

Item #2: Summary of Findings and Technical Report

Regional Aviation Strategic Plan

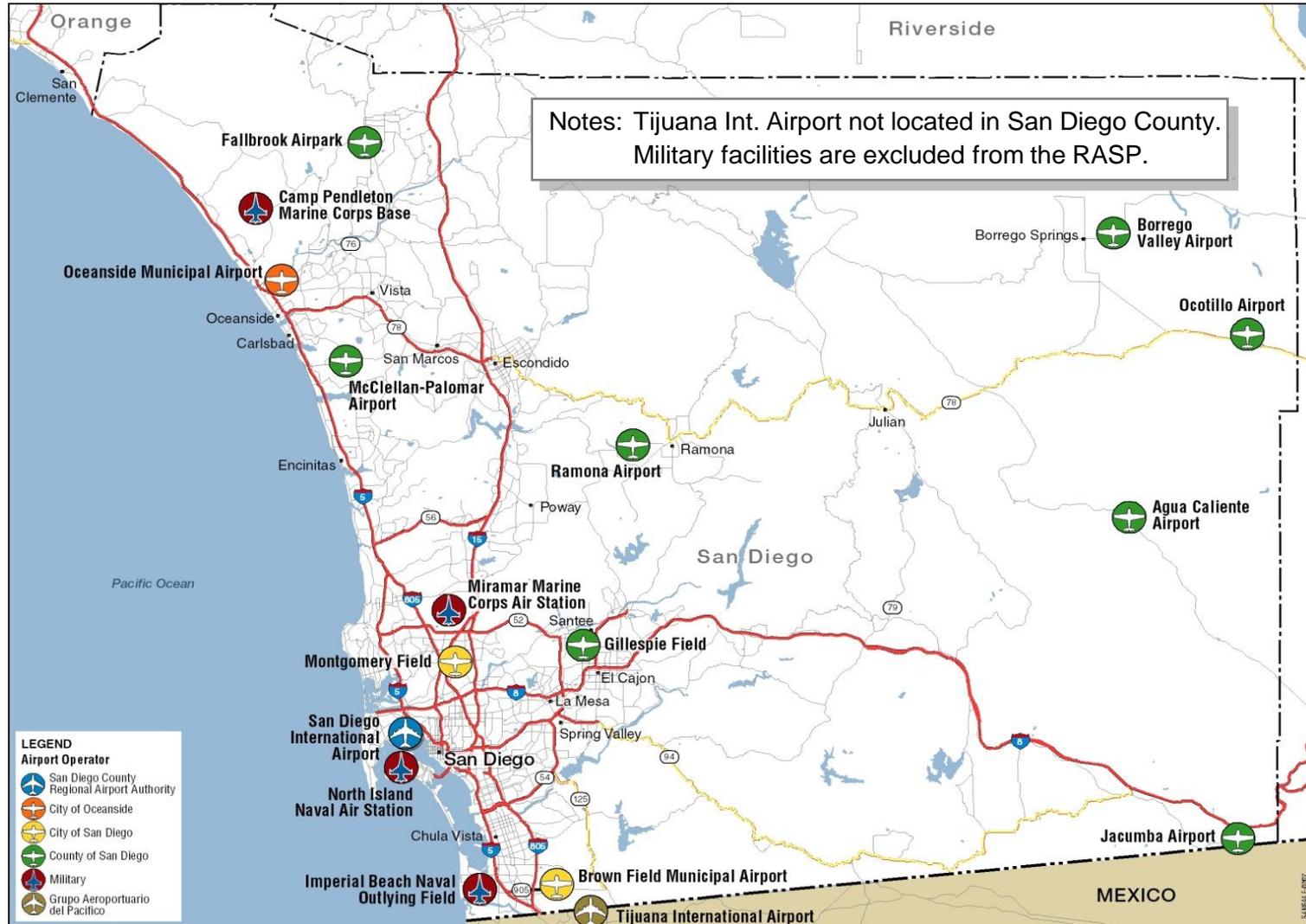
San Diego County Regional Airport Authority
RASP Board Committee

January 11, 2011



RASP Study Area

12 Public Use Airports Located in a Densely Populated and Developed Region



Summary of Findings

Alternative Scenarios

15 Scenarios Considered; 13 Subject to Technical Evaluation



1. Commercial Passenger Optimization

- A. Full build-out of the ITC and north side terminal at San Diego International
- B. Preserve SDIA airfield capacity for commercial service
- C. Enhance commercial passenger service at McClellan-Palomar Airport
- ~~D. Introduce commercial passenger service at Brown Field~~
- E. Up-gauge SDIA's Fleet Mix –Narrow-body Fleet
- F. Up-gauge SDIA's Fleet Mix – Increased Wide-body Fleet



2. Enhanced Utilization of Tijuana

- A. Tijuana Rodriguez International Airport focus on commercial service
- B. Aviation passenger cross border facility (currently proposed)
- C. Cross border airport terminal



3. California High Speed Rail

Stations at downtown LA, ONT Airport and:

- A. Station at downtown San Diego
- B. Station at SDIA



4. General Aviation Optimization

- A. Enhance McClellan-Palomar Airport for high-end / corporate general aviation
- B. Enhance Brown Field for high-end / corporate general aviation
- C. Enhance Gillespie Field for mix-use general aviation

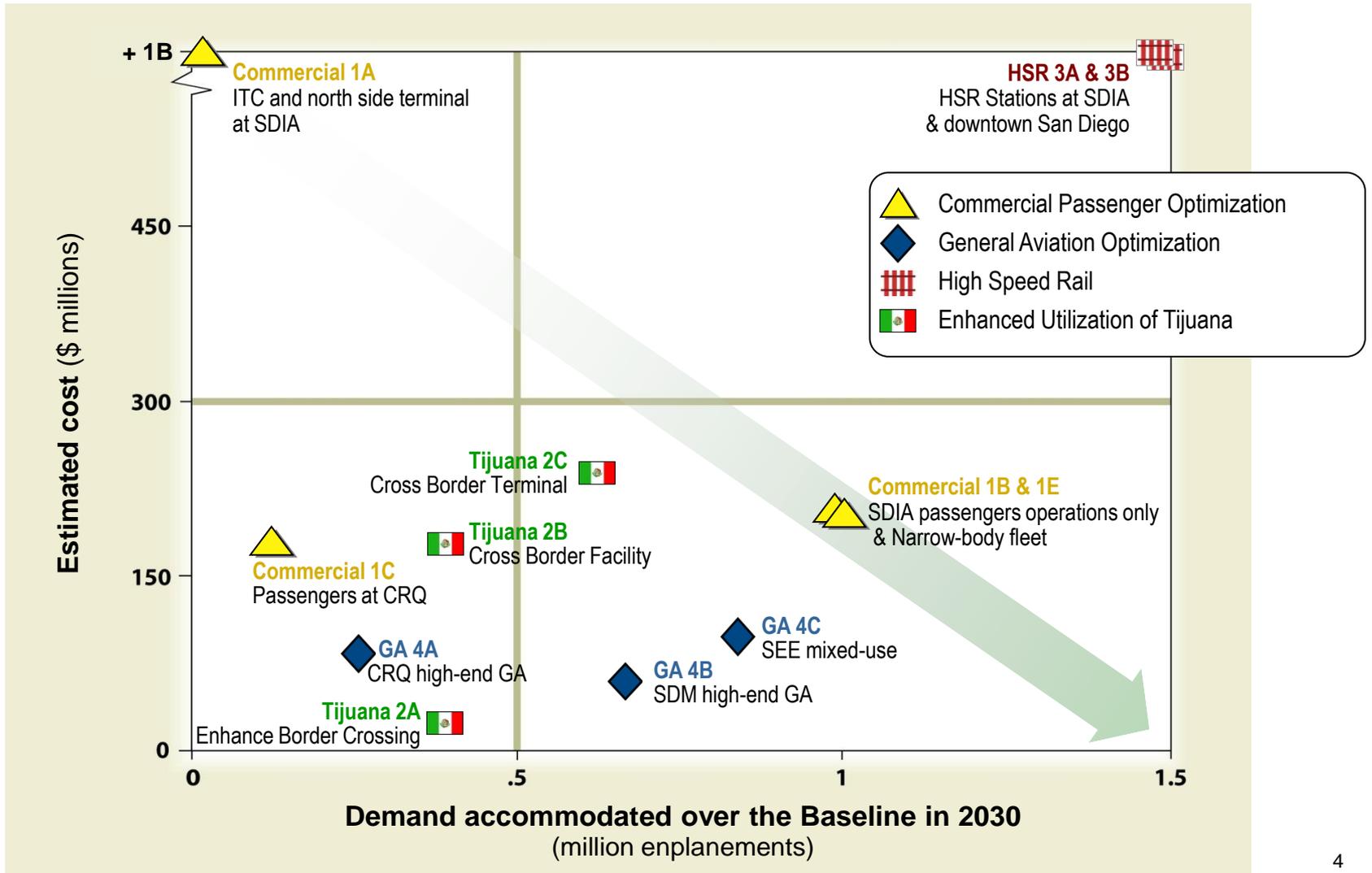


5. Air Cargo Optimization

- ~~A. Introduce cargo service at Brown Field~~

RASP Findings Comparison

RASP Scenarios Would Provide Nominal Benefits with Varying Costs



RASP Findings Summary

The RASP Alternative Scenarios Yield Mixed Results

- 1. Full Build-out of the ITC** – has little effect on suppressed demand; however, the scenario may yield regional access and other benefits not captured by RASP analyses.
- 2. McClellan-Palomar** – has little effect on suppressed demand because the maximum capacity of McClellan Palomar is only a small percentage of the total projected suppressed demand in 2030.
- 3. Up-gauging SDIA Fleet Mix** – provides the same relative benefits as reserving SDIA capacity for passenger service; however, fleet mix is already favorable with relatively few RJ or turboprops projected.
- 4. General Aviation Optimization** – have relatively similar costs and provide nearly the same, but nominal, impact on demand relative to the Baseline Scenario.
- 5. Brown Field** – scenarios fatally flawed as (a) FAA has determined that precision instrument approaches are not feasible; (b) passenger and cargo airlines unwilling to operate from Brown Field based on location and lack of precision approaches; and (c) potential for public and political opposition.
- 6. Tijuana Enhancements** – have less than expected effect on demand because San Diego residents and visitors are projected to increase use Tijuana International with or without improvements.
- 7. California High Speed Rail** – both scenarios perform similarly and could play a role to alleviate capacity problems; benefits may increase beyond the 2030 RASP planning horizon.

RASP Summary Considerations

1. All reasonable ideas and concepts were evaluated

- Changes in airport capability / market
- Changes to an airport's fleet mix
- Surface, rail, and cross border initiatives
- Federal, state and local aviation initiatives
- Changes to surface transportation infrastructure

2. The passenger capacity of San Diego International can only marginally be improved

- Even the most beneficial actions have a nominal effect on improving overall commercial service (passenger airline) capacity in the region
- Options with the most benefit would only provide at most an additional 5 years of activity growth at SDIA

3. Regional airport improvements are possible

- Some improvements are positive to individual airports; others benefit the system
- Some actions are legally challenging and therefore not likely to be implemented

4. No single entity in the region can unilaterally implement RASP findings

5. RASP included significant stakeholder / technical contributions

- RASP Subcommittee (subset of Airport Advisory Committee)
- Assisted in identifying full-range of reasonable and feasible options
- Provided constant feedback to other stakeholders

RASP Completion

RASP Report

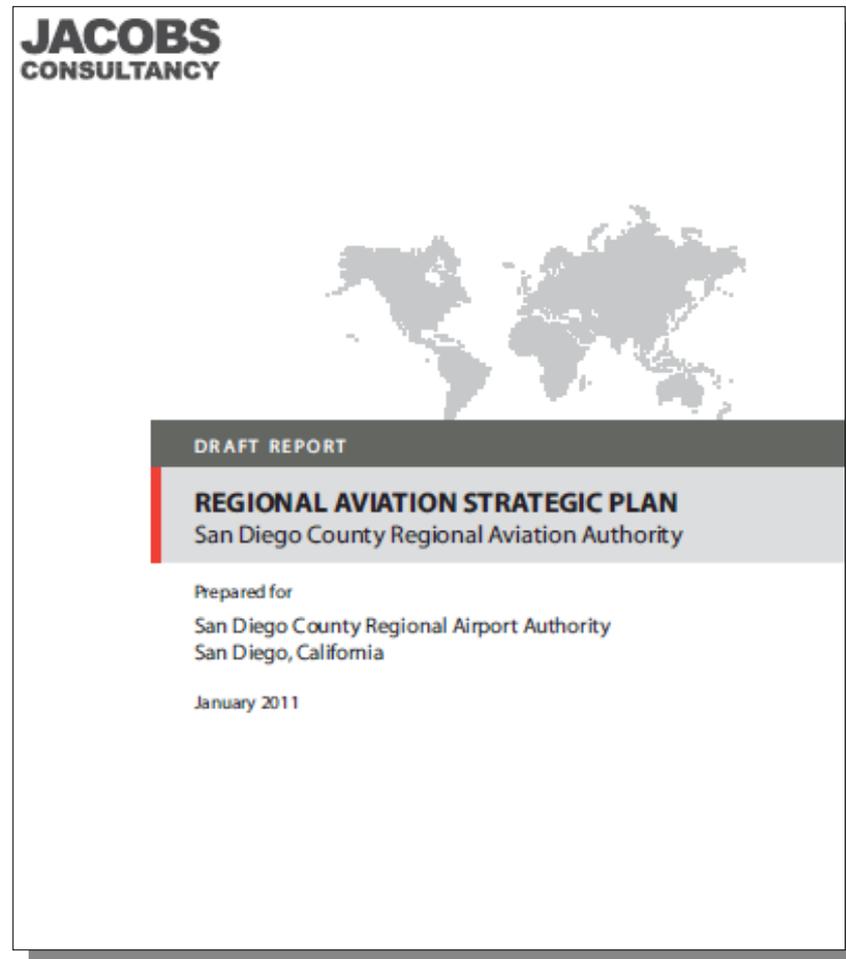
Project is Within Budget and On Schedule for Completion

▪ Draft Report

- Provided to Authority staff week of January 3rd
- Subcommittee and stakeholder review planned in mid-January
- Draft report (via website) and Executive Summary for public review week of January 24th
- Final public open house scheduled for January 26th
- Final report to Authority Board early February

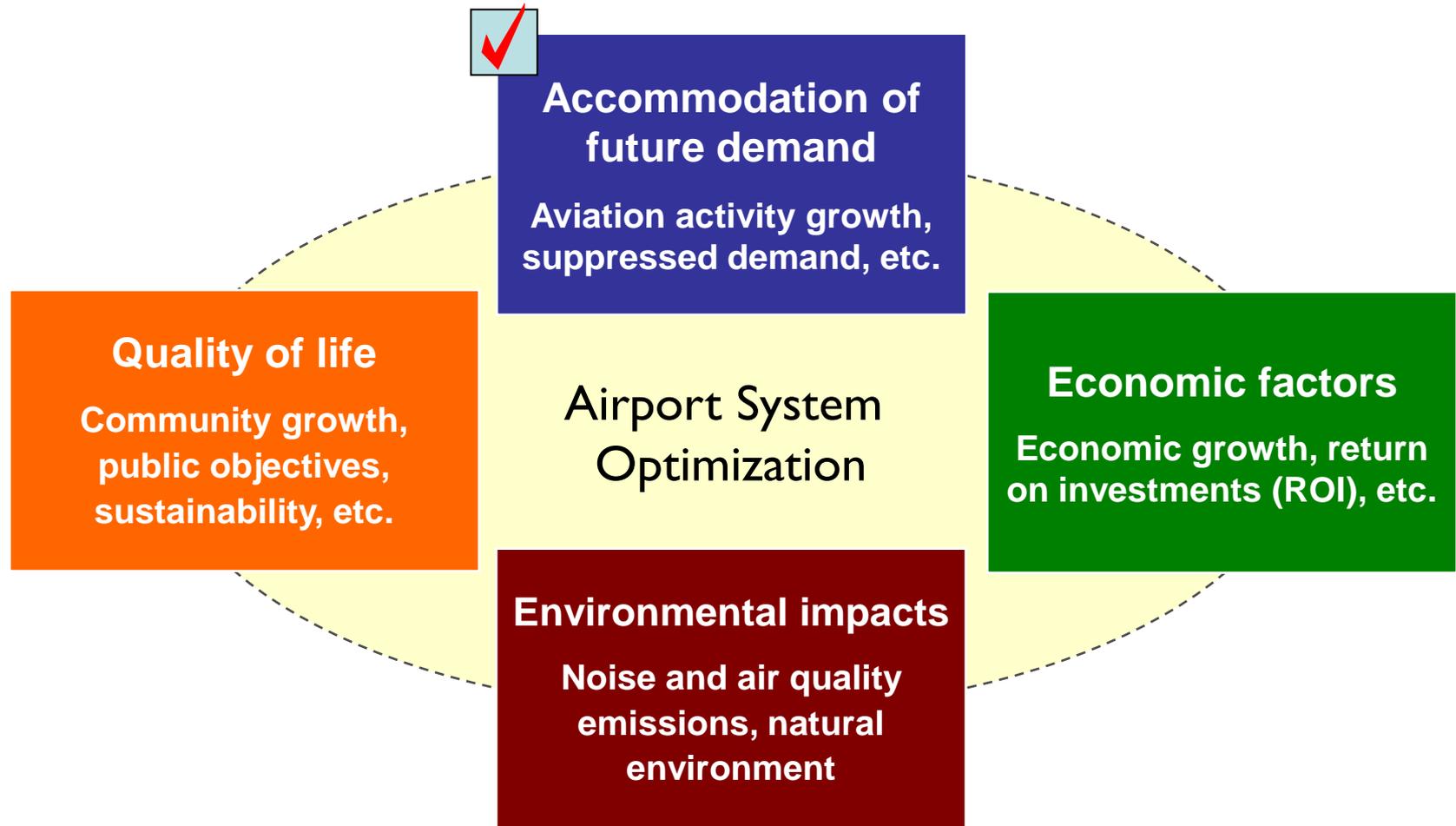
▪ Stakeholder input

- Subcommittee input to date, including consideration of additional alternatives, included in the Draft Report
- Appendix on public outreach will include a summary of all comments received, including past and future Open Houses



Further Considerations . . .

Per SB-10, RASP Focus is Accommodation of Future Demand; Other Aspects Could Be Considered



For More Information on RASP

For more information on RASP, visit:

www.sdrasp.com

And to submit comments:

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