Chapter 2

STRATEGIC ASSESSMENT

The following summarizes the results and findings of a Strategic Assessment conducted on the San Diego County Airport System. The data and findings presented herein represent actual conditions during mid-2009.

2.1 OBJECTIVES

The primary objective of the Strategic Assessment is to identify airports in the system that may be considered for a change in their current role in order to optimize the region’s aviation infrastructure. Additional objectives include the following:

1. Develop an understanding of system airport capabilities, users, and market potential

2. Collect key inventory and baseline data for ensuing tasks; gather information that will be utilized in the development and evaluation of alternative scenarios

3. Offer opportunities to understand stakeholder needs and issues and provide a forum to initiate discussions with committees and other stakeholders on RASP issues and opportunities

2.2 ASSESSMENT OF SYSTEM AIRPORTS

The strategic assessment prepared for each system airport was organized along on the following:

- **Existing** airport facility Strengths (S) and Weaknesses (W) with regard to accommodating the airport’s current market

- **Future** airport Opportunities (O) and Threats (T) with respect to accommodating future aviation demand

2.2.1 San Diego International Airport

San Diego International, depicted on Figure 2-1, is the Airport System’s only FAA-designated Large-hub Primary Commercial Service Airport. The airport is operated by the San Diego County Regional Airport Authority and is located three miles west of the downtown business district. Vehicle access is provided via Harbor Drive 1.5 miles west of Interstate 5. The airport provides non-stop service to over 35 domestic and three international markets (Canada and Mexico); with passenger service provided by 14 domestic carriers, including six low-cost carriers and two seasonal carriers. In addition, the airport accommodates the majority of regional cargo demand via passenger airlines (belly cargo) and four dedicated all-cargo air carriers.
In April 2008, the Authority began an effort to define the ultimate configuration for San Diego International Airport. This study, titled Destination Lindbergh, is aligned with the San Diego region’s long-range multimodal transportation priorities, and identifies the potential for a multimodal transit center to be located near, or adjacent to the airport. As part of the study, the Authority invited SANDAG and the City of San Diego to participate in the planning so as to facilitate a regional decision-making process. Destination Lindbergh was accepted by the Authority in February 2009.

Strengths

- Convenient location three miles west of the downtown business district provides a strong origination and destination base
- Historically strong and consistent local economic drivers – military and tourism – provide a steady business and leisure passenger base
- The busiest commercial air service provider in the County
- Efficient and customer-friendly facilities; high passenger satisfaction ratings

Weaknesses

- Single Runway 9-27 (9,401 feet) – considered the “busiest single runway” in the U.S.
- Site constrained by neighboring land uses and environmental and natural obstacles making expansion difficult and expensive
- Terrain and obstacles in the approach and departure paths limit aircraft payloads for some domestic and international markets
- Some outdated infrastructure will require costly upgrades and redevelopment in next 10 years
- Prohibition on takeoffs between 11:30 p.m. and 6:30 a.m. limits potential service in certain international and domestic markets

Opportunities

- Potential to serve additional long-haul domestic (U.S. East Coast) and international destinations
- Leverage proximity to existing intercity and planned public transportation (Amtrak, COASTER, light rail, HSR, etc.) to facilitate momentum for a regional intermodal hub, a key component of Destination Lindbergh
• On-airport land available for reconfiguration/optimization of infrastructure, including the former Teledyne-Ryan site expected to be available after remediation

• Construction of new gates, airfield improvements, roadway and parking improvements beginning in 2009 will improve efficiency and flexibility

Threats

• Airfield capacity constraints of the single runway will hinder growth sometime between 2020 and 2030 at around 28 million annual passengers

• Airport and demand base (passenger and cargo) located within the greater Los Angeles metropolitan area airports’ catchment area

• Active and vocal community opposition, largely from noise exposure and vehicle traffic congestion

2.2.2 McClellan-Palomar Airport

McClellan-Palomar, depicted on Figure 2-2, is the Airport System’s only FAA-designated Non-hub Primary Commercial Service Airport. The airport is operated by the County of San Diego and is located approximately 32 miles north of downtown San Diego and 30 miles south of the center of Orange County. The airport provides non-stop commuter service to Los Angeles (LAX); there are currently seven flights per day offered by a single carrier (Skywest/United Express). The airport’s primary market is high-end corporate general aviation activity with some recreational general aviation activity.

Strengths

• Located near population centers in north San Diego County

• FAR Part 139 certification and commuter service already established

• New 18,000 sq ft terminal and support facilities constructed in 2009 include international customs building

• Strong on-airport tenant base – four FBOs, with three recently constructed or remodeled and over 15 aviation-related on-airport businesses

• Relatively small area affected by cumulative noise exposure

• Commercial air service supported by mass transit (bus service only) providing access to north County locations and the COASTER

• On airport property revenue – producing leaseholds from commercial development
Weaknesses

- Runway length prohibits most regional jets and some general aviation aircraft from operating at maximum operational capabilities, limiting service to markets within 500 miles
- Low levels of commercial activity; single airline (United Airlines) service to a single market (LAX)
- Cost to maintain FAR Part 139 status not adequately offset by revenues generated by commercial operations

Opportunities

- Potential 1,000-foot runway extension would provide reasonable departure capability for most regional jets (e.g., CRJ200, EMB145) and larger corporate general aviation aircraft
- Proximity of COASTER provides opportunities to attract additional activity
- New terminal facility could be expanded to accommodate up to 240,000 annual passengers
- Potential for San Diego Metropolitan Transit System (MTS) to utilize excess parking facilities for Park & Ride services

Threats

- Significant and costly impediments to runway extensions – eastern extension would require landfill remediation; western extension not practical due to significant grade changes
- On-airport environmental obstacles and sensitive areas (i.e., landfills) would increase development costs
- Some community opposition to airport expansion primarily based on noise

2.2.3 Montgomery Field

Montgomery Field, depicted on Figure 2-3, is one of four FAA-designated Reliever Airports to San Diego International. The airport is operated by the City of San Diego and located approximately 8.5 miles north of downtown San Diego. The airport primarily accommodates recreational general aviation activity. Airspace is shared with MCAS Miramar; interactions are coordinated by military air traffic control services, resulting in minimal operational impacts.
Strengths

- Close proximity to downtown San Diego and large segments of the County’s population
- Parallel runways allow segregation of flight training (touch-and-go) activity from other operations
- Runway 10L-28R extended to 4,577 feet to reduce noise exposure for neighborhoods to the west (added length allows aircraft to reach higher altitudes before overflying residential areas)
- Convenient ground access provided via major state roads (CA 163 and CA 274 – Balboa Avenue) and interstates (I-15 and I-805)

Weaknesses

- Operations limited to small general aviation aircraft due to the relatively short runway length (4,577 feet for departures and 3,400 feet for arrivals); and City Ordinance prohibiting operations by aircraft weighing more than 20,000 lbs.
- Noise abatement restrictions further restrict activity: daytime noise limit 88 dB Community Noise Exposure Level (CNEL) 6:30 a.m. to 11:30 p.m.; nighttime noise limit 70 dB CNEL 11:30 p.m. to 6:30 a.m.

Opportunities – On-airport land available for redevelopment

Threats

- Significant impediments to extending primary Runway 10L-28R, including location of CA 163 and environmentally sensitive areas
- On-airport environmental obstacles (vernal pools and protected plant species) may limit facility expansion and increase development costs
- Opposition from nearby residential areas based on aircraft noise, and flight patterns
- Miramar airspace may preclude future instrument operations or changes in airport operational patterns

2.2.4 Brown Field Municipal Airport

Brown Field, depicted on Figure 2-4, is one of four FAA-designated Relievers to San Diego International. The airport is operated by the City of San Diego and is located approximately 20 miles southeast of downtown San Diego, and 1.5 miles north of the Mexican border. The location is near the Otay Mesa Port of Entry (POE),
one of the busiest commercial land border POEs in the U.S. The airport serves a mix of corporate and recreational general aviation activity.

Strengths

- Sufficient runway length to accommodate a wide range of aircraft types, including most passenger air carrier and cargo aircraft

- Proximity to Otay Mesa Port of Entry, designation as a Foreign Trade Zone (FTZ), and inclusion in the California Enterprise Zone Program attracts both aviation and non-aviation service providers

- Serves as a “first port of entry” for general aviation aircraft traveling from the Baja region of Mexican to California airspace, driving demand for U.S. Customs and FBO services

- Proximity to State Highways 805 and 125 provides access to the San Diego surface transportation network

Weaknesses

- Limited and older general aviation and FBO facilities do not adequately support the primary general aviation market

- Airspace operations and instrument approach capability complicated by Otay Mountain located directly east of the airport; only instrument approach is to Runway 8L from the west

Opportunities

- On- and off-airport land potentially available for future development

- Agreement with Distinctive Projects Company (private developer) to develop approximately 365 acres of available airport property; proposal includes: new general aviation facilities – FBO/GA center, hangars; helicopter FBO and City/County firefighting services; and the San Diego Air and Space Museum

- Location, airport facilities, and FTZ role could be leveraged to attract corporate, light industrial, and other non-aviation development

- Planned roadway improvements will increase surface transportation access to the airport and nearby development
Figure 2-4

BROWN FIELD MUNICIPAL AIRPORT
AIRPORT FACILITIES AND EXISTING LAND USES

LEGEND
- Airport property line
- RPZ
- International border
- Primary airport access road
- Primary Highway access

GENERALIZED LAND USES
- Commercial
- Non-aviation
- Open/Reserve
- Environmentally sensitive
- General aviation
- Air cargo

REMARKS
1. Auto salvage
2. Organic Recycling West
3. Fire station
4. Retail commercial development
5. Otay Mesa Point of Entry
6. Tijuana International Airport

SOURCES
1) Aerial Photo - Google Earth, May (2009)
2) Brown Field Municipal Airport Layout Plan, Mead & Hunt, February 2005

Residential Area
Downtown San Diego
20 miles

Light Industrial

Otay Mesa Rd

La Mesa Rd

United States
Mexico

Figure 2-4
BROWN FIELD MUNICIPAL AIRPORT
AIRPORT FACILITIES AND EXISTING LAND USES
Regional Aviation Strategic Plan
San Diego County Regional Airport Authority
January 2011

Jacobs Consultancy
Airport Management Consulting
Threats

- Residential areas to the west oppose airport expansion and have resisted prior airport development plans
- Airspace conflicts, including rising terrain and mountains to the east, San Diego International arrival path, and Mexican airspace could limit growth in activity

2.2.5 Gillespie Field

Gillespie Field, depicted on Figure 2-5, is one of four FAA-designated Reliever Airports to San Diego International. The airport is operated by the County of San Diego and is located between El Cajon and Santee, approximately 23 miles northeast of downtown San Diego. The airport primarily accommodates flight school activity (approximately 60% of total operations), recreational general aviation activity, and some limited corporate activity.

Strengths

- Substantial on-airport land available for development
- Orange and Green Trolley lines stop at Gillespie Field, providing convenient public transportation between the airport, downtown San Diego, and other locations
- Parallel runways allow segregation of training from other operations

Weaknesses – Instrument approach capabilities complicated by surrounding military (MCAS Miramar) airspace and terrain

Opportunities

- El Cajon Plaza, a planned near-term 70-acre development, will provide opportunity to expand the tenant base; proposal includes additional indoor storage hangars and tie-down leaseholds; substantial interest expressed in leasing space
- Potential intermodal public transit link on the west side (connecting with the existing MTS trolley stop) could improve regional access
- Completion of CA 52 extension and interchange with CA 67 will provide improved accessibility to the north side and ease congestion on surrounding roadways
GILLESPIE FIELD AIRPORT
AIRPORT FACILITIES AND EXISTING LAND USES

LEGEND
- Airport property line
- RPZ
- Primary airport access road
- Primary highway access

GENERALIZED LAND USES
- Commercial
- Non-aviation
- Open/Reserve
- Environmentally sensitive
- General aviation
- Air range

REMARKS
- Displaced thresholds resulting from RSA deflections and obstructions to approach
- Tree farm
- NTS Gillespie Field trolley station (Orange and Green lines)
- Industrial park
- Golf driving range
- Fletchert Hills neighborhood
- Planned 435' runway extension to accommodate 95% of small aircraft
- El Cajon Plaza (future development)

SOURCES
1/ Aerial photograph – Google Earth, May 2005.
3/ AirNav.com.

Figure 2-5
GILLESPIE FIELD AIRPORT
AIRPORT FACILITIES AND EXISTING LAND USES
Regional Aviation Strategic Plan
San Diego County Regional Airport Authority
January 2011
Threats

• Primary runway bordered by roads on both ends, increasing the cost of a potential runway extension

• Historical opposition from nearby residential areas primarily due to flight training activity; airport expansion and increases in based aircraft/operations may conflict with community redevelopment initiatives

2.2.6 Ramona Airport

Ramona, depicted on Figure 2-6, is one of four FAA-designated Reliever Airports to San Diego International. The airport is operated by the County of San Diego and is located approximately 36 miles northeast of downtown San Diego. The airport primarily accommodates recreational general aviation activity, although 75% of all activity is local flight training.

Strengths

• Strong on-airport general aviation tenant base

• California Department of Forestry (CDF) firefighting is a major anchor tenant

• Available on-airport land for development

Weaknesses

• Terrain to the east precludes implementation of an ILS to Runway 27

• Potential for airspace conflicts between turbo-jet departures from Runway 27 and operations at MCAS Miramar

• Not well connected to the San Diego surface transportation network

Opportunities

• Development of additional general aviation facilities (Ramona Air Center) currently under County of San Diego review; other smaller airport development opportunities exist

• Adjacent undeveloped land may be available for development

Threats

• Land immediately east of the Runway 27 and north of the airport is committed to low density residential uses, which could result in a physical barrier or community opposition to growth due to noise

• Potential development restricted by largest vernal pools in northern San Diego County located in the rare native grasslands supporting endangered spices surrounding the airport
2.2.7 Oceanside Municipal Airport

Oceanside Municipal, depicted on Figure 2-7, is an FAA-designated Public-use General Aviation Airport. The airport is operated by the City of Oceanside and is located in the eastern section of the City of Oceanside, approximately 35 miles north of downtown San Diego. The airport primarily accommodates recreational general aviation activity.

Strengths

- Close proximity to North San Diego and Orange County market base
- Proximity to Interstate 5 and COASTER along State Highway 76

Weaknesses

- Runway length and pavement strength limit use to small general aviation aircraft weighting less than 12,000 pounds; some areas of the airfield are non-compliant with FAA design standards
- Airfield expansion constrained by a road and river to the west and commercial development to the east
- 2003 settlement with Citizens for a Better Oceanside (CBO) limits potential to expand tenant base

Opportunities

- Proposal for Airport Property Ventures (APV) to lease the airport site and develop FBO and additional aircraft parking, as well as provide FAA-required design criteria
- Leverage proximity of the COASTER for alternative airport access

Threats

- Camp Pendleton airspace may preclude future instrument operations or changes in airport operational patterns
- Community opposition to airport operations
OCEANSIDE MUNICIPAL AIRPORT FACILITIES AND EXISTING LAND USES

SOURCES
1/ Aerial Photo - Google Earth, May (2009).
2.2.8 Fallbrook Community Airpark

Fallbrook Community, depicted on Figure 2-8, is an FAA-designated Public-use General Aviation Airport. The airport is operated by the County of San Diego and is located approximately 58 miles east-northeast of downtown San Diego. The airport primarily accommodates recreational general aviation activity.

Strengths – Located in proximity to North County and Orange County market base

Weaknesses

- Runway length and pavement strength limit use to small general aviation aircraft weighting less than 12,500 pounds
- Borders MCB Camp Pendleton, which prohibits unrestricted operations
- Poor airport access infrastructure

Opportunities

- Open space for potential expansion of airfield and aviation facilities is available on existing airport property
- Airport Master Plan, completed and approved by the County of San Diego Board of Supervisors, includes complete redevelopment of runway, taxiway, and related pavement areas

Threats – Camp Pendleton airspace may preclude future instrument operations or changes in airport operational patterns

2.2.9 Borrego Valley Airport

Borrego Valley, depicted on Figure 2-9, is a Limited-use General Aviation Airport. The airport is operated by the County of San Diego and is located approximately 90 miles northeast of downtown San Diego. The airport primarily accommodates recreational general aviation activity, and is the aviation gateway for tourists visiting Anza-Borrego Desert State Park.

Strengths

- Surrounded by vacant/airport-compatible land uses
- Location near the Anza-Borrego State Park attracts recreational general aviation activity to the airport
Figure 2-9

Proposed Solar Farm

BORREGO VALLEY AIRPORT
AIRPORT FACILITIES AND EXISTING LAND USES

BORREGO VALLEY AIRPORT
Regional Aviation Strategic Plan
San Diego County Regional Airport Authority
January 2011

JACOBS
CONSULTANCY
Airport Management Consulting

LEGEND
- Airport property line
- RPZ
- Primary airport access road
- Primary highway access

GENERALIZED LAND USES
- Commercial
- Non-aviation
- Open/Reserve
- Environmentally sensitive
- General aviation
- Air cargo

REMARKS
- Proposed Solar Farm

SOURCES
Weaknesses

- Lack of suitable on- and off-airport infrastructure
- Located within 100-year floodplain

Opportunities – Undeveloped desert land to the north, south and east for potential expansion

Threats – Remote location 90 miles (+ 2 hour drive) from downtown San Diego

2.2.10 Ocotillo Airport

Ocotillo, depicted on Figure 2-10, is a Limited-use General Aviation Airport. The airport is operated by the County of San Diego and is located approximately 65 miles east of downtown San Diego. The airport primarily accommodates recreational general aviation activity; there were 800 operations in 2007.

Strengths

- Surrounded by vacant/airport-compatible land
- Proximity to off-road vehicle park

Weaknesses

- Runway length and lack of paved surface restrict operations to small single-engine aircraft
- Lack of suitable infrastructure; runways are not paved and airport is unlighted

Opportunities – Undeveloped adjacent desert lands could facilitate expansion

Threats – Remote location 65 miles (+ 2 hour drive) from downtown San Diego

2.2.11 Agua Caliente Airport

Agua Caliente, depicted on Figure 2-11, is a Limited-use General Aviation Airport. The airport is operated by the County of San Diego and is located approximately 77 miles east of downtown San Diego. The airport primarily accommodates recreational general aviation activity; there were 800 operations in 2007.

Strengths – Surrounded by undeveloped land/parklands including Agua Caliente County Park (natural hot springs)

Weaknesses

- Runway length and pavement strength limit use to small general aviation aircraft
- Lack of suitable infrastructure; airport is unlighted and has no aircraft hangar or tie-down facilities, and no FBO
- Surrounded by state-owned parkland with high terrain
Opportunities – Adjacent undeveloped desert land for potential expansion

Threats

• Remote location 77 miles (+ 1.5 hour drive) from downtown San Diego

• Lease agreement stipulates airport property may not be subleased or developed for more than what is needed for operation of the landing strip

2.2.12 Jacumba Airport

Jacumba, depicted on Figure 2-12, is a Limited-use General Aviation Airport. The airport is operated by the County of San Diego and is located approximately 74 miles east-southeast of downtown San Diego. The airport is primarily used as a glider/sailplane facility; there were 325 operations in 2007.

Strengths – Surrounded by vacant/airport-compatible land

Weaknesses

• Runway length and gravel surface restrict operations to small single-engine aircraft

• Lack of suitable infrastructure; airport is unlighted

Opportunities – Adjacent undeveloped desert lands for potential expansion

Threats – Remote location 74 miles (+ 1.5 hour drive) from downtown San Diego

2.2.13 Tijuana Rodriguez International Airport

Tijuana Rodriguez International, depicted on Figure 2-13, is located 20 miles south of downtown San Diego in Tijuana, Mexico, immediately south and adjacent to the Mexico-U.S. border. The airport is operated by the GAP. The airport provides non-stop service to over 26 destinations in Mexico, international service to Asia and Cuba, and is a gateway to many Mexican tourism destinations. Service is provided by 10 carriers including four low cost carriers. However, there has been no U.S. carrier service since Delta ceased operating service to LAX in 2007.
Figure 2-13

January 2011

TIJUANA RODRIGUEZ INTERNATIONAL AIRPORT
AIRPORT FACILITIES AND EXISTING LAND USES

LEGEND
- Airport property line
- RPZ
- International border
- Primary airport access road
- Primary highway access

GENERALIZED LAND USES
- Commercial
- Non-aviation
- Open/Reserve
- Environmentally sensitive
- General aviation
- Air cargo

REMARKS
1. Clay Mesa Point of Entry
2. La Universidad de Tijuana
3. Recreational field
4. Truck/trailer storage/labelling
5. Brown Field Municipal Airport

SOURCES
1/ Aerial photograph — Google Earth, April 2005.

Figure 2-13
TIJUANA RODRIGUEZ INTERNATIONAL AIRPORT
AIRPORT FACILITIES AND EXISTING LAND USES
Regional Aviation Strategic Plan
San Diego County Regional Airport Authority
January 2011

JACOBS
CONSULTANCY
Airport Management Consulting
Strengths

- Close proximity to large passenger base, including the city of Tijuana, which is Mexico’s 3rd largest city; border access via the Blue Line Trolley which connects to downtown San Diego
- Direct service to multiple Mexican destinations at competitive fares attract Mexican and U.S. passengers
- No existing airfield delays or congestion; demand is less than 60% of the estimated airfield capacity
- Sufficient on-airport land for construction of additional facilities; only 30% of available land is already developed

Weaknesses

- Congested and outdated passenger terminal facilities; international facilities inadequate and require major upgrades to satisfy standard international requirements; existing automobile parking demand exceeds capacity
- Language, cultural barriers, and safety concerns deter some U.S. travelers

Opportunities

- U.S. passenger use of the airport is forecast to grow significantly over the next 20 years; potential cross border facility concept could provide a more attractive alternative and further increase activity
- Additional commercial service opportunities as San Diego International nears capacity
- Located in the rapidly developing Otay Mesa area which offers manufacturing, storage, and inexpensive labor; “border economy” projected to continue to flourish
- Improvements to CA 125 and CA 905 will increase regional surface transportation access to the airport

Threats

- International border processing hinders efficient passenger operations and level of service; U.S. passengers may wait in excess of two hours to cross the border
- U.S. perceptions that Mexico is unsafe
2.3 KEY FINDINGS AND RECOMMENDATIONS

Based on the findings of the Strategic Assessment, each system airport was categorized into one of the following three categories:

- **Airports That Should Be Considered For Additional Uses/Opportunities** – Defined as airports that are in proximity to the demand base, possess adequate, or potentially adequate, facilities, and have sufficient land area or infrastructure for development opportunities. These airports include McClellan-Palomar, Gillespie Field, and Brown Field.

- **Airports That May Be Considered For Additional Uses/Opportunities** – Defined as airports that possess the same characteristics as the group above, but also have significant physical or environmental barriers to future development, thereby prohibiting their potential future use. These airports include San Diego International, Tijuana-Rodriguez International, Montgomery Field, and Ramona.

- **Airports That Should Not Be Considered For Additional Uses/Opportunities** – Defined as airports that are too far from the demand base, lack sufficient infrastructure or facilities, include community opposition, and/or lack available land for development. These airports include Oceanside, Fallbrook and the four smaller general aviation airports located in the eastern section of the County.

Figure 2-14 summarizes the key Strategic Assessment findings.
<table>
<thead>
<tr>
<th>Facility Assessment/Adaptation of Current Users</th>
<th>Possible Change in Role?</th>
<th>Possible Change in Role?</th>
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</thead>
<tbody>
<tr>
<td>Primary Regional Access</td>
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<td>None</td>
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<tr>
<td>Airfield - Runway Length</td>
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<td>10 mi from downtown San Diego</td>
</tr>
<tr>
<td>Instrument Approach</td>
<td>R/W 9 &amp; L/S/C &amp; I</td>
<td>R/W 9 &amp; L/S/C &amp; I</td>
</tr>
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<td>Passenger Terminal Building</td>
<td>72 gates</td>
<td>72 gates</td>
</tr>
<tr>
<td>FBO/Corporate Terminal</td>
<td>existing</td>
<td>existing</td>
</tr>
<tr>
<td>Cargo Facilities</td>
<td>limited</td>
<td>limited</td>
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**Development Potential**

<table>
<thead>
<tr>
<th>Proximity to Users/Market Base (a)</th>
<th>Possible Change in Role?</th>
<th>Possible Change in Role?</th>
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</thead>
<tbody>
<tr>
<td>1 mi from downtown San Diego</td>
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<td>None</td>
</tr>
<tr>
<td>2 mi from downtown San Diego</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>3 mi from downtown San Diego</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Runway Upgrade</td>
<td>Physical constraints</td>
<td>Non-physical constraints</td>
</tr>
<tr>
<td>Environmental Concerns/On-Airport</td>
<td>Environmental concerns</td>
<td>Environmental concerns</td>
</tr>
<tr>
<td>Community Concerns</td>
<td>Physical traffic congestion</td>
<td>Physical traffic congestion</td>
</tr>
</tbody>
</table>

**Consideration in the RASP**

<table>
<thead>
<tr>
<th>Should the airport be considered for additional uses/ opportunities to optimize the region’s aviation system?</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consideration for additional uses/ opportunities to optimize the region’s aviation system</td>
<td>New development opportunities identified, established that SAN will not reach capacity before 2030</td>
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**LEGEND**

- Compatible
- Marginal
- Incompatible