JACOBS CONSULTANCY

Executive Summary
Demand/Capacity and System Scenarios
Regional Aviation Strategic Plan

Airport Advisory Committee

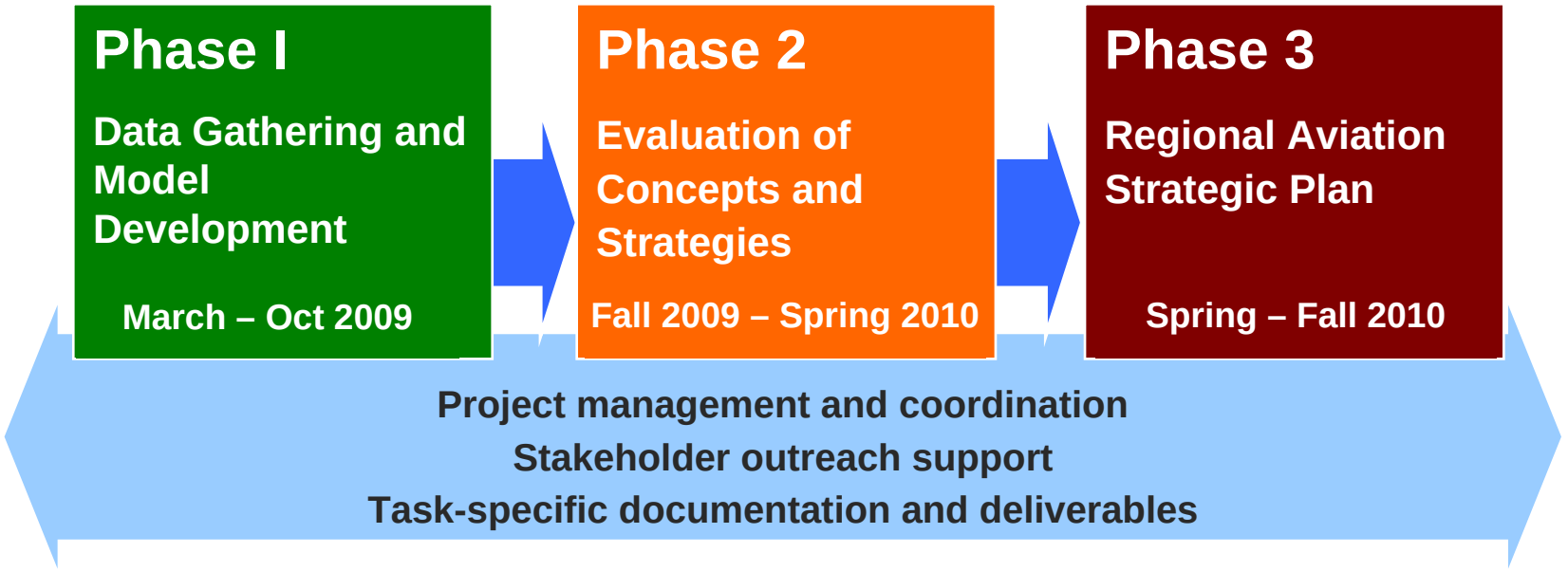
RASP Subcommittee

September 10, 2009

DRAFT

RASP Project Overview

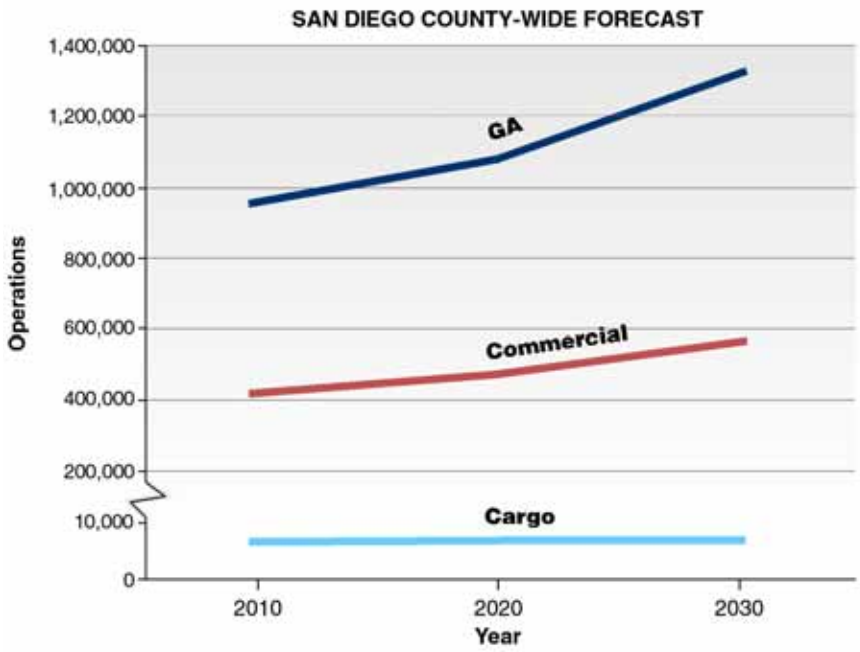
Projected Work Plan Culminating in mid-2010



Factors Affecting Aviation and Surface Capacity

Numerous Factors Affect Regional Demand / Capacity

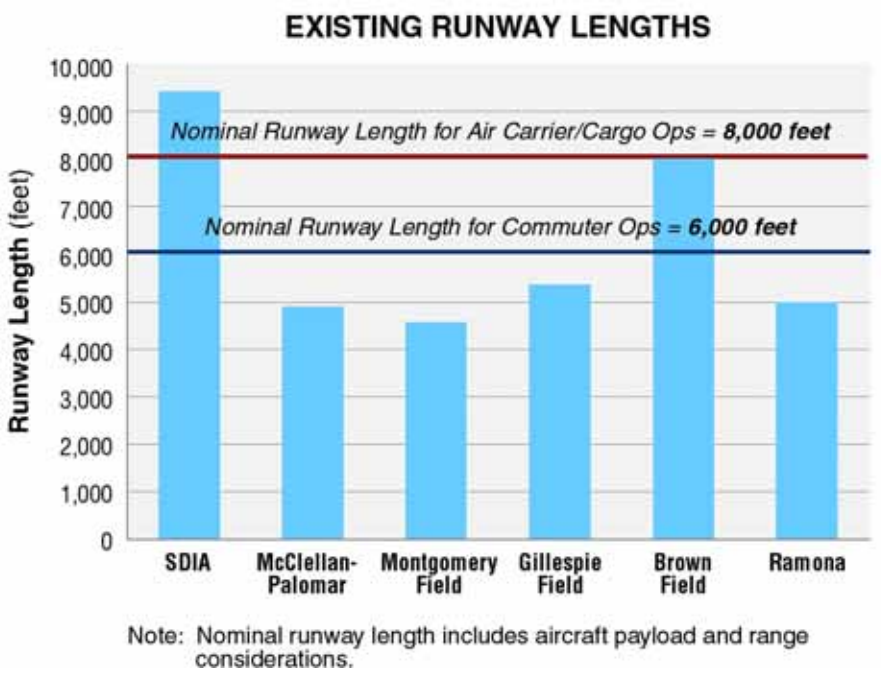
- **Funding, policy, and political factors**
  - Surface and Aviation Transportation Authorizations expire September 2009
  - Revised FAA Rates and Charges Policy
  - Economy recovery/stimulus funds
  - FAA congestion management
  - Public perceptions and political “commitments”
- **Surface and rail initiatives**
  - California High Speed Rail (HSR)
  - Los Angeles to San Diego (LOSSAN) rail
  - SANDAG's Regional Transportation Plan (RTP)
- **Assumptions regarding Baseline demand**
  - “Unconstrained” activity assumes no impediments to aviation activity growth
  - *Destination Lindbergh* and other capacity enhancements
  - No new runways or other major facilities



Capacity Analyses Findings

Future Demand Can be "Marginally" Accommodated

- **Terminal capacity (FAR Part 139 airports)**
  - Demand in 2030 exceeds SDIA terminal capacity; McClellan-Palomar under capacity
  - McClellan-Palomar terminal could be expanded, but would not provide sufficient capacity to accommodate all demand
- **Airfield capacity (FAR Part 139 airports)**
  - Demand in 2030 exceeds SDIA airfield capacity; McClellan-Palomar under capacity
  - Unknown if demand can be accommodated at McClellan-Palomar given runway requirements
- **General aviation capacity significantly exceeds demand,**
- **Sufficient cargo capacity at SDIA**



Note: Nominal runway length includes aircraft payload and range considerations.

System Optimization Toolkit

Various Strategies May Be Utilized; Various Costs and Outcomes Will Be Considered

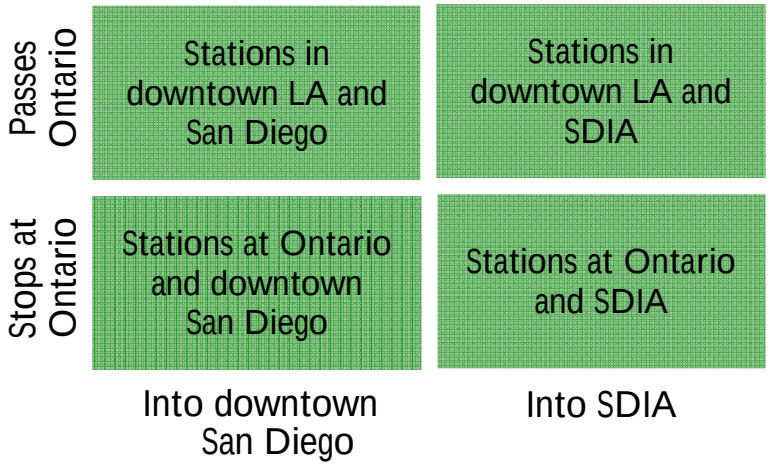
- **Change in airport capability and/or capacity**
  - Runway upgrade or extension – enhance runway length to accommodate larger aircraft or more distant markets, or new user groups
  - Passenger terminal, cargo, or GA development – enhance facilities to accommodate more demand; or construct new facilities to accommodate new activity
  - On-airport access improvements
  - NAVAIDS / NextGen technologies
- **Change in airport role (FAR Part 139 Certification)**
  - Implement facilities and operating policies as specified under FAR Part 139 to accommodate commercial (passenger or cargo) activity
  - Multiple considerations, such as costly facility construction, airport layout and design standards, staffing and O&M costs
  - Costs estimates vary substantially
  - Community and political realities
- **Federal, state and/or local aviation initiatives**
  - Congestion management – promote efficient facility use by optimized pricing (depends on specific goals)
  - Alter rates/charges by user type
  - Induce traffic to other airports
  - Coordinated corporate/FBO strategy
  - Slot control (Federal management)
  - Changes in Federal/governmental regulations relating to TIJ
  - Difficult because San Diego lacks a cohesive or regional airport authority/operator
- **Changes to surface infrastructure**
  - Improve access (link) between airports and surface system
  - Enhance the regional system
  - Remote terminal / “HOV” lanes (park and ride)
  - Improve public transportation service and options

Regional Optimization Scenarios

Strategies will be Mixed and Matched to Determine the Optimal Scenario

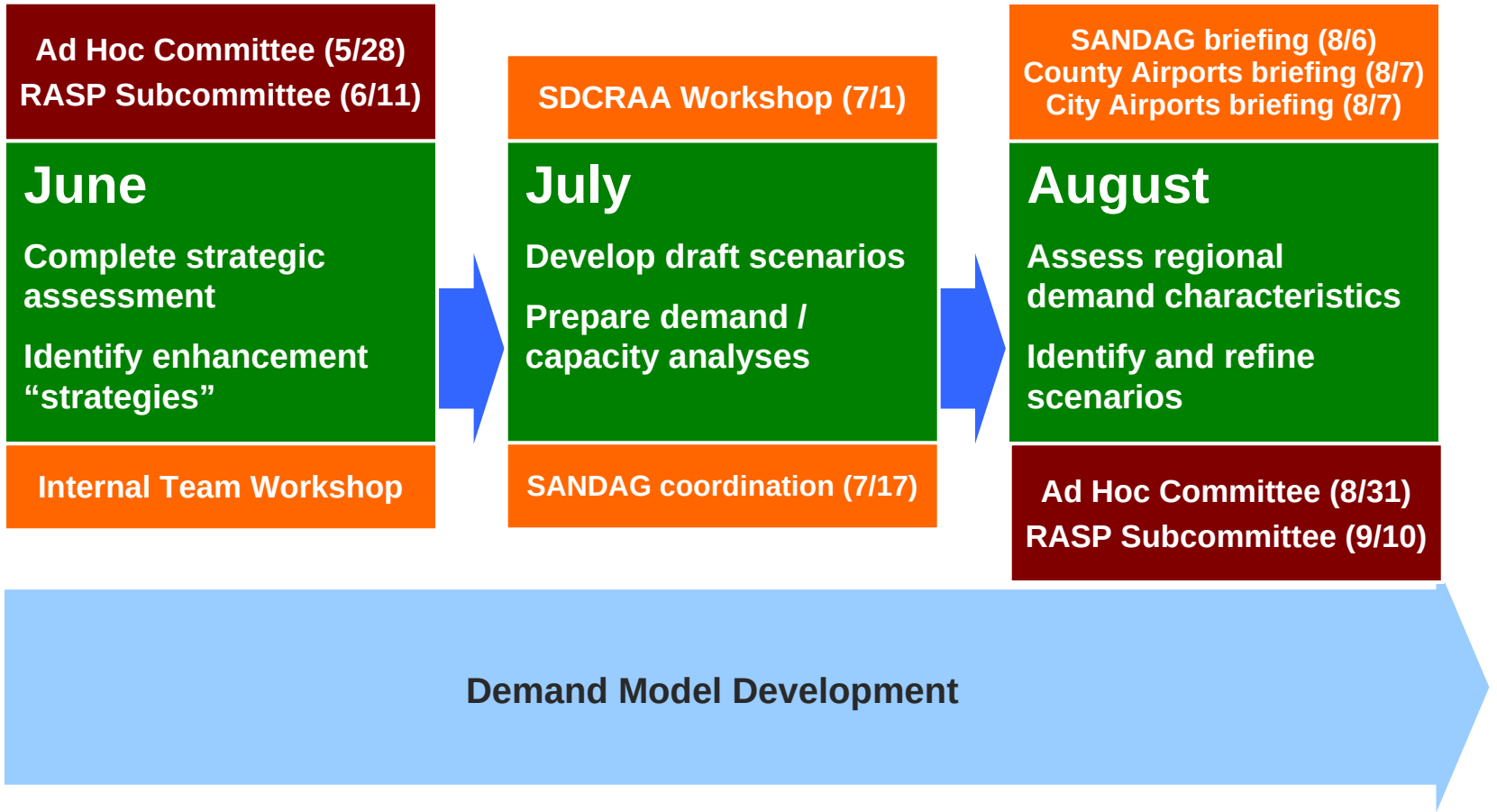
- **Commercial passenger scenarios**
  - ***Lindbergh-focused scenario*** – Maximum build-out of SDIA focused solely on air carrier passenger service
  - ***Maximum utilization of other commercial service airport(s)*** – Incentivize regional jets and other capable air carrier aircraft to operate from McClellan-Palomar or potential additional FAR Part 139 airport
  - ***Maximum utilization of other system airports*** – Incentivize air carrier, air cargo, and corporate GA to operate from surrounding airports preserving SDIA capacity for air carrier service
  - ***Increased utilization of Tijuana*** – Facilitate use of Tijuana Airport or implementation of cross boarder terminal
- **General aviation scenarios**
  - SDIA corporate GA accommodated at ***single nearby reliever facility***
  - SDIA corporate GA accommodated at ***multiple outlying airports***
  - Flight training accommodated at multiple outlying facilities

- **Air cargo scenarios**
  - SDIA-based air cargo accommodated at a ***single alternative facility***
  - SDIA-based cargo accommodated at ***multiple outlying airports***
  - No air cargo movement at County airports; all air cargo trucked into and out of the region
- **Surface scenarios driven by SANDAG 2030 Regional Transportation Plan (RTP) and HSR alternatives**



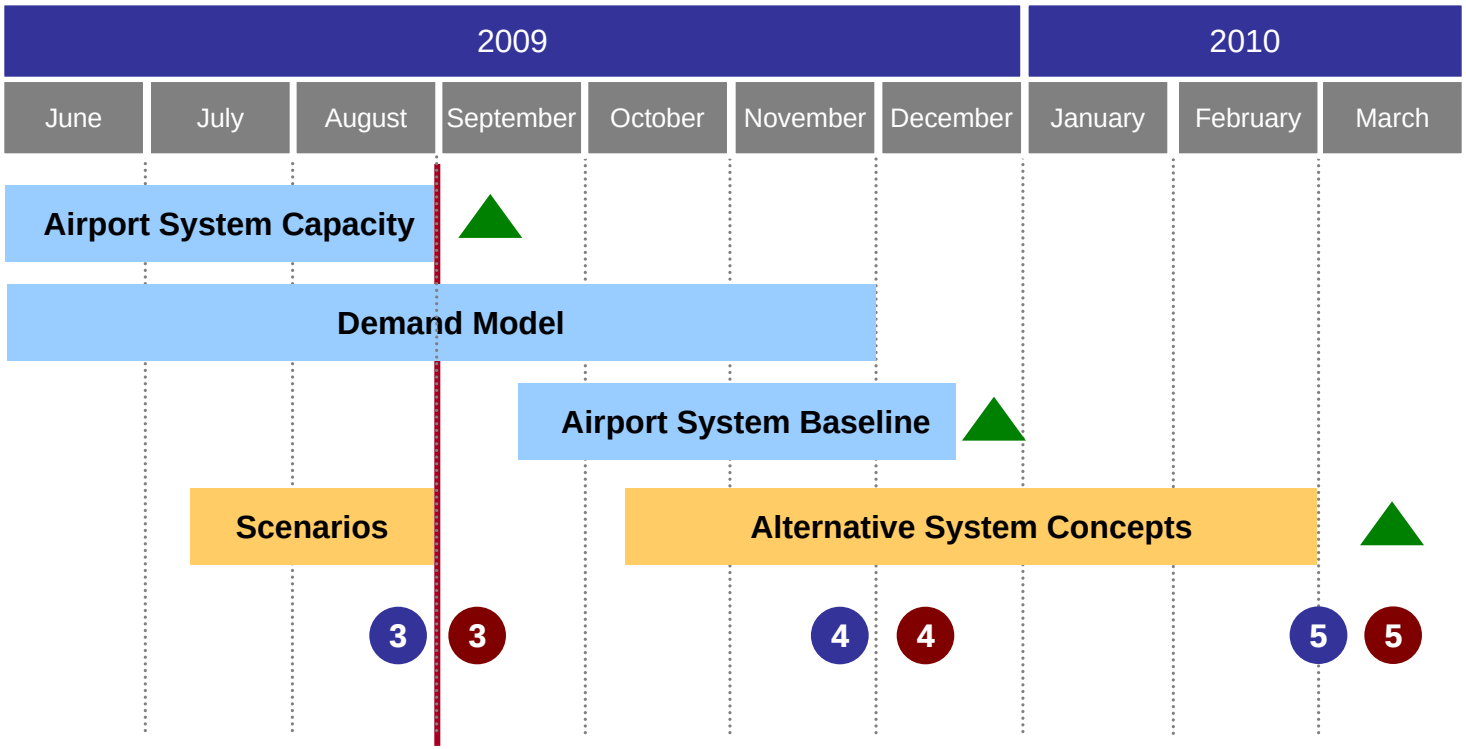
Near-term Schedule and Technical Objectives

Scenario Identification and Confirmation Process



Near-term Schedule and Work Plan

Project Is On Schedule; Phase II to Be Initiated in the Fall



SCHEDULE MILESTONES

- Ad Hoc Meeting
- RASP Subcommittee Meeting
- Task Deliverable / Working Paper

PROJECT PHASES

- Phase 1
- Phase 2