

**PENINSULA PLANNING BOARD UPDATE**  
**June 17, 2010**  
**Airport Land Use Compatibility Plans for SDIA**

**SDIA STATISTICS**

- San Diego County population estimated at nearly 3.2mil in 2009
- SDIA 2008 annual passenger count at 9.4mil enplaned, declining -11.9% in 2009
- 2010 SDIA 1<sup>st</sup> quarter passenger count down -0.9% over 2009 (8.3mil enplaned)
- SDIA total 2009 arriving & departing flights (Commercial, Cargo & GA) at 197k ops
- SDIA projects 8.2mil enplaned passengers in 2010; capacity 15mil enplaned by 2030
- SDIA economic effect to region est. \$10bil/yr & supports 115,000 jobs in 2008
- Green Build T-2 expansion projects broke ground 2009 (RON, Txwy-C, GTMP)
- Over 46% of total SDIA enplaned passengers in T-1 (SW & United) 2008
- SDIA commercial service is provided by 20 scheduled passenger airlines in 2010
- Southwest Air served 36% of all passengers traveled through SDIA currently
- Low cost carriers represents 42% of all passengers enplaned at SDIA currently
- Passengers departing SDIA can fly direct to 55 cities as of 2008
- SDIA departs with one stop connections to over 250 international cities as of 2008
- 77% of all SDIA travelers can reach their destination on non-stop flights as of 2009
- SDIA passenger satisfaction rated at 87% above national average at 65% in 2009

**SDIA LAND USE COMPATIBILITY CHALLENGES**

- SDIA constructed on top of mud flats around historic Wetlands
- Land area (661 acres) constraints on north-side com. terminal development
- Single runway 9,401 ft - safety threshold deficiencies, EMAS system to compensate
- Environmental concerns include; safety, noise, air quality, traffic and natural habitat
- Master Plan adopted EIR in 2008 with MOU's to bridge CEQA gaps
- Parking ratios & Traffic level of service below international airport standards
- Dual Roadway constructed for T-2 only, while T-1 becomes obsolete within 10 years
- SDIA Title 21 variance allows operations to continue above CA CNEL standards
- Quieter Home Program initiated to force community to conform to SDIA noise levels
- FAR Part 150 study approved by FAA for noise mitigation measures at SDIA

**SAN INITIATIVES & PCPB POSITIONS**

- SEIR to build consolidate rental car facility and connect proposed ITC on north-side
- Advised removal of T-2 parking structure from SDIA master plan EIR completely
- Recommend SANDAG consider Regional ITC location to connect to High Speed Rail
- Recommend RASP study joint use at MCAS Miramar - Cargo Facility to enhance mission
- ALUCP update process at SDIA – SDCRAA staff evaluating ENVRONS
- Recommended District 2 Rep on ALUC – CA Gov. appointed Paul Robinson
- Destination Lindbergh concept plans to build out new linear T-1 at south-side
- Opposed Destination Lindbergh conceptual plans adopted by SDCRAA in 2008
- Recommend MCRD land trade of 27 acres to allow commercial terminals on north-side
- GTMP – dual roadway and concession module for all vehicles for hire
- AQMP - alternative fuel vehicles, new air-side procedures & stage 4 aircraft incentives
- FAR Part150 recommendation - noise abatement procedure for commercial carriers
- Recommend DOT Audit on SDIA flights to mitigate non-standard over flights

Peninsula Community Planning Board  
*Formal comment to*  
San Diego International Airport Master Plan  
Amendments to the Airport Land Use Plan and Airport Implementation Plan  
Dated May 20, 2010

**Narrative:** PCPB Airport Committee met June 2, 2010 to review SDIA SEIR and recommend comments to full board on June 17, 2010. Recommendation passed unanimously transcribed as follows:

**Support** CONRAC element to relocate all rental car facilities off N. Harbor Dr. (Port property) and develop new consolidated rental car facility on airport north-side property off Pacific Coast Hwy.

**Support** dedicated roadway on airport property to connect all terminals to CONRAC.

**Request** SDCRAA formally remove T-2 parking structure project on airport south-side off N. Harbor Drive from SDIA Master Plan EIR indefinitely.

**Concerns** regarding improvements to air-cargo facilities may eliminate future opportunity to relocate T-1 to north-side and proposed SANDAG Inter-modal Transit Center plan with no High Speed Rail connections to CONRAC.

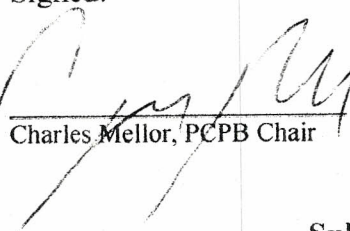
**Concerns** regarding shuttle service safety on proposed dedicated roadway during SDIA Contra-Flow operations with no Engineered Material Arrestor Systems (E-MAS) in place on runway 9.


**Recommend SDCRAA**

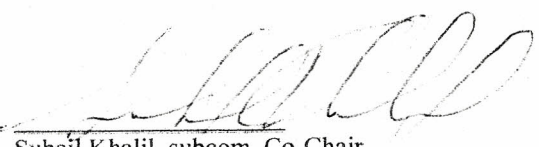
- 1.) Further studies on runway 9 safety deficiencies
- 2.) Separate study to relocate air-cargo operations off SDIA property
- 3.) Regional Aviation Strategic Plan study to include Inter-modal Transportation HUB with no High Speed Rail proposed by SANDAG on May 25, 2010 linked to CONRAC Shuttle facility.

***Comment approved by PCPB unanimously on June 17, 2010***

Signed:

  
Charles Mellor, PCPB Chair

  
Robert Maculloch, subcom.Chair

  
Suhail Khalil, subcom. Co-Chair

**Submitted by PCPB Airport Committee  
June 2, 2010**