

Regional Aviation Strategic Planning

Update

2009-2010 Annual Update

San Diego County has a wide range of public use airports to serve the aviation and economic needs of the region. These include San Diego International Airport, Agua Caliente, Borrego Valley, Brown Field Municipal, Fallbrook, Gillespie Field, Jacumba, McClellan-Palomar, Montgomery Field, Oceanside Municipal, Ocotillo, and Ramona. While not technically in the county, the region also is served by Rodriguez International Airport in Tijuana, Mexico.

Following the requirements of California Senate Bill 10, authored by Senator Christine Kehoe, the San Diego County Regional Airport Authority (Airport Authority) initiated a Regional Aviation Strategic Plan (RASP) in 2009 to evaluate ways to optimize the public use airports in the region.

Regional Coordination on the RASP

While the Airport Authority is leading the RASP, coordination is required with the other airport operators and regional agencies. To meet this need, a technical advisory committee was formed with representatives from the City of San Diego and County of San Diego, and other entities that have a responsibility in the development and operations of airports across the county.

Further, the results of the RASP will be a key element in the future Airport Multimodal Accessibility Plan (AMAP), which is being prepared by the San Diego Association of Governments (SANDAG). The Airport Authority is working closely with SANDAG to ensure that the RASP analysis is consistent with regional planning protocols and that the RASP and AMAP can be incorporated

into the next update of the Regional Transportation Plan (RTP).

Defining the Need

Many residents are aware that the growing San Diego region continues to place increasing demands on the airports in the county. To date, the RASP has defined the region's long range air transportation needs and the roles of each airport in meeting those needs. It should be noted that military airports are included only for airspace planning purposes.

Opportunities and Constraints

The consultant team preparing the RASP, led by Jacobs Consultancy, has worked with the owners and operators of the airports throughout the region to develop a full understanding of the opportunities and



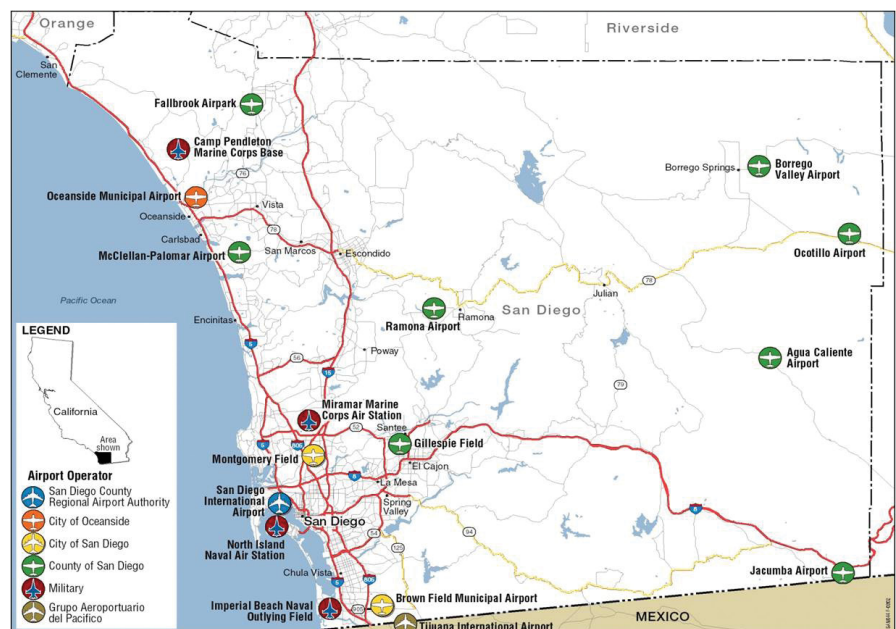
"As we explore options to improve mobility in San Diego County, including both air and ground transportation,

regional collaboration is essential. The Regional Aviation Strategic Plan will ensure that we are considering all of San Diego County's aviation assets as we devise ways to meet the region's current and future air travel needs. This plan will identify how all of our airports can work together to make the best use of our aviation resources, ultimately benefiting all San Diego County residents and visitors."

Senator Christine Kehoe

Author of Senate Bill 10

Airports included in the Regional Aviation Strategic Plan



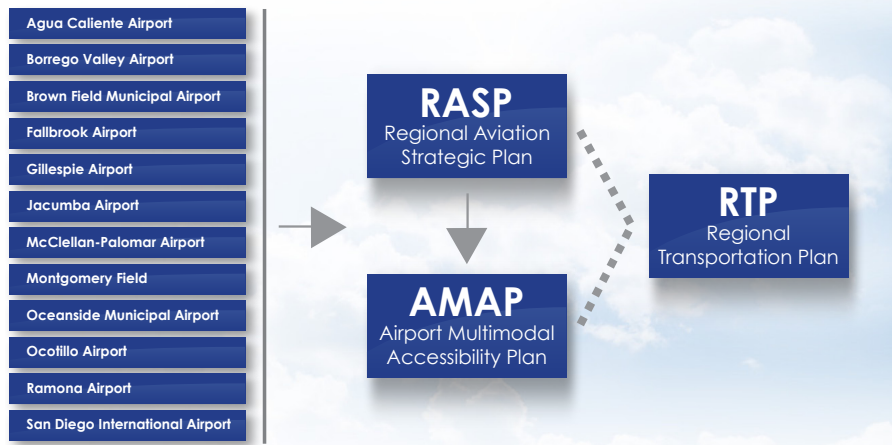
constraints specific to each. Opportunities typically involve each facility's attributes combined with the relative attractiveness and accessibility to people across the county. Constraints often include environmental concerns and the physical limitations preventing an airport from taking on a larger role in the system.

Another unique aspect of the RASP is that the evaluation of potential concepts will be quantified in a model that will identify future transportation and airport facility needs.

Next Step: Identify a Plan

The next step in the analysis will be to develop a recommended plan that makes the most of our aviation assets given the regional needs and the opportunities and constraints specific to each airport. One important aspect of the plan is that the decision to act on its recommendations is

Information from the individual airports feeds into the Regional Aviation Strategic Plan, which is then incorporated into the Airport Multimodal Accessibility Plan and SANDAG's 2011 Regional Transportation Plan.



the responsibility of each airport owner/operator. While the Airport Authority is leading

the effort, it can only implement changes specific to San Diego International Airport.



"As the Airports Director for the County of San Diego and Vice Chair of the RASP Subcommittee, I have been working closely with the

Airport Authority as they proceed with the RASP. I have appreciated the opportunity to help shape the analysis and review the work as it has progressed. While the RASP offers a solid opportunity to optimize our regional aviation assets, it remains to be seen whether the individual airport owners will be able to implement the recommendations given the wide range of local constraints documented."

Peter Drinkwater

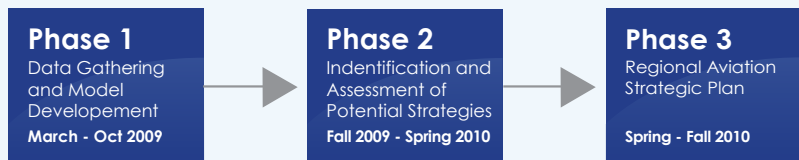
Airports Director, County of San Diego

What's Ahead in 2010?

The RASP is being accomplished in three phases. The Airport Authority is currently working on the second phase, which involves the development and evaluation of alternative concepts to optimize the airport system. More information on the analysis prepared to date can be found at www.sdrasp.com.

Phase three, which includes preparation of the Strategic Plan, is expected to begin in mid-2010. The plan will identify facilities required to accommodate demand, funding that can be expected and other implementation factors.

The overall project is scheduled to be completed in fall 2010.



Public Involvement

The Airport Authority continues to work closely with stakeholders and other interested parties as the RASP progresses. A public outreach program was implemented at the outset of the study, including presentations to stakeholder groups and business and community organizations. If you are involved with a group or organization that would be interested in a presentation about the RASP, please contact Peggy Cooper at pcooper@san.org or 619-400-2470.

Stay Informed

If you would like more information about the RASP, please visit www.sdrasp.com and sign up on our "keep informed" e-mail list. Questions or comments? We want to hear from you. Contact us at info@sdrasp.com.