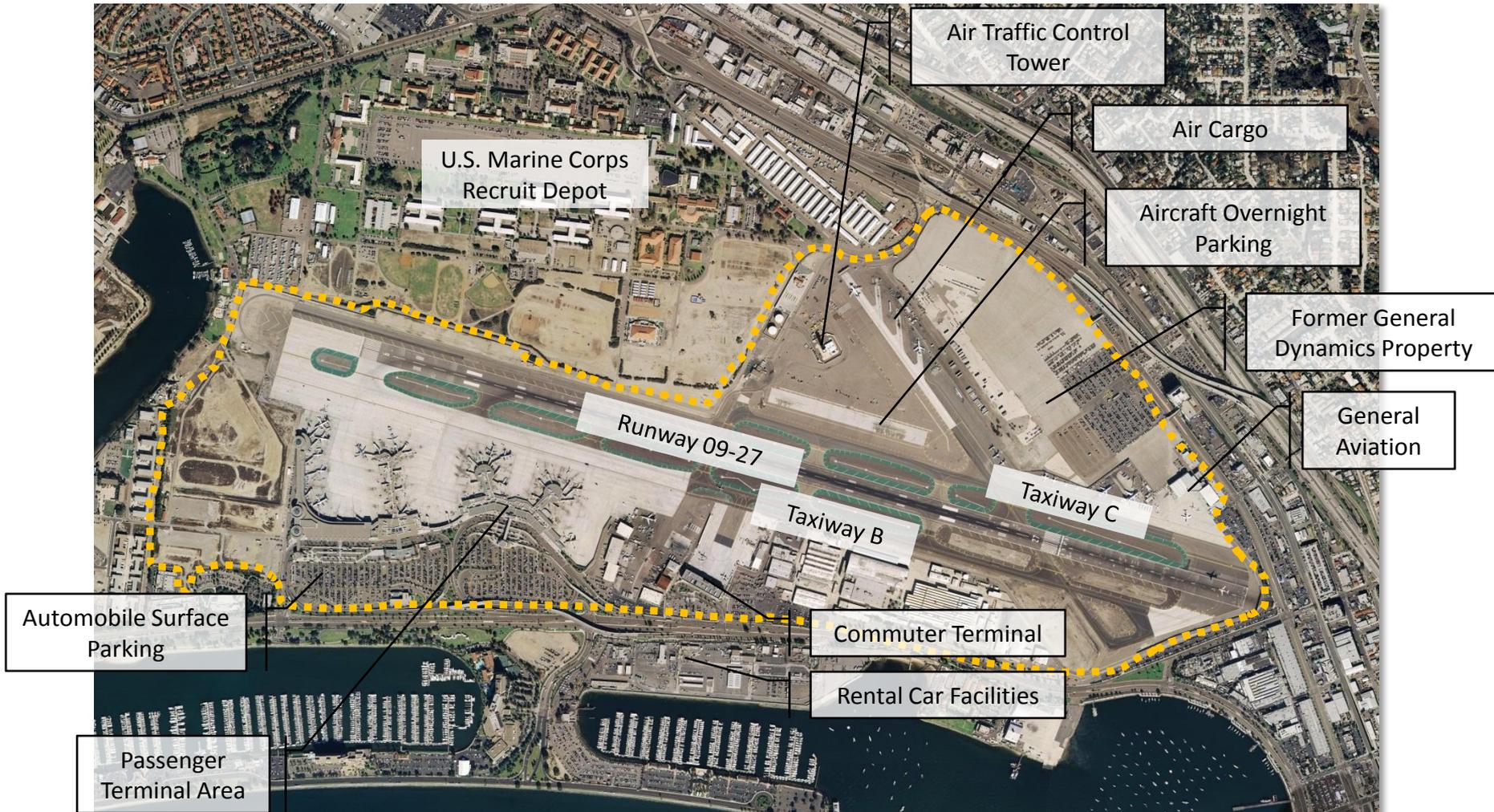


Airport Property

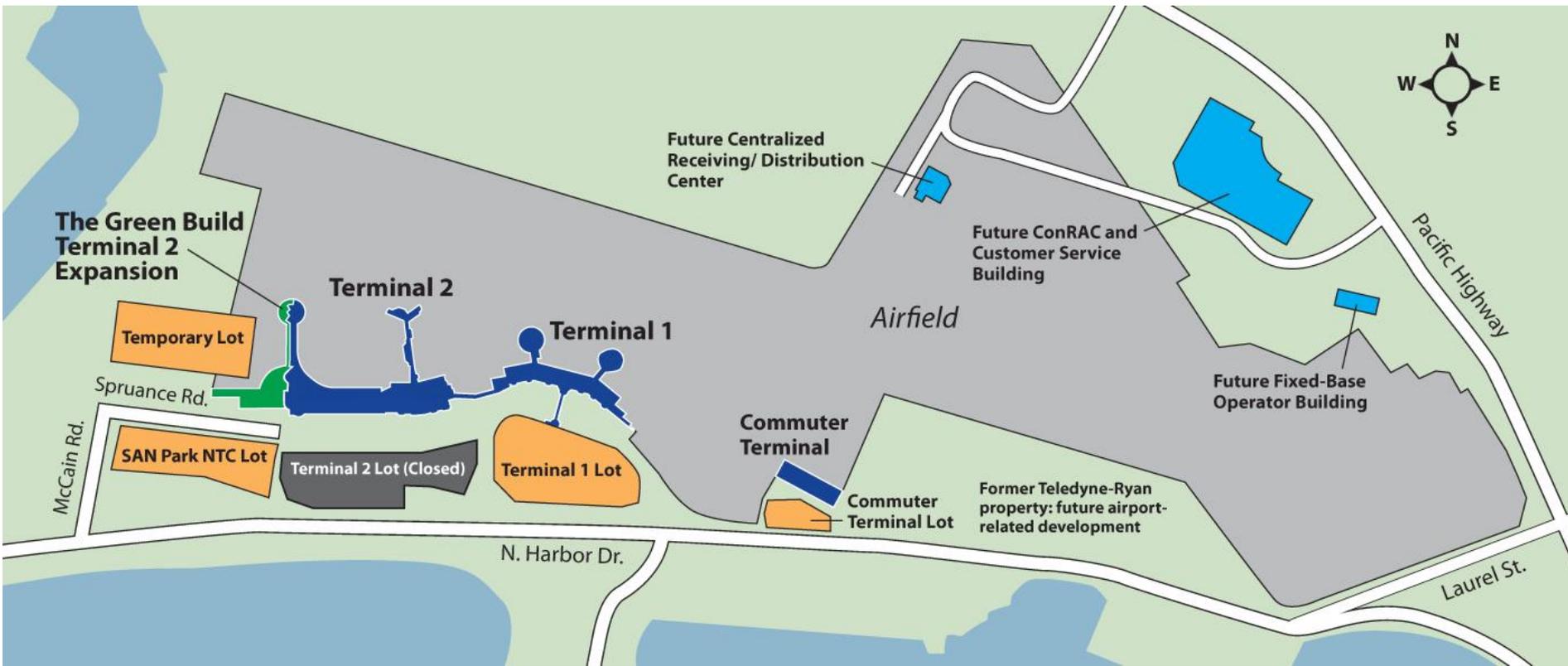
With 661 acres, SDIA is the busiest single-runway commercial airport in the world



Existing Airport Facilities Layout



Future Airport Projects



Airfield/Airspace



SDIA on Super Bowl Day (2003)

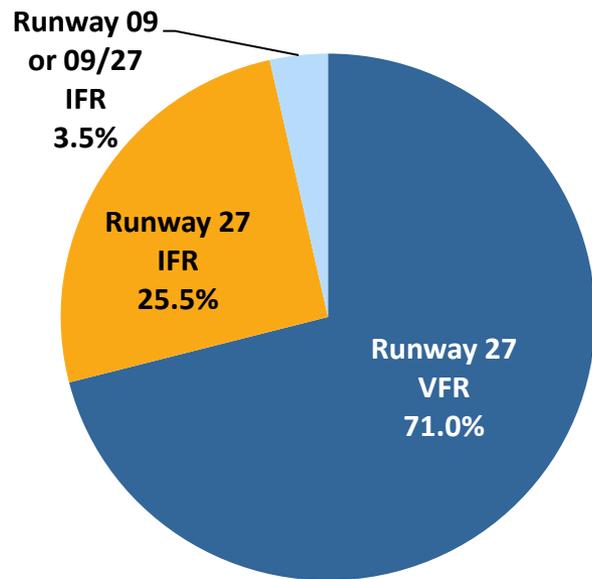
Airfield Configuration



Runway Use and Weather Conditions

Runway 27 is used for take-offs and landings 96.5% of the time

Runway use and weather conditions: percent of time configurations used



VFR = Visual Flight Rules

IFR = Instrument Flight Rules

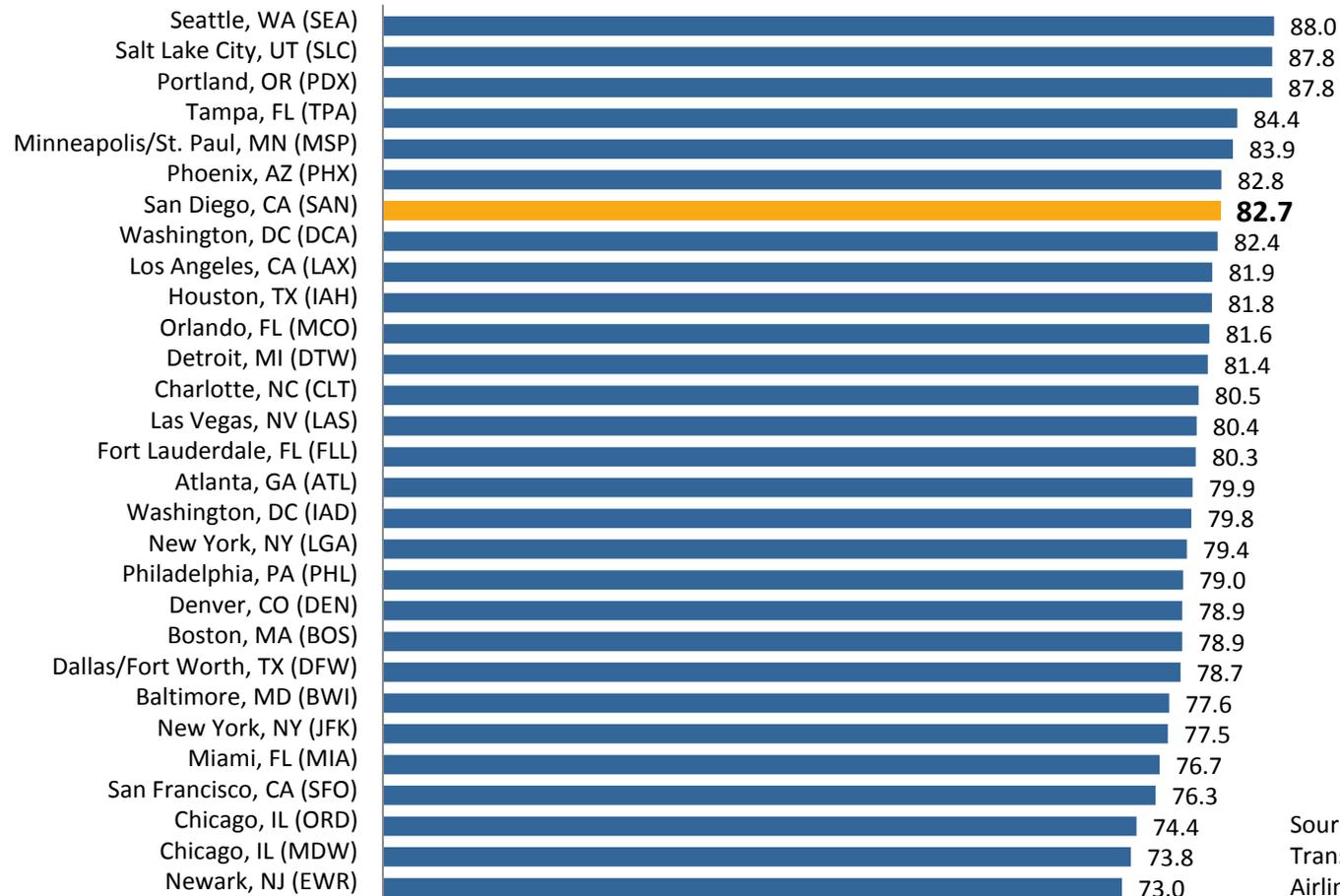
Operational Visibility Minimums

Configuration (Flow)	Approach Minima	
	Ceiling	Visibility
Runway 27 VFR (West)	2,000 feet	3 miles
Runway 27 IFR (West)	700 feet	2 miles
Runway 09 or 09/27 IFR (Mixed)	400 feet	1 mile

Airfield/Airspace

SDIA has a great on-time record

Percentage of flights departing within 15 minutes of scheduled departure in 2011



Source: Bureau of
Transportation Statistics,
Airline On-Time Data

Airspace Considerations

■ Obstructions

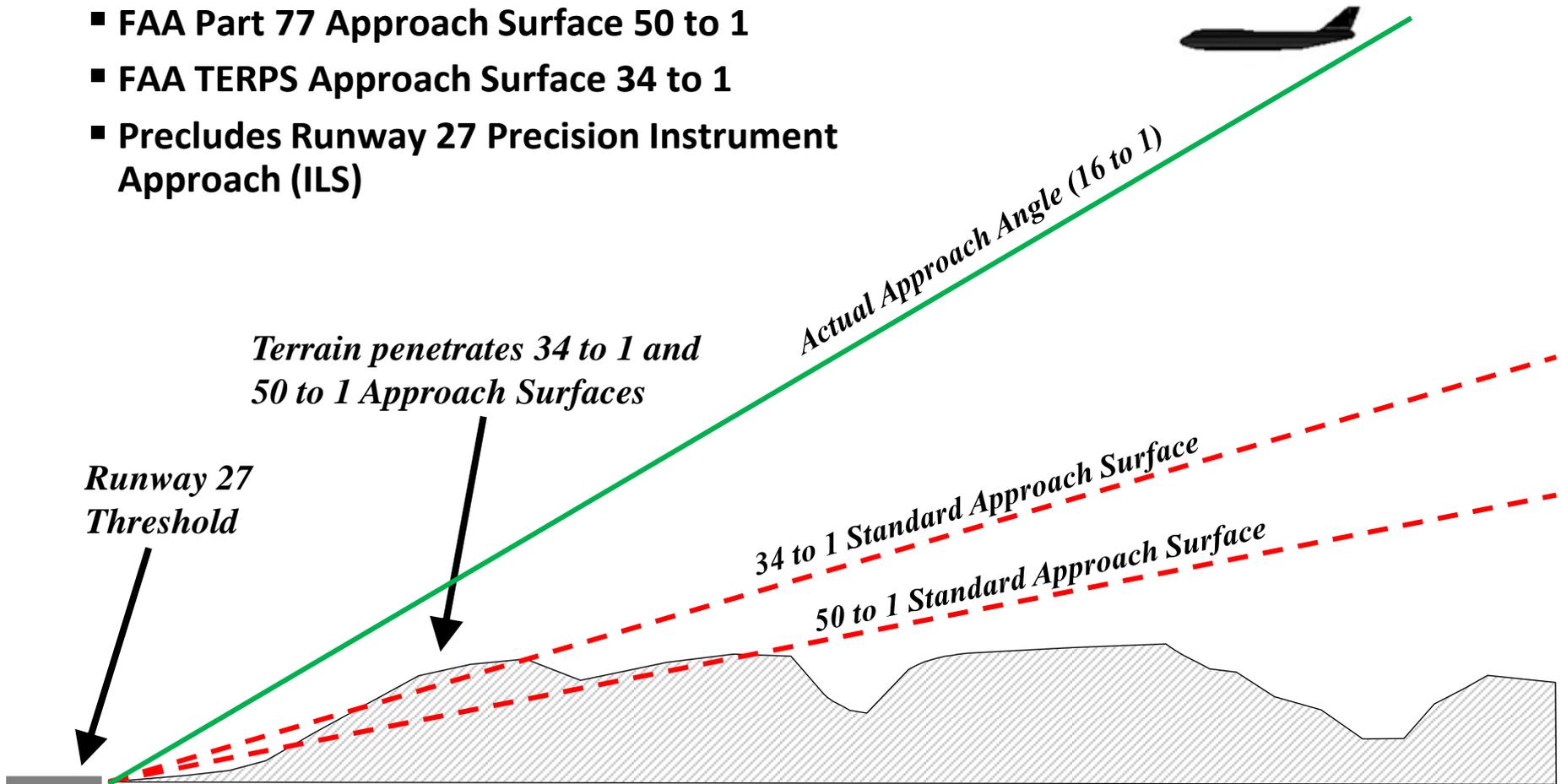
- Terrain to northeast of site and southwest of site
- Range of significant obstructions to northeast, east, and southeast of site

■ Special Use Airspace (SUA) and airspace interactions with other airports



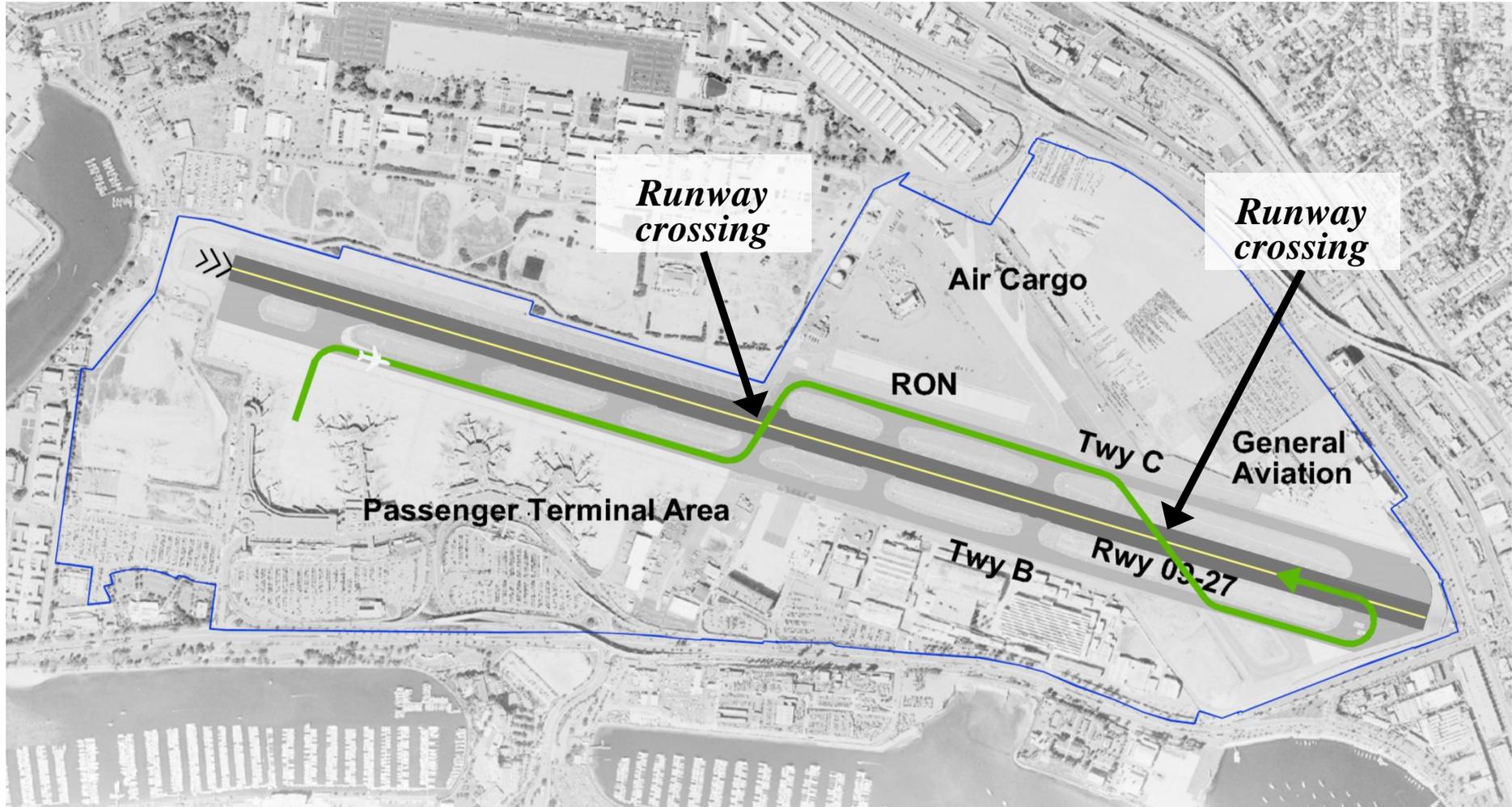
Runway 27 Requires a Non-Standard Approach

- FAA Part 77 Approach Surface 50 to 1
- FAA TERPS Approach Surface 34 to 1
- Precludes Runway 27 Precision Instrument Approach (ILS)



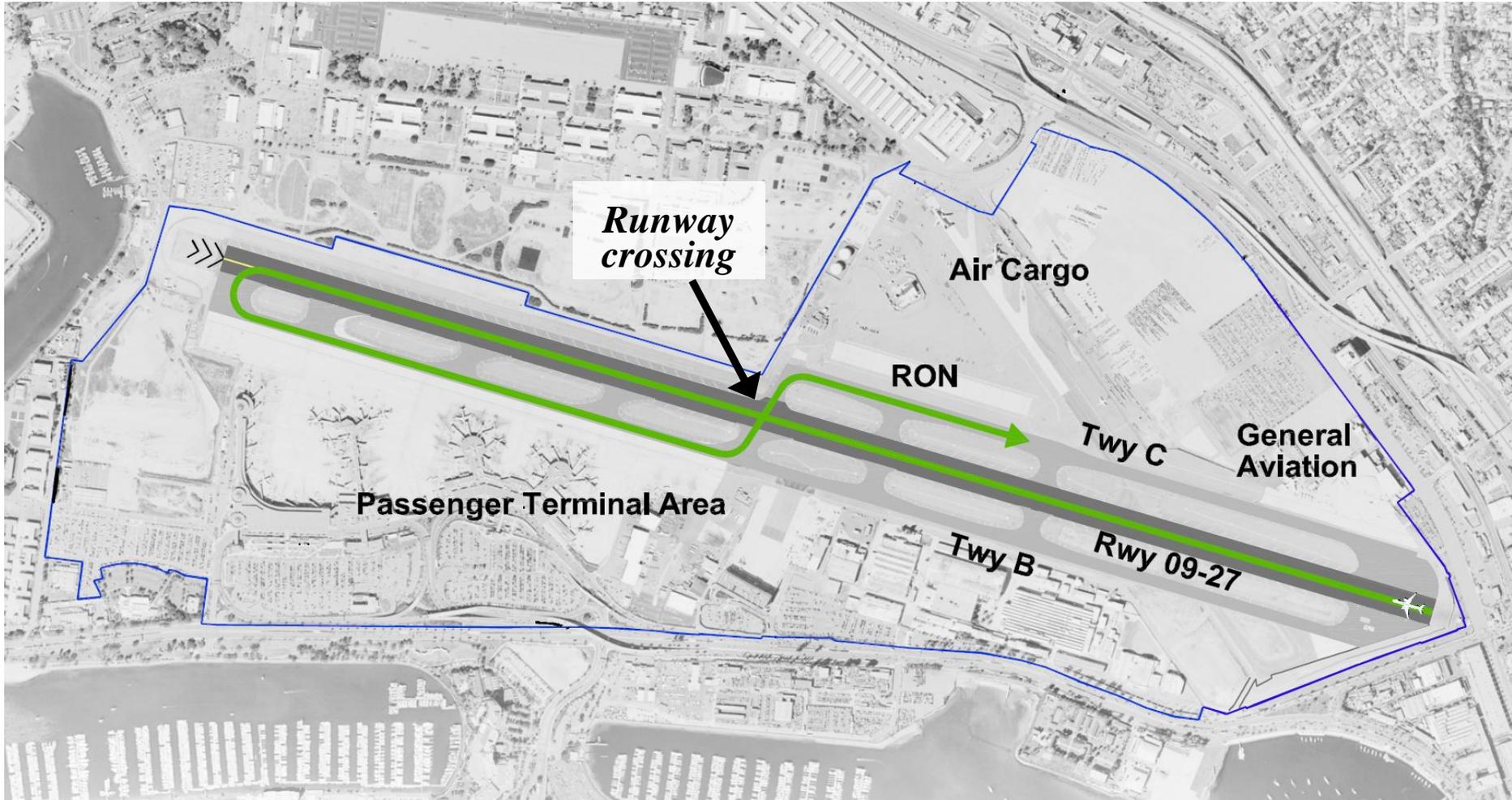
Current Airfield Operational Characteristics

B747, B777 and B787 operations require special procedures



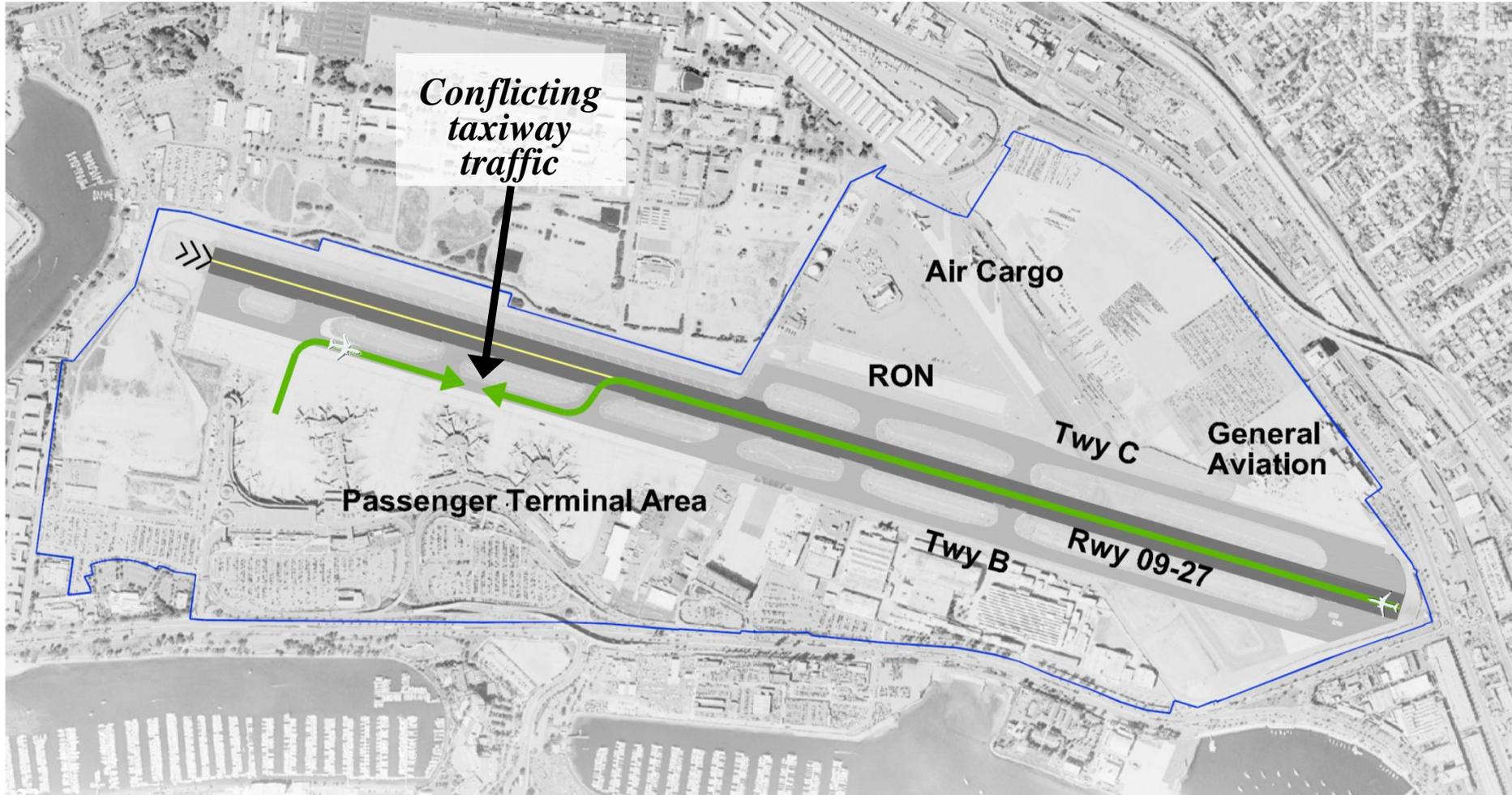
Current Airfield Operational Characteristics

Taxiway C cannot be extended; therefore this crossing is likely to continue



Current Airfield Operational Characteristics

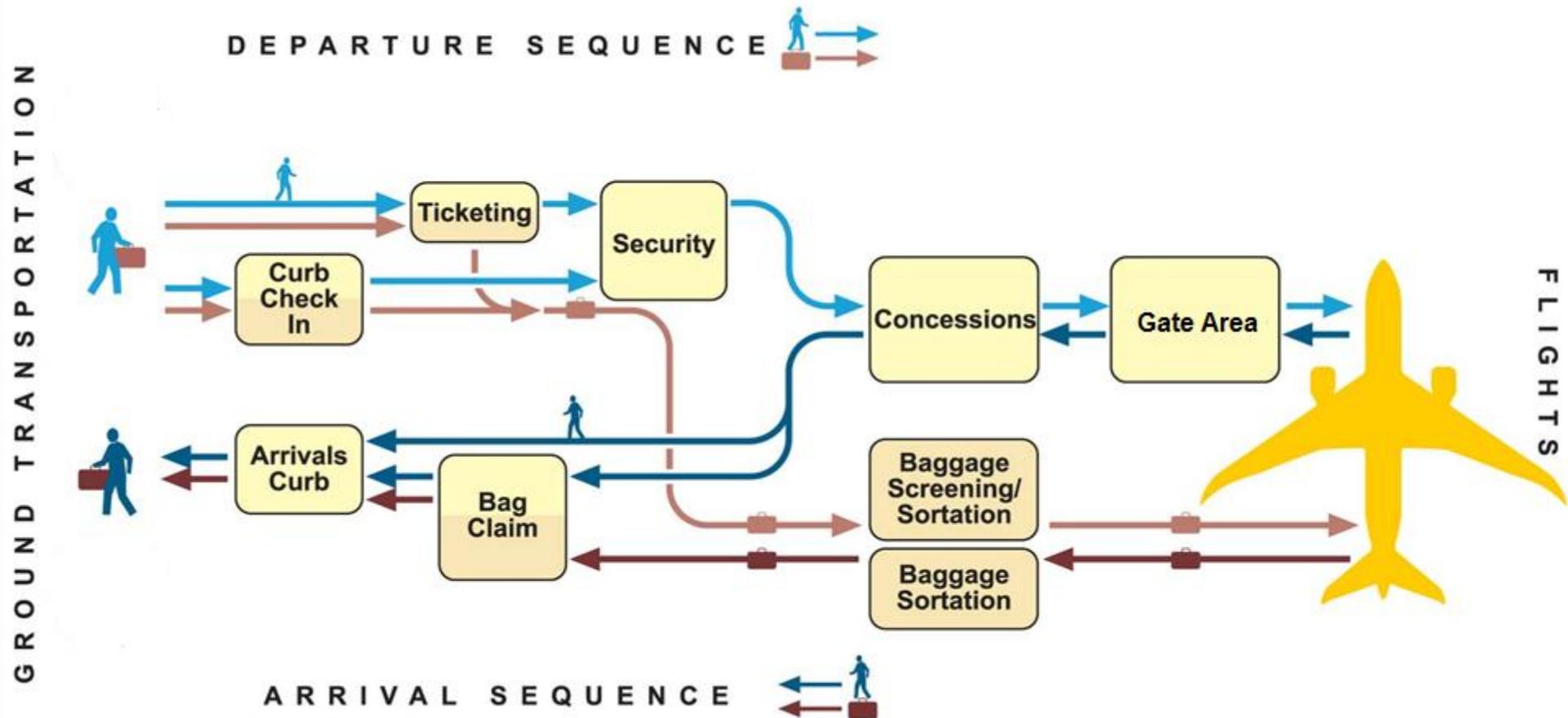
Parallel taxiways would reduce potential head-to-head operations



Terminal Facilities

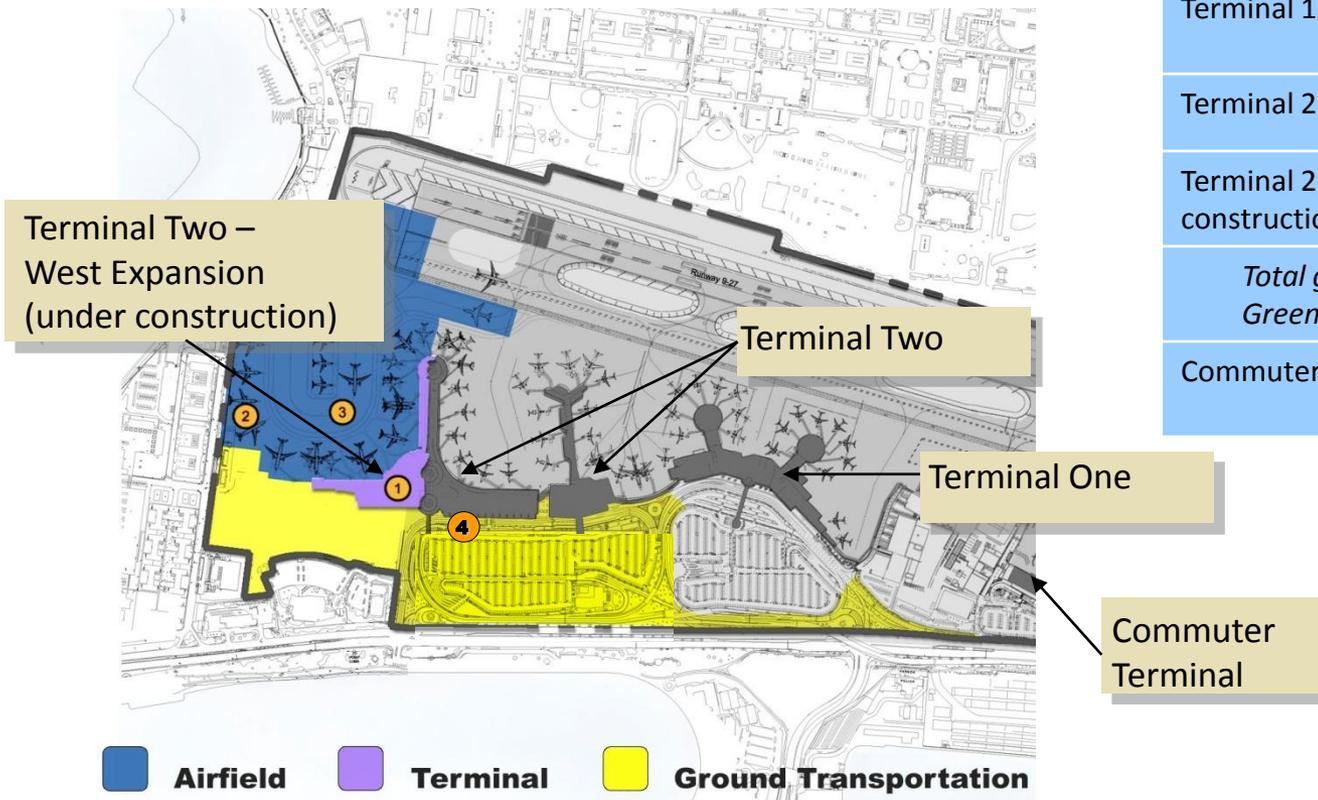


Passenger and Baggage Flow Sequence



Existing and Proposed Terminal Facilities

Facility	Number of Gates
Terminal 1	19 (includes FIS-capable gates)
Terminal 2	22
Terminal 2 West (under construction)	10
<i>Total gates after Green Build opening</i>	51
Commuter terminal	4 ground-loading positions



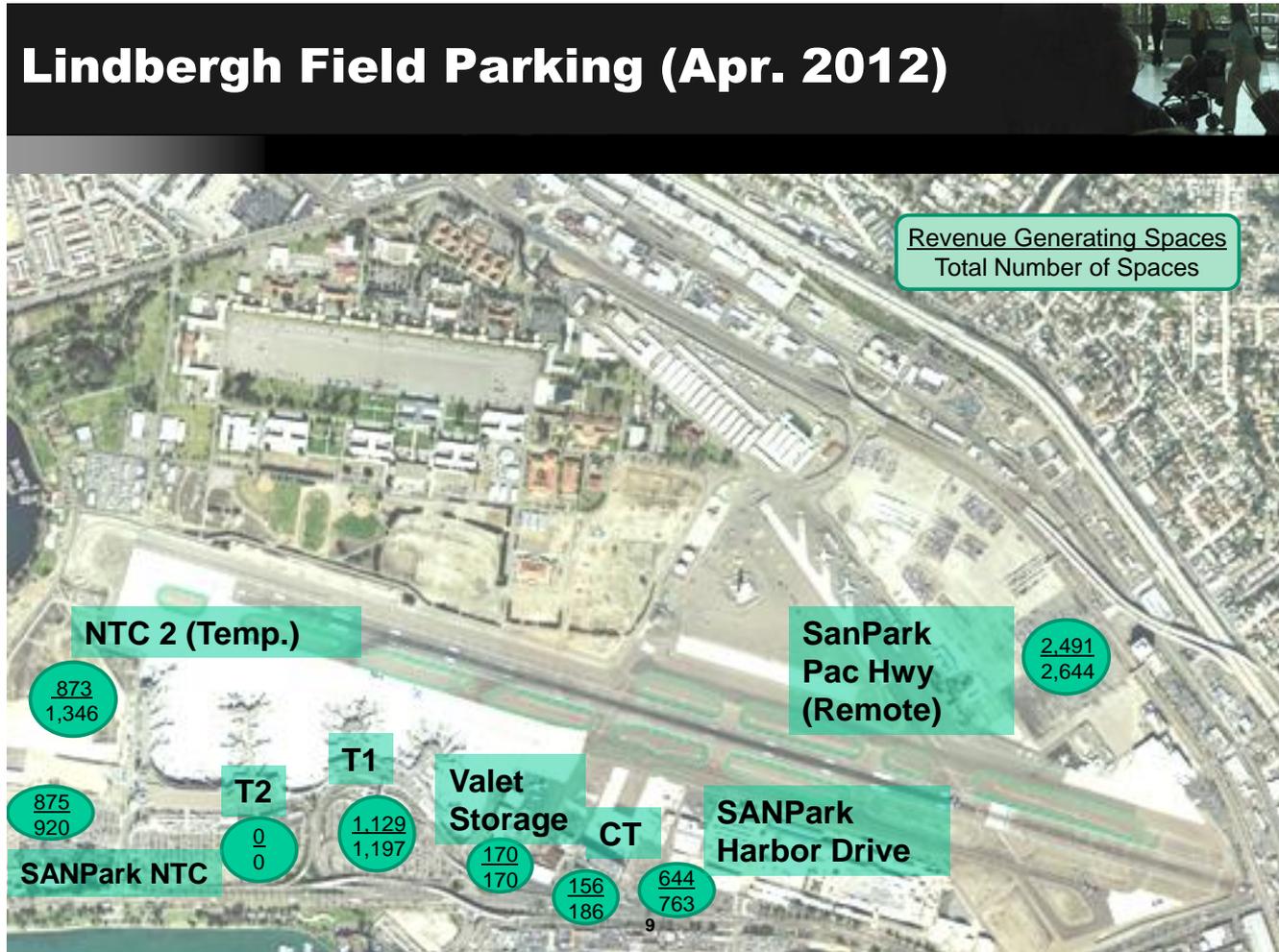
- 1 Expand existing Terminal 2 West with 10 new jet gates.
- 2 Construct new aircraft parking and replacement Remain-Over-Night (RON) aircraft parking apron.
- 3 Construct new apron and aircraft taxilane.
- 4 Construct new second level road/curb and vehicle circulation serving Terminal 2.

Parking and Ground Transportation

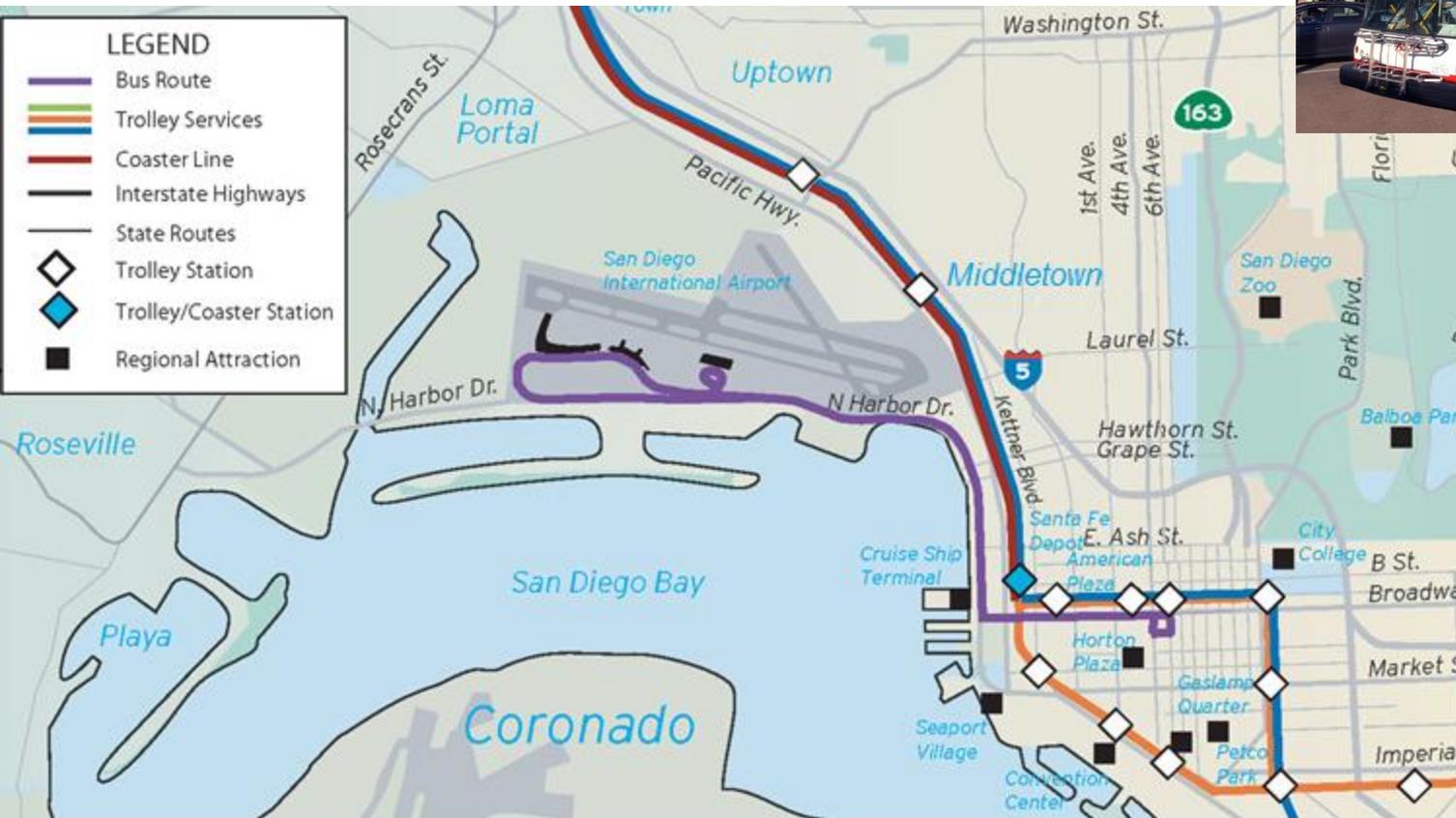


Parking Facilities

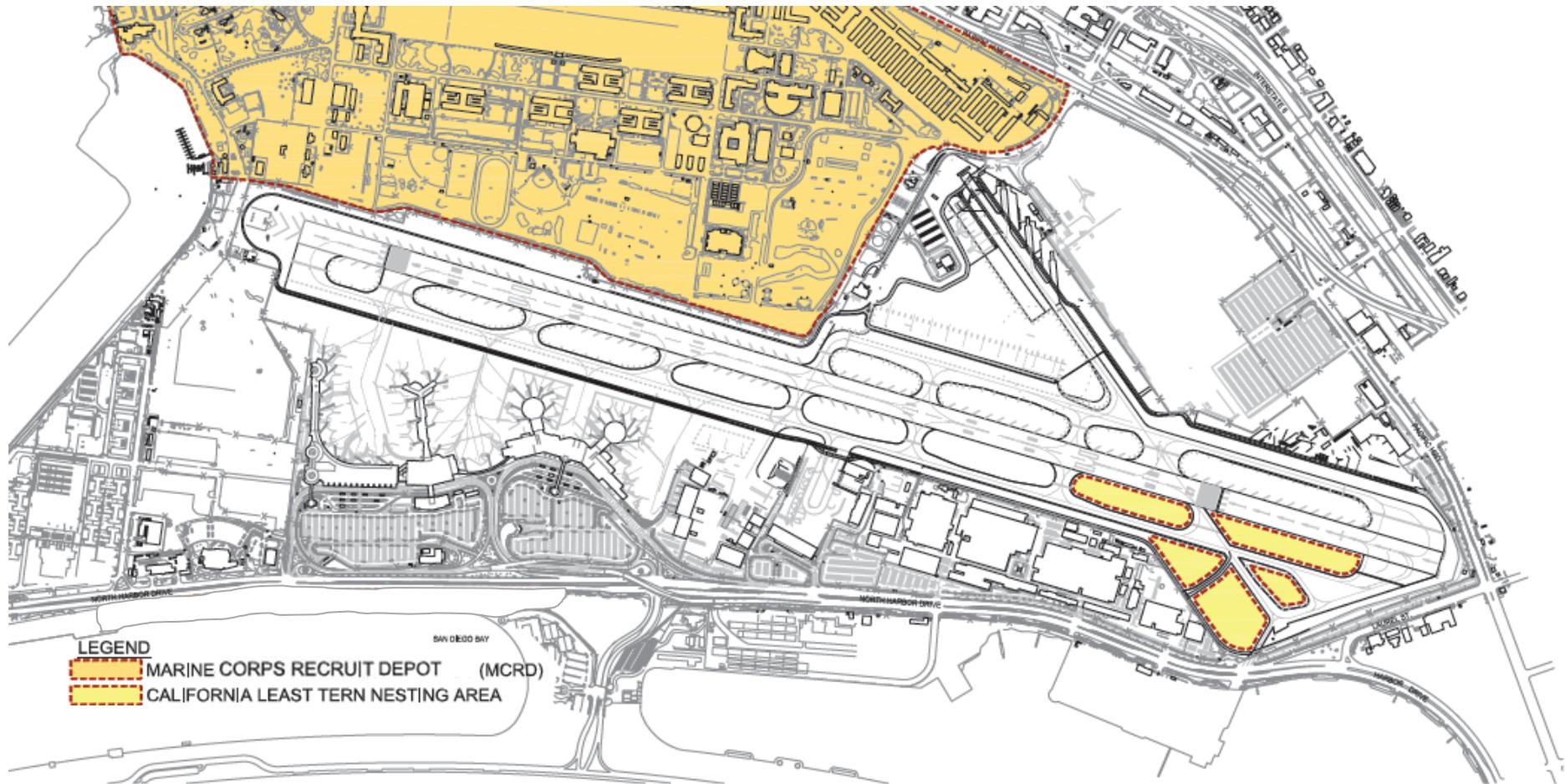
Lindbergh Field Parking (Apr. 2012)



Current Airport Access



Development Constraints



Stakeholders

SDCRAA works with a wide range of interests in the community

Internal Stakeholders	External Stakeholders
<ul style="list-style-type: none">• Airlines• Cargo operators• Tenants• Concessionaires• Fixed base operators• TSA• FAA• Customs and Border Protection• Employees• Passengers• Authority Advisory Committee	<ul style="list-style-type: none">• City of San Diego• County of San Diego• Metropolitan Transit System• North County Transit District• San Diego Association of Governments• San Diego Unified Port District• United States Department of Defense• Community• County residents• San Diego's Tourist & Convention Market

Local, State and Federal Regulations

The Airport must be planned within a highly-regulated framework

■ **Federal and State**

- Federal Aviation Regulations
- Grant Assurances
- FAA Orders and Advisory Circulars
- EPA
- Airport Use Restrictions (Noise and Capacity Act)

■ **Local**

- Curfew from 11:30 P.M. to 6:30 A.M.\

■ **Must also consider results of Destination Lindbergh Study**

What is Destination Lindbergh?

■ Cooperative planning effort led by:

- San Diego County Regional Airport Authority
- City of San Diego
- San Diego Association of Governments (SANDAG)

■ Designed to answer:

- What is the ultimate build-out of the airport?
- What is the best option for integration of a ground access Intermodal Transportation Center?
- How can traffic on local streets be minimized?

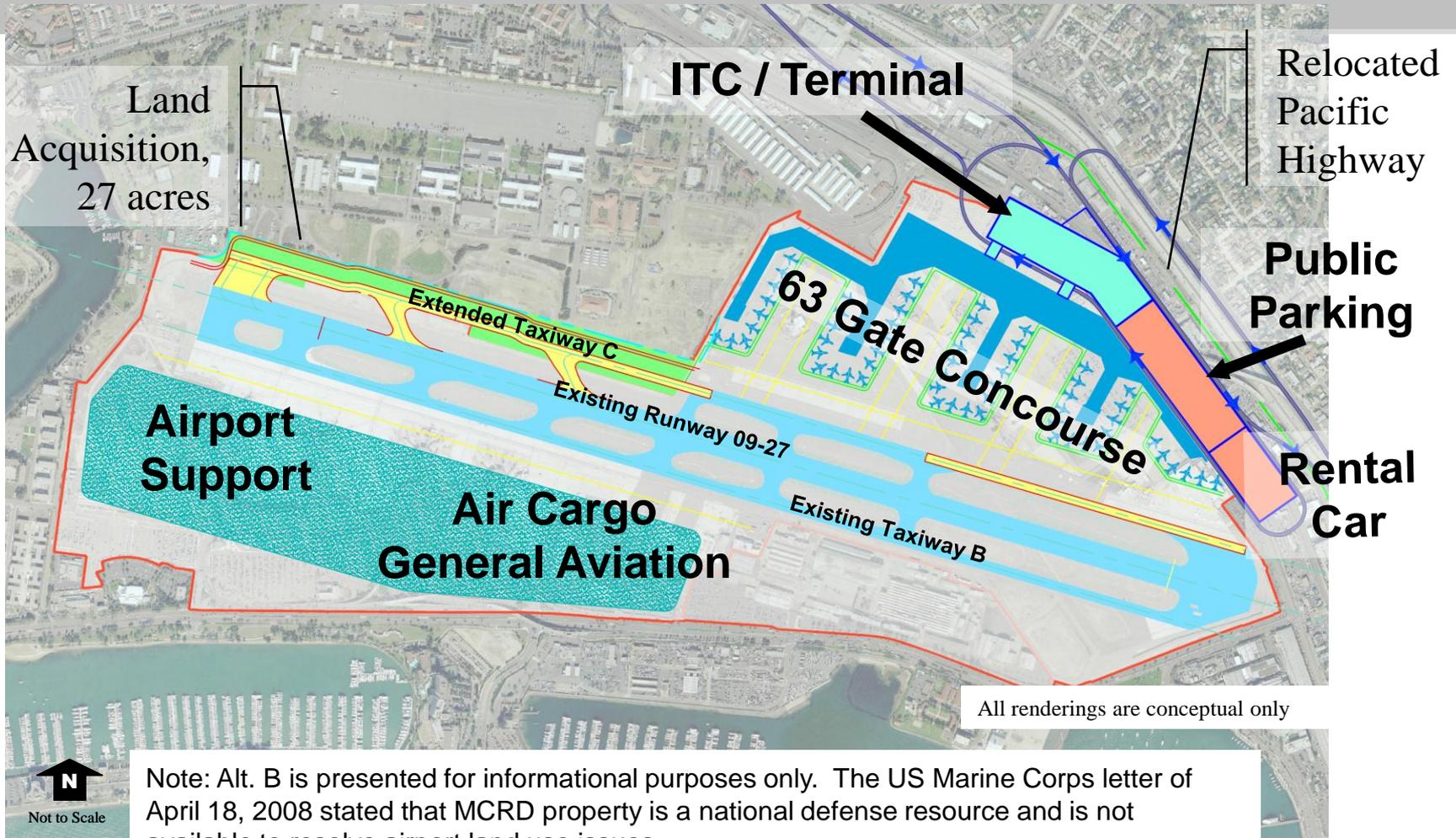


Destination Lindbergh: Decision-Making Process

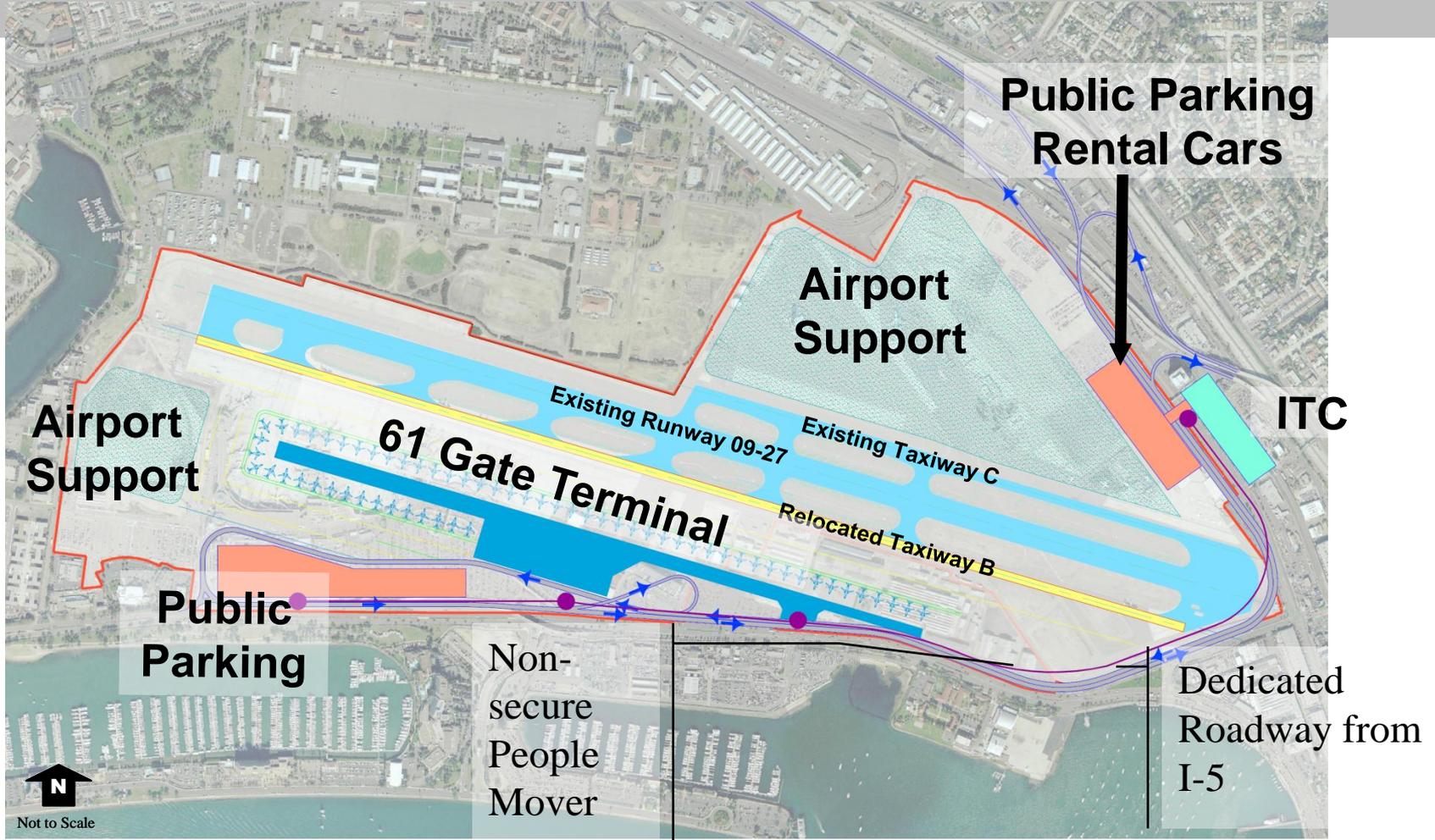
■ Ad Hoc Airport Regional Policy Committee

- City of San Diego (Chaired by Mayor Sanders)
- San Diego County Regional Airport Authority
- San Diego Association of Governments
- Metropolitan Transit System
- North County Transit District
- County of San Diego
- San Diego Unified Port District
- U.S. Department of Defense

Alt. B1 (North Check-in / North Gates) - **TABLED**

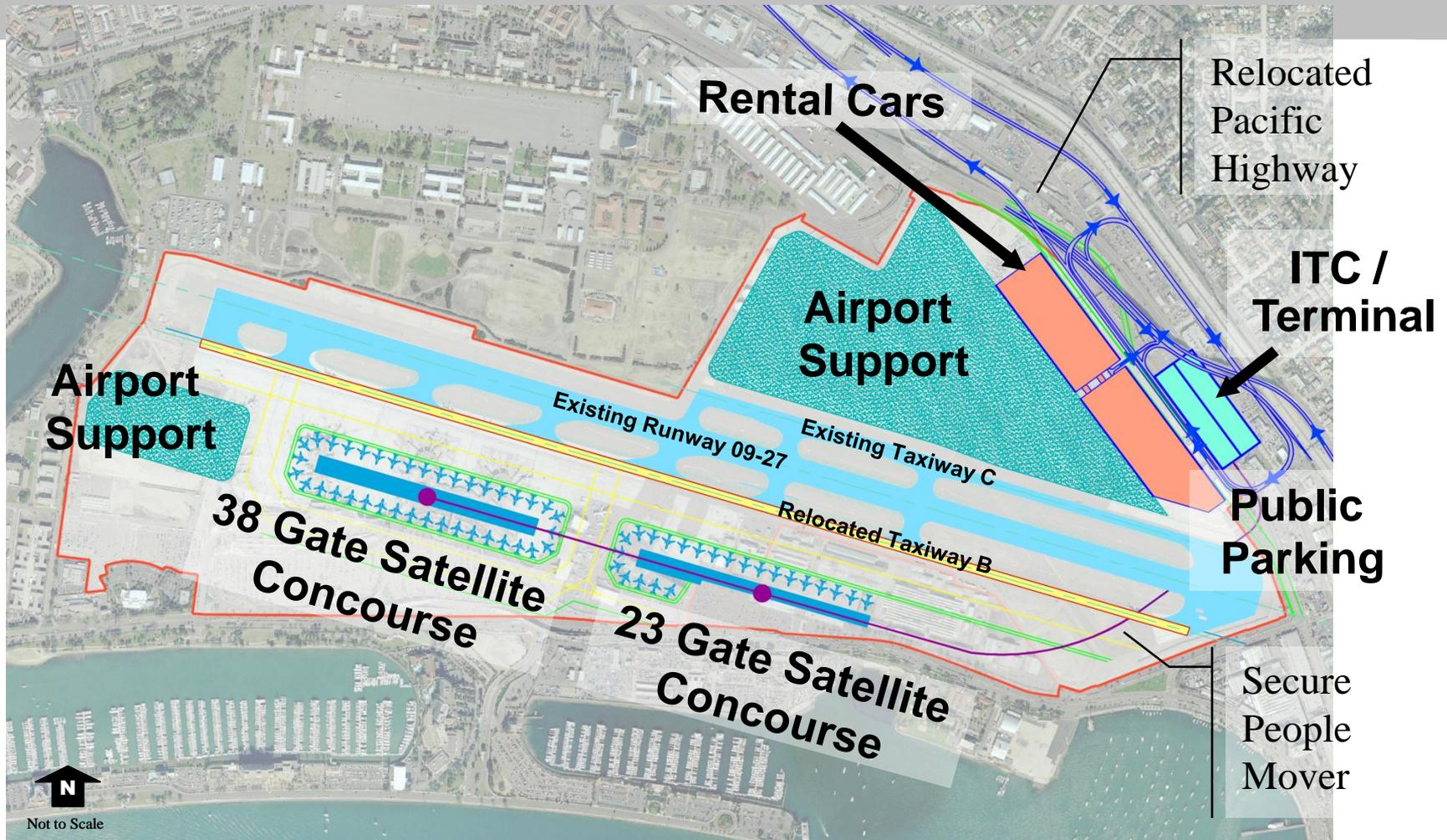


Alt. A8 (On-Airport Access Road to South Check-in / South Gates) - **ELIMINATED**



All renderings are conceptual only

Alt. A2 (North Check-in / South Gates)



All renderings are conceptual only

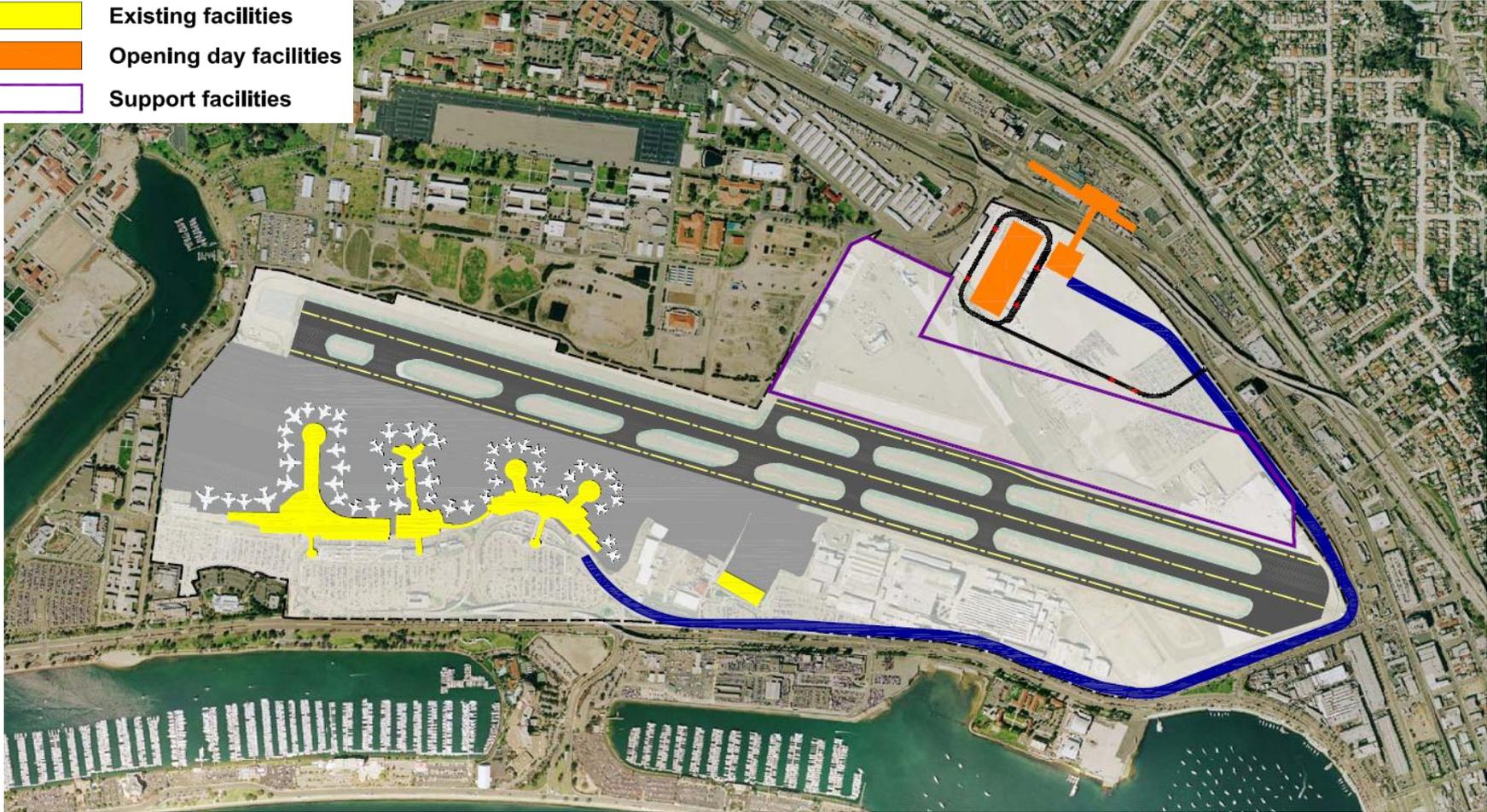
Alt. A3 (Dual Check-in / South Gates)



All renderings are conceptual only

Destination Lindbergh Opening Day Facilities

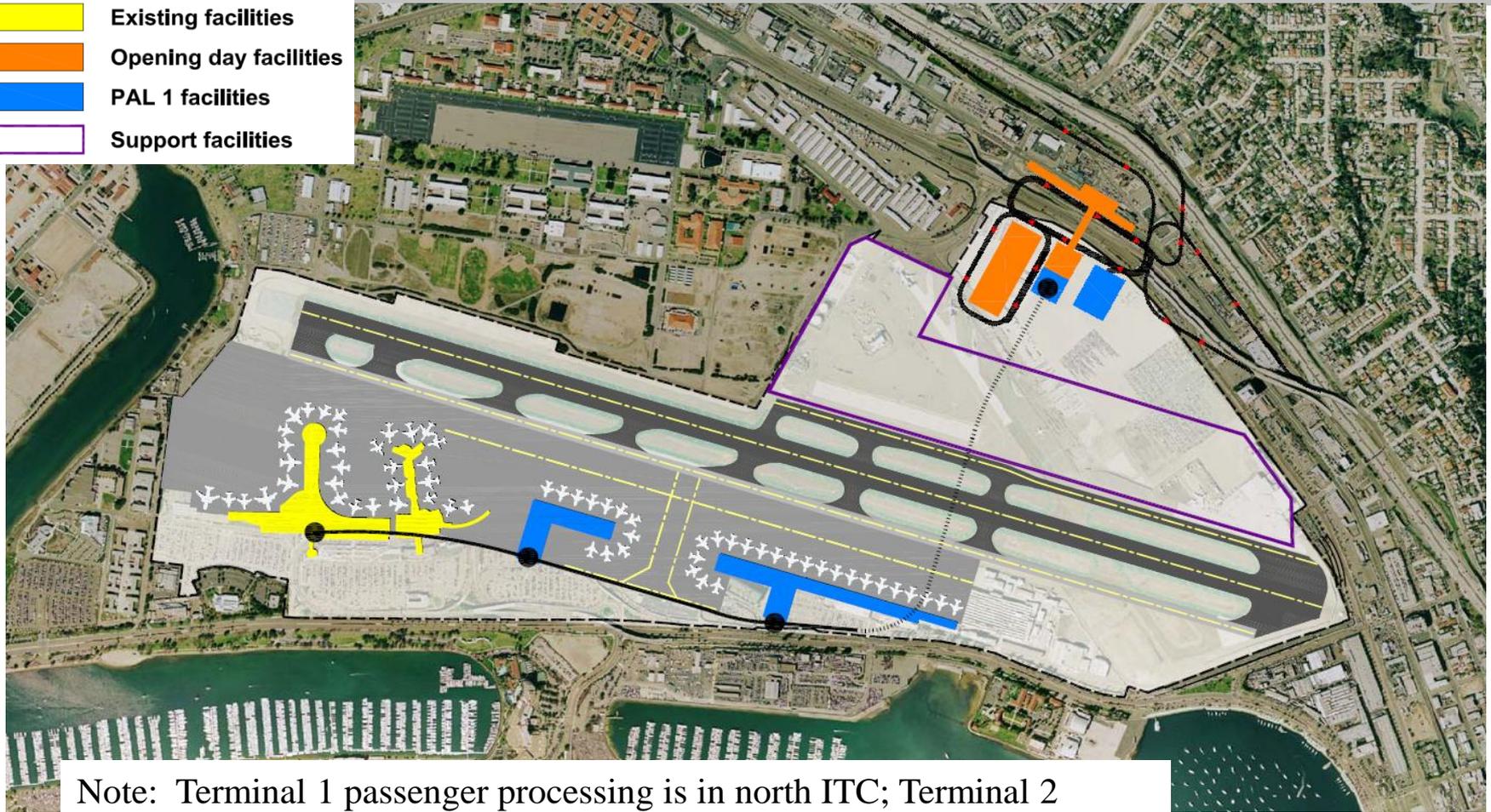
- Existing facilities
- Opening day facilities
- Support facilities



Note: All passenger processing remains on south side

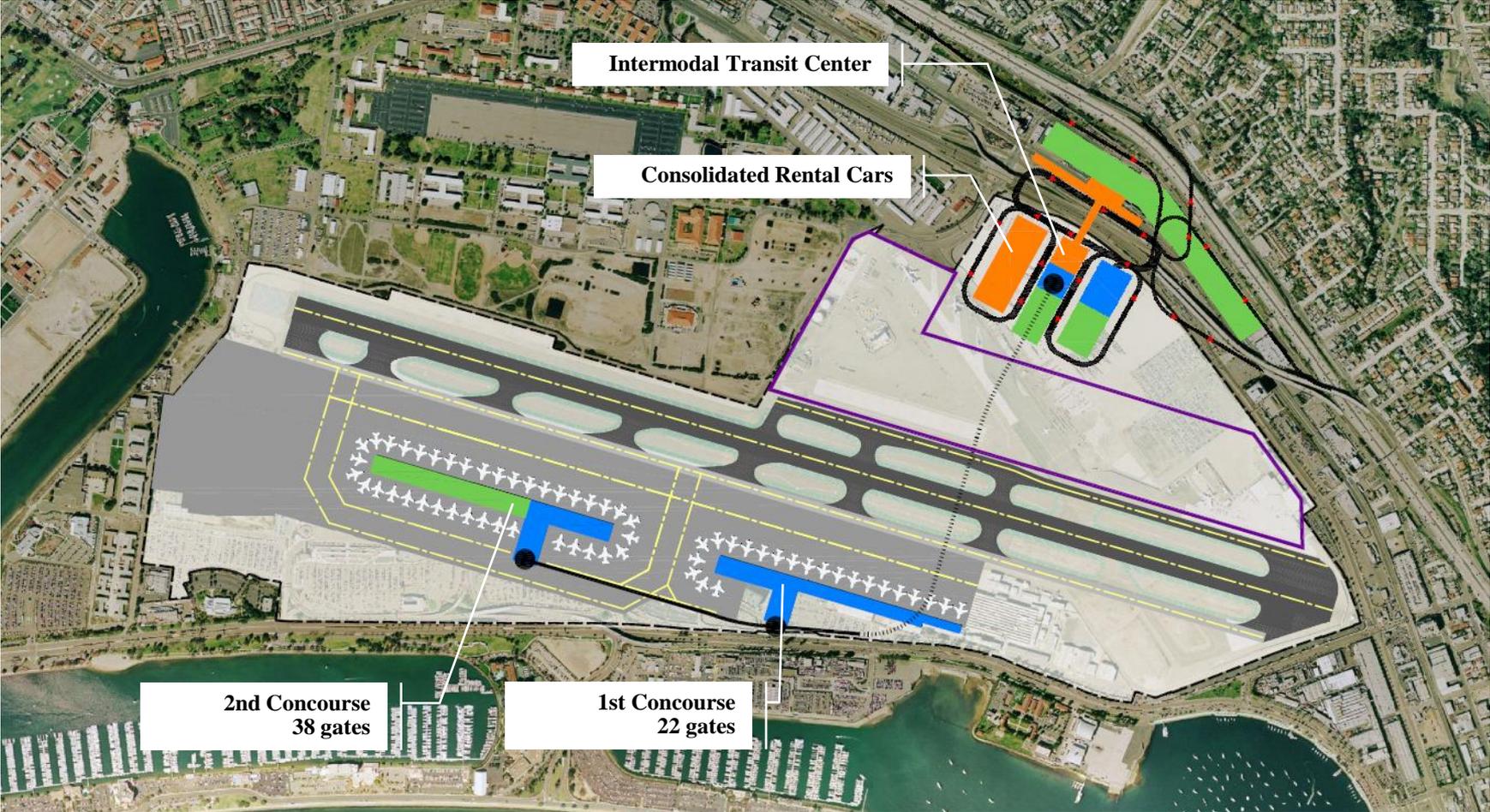
PAL 1 Facilities

- Existing facilities
- Opening day facilities
- PAL 1 facilities
- Support facilities

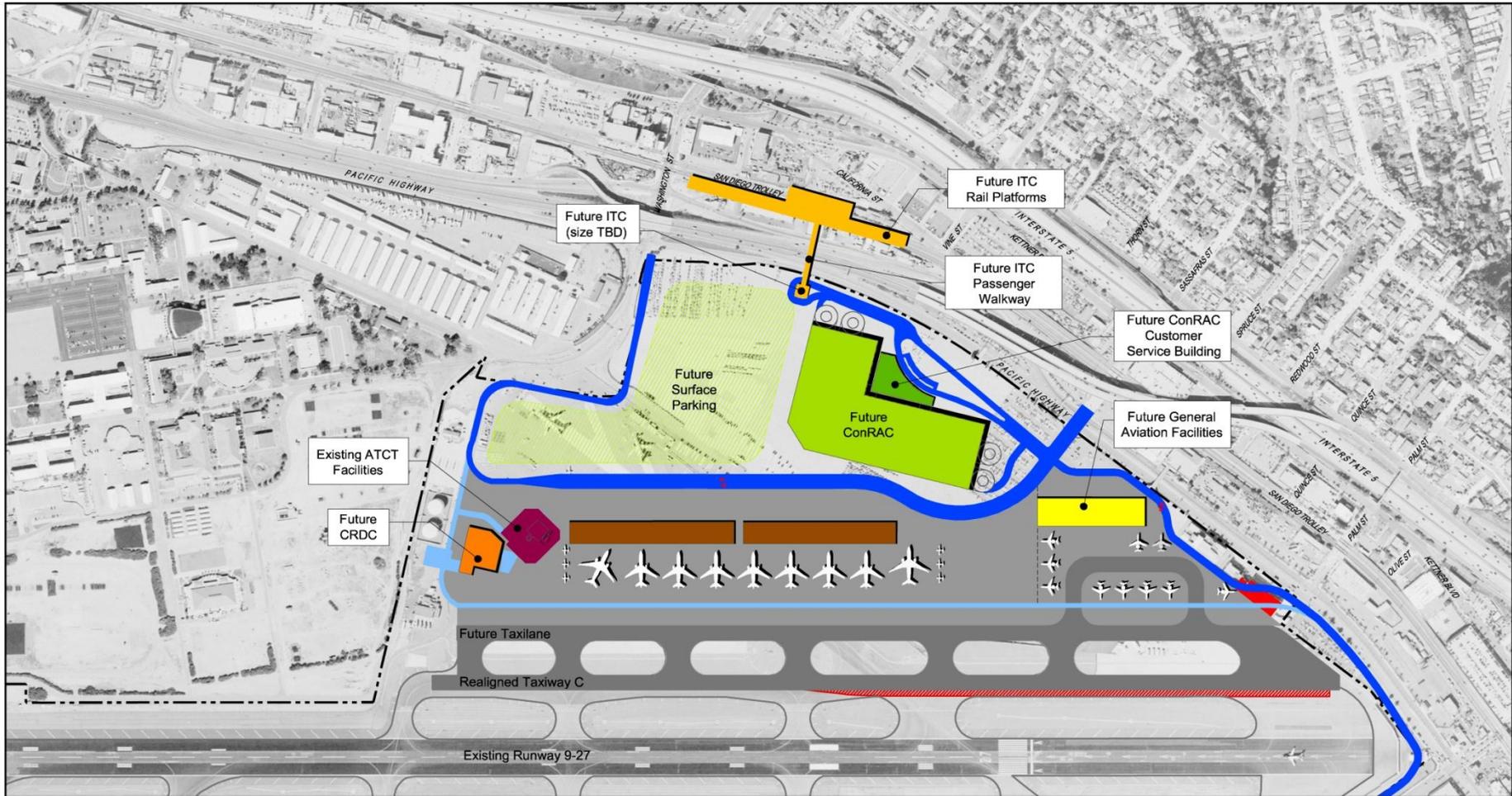


Note: Terminal 1 passenger processing is in north ITC; Terminal 2 processing remains on south side

Destination Lindbergh Recommended Development Plan (PAL 2)



Destination Lindbergh: Opening Day – Refined



LEGEND

- Existing airport property boundary
- Existing structures to be removed
- Existing taxiway pavement to be removed

- Future apron pavement
- Future taxiway / taxilane
- Future cargo warehouse
- Future terminal link roadway
- Future service roadway

Notes:

- CRDC - Centralized Receiving / Distribution Center
- ITC - Intermodal Transit Center
- ConRAC - Consolidated Rental Car Facility
- ATCT - Airport Air Traffic Control Tower



Figure C-1
OPTION 1A
CONCEPTS FOR THE PASSENGER WALKWAY

Northside Planning Study
San Diego International Airport
December 2009

Sources: General aviation, cargo - Jacobs Consultancy
ConRAC - Demattel Wong
CRDC - Ricondo & Associates

Airport Finances



The Next Phase of Planning at SDIA

- **The Airport Development Plan (ADP) will define the next major phase of SDIA development**
- **Goals to be defined in coordination with Authority Advisory Committee and other stakeholders**

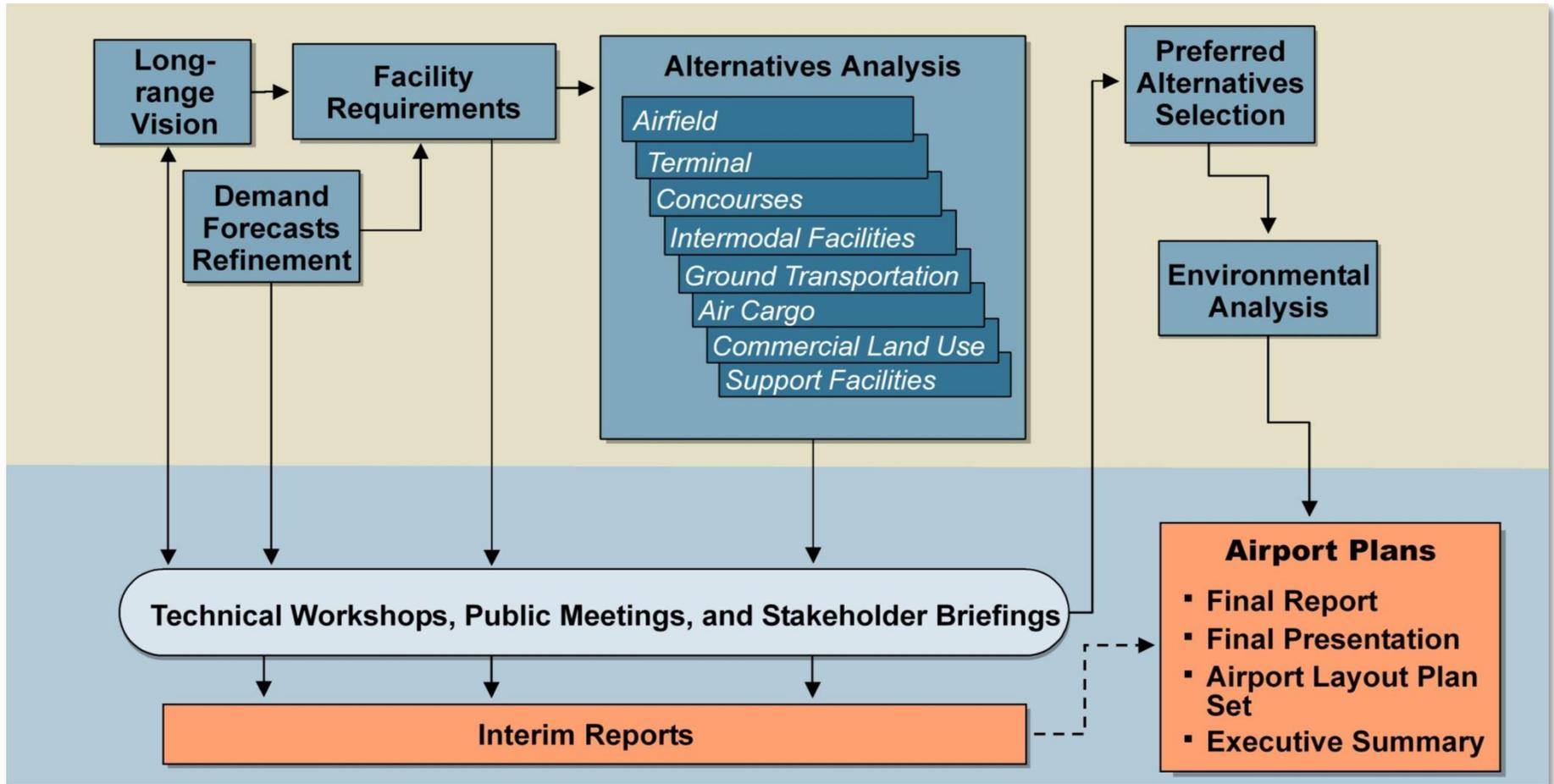
The Airport Development Plan

The Airport Development Plan will include:

- Description of development alternatives and concepts
- Possible financial plan
- Realistic schedule for implementation of planned development
- FAA-required graphic presentation of the next development phase, including the surrounding land uses
- Concise and descriptive report
- Framework for continuous planning



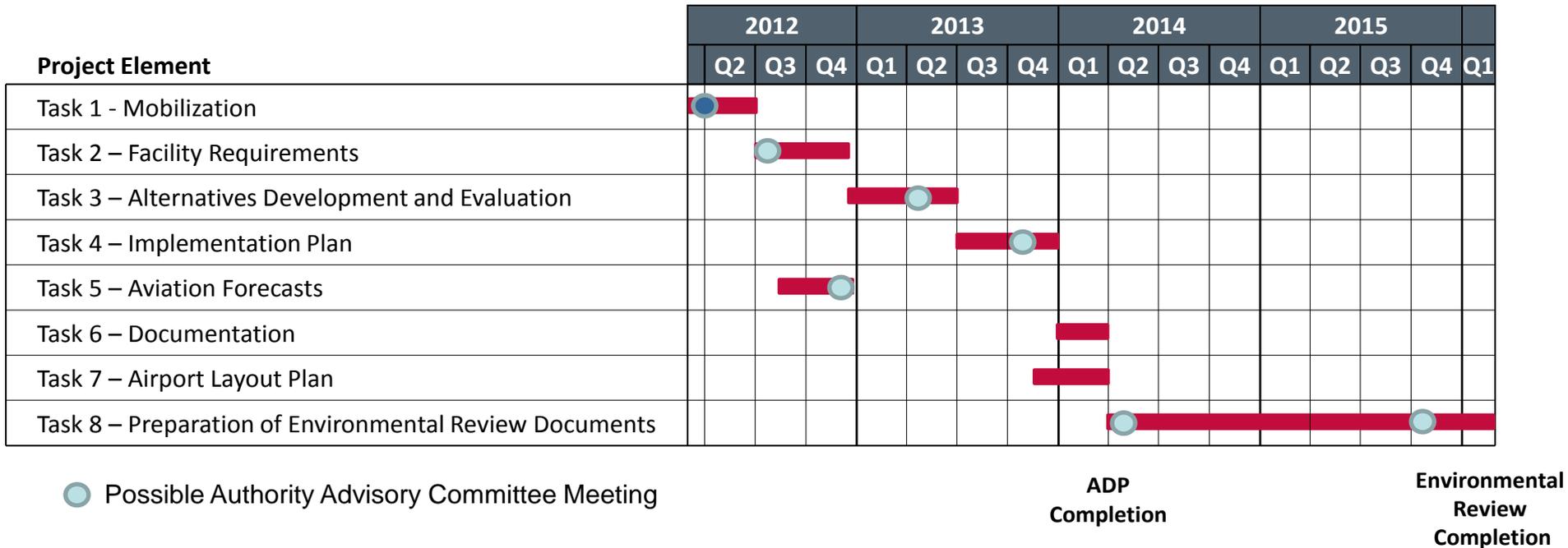
Airport Development Plan Technical Elements and Workflow



ADP Project Schedule

■ Project to last 4 years:

- 2 years for planning analyses
- 2 years for environmental reviews



Next Steps

- **Goal setting**
- **Destination Lindbergh review**
- **Stakeholder engagement**
- **Passenger intercept surveys**

Authority Advisory Committee Role in the ADP

- **Review and comment on ADP plans, analyses and recommendations**
 - **Provide community perspectives**
 - **Assist in disseminating ADP progress throughout the community**
 - **Provide a sounding board to the Airport Authority on ADP issues**
-
- **Potential next meeting date: July 11, 2012**

Thank You!

www.san.org