



Responses to Questions Raised at June 17, 2010 PCPB Meeting

Following the June 17, 2010 Airport presentation to the Peninsula Community Planning Board, 31 questions and comments were made by the PCPB and members of the public in attendance (approximately 70 to 80 persons). Airport Authority staff provided verbal responses to questions as directed by the Chair and members of the PCPB.

To assist the PCPB members in fully understanding these issues, the questions and comments are provided below with written answers to each question.

1. What uses will occur in the Midway area if the rental car companies relocate? Those rental car facilities on Pacific Highway are in the Midway Community Planning Area and will affect future land uses.

The proposed CONRAC would be located on the airport and would be occupied by rental car companies that would relocate from properties off the airport. SDCRAA does not have land use jurisdiction over the lands that may be vacated by the rental car companies. Questions regarding land use at those locations should be directed to the Port of San Diego or the City of San Diego.

2. When was the SDIA ALUCP required to be implemented? Isn't it overdue by 10 years? (Jarvis Ross)

State law required the ALUCPs to be prepared by 2005. Therefore, staff prepared a draft ALUCP for all County airports and presented it to the Airport Land Use Commission (ALUC) for consideration in 2005. The ALUC subsequently directed staff to create the ATAG and prepare separate ALUCPs for each airport. Between 2008 and 2010, ALUCPs were adopted for 13 public use and military airports. The SDCRAA is currently preparing a schedule to complete the SDIA ALUCP.

3. What is the SDCRAA doing to relocate the airport to a site where there are no safety concerns and constraints? Senator Christine Kehoe said she wants the airport relocation effort to continue. (Jarvis Ross)

The SDCRAA does not currently have plans or efforts to relocate SDIA.

4. What is the schedule for Northside Improvements?

The first phase of the north side improvements, which primarily includes the consolidated rental car facility with on-airport access road, a new cargo building and a centralized receiving and distribution facility, is scheduled to begin construction in 2012 and be operational by 2015. Final buildout of the north side, which may include passenger processing facilities to replace Terminals 1 and 2, are in later phases of Destination Lindbergh.



The timing of the later phases was not defined in Destination Lindbergh, but instead was linked to two Planning Activity Level (PAL) triggers at the Airport. PAL 1, which would include replacing Terminal 1, is linked to a 22 million annual passenger level and PAL 2, which would include replacing Terminal 2, was linked to a 28 million annual passenger level.

5. What is the size of the CRDC? (Cynthia Conger)

The centralized receiving and distribution center will accommodate all future deliveries to the Airport. It is planned to be about 30,000 square feet in size.

6. What is the size of the air cargo facility? (Cynthia Conger)

The currently proposed facilities would include 225,000 square feet of warehouse space for air cargo, and an aircraft parking apron with up to nine (9) parking positions for cargo aircraft. The height of the structures would range from 10 to 20 feet.

7. How many more cargo flights are going to occur with this new facility? (Cynthia Conger)

The number of cargo flights is not based on the size of a sortation facility, but on requests from air cargo carriers to serve the air cargo in the San Diego region. FedEx currently sorts packages outdoors; they do not currently have a building. Based on the most recent forecast of aviation activity, air cargo operations (both landings and departures) are projected to grow from 6,944 in 2009, to between 9,000 and 11,500 in 2030.

8. The Part 150 meetings were held in secret and the public wasn't informed of public meetings. Steering meetings should be place on the Airport Authority website and interested parties should be informed by emails. (Cynthia Conger)

The SDCRAA conducted four public meetings for the FAR Part 150 Noise Study Update on June 26, 2008; March 10, 2009; January 14, 2010; and May 13, 2010. Notices for all four meetings were placed on the Part 150 web site in advance of the meetings. The SDCRAA also placed display ads prior to the meetings in the Union-Tribune and Peninsula Beacon. For the January and May 2010 meetings, public notice ads were published in the Union-Tribune and San Diego Daily Transcript. A meeting notice was also included in the Noise Matters newsletter that was sent to all residences located within the 65dB noise contour (roughly 16,000 people). Finally Airport staff requested that the Noise Technical Advisory Group (NTAG) members made sure that their constituencies were aware of the meetings.



9. How many new flights will begin with the new 10 gates? (Cynthia Conger)

The 10 proposed gates are scheduled to begin operation between 2012 and 2013. The gates are designed to allow the airport to meet acceptable customer service levels to 2015. According to the most recent forecast, 230,100 aircraft operations are projected in 2015.

10. The measured improvements with the new terminal and second level roadway make sense. The CONRAC makes sense and appears to remove and reduce vehicle traffic. Does the EIR describe the reduction in traffic on North Harbor Drive with the CONRAC? (Jay Shumaker)

The San Diego International Airport Master Plan EIR included a traffic and circulation analysis including a programmatic analysis of the proposed CONRAC and evaluated traffic on North Harbor Drive. The EIR analysis can be found on the Airport Authority website under "Airport Master Plan" located here:

http://www.san.org/documents/amp/Apr08_EIR/_APPENDICES_A_THROUGH_D.pdf

11. Will the CONRAC create traffic impacts that restrict access on Washington Avenue? Pt. Loma doesn't have any hospitals and people have no way to get out of Pt Loma to get to emergency rooms in hospitals. Is traffic going to be worse on Washington Avenue?

There are traffic effects associated with the CONRAC but primary access will be via the Pacific Highway/Sassafras intersection. Washington Street will still be accessible. Access to important community facilities such as hospitals should not be affected. The complete traffic analysis can be found on the SDCRAA website as indicated in the previous answer.

12. When will the CONRAC be in operation?

The proposed CONRAC is scheduled to begin operations in 2015.

13. Why are the aircraft departing on new and different headings and turning north earlier?

According to the FAA, aircraft are not departing on new or different headings. The majority of aircraft depart on either the 275 degree or 290 degree headings. Other departure headings are occasionally used by the tower for specific purposes. The selection of departure headings is determined by the air traffic control tower and is not under the control of SDCRAA.



14. Why are planes flying over residential neighborhoods?

There are residential neighborhoods located off both ends of the runway. The use of the 310 departure heading which would direct air traffic over the Midway corridor was analyzed as part of the FAR Part 150 Study Update. This departure heading was found not to have a significant impact on the number of residential land uses exposed to noise in excess of 65 CNEL.

15. When will the construction be complete and the aircraft headings return to normal?

The Taxiway C rehabilitation will be complete by August 2010. According to the SDIA Air Traffic Control Tower manager, no flights have been directed to the 250 degree departure as a result of Taxiway C construction. As has always been the case, the tower occasionally needs to use the 250 degree departure heading in the normal course of operating the airport, but they have never used it as a result of Taxiway C construction.

16. The previous EIR was a foot thick but the Airport swept all the environmental issues under the rug. Multiple MOUs were implemented without public review and comment. Will there be more MOUs with this project?

All environmental impacts were identified and analyzed in accordance with the California Environmental Quality Act. Memorandums of Understanding are agreements between public agencies. Although they are not subject to an environmental review process as documents prepared under CEQA, they are still deliberated by the Board at their public meetings, with the public encouraged to comment.

17. The PCPB and the Airport Committee need a better understanding of the Greenhouse Gas MOU with the Attorney General and how it relates to the San Diego International Airport Master Plan.

The GHG MOU, as well as the SDIA Air Quality Management Plan (AQMP) is located on the Airport Authority website:

http://www.san.org/documents/amp/Apr08_EIR/_APPENDICES_E_THROUGH_I.pdf

18. If any future MOUs are planned, will the SDCRAA allow for public review and comment in the CEQA process? The public should have an opportunity to review and comment.

See the answer to Question 16.



19. Will there be safety concerns with Runway 9 and a CONRAC shuttle on a perimeter road? (Suhail Khalil)

The design of the perimeter road would meet all requirements of the FAA for allowable uses in the vicinity of a runway end. Therefore, no safety issues are expected.

20. There should be an EMAS on the east end of the runway. (Suhail Khalil)

Currently, there is an EMAS only on Runway 27. An EMAS on Runway 9 is unnecessary because the runway's Declared Distance provides a standard 1,000' x 500' Runway Safety Area (RSA) at the end of the runway, as required by the FAA.

21. Who will be the membership of the ALUCP? (Suhail Khalil)

The ALUC has provided general input to staff regarding the types of stakeholders to include in a Steering Committee. Their direction included local agencies and elected officials, business interests, community planning groups, and pilots organizations. A list of proposed participants has not yet been compiled. It is expected to be presented to the Commission in September of October 2010.

22. The Airport Committee has concerns regarding overflights and noise. (Suhail Khalil)

Concerns regarding overflights and noise should be directed to the Airport Noise Mitigation Department.

23. With the resignation of Sandi Sawa, how will the institutional and historical knowledge and early input on the SDIA ALUCP be incorporated and retained? (John Ziebarth)

The Airport Planning Department has many methods of ensuring that the past decisions from the ALUC and the ATAG will be fully considered in future deliberations.

24. The SDIA ALUCP Steering Committee should retain business, architects and economic development stakeholders. (John Ziebarth)

Comment noted.

25. I recommend Lance Murphy to serve on Steering Committee as he was involved in the previous ALUCPs. (Cynthia Conger)

Comment noted.



26. The air cargo facility is not needed at SDIA. Air cargo sorting is conducted in other parts of the County. The Airport Authority is just developing a pie in the sky facility that will not be funded. Cargo operations should be moved to MCAS Miramar. (Robert MacCulloch - Chair of Airport Committee)

The proposed air cargo facilities are intended to satisfy the needs for existing and future air cargo facilities at San Diego International Airport, as defined in the May, 2008 Master Plan.

27. The 2006 vote failed because they told the Marines to give up the whole facility. There needs to be a dialogue with the Marine Corps on shared use and start by moving air cargo operations/facilities there. (Robert MacCulloch)

The cargo carriers serving SDIA have indicated their strong desire to remain at SDIA with the passenger airlines.

28. The change in the flight departures has nothing to do with construction on Taxiway C....they are just trying to pump more aircraft in a shorter amount of time. (Robert MacCulloch)

See the answer to Question 15.

29. Who is the genius that wants to operate a shuttle bus and road around the east end of the airport within the runway safety zones? This seems like a Burbank or Midway Airport safety situation. (Robert MacCulloch)

A standard 1,000' x 500' Runway Safety Area (RSA) is provided at the east end of the runway through the use of Declared Distances, which fully satisfies all FAA requirements.

30. A large parking structure should not be built in front of the terminals and should be permanently removed from plans. (Robert MacCulloch)

A parking structure in front of Terminal 2 was one of the alternatives analyzed in the Master Plan EIR. The SDCRAA Board has not authorized the construction or funding of a parking structure. Further, the Board has stated that if a structure is contemplated in the future, additional environmental analyses will first be conducted.

31. Request more time to allow for public comment on the NOP. (Cynthia Conger)

The NOP scoping comment period was for 30 days. The comment period closed on June 28, 2010 with none of the written comments received requesting an extension.