



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.

