

AUTHORITY ADVISORY COMMITTEE BRIEFING

San Diego International Airport

Prepared for

San Diego County Regional Airport Authority
San Diego, CA

July 11, 2012



SAN DIEGO
INTERNATIONAL
AIRPORT

SDIA AIRPORT DEVELOPMENT PLAN

Leigh|Fisher
Management Consultants

Agenda

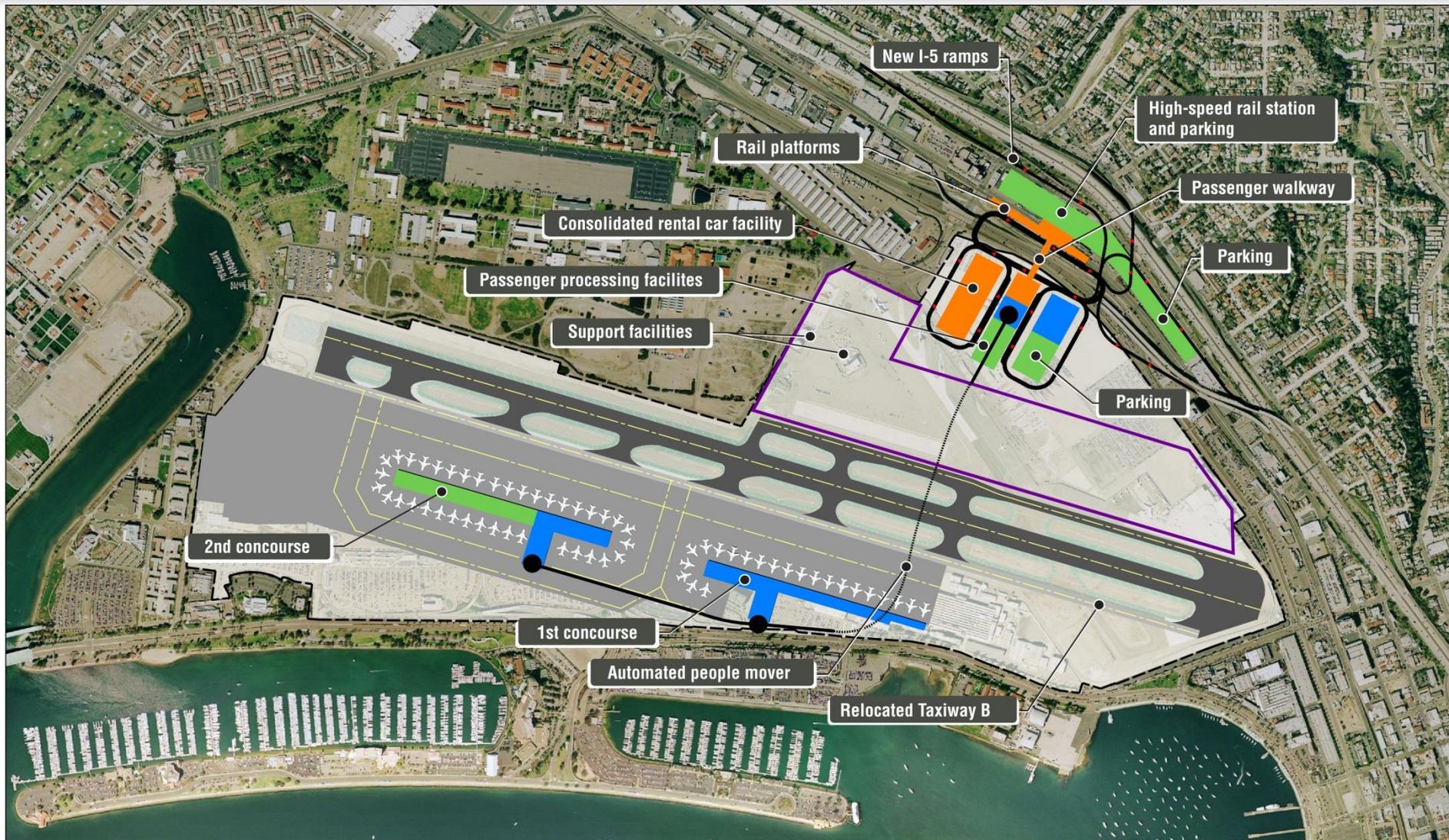
- Destination Lindbergh Workshop Findings
- Opportunities and Constraints
- Goals and Objectives
- Air Service Trends and Development



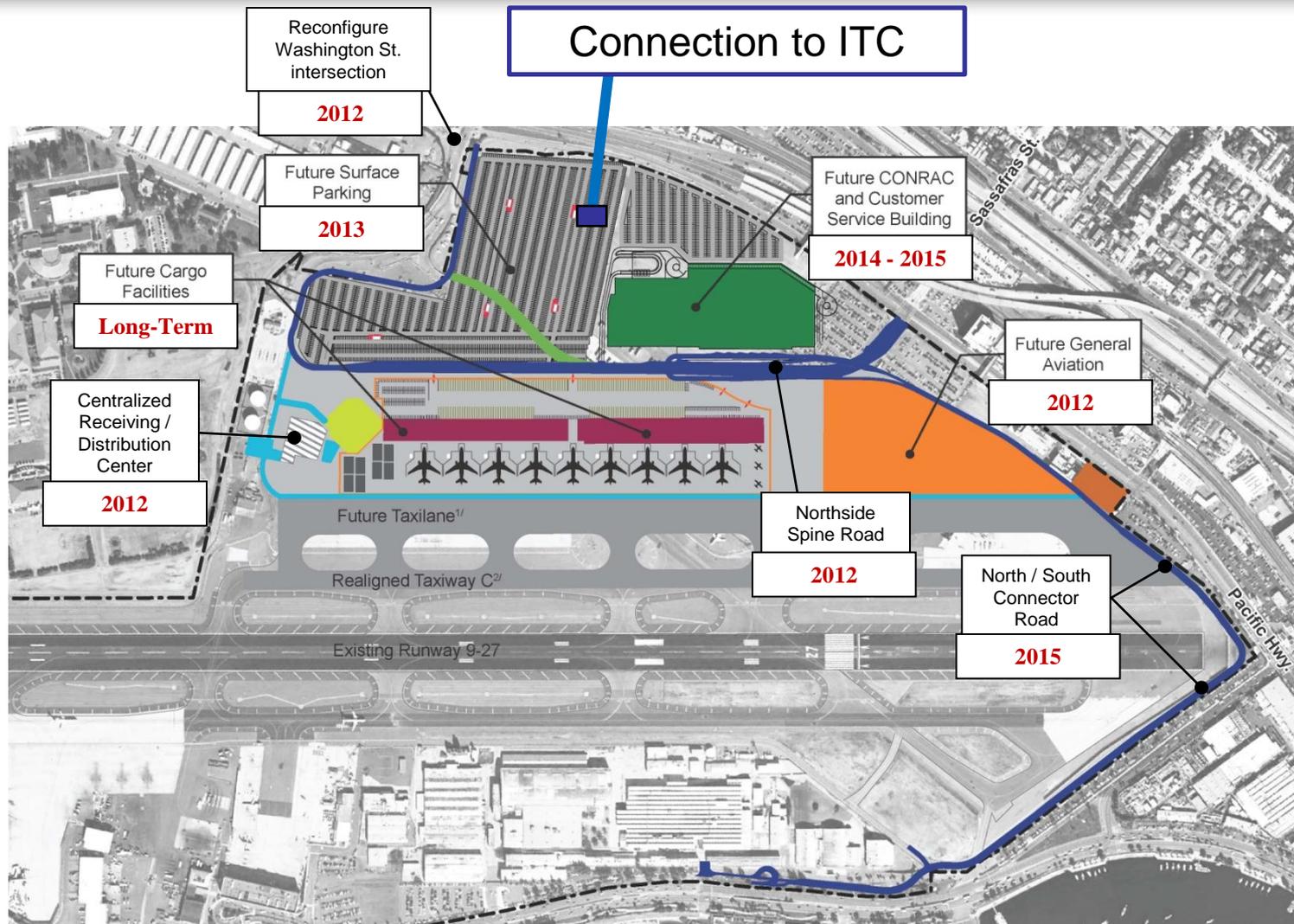


SECTION 1
Destination Lindbergh Workshop Findings

Destination Lindbergh Concept



North Side Projects / DL Phase 1





Dual ADG V parallel taxiways on the south side of the Airport:

- Optimize aircraft flows
- Eliminate traffic conflicts
- Minimize runway occupancy time

Pushback onto an active taxiway for the northern gates hurts aircraft circulation flows

Difficult to accommodate ADG V aircraft (777, 787) on the south gates

Terminal



Consolidated passenger processing facilities



Two separate concourses would limit concession and retail opportunities



APM potentially required to tunnel under runway and cross the taxilanes between the concourses, without disrupting airfield operations



Complexity of baggage conveyance system connecting processing facilities and concourses



Passenger Experience

- +** Significant opportunity for a central concession node, either in the head house or in the concourses, providing a unique traveling experience
- Complexity of north side access and processing would hurt traveling experience
- International passenger processing would be complex
- APM will require change of mode and level, negatively impacting speed and convenience of traveling experience

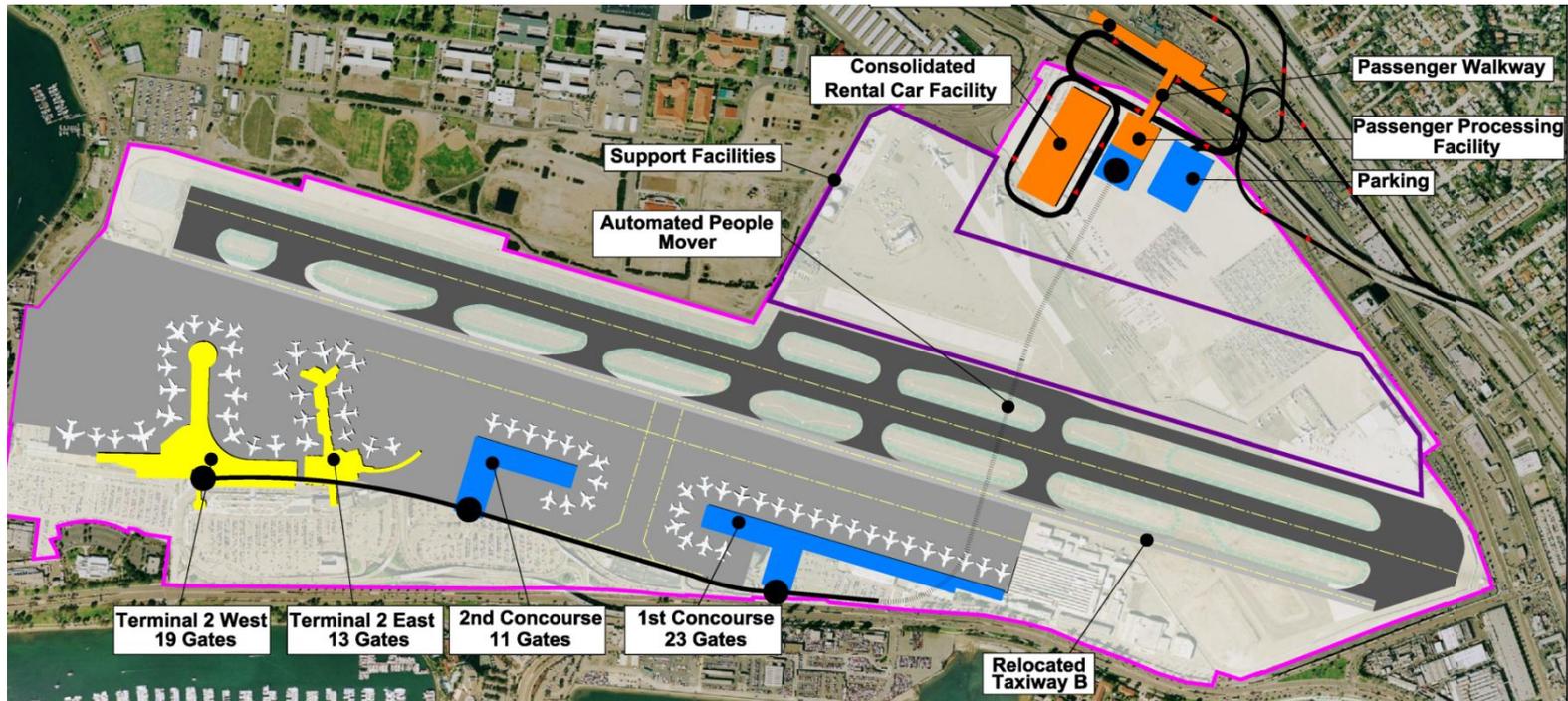
Parking and Ground Access

-  Direct access to the Airport via dedicated I-5 ramps would reduce vehicle traffic on North Harbor Drive
-  ITC would likely encourage use of transit
-  I-5 access/egress ramps would be complex and costly to build
-  Limited available space to accommodate public parking demand
-  Confusing parking system would be required

Phasing Considerations

- Passenger processing would be confusing, split between North and South during interim phases of construction, and hurt the traveling experience
- Complex interim street signage and other information systems would be required

*PAL 1
Recommended
Plan*



Other Considerations

-  **No need to relocate the ATCT, fuel farm, CRDC, and general aviation area.**
-  **The cargo area would have to be reconfigured**
-  **High implementation cost (estimated at approximately \$6 billion) with no increase in airport capacity would result in serious consequences:**
 - **Inability to finance under current system**
 - **Significant increase in cost per enplaned passenger; impact airline operating costs**
 - **Probable exit of some airlines from SAN**
 - **Higher ticket costs**

Destination Lindbergh Workshop Conclusions

- **Main areas of concern identified during the workshop are:**
 - High cost
 - Lower passenger level-of-service
 - Operational complexity
- **The concept will be included in the full set of alternatives that will be developed as part of the ADP and will be evaluated using the same set of criteria in order to make a fair determination of its viability**

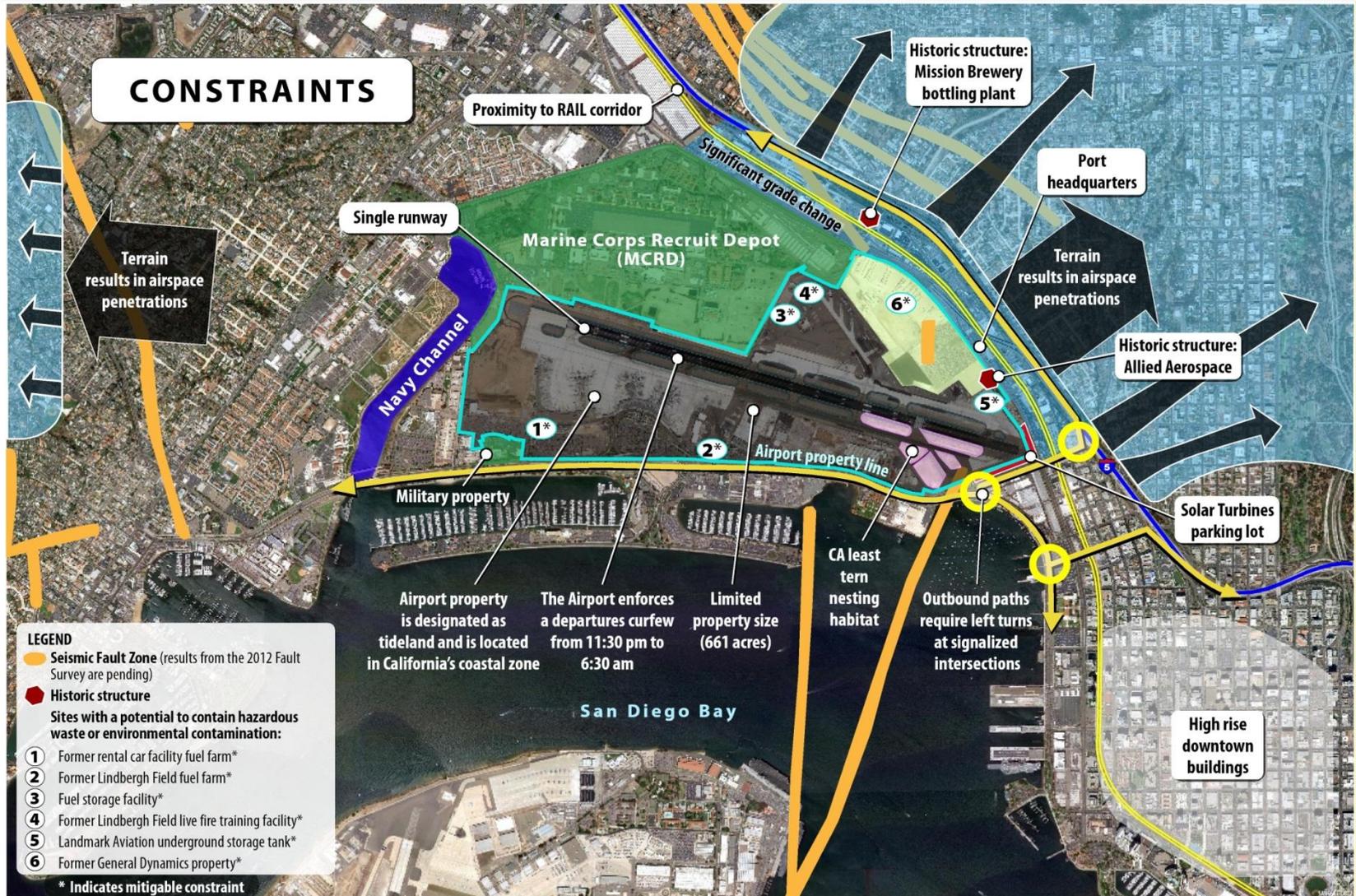


SECTION 2 **Opportunities and Constraints**

Opportunities



Constraints





SECTION 3

Goals and Objectives

Goal Categories

- **Airport accessibility**
- **Airport parking**
- **Passenger processing (e.g. check-in, security)**
- **Services inside the terminal (e.g. concessions, holdrooms, amenities)**
- **Baggage services (e.g. baggage claim area, bag delivery times)**
- **Environmental/community concerns**
- **Financial sustainability**



SECTION 4
Air Service Trends and Development

THANK YOU

