
FINAL ***ENVIRONMENTAL ASSESSMENT***

RUNWAY 9 DISPLACED THRESHOLD

San Diego International Airport
San Diego, San Diego County, California

Prepared for:

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

As lead Federal Agency pursuant to the National Environmental Policy Act of 1969

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This environmental assessment becomes a Federal document when evaluated, signed and dated by the Responsible FAA Official.


Responsible FAA Official

October 30, 2013
Date

GENERAL INFORMATION ABOUT THIS DOCUMENT

WHAT'S IN THIS DOCUMENT? This document contains a Final Environmental Assessment for San Diego County Regional Airport Authority's proposed Runway 9 Displaced Threshold at San Diego International Airport (SAN). This document discloses the analysis and findings of the potential impacts of the San Diego County Regional Airport Authority's proposal, the No Action alternative, and other reasonable alternatives.

BACKGROUND. The proposed improvements to relocate the existing displaced threshold on Runway 9 from 700 feet to 1,000 feet, which would result in a landing length of 7,280 feet on Runway 9. The purpose of the Proposed Action is to meet FAA criteria for airplane Approach Category D CAT I instrument approaches on Runway 9.

The Draft EA was released on July 10, 2013. The notice of availability of the Draft EA was advertised in the local newspaper to inform the general public and other interested parties.

The document presented herein represents the Final EA for the federal decision-making process, in fulfillment of FAA's policies and procedures relative to NEPA and other related federal requirements. Copies of the document are available for inspection at four local libraries in San Diego, at SAN, at the FAA Western-Pacific Regional Office, and at the FAA's Los Angeles Airports District Office in Hawthorne, California. The addresses for these locations are provided in Chapter 5 of this Final EA.

WHAT SHOULD YOU DO? Read the Final Environmental Assessment to understand the actions that the San Diego County Regional Airport Authority and FAA intend to take relative to the proposed Runway 9 Displaced Threshold project at SAN.

WHAT HAPPENS AFTER THIS? The FAA will decide to prepare and issue a Finding of No Significant Impact/Record of Decision or decide to prepare an Environmental Impact Statement.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN-PACIFIC REGION
HAWTHORNE, CALIFORNIA

FINDING OF NO SIGNIFICANT IMPACT

Proposed Runway 9 Displaced Threshold Relocation

San Diego International Airport
San Diego, San Diego County, California



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November 7, 2013

GENERAL INFORMATION ABOUT THIS DOCUMENT

WHAT'S IN THIS DOCUMENT? This document is the Federal Aviation Administration's (FAA) Finding of No Significant Impact (FONSI) for the proposed San Diego International Airport Master Plan Runway 9 Displaced Threshold relocation at San Diego International Airport located in San Diego, California. This document includes the agency determinations and approvals for those proposed Federal actions described in the Final Environmental Assessment dated August 2013. This document discusses all alternatives considered by FAA in reaching its decision, summarizes the analysis used to evaluate the alternatives, and briefly summarizes the potential environmental consequences of the Proposed Action and the No Action alternative, which are evaluated in detail in this FONSI.

BACKGROUND. In July 2013, the San Diego County Regional Airport Authority prepared a Draft Environmental Assessment Draft (EA). The Draft EA addressed the potential environmental effects of the proposed Runway 9 Displaced Threshold relocation including various reasonable alternatives to that proposal. The Draft EA was prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) [Public Law 91-190, 42 USC 4321-4347], the implementing regulations of the Council on Environmental Quality (CEQ) [40 CFR Parts 1500-1508], and FAA Orders 1050.1E, *Environmental Impacts: Policies and Procedures* and 5050.4B, *National Environmental Policy Act (NEPA), Implementing Instructions for Airport Actions*. The San Diego County Regional Airport Authority published the Draft EA on July 10, 2013 and the public comment period on the document was held through August 9, 2013. No comments were received on the Draft EA. FAA approved the Final EA on October 30, 2013.

WHAT SHOULD YOU DO? Read the Finding of No Significant Impact to understand the actions that FAA intends to take relative to the proposed Airport Runway 9 Displaced Threshold relocation at San Diego International Airport.

WHAT HAPPENS AFTER THIS? San Diego County Regional Airport Authority may begin to implement the Proposed Action.

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT**

San Diego International Airport
San Diego, San Diego County, California

Proposed Runway 9 Displaced Threshold Relocation

1. **Introduction.** This document is a Finding of No Significant Impact on the environment as a result of a development proposal by the San Diego County Regional Airport Authority (Airport Authority) owner and operator of San Diego International Airport (SDIA or Airport). The Airport Authority's proposed action consists of relocating the existing Runway 9 displaced threshold from 700 feet to 1,000 feet, relocation of the Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR) and relocation of the Instrument Landing System (ILS) glide slope antenna that guides aircraft to Runway 9. The improvements would occur mostly on existing SDIA property, with the only exception being the relocation of the MALSR lighting stations. The MALSR would shift to the east and the new lighting stations would coincide with the locations of existing lighting stations, except the existing last two stations, which would be eliminated. The proposed physical improvements at the SDIA are needed to allow the Airport Authority to bring the Runway 9 ILS configuration into compliance with Federal Aviation Administration (FAA) standards.

The FAA must comply with the National Environmental Policy Act of 1969 (NEPA) before taking the federal action of further processing of an application for Federal assistance in funding various eligible airport development and for approval of the Airport Layout Plan (ALP) that depicts the proposed airport development projects. Approval of the ALP is authorized by the Airport and Airway Improvement Act of 1982, as amended (Public Laws 97-248 and 100-223). A Final Environmental Assessment (EA) dated August 2013 was prepared and is used to support the findings in this document.

2. **Project Purpose and Need.** The purpose of the Proposed Action is to comply with FAA criteria for airplane Approach Category D, Category (CAT) I instrument approaches on Runway 9. The need for the Proposed Action is based on the increased and forecast usage by airplane Approach Category D aircraft at SDIA. Implementation of the Proposed Action is needed so the Airport can comply with FAA standards for CAT I instrument approaches to Runway 9 for the increasing usage by Category D aircraft. Approach Category D aircraft have the most restrictive requirements for ILS minimums and is used to identify the ILS minimums required for operations at SDIA. SDIA currently operates under a CAT I instrument approach waiver. Revocation of the CAT I instrument approach waiver would result in a loss of capability for Approach Category D aircraft landings during reduced visibility or inclement weather conditions, causing delays and financial losses to the airlines and passengers. The requirement to meet FAA CAT I standards requires a reduction in the aircraft arrival glide slope angle from 3.22 degrees to 3.1 degrees. This results in the requirement to relocate the existing Runway 9 displaced threshold by 300 feet to the east, relocation of the glide slope antenna, and the relocation of the MALSR light stations. Chapter 1 of the Final EA provides a detailed discussion on the purpose and need for the proposed project.

3. **Proposed Project.** The following is a listing of the various components of the proposed project as discussed in Section 1.5 of the Final EA:

- Relocate the existing displaced threshold on Runway 9 by 300 feet to the east, by moving the existing displaced threshold from 700 feet to 1,000 feet from the Runway 9 end;
- Relocate the runway threshold lights and MALSR light stations on the Runway 9 end, by shifting the light stations to align with the new displaced threshold, and;
- Relocate the glide slope antenna to align with relocated threshold.

4. **Reasonable Alternatives Considered.** As described in Chapter 2 of the Final EA, the alternative courses of action evaluated include: (1) Provide standard CAT I ILS minimums for airplane Approach Category D aircraft at existing displaced threshold location, (2) Provide standard CAT I ILS minimums for airplane Approach Category D aircraft by relocating Runway 9 displaced threshold, (3) Use of Other Airports, and (4) No Action Alternative. Based on the evaluation of the alternatives, two alternatives were retained for evaluation in the Final EA; the Proposed Action to relocate the Runway 9 displaced threshold by 300 feet and the No Action Alternative.

The No Action Alternative would result in no change in location for the existing Runway 9 displaced threshold, and would result in a potential loss of the Runway 9 CAT I instrument approach procedure for Category D aircraft at SDIA. Analysis of the No Action Alternative is required pursuant to Title 40, CFR §1502.14(d).

5. **Assessment.** The potential environmental impacts and possible effects were identified and evaluated in the August 2013 Final EA. The Final EA examined the following environmental impact categories: Noise; Compatible Land Use; Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks; Secondary (Induced) Impacts; Air Quality; Water Quality; Wetlands; Floodplains; Coastal Resources; Fish Wildlife and Plants; Department of Transportation Act Section 4(f)/303(c) Properties; Historic, Archaeological, Architectural, and Cultural Resources; Light Emissions and Visual Impacts; Natural Resources and Energy Supply; Hazardous Materials, Pollution Prevention and Solid Waste Impacts; Construction Impacts and Cumulative Impacts.

Chapter 4 of the Final EA, indicates that two resource categories; Farmlands, and Wild and Scenic Rivers, were not analyzed in the Final EA. The Proposed Action would not have an impact on prime or unique farmland, or farmland of state wide importance since the closest designated farmland is located eight miles away from SDIA. Nor would the proposed action impact any Wild and Scenic Rivers since the closest designated river is Bautista Creek which is located approximately 50-miles from SDIA.

A) Noise. Section 4.1, of the Final EA states that the Proposed Action will result in a minor shifting of the Community Noise Equivalent Level (CNEL) 65 decibel (dB) noise contour. However, there would be no change in population or number of households or other sensitive land uses exposed to noise levels of CNEL 65 dB or higher when compared to the No Action Alternative. Figure 4-1 of the Final EA shows that the Proposed Action's relocation of the displaced threshold on Runway 9 by 300 feet and reduction of the glide slope would result in up to an 8-foot shift and 0.2 acre reduction of the CNEL 65 dB noise contour to the east. This shift only affects the western edge of the contour and no change would result for most of the noise contour. Because the prevailing winds at the Airport are from the west, Runway 9 is only utilized for arrivals and departures approximately 5 percent of the year. The Proposed Action would not increase or decrease aircraft operations as compared to the No Action Alternative for the same timeframes. Thus, while the Proposed Action would result in a slight reduction in areas exposed to CNEL 65 dB or higher, no significant noise impact due to implementation of the Proposed Action would occur.

B) Compatible Land Use. Section 4.2, of the Final EA states that the Proposed Action would result in a minimal decrease in noise exposure, but there would be no change in population or number of households and only a slight reduction (0.2 acre) of sensitive land uses exposed to noise levels of CNEL 65 dB or higher when compared to the No Action alternative. The Proposed Action is consistent with the existing plans of public agencies for development of the area in which the airport is located. A Land Assurance Letter for the proposed project is provided in Appendix C of the Final EA to support the Airport sponsor's assurance under 49 U.S.C. § 47107(a)(10) of the 1982 Airport and Airway Act that appropriate action is being taken to the extent reasonable to restrict the use of land adjacent to or in the immediate vicinity of the Airport to activities and purposes compatible with normal airport operations.

C) Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks. Section 4.3, of the Final EA states that the Proposed Action would not include any property acquisition and the construction activities would be limited to changing runway markings and

the relocation of existing runway navigational aids and lights. The Proposed Action would not result in the relocation of residences or businesses, alteration of traffic patterns, division of communities, disruption of planned development, or appreciable changes in employment. The quality of life and noise levels in surrounding areas would be minimally decreased, and no impacts to low income populations, minority populations, or impacts to children would occur.

D) Secondary (Induced) Impacts. Section 4.4, of the Final EA states that the Proposed Action would not result in the displacement of residences or residents during construction; and, there would be no impact on demand or performance objectives of police protection, fire protection, schools, parks, or other public service facilities. The Proposed Action is not expected to induce population growth within the region that would lead to the demand for new public services or facilities or changes in business or economic activity that are influenced by Airport development. The development of the Proposed Action would occur mostly on existing SDIA property, with the only exception being the relocation of the MALSR lighting stations, which would be coincident with the existing lighting stations, thus, no significant secondary (induced) impacts would result from the Proposed Action.

E) Air Quality. Section 4.5, of the Final EA states that the Proposed Action involves the relocation of the displaced threshold, navigational aids, and associated approach lighting. On July 30, 2007, the FAA published a Notice in the *Federal Register* specifying projects identified by the FAA as presumed to conform ("Federal Presumed to Conform Actions under General Conformity," FR Vol. 72, No. 145). The Notice identified 15 project categories that do not modify or increase airport capacity or change the operational environment of an airport in such a way as to increase air emissions above *de minimis* thresholds. Two project categories, *Pavement Markings* and *Routine Installation and Operation of Airport Navigation Aids* cover the activities associated with the Proposed Action. The routine installation, in-kind replacement, and maintenance of navigational aids such as the MALSR are presumed to conform because these activities will not generate emissions that exceed *de minimis* levels. Emissions generated by construction equipment and maintenance vehicles used to transport workers and equipment to communications, navigation, and surveillance (CNS) system sites are negligible considering the temporary nature of construction and maintenance activities and the limited number of vehicles involved. The Proposed Action would involve less than 1,000 gallons of paint, a small fraction of the permissible paint quantity to keep the activities in conformance with *de minimis* thresholds for ozone precursors. Thus, the Proposed Action is in conformity and no detailed air quality analysis is required.

F) Water Quality. Section 4.6, of the Final EA states that the Proposed Action would result in the relocation of the displaced threshold, which entails relocating pavement markings, the glide slope antenna, and elements of the MALSR. All of these actions would occur on the airfield on existing paved surfaces or at existing lighting stations. No new impervious surface would be created and no new lighting stations would be installed. Under the Proposed Action there would be no change to the impervious surface area and, therefore, no potential for additional impact to aquifer recharge. Additionally, the Proposed Action would not involve grading or earthwork thus there is no potential for pollution and contamination impacts, downstream erosion, sedimentation, modified drainage patterns or need for sediment and erosion control. The existing marine power cable connecting the existing MALSR light stations would be left in place to avoid any adverse impacts to bottom sediments, marine communities, or eel grass. There would not be any significant water quality impacts from the Proposed Action.

G) Wetlands. Section 4.7, of the Final EA states the Proposed Action consists of relocating the Runway 9 displaced threshold 300 feet farther from the existing displaced threshold. This action would also involve the relocation of MALSR lights in the Navy Boat Channel which is classified as a water of the U.S. However, these lights would be relocated onto existing light stations and no additional light stations would be required. Equipment would be relocated on existing light stations to provide navigational assistance in relation to the new displaced threshold. Relocation of this equipment would not result in any impacts to the Navy Boat Channel. Therefore, the Proposed Action would not adversely affect any waters of the U.S. or jurisdictional wetlands. The USACE concurred in an email dated December 27, 2012, that the Proposed Action would not require a permit under Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbor Act (see Appendix A of the Final EA).

H) Floodplains. Section 4.8, of the Final EA discloses that virtually all of SDIA is mapped as Zone X and determined to be outside the 500-year floodplain. The portion of the MALS system that extends into the Navy Boat Channel is located within the 100-year floodplain. However, the MALS lights located in the Navy Boat Channel are located on light stations. The MALS lights that need to be relocated as part of the Proposed Action would be relocated onto the existing light stations and no fill or new structures would be constructed as part of the project. Thus, the Proposed Action would have no impact on floodplains.

I) Coastal Resources. Section 4.9, of the Final EA states the Proposed Action would not result in any new development in the coastal area. Additionally, in accordance with the California Coastal Commission, the Proposed Action is not on a list of Federal actions that trigger a certification of consistency with the State's California Coastal Management Program. As such, the Proposed Action is not subject to a State coastal zone consistency certification and would be consistent with the planning and land use policies adopted by the State to protect coastal resources. Thus, the Proposed Action would have no significant impacts on coastal resources.

J) Fish, Wildlife and Plants. Section 4.10, of the Final EA states that the Proposed Action would have no effect on federally listed threatened and endangered species or their habitat. The FAA determined that the Proposed Action would have no effect on federally listed threatened and endangered species or their habitat. Consultation was initiated with the U.S. Fish and Wildlife Service (USFWS) in a letter dated November 30, 2012 (see Appendix A of the Final EA). The USFWS contacted FAA staff via telephone on December 10, 2012, to concur with FAA that the Proposed Action would not likely adversely affect any federally endangered species. A copy of the FAA Memorandum of Record of this telephone call has been included in Appendix A of the Final EA. Additionally, the FAA consulted with the National Marine Fisheries Service (NMFS) in a letter dated November 30, 2012, to address any essential fish habitat (see Appendix A of the Final EA). No response was received from the NMFS, however, no construction or demolition is required to implement the Proposed Action, and no fill or construction is required to occur in the Navy Boat Channel. Thus, no impact to fish, wildlife, and plants would occur as a result of the Proposed Action.

K) Department of Transportation Act, Section 4(f)/303(c) Properties. Section 4.11, of the Final EA states that the Proposed Action would not generate noticeable changes in noise off Airport property nor would there be noise-related effects to the recreational facilities near the Airport. The Proposed Action would not significantly affect views at Spanish Landing Park, Harbor Island, or other areas where scenic views contribute substantially to the recreational experience. As such, the Proposed Action would not have a significant impact on recreational resources. Additionally, the Proposed Action would result in the removal of the two existing MALS light stations in Naval Training Center (NTC) Park (part of Liberty Station). Thus the project would have a beneficial effect to this park facility.

L) Historic, Archaeological, Architectural, and Cultural Resources. Section 4.12, of the Final EA states the Proposed Action would not affect any existing structures and that no historic or cultural resources are located in the Area of Potential Effect (APE); thus, the Proposed Action would not cause any adverse effect to historic resources. The Proposed Action would not involve excavation or earth disturbing activities; thus, no archaeological resources would be affected. No traditional cultural properties, Native American heritage sites or other culturally important sites or areas have been identified or are known to exist within the APE; therefore, no impacts to such resources would occur under the Proposed Action. The FAA submitted a letter to the California State Historic Preservation Office (SHPO) on November 13, 2012, seeking concurrence on the identification of the APE and FAA's finding that the Proposed Action would have no effect on historic properties listed or eligible for listing on the National Register of Historic Places (NRHP). The California SHPO concurred with the identification of the APE and FAA's finding that the Proposed Action would have no effect on historic properties listed or eligible for listing on the NRHP in a letter dated December 19, 2012 (see Appendix A of the Final EA).

M) Light Emissions and Visual Impacts. Section 4.13, of the Final EA discloses that the implementation of the Proposed Action would not require earth disturbing activities or construction of new structures that would require new construction or specific lighting equipment; therefore, no light

emission impacts would occur. Additionally, the Proposed Action would not result in any new structures or visual obstructions, but would result in the shifting of the MALSR lights 300 feet closer to the Airport and east along the runway. This would result in the removal of two light stations located off-Airport in NTC Park (in Liberty Station), which would improve the visual setting of the park. Thus, no adverse visual impacts would result from implementation of the Proposed Action.

N) Natural Resources and Energy Supply. Section 4.14, of the Final EA states SDIA is underlain by artificial fill and bay deposits and is designated as 'Urban Land' and 'Made Land' by the U.S. Department of Agriculture. SDIA is not listed as a mineral resource recovery site. As such, SDIA does not contain a known mineral resource of value to the region or residents of California. The Proposed Action would have no impact on mineral resources, nor would it require the use of significant energy resources to implement. Thus, the Proposed Action would not have a significant impact on energy supplies or natural resources.

O) Hazardous Materials, Pollution Prevention, and Solid Waste. Section 4.15, of the Final EA discloses that the Proposed Action would not involve the generation, use, or storage of hazardous materials in quantities or types that are substantially different from those that are currently associated with the Airport. Potential impacts would, therefore, not be significant. There are no other potential hazards to public safety associated with the Proposed Action as the improvements would not change the overall operational characteristics of the airfield, impair or interfere with emergency response or evacuation plans, nor be susceptible to wildland fires. A small amount of solid waste would be generated from the Proposed Action during implementation, but all waste would be disposed of in accordance with state and local regulations. The Proposed Action would not involve any new facility development, construction, or demolition. As such, the Proposed Action would have no significant impacts on the solid waste disposal system.

P) Construction Impacts. Section 4.16, of the Final EA states that the Proposed Action would not involve any earth disturbing activities and would require minimal effort beyond painting new markings on the runway and relocation of the glide slope antenna from an existing paved area to another existing paved area. Relocation of the MALSR lights would be coincident with the existing MALSR light stations. The foundations for the light piers located on soil to the west of the Navy Boat Channel, Stations 23+00 and 25+00 as shown in Figure 1-5, Existing Conditions, are estimated to be approximately four feet on top of fill material. The removal of these light piers would disturb the fill material to approximately a depth of two to three feet, with approximately one cubic yard of fill soil. Thus, construction impacts associated with the Proposed Action would be minor. During construction activities, the MALSR may be out of service for a temporary period and may impact aviation activities during this time. Additionally, construction and maintenance activities would need to be conducted from boats in the Navy Boat Channel, which may temporarily impact boat traffic in the channel. Prior to construction, FAA would require that a notice to mariners be filed with the U.S. Coast Guard and that marina management be notified of the estimated start and duration of relocation of the MALSR lights at the existing light stations located in the Navy Boat Channel. In the event that the MALSR is out of service for any period during construction, FAA would issue a notice to airmen and coordinate the temporary shutdown with FAA air traffic control personnel and SDIA representatives. The relocation of the MALSR lights would result in a time period where the flasher lights portion of the system would have to be taken out of service to be relocated to the appropriate light stations. During this period, the instrument approach capability for the runway would be reduced or eliminated, temporarily restricting Instrument Flight Rule approaches to Runway 9. A "Shutdown Committee" comprised of SDIA and FAA representatives would coordinate the relocation of the sequenced flasher portion of the MALSR to minimize the amount of time the flasher light portion of the MALSR would be out of service.

Q) Cumulative Impacts. Section 4.17, of the Final EA discloses that the Proposed Action would result in minor construction effects and have no or minimal impact on other resources and would not result in any new structures, excavation, or change aircraft operations at SDIA, it would not contribute to any cumulative impacts associated with past, present, or reasonably foreseeable actions at or near SDIA. Concurrent with the Proposed Action, several new and ongoing construction projects will contribute to cumulative impacts. Section 3.9 of the Final EA discusses past, present, and reasonably foreseeable future actions within and around the project area. The construction projects on SDIA are all anticipated

to be completed during 2013, with the exception of the Northside Improvements project. While the Proposed Action would be conducted during the same or overlapping general timeframe, the Proposed Action itself will have minor construction effects and have a minimal contribution to cumulative impacts within the project area. No off-Airport projects would be located adjacent or in close proximity to the Proposed Action. The nearest project to the Proposed Action is the Veterans Village project which is located more than 3,500 feet to the northeast of the Proposed Action. Given the minor impact of the Proposed Action, the cumulative impacts of off-Airport construction and the Proposed Action would have minimal effects.

The EA has been reviewed by the FAA and found to be adequate for the purpose of the proposed Federal action. The FAA has determined that the EA for the proposed project adequately describes the potential impacts of the proposed actions. No new issues surfaced as a result of the public hearing process.

6. **Public Participation.** Efforts were made to encourage public participation through the public hearing and review and comment process as is documented in the Final EA. A public scoping meeting was held on November 16, 2011 at the San Diego County Regional Airport Authority offices at San Diego International Airport. Presentation boards describing the proposed project were displayed in the lobby for public review, and Airport and consultant staff were available to describe the project and answer questions. A presentation of the proposed project was also given. A notice of the scoping meeting was published on November 1, 2011, in the *San Diego Daily Transcript* and the *San Diego Union-Tribune* and a total of 5 people attended the scoping meeting. Only one scoping comment letter on the proposed project was received. The letter was from the City of San Diego Development Services Department; however, none of the comments contained in the letter were associated with the proposed relocation of the displaced threshold. Appendix D contains a copy of the scoping meeting notice, presentation materials, sign-in sheets, and comment letter received.

The public was encouraged to review and comment on the Draft EA which was released for public review on July 10, 2013. The San Diego County Regional Airport Authority published a notice of availability of the Draft EA in the following local newspapers in the vicinity of the airport: *The San Diego Daily* and *The San Diego Union-Tribune*. The City made the Draft EA available on their web site, in the local libraries, the Airport administrative offices and the FAA's Western-Pacific Region Office. The public review of the Draft EA was conducted through August 9, 2013. No comments were received on the Draft EA.

7. **Inter-Agency Coordination.** In accordance with 49 USC § 47101(h), FAA has determined that no further coordination with the U.S. Department of Interior or the U.S. Environmental Protection Agency is necessary because the proposed project does not involve construction of a new airport, new runway or major runway extension that has a significant impact on natural resources including fish and wildlife; natural, scenic, and recreational assets; water and air quality; or another factor affecting the environment.
8. **Reasons for the Determination that the Proposed Project will have No Significant Impacts.** The attached Final EA examines each of the various environmental impact categories. The proposal for the Runway 9 Displaced Threshold relocation would not involve any impacts that would exceed the threshold of significance as defined in FAA Orders 1050.1E and 5050.4B. Based on the information contained in the Final EA, the FAA has determined the proposed action (Provide standard CAT I ILS minimums for airplane Approach Category D aircraft by relocating the Runway 9 displaced threshold), is the most feasible and prudent alternative. FAA has decided to implement the proposed project as described in the attached Final EA.

9. Finding of No Significant Impact

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information, I find that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in section 101(a) of the National Environmental Policy Act of 1969 (NEPA). I also find the proposed Federal Action, with the required mitigation referenced above will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to section 102 (2)(C) of NEPA. As a result, FAA will not prepare an Environmental Impact Statement for this action.

APPROVED:



Dale A. Bouffiu
Deputy Regional Administrator, AWP-2
Western-Pacific Region



Date

DISAPPROVED:

Dale A. Bouffiu
Deputy Regional Administrator, AWP-2
Western-Pacific Region

Date

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1. Purpose and Need

1.1 Introduction

San Diego International Airport (SDIA or the Airport) served approximately 16.7 million domestic and international passengers in 2012.¹ SDIA is classified as a large-hub commercial service airport in the National Plan of Integrated Airport Systems (NPIAS). Hub classifications are based on the number of passengers enplaned at the Airport, and a “large hub” classification means that SDIA accommodates at least 1.0 percent of total U.S. enplaned passengers, ranking it as one of the nation’s busiest airports.² The Airport is owned and operated by the San Diego County Regional Airport Authority (SDCRAA).

This Environmental Assessment (EA) has been prepared by the SDCRAA (Sponsor) to fulfill federal requirements for environmental review of an airport development project that requires federal approval and/or funding, as outlined in Federal Aviation Administration (FAA) Order 1050.1E, *Environmental Impacts: Policies and Procedures*³ and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.⁴ In compliance with the National Environmental Policy Act of 1969 (NEPA, 42 United States Code [U.S.C.] 4321-4370h), the FAA must review the potential environmental effects of a proposed project before taking any action to approve the proposed project.

NEPA requires federal agencies to prepare environmental documentation that discloses to decision-makers and the interested public a clear, accurate description of potential environmental effects resulting from proposed federal actions and reasonable alternatives to those actions. Through NEPA, the U.S. Congress directed federal agencies to integrate environmental factors in their planning and decision-making processes and to encourage and facilitate public involvement in decisions that affect the quality of the human environment. Federal agencies are required to consider the environmental effects of a proposed action,

¹ Air Service Development Department, San Diego County Regional Airport Authority, *Air Traffic Report, 2010 to Present, San Diego International Airport, Lindbergh Field*, available at: http://www.san.org/sdia/at_the_airport/education/airport_statistics.aspx (accessed April 19, 2013).

² U.S. Department of Transportation, Federal Aviation Administration, *Report to Congress: National Plan of Integrated Airport Systems (NPIAS), 2011-2015*, September 27, 2010.

³ U.S. Department of Transportation, Federal Aviation Administration, Order 1050.1E, *Environmental Impacts: Policies and Procedures*, June 8, 2004, Change 1, effective March 20, 2006.

⁴ U.S. Department of Transportation, Federal Aviation Administration, Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, effective April 28, 2006.

alternatives to the proposed action, and a no action alternative (assessing the potential environmental effects of not undertaking the proposed action).

The SDCRAA is preparing this EA on behalf of the FAA in compliance with FAA Orders 1050.1E and 5050.4B to evaluate the potential environmental impacts of relocating the Runway 9 displaced threshold, which is the “Proposed Action” evaluated in this EA. A displaced threshold is a threshold that is located on a point on the runway other than the designated beginning of the runway to satisfy approach surface criteria and/or Runway Safety Area length requirements. The proposed improvement would not affect (increase or decrease) the number of aircraft operating at SDIA or the routing of aircraft in the air to and from the Airport.

The purpose of and need for the Proposed Action are described in this chapter, along with background information and a description of the Proposed Action.

1.2 Background

The Airport is located in the northwest portion of the downtown area within the City of San Diego. The existing Airport site is severely constrained by its location; it is bounded by North Harbor Drive and San Diego Bay to the south, the Navy Boat Channel and Liberty Station (mixed-use redevelopment of the former Naval Training Center) to the west, U.S. Marine Corps Recruit Depot (MCRD) San Diego to the north, and Pacific Highway and Interstate 5 to the east. A general location and vicinity map of SDIA is depicted on **Figure 1-1**.

The Airport has one runway, Runway 9-27, that is a total of 9,401 feet in length. Runways are named based on their compass orientation; a 9 designation means that aircraft landing on or taking off of the runway are traveling due east or 90 degrees while 27 represents due west or 270 degrees.

The current displaced threshold of Runway 9 is 700 feet. Declared distances are in effect at SDIA to provide the required Runway Safety Area (RSA) beyond the runway end. The FAA defines declared distances as “the distances the airport operator declares available and suitable for satisfying an aircraft’s take-off run, take-off distance, accelerate-stop distance, and landing distance requirements.”⁵ Declared distances are also used where different runway lengths are defined for each direction of operation (e.g., when displaced thresholds are present). Aircraft operators use these declared distances, along with weather data, aircraft performance characteristics, and market segments for flight planning, including the determination of payload and range restrictions. The application of declared distances at a specific airport requires prior FAA approval on a case-by-case basis. The Take-Off Run Available (TORA), Take-Off Distance Available (TODA), and Accelerate-Stop Distance Available (ASDA) are used for take-off performance computations. The Landing Distance Available (LDA) is used for landing performance computations. **Figure 1-2**, depicts the existing conditions on Runway 9-27, including the declared distances, TORA, TODA, ASDA, and LDA for Runway 9 and Runway 27.

⁵ U.S. Department of Transportation, Federal Aviation Administration, Advisory Circular 150/5300-13A, *Airport Design*, September 28, 2012.



FIGURE I-1

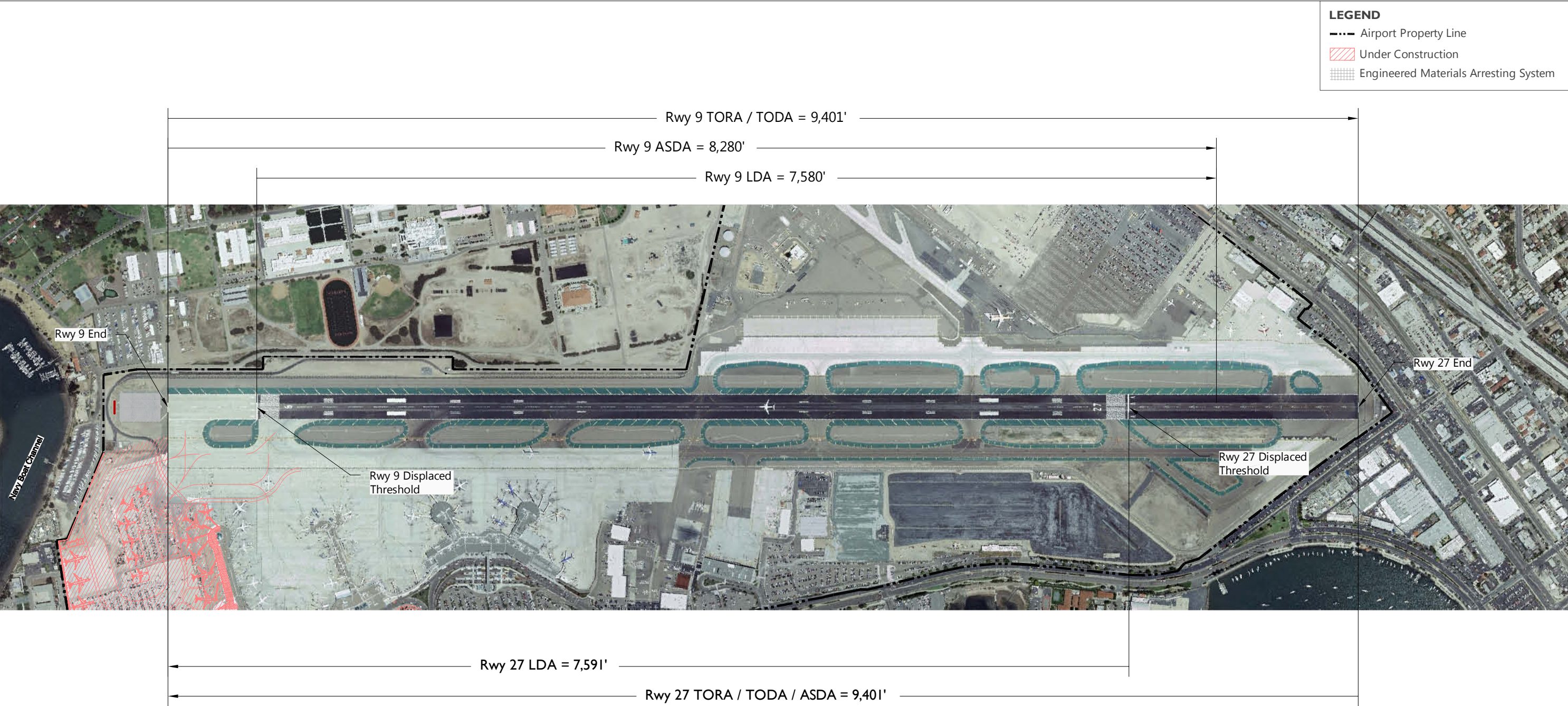


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General Location and Vicinity Map

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Acronyms:
TORA: Take-Off Run Available ASDA: Accelerate-Stop Distance Available
TODA: Take-Off Distance Available LDA: Landing Distance Available

SOURCES: San Diego International Airport Layout Plan, San Diego County Regional Airport Authority, 2009; Aerial Photography: Google Earth Pro 2012, INEGI 2012; Ricondo & Associates, Inc., March 2012.
PREPARED BY: Ricondo & Associates, Inc., April 2013.



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Figure 1-2

Existing Conditions
Runway 9-27

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The Runway 9 TORA and TODA at SDIA are 9,401 feet long, extending the full length of the runway. The Runway 9 ASDA also starts at the Runway 9 end, but extends only 8,280 feet to allow for a full-width 1,000-foot (standard) RSA beyond the ASDA. The Runway 9 LDA starts at the Runway 9 displaced threshold, and extends 7,580 feet to allow for a standard RSA beyond the LDA.

The Runway 27 TORA, TODA, and ASDA are 9,401 feet long, extending the full length of the runway. An Engineered Material Arresting System (EMAS) is installed beyond the Runway 27 departure end, and provides the safety equivalent of a standard RSA. The Runway 27 LDA starts at the Runway 27 displaced threshold, and extends 7,591 feet to the end of the runway.

Runway 9 is equipped with an instrument landing system (ILS) for Category (CAT) I approaches and a Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR). This equipment provides electronic vertical and horizontal guidance to aircraft approaching and landing on this runway using radio signals and a high-intensity lighting array to enable a safe landing when the visibility is reduced (fog or rain). There are three categories of ILS, which are characterized with unique decision height (DH)⁶ and visibility minimums:⁷

- **Category I.** DH not less than 200 feet and Runway Visual Range (RVR)⁸ not less than 1,800 feet;
- **Category II.** DH not less than 100 feet and RVR not less than 1,200 feet;
- Category III:
 - **Category IIIa.** No DH and RVR not less than 700 feet;
 - **Category IIIb.** No DH and RVR less than 700 feet but not less than 150 feet; and
 - **Category IIIc.** No DH and no RVR limitation.

These minimums are for the standard categories, and may be reduced with special authorizations. According to the FAA Terminal Instrument Procedures (TERPS) Order 8260-3B⁹, the maximum glide path angle for aircraft Approach Category D¹⁰ is 3.1 degrees. Based on the same source, 60 feet is the maximum threshold crossing height (TCH)¹¹ requirement for ILS Category I. For Airplane Design Group (ADG) IV¹² which includes Boeing

⁶ A Decision Height (DH) is the height at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

⁷ U.S. Department of Transportation, Federal Aviation Administration, *Aeronautical Information Manual*, Pilot/Controller Glossary, February 9, 2012.

⁸ The Runway Visual Range (RVR) is the range over which the pilot of an aircraft on the centerline of a runway can see the runway surface markings or the lights delineating the runway or identifying its centerline.

⁹ U.S. Department of Transportation, Federal Aviation Administration, Order 8260.3B, *United States Standard for Terminal Instrument Procedures (TERPS)*, Changes 1-25, effective July 7, 1976.

¹⁰ Category D aircraft are aircraft with approach speeds of 141 knots or more but less than 166 knots (FAA, Advisory Circular (AC) 150/5300-13A, *Airport Design*).

¹¹ Threshold crossing height (TCH) is the theoretical height above the runway threshold at which an aircraft's glideslope antenna would be if the aircraft maintains the trajectory established by the mean ILS glideslope.

¹² ADG IV refers to airplanes with wingspans of at least 118 feet up to but not including 171 feet wingspan or tail height from 45 feet up to but not including 60 feet (FAA, AC 150/5300-13A, *Airport Design*).

767, McDonnell-Douglas DC-10, and Airbus A300 aircraft, the minimum TCH is 45 feet and the TCH cannot exceed 60 feet.¹³

A geographic survey was conducted to identify obstructions for the existing approach to Runway 9 and the proposed displaced threshold relocation for Runway 9. The survey was conducted in early 2012 and submitted to the FAA for approval. The survey identified 37 obstructions penetrating the current 3.22-degree glide slope obstacle clearance surface (OCS). The obstructions are located mostly in the Point Loma neighborhood with a maximum penetration of 14 feet. The obstructions are located on Point Loma High School, Loma Portal Elementary School, MCRD San Diego and thirteen private residences. SDCRAA determined that it was not feasible to clear all of the obstructions associated with the existing 3.22-degree glide slope OCS. However, because SDCRAA is proposing to decrease the angle of descent to 3.1 degrees with the proposed displaced threshold, the removal of all the obstructions to the current 3.22-degree glide slope OCS was not needed; only the ones that would impact the proposed 3.1 degree glide slope OCS. As a result, every obstruction to the proposed 3.1-degree glide slope OCS was removed by December 2012. . With the removal of all obstructions to the proposed OCS, the proposed angle of descent for approaching aircraft can be decreased, therefore reducing the steepness of the approach. As a result, the lower proposed threshold crossing height would not jeopardize safety of approaching aircraft.

Based on obstructions identified in a National Oceanic and Atmospheric Administration (NOAA) 2004 survey, the current ILS configuration for Runway 9 supports a decision height¹⁴ of 336 feet, a displaced threshold TCH of 85 feet, and a 3.22-degree glide slope angle. This configuration has been “grandfathered in” but does not meet current FAA criteria. The existing Runway 9 CAT I ILS approach is approved under an FAA waiver; however, the FAA is not granting any new waivers and is highly encouraging airport sponsors to develop solutions to meet FAA standards. The SDCRAA has studied alternative solutions to bring the Runway 9 ILS configuration into compliance with FAA criteria and is proposing to relocate the displaced threshold another 300 feet.

The proposed relocation of the displaced threshold by an additional 300 feet would provide a glide slope angle of 3.1 degrees and a TCH of 55 feet. As a result, since the existing displaced threshold is 700 feet from the runway end, the proposed displaced threshold would be 1,000 feet from the runway end and the new landing length associated with the relocated Runway 9 displaced threshold and declared distance would be shortened to 7,280 feet. This approach would bring the ILS within FAA standards and would also lower the instrument approach minimums. Relocation of the displaced threshold would require changes to the MALSR, airfield lighting, and markings. In addition, existing approach procedures for Runway 9 would be modified and the existing glide slope equipment would be shifted west. **Figure 1-3** shows the ILS and associated navigational aids (navaids) at the end of Runway 9.

¹³ U.S. Department of Transportation, Federal Aviation Administration, Order 8260.3B, *United States Standard for Terminal Instrument Procedures (TERPS)*, Changes 1-25, effective July 7, 1976, pp. 2-5 and 2-9.

¹⁴ Decision height is the height at which a decision must be made by the pilot during an instrument approach whether to either continue the approach (for landing) or execute a missed approach.



SOURCES: San Diego International Airport Layout Plan, San Diego County Regional Airport Authority, 2009; Aerial Photography: Google Earth Pro 2012, INEGI 2012; Ricondo & Associates, Inc., March 2012.
PREPARED BY: Ricondo & Associates, Inc., April 2013.

Figure 1-3



MALSR: Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights

Existing Conditions
Runway 9 End

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1.3 Critical Design Aircraft

FAA planning guidelines presented in FAA Advisory Circular (AC) 150/5325-4B, *Runway Length Requirements for Airport Design*, and FAA Order 5090.3C, *Field Formulation of the National Plan of Integrated Airport Systems (NPIAS)*, define a substantial use threshold of 500 or more annual itinerant operations (landings and take-offs) to identify the critical design aircraft for an airport. The critical design aircraft may be a single aircraft or a composite of the most demanding characteristics of several aircraft. Design criteria for the critical design aircraft are contained in FAA AC 150/5300-13A, *Airport Design*. The Airport Layout Plan (ALP)¹⁵ for SDIA identifies the Boeing 787-900 as the critical design aircraft for the Airport. The Boeing 787-900 is an Approach Category D, ADG V¹⁶ aircraft. These two components make up the Airport Reference Code (ARC), which is used to relate airport design criteria with the operational and physical characteristics of the aircraft intended to use an airport. As a result, the ARC for SDIA is D-V.

While the SDCRAA has identified the Boeing 787-900 as the critical design aircraft for the Airport, the Boeing 787-900 is not currently in production. However, the Boeing 787-800, which operates at the Airport today, is also a D-V aircraft. Effective June 1, 2013, JAL (Japan Airlines) now conducts daily operations of the Boeing 787-800 at SDIA. Based on actual operations of the Boeing 787-800 at SDIA through May 31, 2013 and projections based on airline schedules through the end of 2013, SDCRAA projects 474 operations of the Boeing 787-800 at SDIA this year. Because this is just below the 500 operations per year FAA threshold for the critical design aircraft, the SDCRAA examined other Approach Category D and ADG V aircraft operating at the Airport to determine the required runway design characteristics (see **Table 1-1** and **Table 1-2**).

The SDCRAA prepared updated aviation forecasts in 2012 for the proposed Airport Development Plan (ADP) that have been submitted to the FAA for review and approval.¹⁷ Based on these forecasts, passenger airline Approach Category D and ADG V aircraft operations at SDIA are expected to increase. Table 1-1 provides the number of aircraft operations by Approach Category D and ADG V aircraft in 2011 and 2012 at SDIA, as well as projected 2013 and 2021 and 2031 forecast data. As shown in Table 1-1, Approach Category D and ADG V operations represented 10.8 percent and 12.7 percent of the total operations in 2011 and 2012, respectively. Approach Category D and ADG V operations are anticipated to increase to 25.0 percent of the total share by 2031.

As part of this study, landing length requirements for the various Approach Category D and ADG V aircraft forecast to operate at SDIA were evaluated, and are presented in Table 1-2. As shown, the proposed reduction of LDA of 300 feet on Runway 9 from 7,580 feet to 7,280 feet would not adversely impact Approach Category D or ADG V aircraft operations at SDIA.

¹⁵ San Diego County Regional Airport Authority, *San Diego International Airport, Airport Layout Plan*, June 26, 2009.

¹⁶ ADG V refers to airplanes with wingspans of at least 171 feet up to but not including 214 feet wingspan or tail height from 60 feet up to but not including 66 feet (FAA, AC 150/5300-13A, *Airport Design*).

¹⁷ Leigh Fisher, San Diego County Regional Airport Authority, *Airport Development Plan, San Diego International Airport, Technical Memorandum – Aviation Demand Forecasts*, March 2013.

Table 1-1 Forecasts of Approach Category D and Airplane Design Group V Aircraft at SDIA

	ACTUAL DATA		2013 (PROJECTED)	FORECASTS	
AIRCRAFT TYPE	2011	2012		2021	2031
Approach Category D Aircraft					
Boeing 737-800	16,632	18,536	23,255	29,113	35,277
Boeing 737-900	2,837	2,910	2,811	10,437	19,599
Boeing 757-300	44	24	171	732	825
Boeing 787-800	-	36	474	732	2,476
Airplane Design Group V Aircraft					
Airbus A330-200	0	316	579	732	825
Boeing 777-200ER	424	720	818	732	825
Boeing 787-800			See above		
TOTAL	19,937	23,614	28,108	42,478	58,177
Share of Total Operations	10.8%	12.7%	13.5%	20.5%	25.0%

Source: San Diego International Airport, Planning and Operations, 2013 (actual operations and 2013 projections based on actual activity through May 31, 2013); LeighFisher, San Diego County Regional Airport Authority, *Airport Development Plan, San Diego International Airport, Technical Memorandum – Aviation Demand Forecasts*, March 2013 (forecasts).

Prepared by: Ricondo & Associates, Inc., June 2013.

In order to maintain operations at SDIA during poor visibility conditions, a CAT I instrument approach on Runway 9 needs to be maintained. Because Approach Category D aircraft operating at SDIA have the most restrictive requirements for ILS minimums, the Approach Category D minimums were utilized to identify the ILS minimums required at SDIA.

The existing ILS approach to Runway 9 has a visibility minimum of one statute mile. This is based on the existing 3.22-degree glide slope angle, an 85-foot displaced TCH, and a DH of 336 feet. With the Proposed Action, the glide slope angle would be reduced to 3.1 degrees (steepest allowed for Category D aircraft), and the displaced threshold shift would result in a TCH of 55 feet and a DH of 250 feet. Based on these new parameters and the existence of a MALSR to Runway 9, the ILS Runway 9 visibility minimum could be reduced to 1/2 statute mile for all aircraft approach categories (standard visibility minimum for precision approach with MALSR).¹⁸

¹⁸ U.S. Department of Transportation, Federal Aviation Administration, Order 8260.3B, *United States Standard for Terminal Instrument Procedures (TERPS)*, Changes 1-25, effective July 7, 1976, Table 2-2B.

Table 1-2 Approach Category D and Airplane Design Group V Runway Landing Length Requirements

		REQUIRED LANDING LENGTH (FEET)	
AIRCRAFT TYPE	MAXIMUM LANDING WEIGHT (LBS)	DRY RUNWAY	WET RUNWAY
Approach Category D Aircraft			
Boeing 737-800 ^{1/}	146,300	5,800	6,700
Boeing 737-900 ^{1/}	146,300	5,950	6,800
Boeing 757-300 ^{1/}	224,000	5,700	6,550
Boeing 787-800 ^{2/ 3/}	380,000	5,500	6,400
Airplane Design Group V Aircraft			
Airbus A330-200 ^{4/}	400,000	5,800	
Boeing 777-200 ^{5/}	460,000	5,250	6,000
Boeing 787-800 ^{2/ 3/}	380,000	5,500	6,400

NOTES:

1/ Assumes flaps 30 degrees.

2/ Japan Airlines currently operates the Boeing 787-800 into SDIA. Although the Boeing 787-900 was identified as the critical aircraft, its performance characteristics are not yet available; as such, performance is provided for the Boeing 787-800 model.

3/ Assumes flaps 25 degrees.

4/ Hawaiian Airlines operates the Airbus A330-200 into SDIA.

5/ British Airways and Japan Airlines operate the B777-200 into SDIA.

Sources: Various Aircraft Manufacturers Airport Planning Manuals; San Diego International Airport, Planning and Operations, 2012 (actual operations); LeighFisher, San Diego County Regional Airport Authority, *Airport Development Plan, San Diego International Airport, Technical Memorandum – Aviation Demand Forecasts*, March 2013 (forecasts).

Prepared by: Ricondo & Associates, Inc., June 2013.

1.4 Purpose and Need

Pursuant to NEPA and FAA Orders 1050.1E and 5050.4B, an EA must include a description of the purpose of a proposed action and why it is needed. Identification of the purpose and need for a proposed action provides the rationale and forms the foundation for identification of reasonable alternatives that can meet the purpose for the action and, therefore, address the need or problem. The purpose of and the need for the Proposed Action are discussed in this section.

1.4.1 PURPOSE OF THE PROPOSED ACTION

As described in Section 1.5, the Proposed Action is the relocation of the Runway 9 displaced threshold. The purpose of the Proposed Action is to comply with FAA criteria for airplane Approach Category D CAT I instrument approaches on Runway 9.

1.4.2 NEED FOR THE PROPOSED ACTION

The need for the Proposed Action is based on the increased and forecast usage of SDIA by airplane Approach Category D aircraft. Implementation of the Proposed Action is needed for the Airport to comply with FAA standards for CAT I instrument approaches to Runway 9 for Category D aircraft. If the FAA revokes the CAT I instrument approach waiver granted to SDIA, the Airport would have to prohibit operations on Runway 9 by airplane Approach Category D aircraft during reduced visibility or inclement weather conditions, causing delays and financial losses to the airlines, passengers, and companies relying on travel and/or the shipment of goods via SDIA.

An FAA study of the localizer for Runway 9 (located at the east end of the runway) identified that the original 9-count antenna array was rated as “marginal” and should be upgraded. In 2008, the antenna array count was increased from 9 to 14 and relocated to a new platform behind the blast fence to support the larger antenna; no changes to the glide slope antenna and landing threshold were made. Current FAA requirements for the fleet mix utilizing the Runway 9 precision instrument approach at SDIA include a maximum 3.1 degree glide slope, a decision height of 250 feet, and a maximum threshold crossing height of 60 feet. In order to meet these requirements, the glide slope antenna needs to be relocated in conjunction with the relocated displaced threshold.

1.4.3 FEDERAL PURPOSE AND NEED

The FAA’s statutory mission is to ensure the safe and efficient use of navigable airspace in the United States. The FAA must ensure the Proposed Action does not derogate the safety of aircraft and airport operations at SDIA. Moreover, it is the policy of the FAA under 49 U.S.C. 47101(a)(6) that airport development projects provide for the protection and enhancement of natural resources and the quality of the environment of the United States.

1.5 Proposed Action

Figure 1-4 depicts the Proposed Action which consists of relocating the existing displaced threshold on Runway 9 from 700 feet to 1,000 feet, which would result in a landing length of 7,280 feet on Runway 9. The Proposed Action consists of the following elements:

- Relocate existing displaced threshold by 300 feet
- Relocate runway threshold and MALSR lights
- Relocate the glide slope antenna

The Medium Intensity Approach Light System (MALS) portion of the MALSR consists of a threshold light bar and seven five-light bars located on the extended runway centerline. The light bar stations are typically spaced 200 feet apart, with a tolerance expressed as “+/-feet/-feet”. The first light bar is located 200 feet (+100 feet/-0 feet) from the runway threshold and the remaining bars at each 200-foot interval (+/- 20 feet) out to 1,400 feet from the threshold.



SOURCES: San Diego International Airport Layout Plan, San Diego County Regional Airport Authority, 2009; Aerial Photography: Google Earth Pro 2012, INEGI 2012; Ricondo & Associates, Inc., March 2012.
PREPARED BY: Ricondo & Associates, Inc., April 2013.

Figure 1-4



MALSR: Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights

Proposed Action

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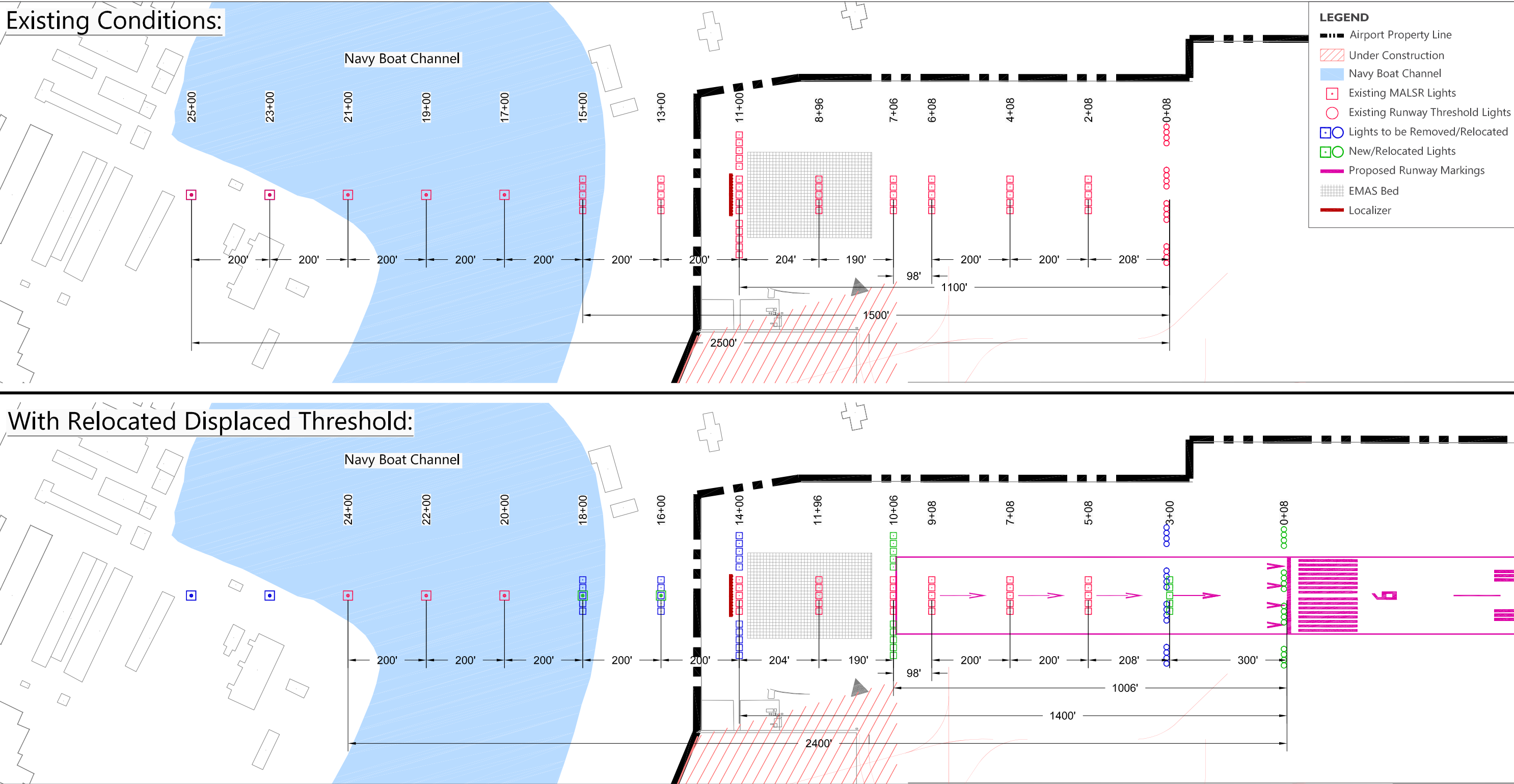
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Two additional five-light bars are located (one on each side of the centerline bar) 1,000 feet from the runway threshold forming a crossbar 66 feet long. The spacing between individual lights in all bars is approximately 2½ feet. All lights are aimed into the approach to the runway and away from the runway threshold. All lights in the system are white, except for the green threshold lights. The threshold lights are a row of lights on 10-foot centers located coincident with and within the runway edge lights near the threshold, and extend across the runway threshold.

The Runway Alignment Indicator Lights (RAIL) portion of the MALSR consists of five sequenced flashers located on the extended runway centerline. The first is located 200 feet (+/- 20 feet) beyond the approach end of the MALSR with successive units located at each 200-foot interval (+/- 20 feet) out to 2,400 feet (+100 feet/-0 feet) from the runway threshold. These single white lights flash in sequence toward the threshold at the rate of twice per second. All lights are aimed into the approach to the runway and away from the runway threshold. **Figure 1-5** shows the existing and proposed MALSR system.

The location of the proposed lighting system stations would be coincident with the existing lighting stations, with the exception of the last two light stations, farthest from the runway threshold. These last two light stations would be eliminated. **Table 1-3** identifies the existing lighting stations with distances from the runway threshold, and **Table 1-4** identifies the proposed lighting stations if the Proposed Action is implemented.

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SOURCES: San Diego International Airport Layout Plan, San Diego County Regional Airport Authority, 2009; Aerial Photography: Google Earth Pro 2012, INEGI 2012; Ricondo & Associates, Inc., March 2012.
PREPARED BY: Ricondo & Associates, Inc., April 2013.

Figure 1-5



MALSR: Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights

Proposed MALSR Reconfiguration

Drawing: Z:\San Diego\SAN On-Call\Runway 9 Displaced Threshold EA\ICAD\MALSR.dwg Layout: Regd Improv_Aug 21, 2013, 12:11pm

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Table 1-3 Runway 9 Existing MALSR Stations

STATION¹	ITEM	LAND/WATER LOCATION	DESCRIPTION
0+08	threshold lights	land	ground mount
2+08	5-light bar	land	ground mount
4+08	5-light bar	land	ground mount
6+08	5-light bar	land	ground mount
7+06 ²	5-light bar	land	ground mount
8+96 ²	5-light bar	land	ground mount
11+00	3 x 5-light bar	land	pole mount
13+00	5-light bar	land	pole mount
15+00	5-light bar	water	pole mount on elevated timber platform supported by two timber piles
17+00	1 flashing light	water	pole mount on elevated timber platform supported by two timber piles
19+00	1 flashing light	water	pole mount on elevated timber platform supported by two timber piles
21+00	1 flashing light	water	pole mount on elevated timber platform supported by two timber piles
23+00	1 flashing light	land	pole mount on elevated timber platform supported by steel tower
25+00	1 flashing light	land	pole mount on elevated timber platform supported by steel tower

NOTES:

1/ Stations reflect distance from the displaced threshold. Station 0+08 reflects 8 feet from threshold. Station 11+00 reflects 1,100 feet from the displaced threshold, and so on.

2/ Distance between Stations 6+08 and 7+06 is non-standard.

Sources: Volpe National Transportation Systems Center, Final Environmental Assessment, Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights, San Diego International Airport, San Diego CA, June 2012; San Diego County Regional Airport Authority, San Diego International Airport Layout Plan, 2009; Aerial Photography: Google Earth Pro 2012, INEGI 2012; Ricondo & Associates, Inc., March 2012.

Prepared by: Ricondo & Associates, Inc., January 2013.

Table 1-4 Runway 9 Proposed MALSR Stations

STATION ¹	ITEM	LAND/WATER LOCATION	DESCRIPTION
0+08	threshold lights	land	ground mount
3+00	5-light bar	land	ground mount
5+08	5-light bar	land	ground mount
7+08	5-light bar	land	ground mount
9+08 ²	5-light bar	land	ground mount
10+06 ²	3 x 5-light bar	land	ground mount
11+96	5-light bar	land	ground mount
14+00	5-light bar	land	pole mount
16+00	1 flashing light	land	pole mount
18+00	1 flashing light	water	pole mount on elevated timber platform supported by two timber piles
20+00	1 flashing light	water	pole mount on elevated timber platform supported by two timber piles
22+00	1 flashing light	water	pole mount on elevated timber platform supported by two timber piles
24+00	1 flashing light	water	pole mount on elevated timber platform supported by two timber piles

NOTES:

1/ Stations reflect distance from the relocated runway displaced threshold. Station 0+08 reflects 8 feet from the relocated runway threshold. Station 14+00 reflects 1,400 feet from runway end, and so on.

2/ Distance between Stations 9+08 and 10+06 is non-standard.

Sources: Volpe National Transportation Systems Center, *Final Environmental Assessment, Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights*, San Diego International Airport, San Diego CA, June 2012; San Diego County Regional Airport Authority, *San Diego International Airport Layout Plan*, 2009; Aerial Photography: Google Earth Pro 2012, INEGI 2012; Ricondo & Associates, Inc., March 2012.

Prepared by: Ricondo & Associates, Inc., January 2013.

Figure 1-6 provides a side-by-side comparison of the existing conditions and the Proposed Action. **Table 1-5** provides a summary of the existing conditions compared to the Proposed Action.

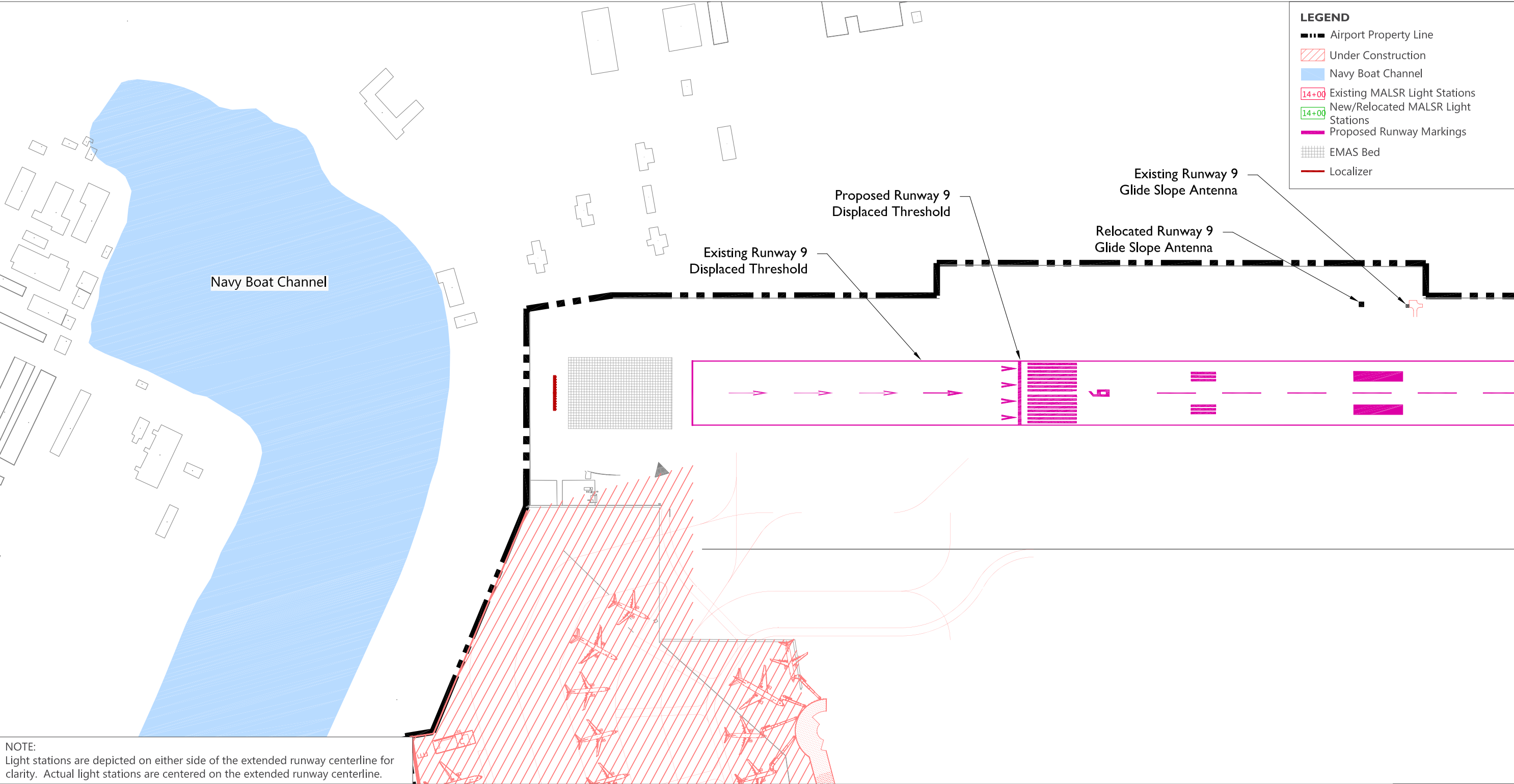


Figure 1-6



MALSR: Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights

Comparison of Existing Conditions and Proposed Action

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Table 1-5 Summary Comparison: Existing Conditions vs. Proposed Action

ITEM	EXISTING CONDITIONS	PROPOSED ACTION
Runway 9 Displaced Threshold	700 feet east of Runway 9 end	1,000 feet east of Runway 9 end (relocated 300 feet east)
Runway 9 Threshold Light Bar	Active at existing displaced threshold	Relocated 300 feet east
Runway 9 Glide Slope Antenna	Refer to Figure 1-3	Relocated approximately 135 west as shown on Figure 1-4
Runway 9 Landing Distance Available	7,580 feet (refer to Figure 1-2)	7,280 feet
Runway 27 Landing Distance Available	7,591 feet (refer to Figure 1-2)	7,591 feet
Runway 9 Take-Off Run/Take-Off Distance Available	9,401 feet (refer to Figure 1-2)	9,401 feet
Runway 9 Accelerate-Stop Distance Available	8,280 feet (refer to Figure 1-2)	8,280 feet
Runway 27 Take-Off Run/Take-Off Distance/Accelerate-Stop Distance Available	9,401 feet (refer to Figure 1-2)	9,401 feet
MALSR Stations 25+00 and 23+00 (westernmost piers)	Active at 2,500 and 2,300 feet west of the existing Runway 9 displaced threshold (refer to Table 1-3 and Figure 1-5)	Decommission and remove (refer to Table 1-4 and Figure 1-5)
All Other Runway 9 MALSR Stations (Piers)	Active (refer to Table 1-3 and Figure 1-5)	Remain active in existing locations (refer to Table 1-4 and Figure 1-5)
Runway 9 MALSR 5-Light Bars 15+00 and 13+00	Active at 1,500 feet and 1,300 feet west of the existing Runway 9 displaced threshold	Relocated east as shown on Figure 1-5
Runway 9 MALSR Series of 3, 5-Light Bars 11+00 (Ground-Based)	Active at 1,100 feet west of the existing Runway 9 displaced threshold	Remain active – northernmost and southernmost 5 light bars relocated 394 feet east as shown on Figure 1-5
Runway 9 ILS Approach Visibility Minimum	1 statute mile	½ statute mile
Runway 9 ILS Approach Glide Slope Angle	3.22 degrees	3.1 degrees
Runway 9 ILS Approach TCH	85 feet	55 feet
Runway 9 ILS Approach DH	336 feet	250 feet

Source: Ricondo & Associates, Inc., January 2013.
Prepared by: Ricondo & Associates, Inc., January 2013.

The FAA has plans to rehabilitate the MALSRL lighting station piles that extend into the Navy Boat Channel and has released a Final Environmental Assessment¹⁹ evaluating potential environmental effects associated with that work. A Finding of No Significant Impact (FONSI) was issued for the rehabilitation of the MALSRL lighting station piles on June 19, 2012.²⁰ The changes to the MALSRL system that would need to occur due to the relocated displaced threshold would involve the relocation of some of the MALSRL lights but would not result in the relocation of piles in the Navy Boat Channel. The MALSRL lights are positioned based on the landing threshold; the relocation of the Runway 9 displaced threshold would require the relocation of the MALSRL lights, as depicted on Figure 1-5.

The relocated displaced threshold would also require the relocation of the glide slope antenna. The Runway 9 precision instrument approach would be modified to a 3.1 degree glide slope, a threshold crossing height of 55 feet, and a decision height of 250 feet with a 1/2-mile or greater visibility minimum.

1.6 Requested Federal Action

The federal actions being requested of the FAA by the SDCRAA include:

- Unconditional approval of the portion of the ALP that depicts the proposed Runway 9 displaced threshold project pursuant to 49 U.S.C. § 40103(b), 44718, and 47107(a)(16), and 14 Code of Federal Regulations (CFR) Part 77, *Objects Affecting Navigable Airspace*. The ALP depicting the proposed improvements has been processed by the FAA to determine conformance with FAA design criteria and implications for Federal grant agreements (refer to 14 CFR Part 16). The FAA has determined that the Proposed Action, as described in Section 1.5, is consistent with existing airspace utilization and procedures. The ALP was evaluated under airspace case number 2012-AWP-662-NRA (**Appendix A**).
- Determination of eligibility for federal assistance under the Federal grant-in-aid program authorized by the Airport and Airway Improvement Act of 1982, as amended, and pursuant to 49 U.S.C. 47101 et. seq.
- Establishment of flight procedure modifications pursuant to 14 CFR Part 95, Instrument Flight Rules (IFR) Altitudes.
- Implementation of revised air traffic control procedures below 3,000 feet above ground level.
- Processing of airspace changes, installation, and/or relocation of FAA equipment (e.g., Instrument Landing System, Approach Lighting System, and Runway Status Lights).
- Installation, relocation, operation, and maintenance of navigational aids required to support the Proposed Action by FAA Airway Facilities Division.

¹⁹ Volpe National Transportation Systems Center, *Final Environmental Assessment, Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights, San Diego International Airport, San Diego CA*, June 2012.

²⁰ U.S. Department of Transportation, Federal Aviation Administration, Air Traffic Organization, Western Service Area. *Finding of No Significant Impact, Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights, San Diego International Airport, San Diego, California*, June 19, 2012.

- Approval of the appropriate amendments to the Airport Certification Manual pursuant to 14 CFR Part 139 and 49 U.S.C. 44706 and/or approval of an application to use Passenger Facility Charges (PFCs).
- Appropriate amendment to air carrier operations specifications pursuant to 49 U.S.C. § 44705.
- Determination under 49 U.S.C. 44502(b) that the Proposed Action is reasonably necessary for use in air commerce or in the interest of national defense.
- Continued close coordination with the City of San Diego and appropriate FAA program offices, as required, to ensure safety during construction pursuant to 14 CFR Part 139, *Certification of Airports*, under 49 U.S.C. 44706.

1.7 General Implementation Timeframe

After careful review of the Environmental Assessment, if FAA issues a finding that determines that the proposed project would result in no significant environmental impacts, then approval of the ALP to allow construction of the proposed project would be made. Construction of the Proposed Action would occur within 12 months if a favorable environmental finding is issued.

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2. Alternatives

2.1 Introduction

FAA Orders 1050.1E and 5050.4B set forth FAA policies and procedures to be followed in assessing the environmental impacts of aviation-related projects in compliance with NEPA and the implementing regulations (Title 40 CFR Parts 1500-1508) issued by the Council on Environmental Quality (CEQ). These Orders require a thorough and objective assessment of the Proposed Action, the No Action alternative, and all “reasonable” alternatives that would achieve the stated purpose and need for the Proposed Action. The alternatives analysis presented in this chapter of the EA is consistent with the requirements of FAA Orders 1050.1E and 5050.4B.

The process followed to identify the range of initial alternatives to be considered and the screening process used to determine which alternatives would reasonably satisfy the purpose of and need for the Proposed Action are described in this chapter. Those alternatives that would satisfy the purpose and need for the Proposed Action were carried forward for analysis of environmental consequences. Lists of applicable federal laws and regulations considered during the analysis are provided at the end of this chapter.

2.2 Screening Analysis of Potential Alternatives

This section provides a brief description of potential alternatives and discloses if the alternatives will be carried forward for detailed analysis. Alternatives were considered in three general areas:

- Provide standard CAT I ILS minimums for airplane Approach Category D aircraft at existing displaced threshold location
- Provide standard CAT I ILS minimums for airplane Approach Category D aircraft by relocating Runway 9 displaced threshold
- Use of Other Airports

2.2.1 PROVIDE STANDARD CAT I ILS MINIMUMS FOR AIRPLANE APPROACH CATEGORY D AIRCRAFT AT EXISTING DISPLACED THRESHOLD LOCATION

The SDCRAA conducted an obstruction survey to determine the number and type of obstructions that would need to be mitigated in order to meet FAA criteria for a Category D aircraft CAT I instrument approach procedure on Runway 9. The obstruction survey identified one building penetrating the required TERPS surfaces that meet FAA criteria for a Category D aircraft CAT I instrument approach procedure on Runway 9 at the existing runway threshold. Mitigation of this obstruction would require modifying the top eight feet of the building structure so that it does not penetrate the safety surface. Implementation of this alternative would involve legal issues as to the extent of SDCRAA's authority to force the modification of a privately-owned structure off-Airport and would be costly if the SDCRAA had to purchase the building and relocate its existing tenants (it should be noted that the FAA does not have authority to affect land use changes off-Airport). Because the building that would require modification is not owned by SDCRAA, and the potential legal and financial issues associated with mitigating this obstruction are complex, this alternative was eliminated from further consideration.

2.2.2 PROVIDE STANDARD CAT I ILS MINIMUMS FOR AIRPLANE APPROACH CATEGORY D AIRCRAFT BY RELOCATING RUNWAY 9 DISPLACED THRESHOLD

The SDCRAA also examined two alternatives for relocating the existing Runway 9 displaced threshold. Relocation of the displaced threshold farther down the runway provides additional distance for the TERPS surfaces to clear potential obstructions; however, these alternatives would also shorten the available runway length for landing aircraft. The SDCRAA desires to maintain, to the extent possible, the maximum runway length available for aircraft operations at SDIA. Any increase in the amount of displacement would result in reducing the runway length available for landing, which could affect the payloads and potentially aircraft types able to utilize Runway 9.

The SDCRAA examined two alternatives for relocating the displaced threshold; Alternative 1 would relocate the displaced threshold by 300 feet and Alternative 2 would relocate the displaced threshold by 500 feet. Relocating the displaced threshold by a smaller amount than 300 feet would not meet FAA criteria to maintain a CAT I instrument approach procedure at SDIA for airplane Approach Category D aircraft, without additional impacts to structures off-Airport, which SDCRAA determined would be cost prohibitive. Thus, the SDCRAA identified alternatives to relocate the Runway 9 displaced threshold by an additional 300 feet and 500 feet. The 500-foot alternative was examined in case the 300-foot alternative would be too costly to implement (due to clearing of obstructions off-Airport required to meet the CAT I ILS minimums for airplane Approach Category D aircraft).

A geographic survey was conducted to identify obstructions for the existing approach to Runway 9 and the proposed displaced threshold relocation for Runway 9. The survey was conducted in early 2012 and submitted to the FAA for approval. The survey identified 37 obstructions penetrating the current 3.22-degree glide slope OCS. The obstructions are located mostly in the Point Loma neighborhood with a maximum penetration of 14 feet. SDCRAA determined that it was not feasible to clear all of the obstructions associated with the existing 3.22-degree glide slope OCS. However, because SDCRAA is proposing to decrease the angle of descent to 3.1 degrees with the proposed displaced threshold, the removal of all the obstructions to the

current 3.22-degree glide slope OCS was not needed; only the ones that would impact the proposed 3.1 degree glide slope OCS. As a result, every obstruction to the proposed 3.1-degree glide slope OCS (based on an additional 300-foot displaced threshold) was removed by December 2012. Because Alternative 1, the 300-foot relocated displaced threshold alternative, would meet FAA criteria for providing CAT I ILS minimums for airplane Approach Category D aircraft on Runway 9, and clearance of the obstructions was feasible, this alternative was considered to be a reasonable alternative for meeting the purpose and need of the Proposed Action and was retained for detailed analysis.

It was estimated by SDCRAA that the associated costs for lighting (navaids) and marking changes associated with Alternative 2 would be \$300,000-\$400,000 higher than Alternative 1 and would result in an additional 200-foot reduction in runway landing length. Based on this analysis, and because Alternative 1 was determined to be feasible, Alternative 2, the 500-foot relocated displaced threshold alternative, was eliminated from further consideration.

2.2.3 USE OF OTHER AIRPORTS

The purpose and need for the proposed improvement are to provide facilities that would meet FAA criteria and maintain a CAT I precision instrument approach to Runway 9 for Category D aircraft. The proposed improvement is needed to improve and support existing and future operations that are forecasted to occur at SDIA; use of other airports for the proposed improvements would not satisfy the purpose and need for this project.

If the capability of handling CAT I instrument approach procedures for Category D aircraft are lost at SDIA, flights would either need to be held at the originating location before take-off or placed in a holding pattern until weather and visibility conditions improve or be diverted to other airports during CAT I weather conditions. However, the closest airports to SDIA with similar runway lengths able to accommodate the aircraft fleet serving SDIA are Long Beach Airport, LA/Ontario International Airport, and Los Angeles International Airport, all of which are greater than 100 miles away. This would result in inconvenience to passengers and additional costs to the airlines and aircraft operators.

Brown Field, located 1.5 miles north of the U.S.-Mexico border in the Otay Mesa community of the City of San Diego, has a nearly 8,000-foot long runway. The SDCRAA examined whether Brown Field would be able to accommodate commercial service aircraft as part of the 2010 Regional Aviation Strategic Plan (RASP). The FAA concluded that precision instrument approaches to the primary runway are not feasible due to extremely high terrain and the location of the Mexican border (sufficient distance does not exist for aircraft to execute appropriate approach procedures without flying over Mexican airspace which is prohibited in this area due to aircraft operations at General Abelardo L. Rodriguez International Airport).

2.2.4 NO ACTION ALTERNATIVE

The No Action alternative would result in no change in location for the existing Runway 9 displaced threshold, and would result in the potential loss of the Runway 9 CAT I instrument approach procedure for Category D aircraft, if FAA revokes the waiver currently granted to SDIA. The loss of the CAT I instrument approach to Runway 9 for Category D aircraft would be detrimental to airline and air cargo operators operating at SDIA during inclement weather or poor visibility conditions. Due to SDIA's location along the Pacific coast, it is

subject to fog and/or reduced visibility conditions (less than 3 statute miles) 2.83 percent of the time.¹ Loss of the CAT I instrument approach to Runway 9 for Category D aircraft would prohibit operations on Runway 9 during reduced visibility or inclement weather conditions, causing delays and financial losses to the airlines, passengers, and companies relying on travel and/or the shipment of goods via SDIA.

2.3 Alternatives Retained for Analysis and Identification of the Proposed Action

Based on the evaluation of alternatives, two alternatives were retained for evaluation in this EA:

- No Action alternative
- 300-foot Relocated Runway 9 Displaced Threshold alternative

Of these two alternatives, only the alternative to relocate the Runway 9 displaced threshold by 300 feet meets the purpose and need identified in Chapter 1; thus, this alternative was identified as the Proposed Action. Although the No Action alternative would not meet the stated purpose and need for the Proposed Action, it was retained for analysis in this EA to comply with Title 40 CFR 1502.14(d) and FAA Order 1050.1E, which requires consideration of the No Action alternative. Thus, only the No Action and Proposed Action alternatives are analyzed in detail in this EA.

2.4 Sponsor's Preferred Alternative

Based on the criteria noted above, the Sponsor selected the Proposed Action identified in Section 1.5 as its Preferred Alternative. The Proposed Action meets the Purpose and Need, limits the reduction of landing runway length and has a lesser project cost.

2.5 Federal Laws and Regulations Considered

In accordance with FAA Order 1050.1E, Paragraph 405(d)(4), the relevant federal laws and statutes, executive orders, and other federal regulations considered during preparation of this EA are listed in **Table 2-1**, **Table 2-2**, and **Table 2-3**, respectively.

¹ National Climatic Data Center, SAN Surface Hourly Weather Observations (January 1, 2003 – December 31, 2012), 87,760 total observations.

Table 2-1 Federal Laws and Statutes Considered

	CITATION
National Environmental Policy Act of 1969	42 U.S.C. 4321 <i>et seq.</i>
Clean Air Act of 1970, as amended	42 U.S.C. 7401 <i>et seq.</i>
Department of Transportation Act of 1966, Section 4(f)	49 U.S.C. 303(c)
Vision 100 – Century of Aviation Reauthorization Act of 2003	49 U.S.C. 40101
Airport and Airway Improvement Act of 1982, as amended	49 U.S.C. 47101 <i>et seq.</i>
Airport Noise and Capacity Act of 1990	49 U.S.C. 4752 <i>et seq.</i>
Aviation Safety and Noise Abatement Act of 1979	49 U.S.C. 47501 <i>et seq.</i>
Aviation Safety and Capacity Expansion Act of 1990	49 U.S.C. App. 2226
Federal Aviation Act of 1958, as amended	49 U.S.C. 40101 <i>et seq.</i>
Endangered Species Act of 1973	16 U.S.C. 1531 <i>et seq.</i>
Fish and Wildlife Coordination Act of 1958	16 U.S.C. 661 <i>et seq.</i>
Magnuson-Stevens Fishery Conservation and Management Act of 1976, as amended	16 U.S.C. 1801 <i>et seq.</i>
Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended by the Community Environmental Response Facilitation Act of 1992	42 U.S.C. 6901 <i>et seq.</i>
Resource Conservation and Recovery Act of 1976, as amended by the Solid Waste Disposal Act of 1980	42 U.S.C. 6901 <i>et seq.</i>
National Historic Preservation Act of 1966, as amended	16 U.S.C. 470 <i>et seq.</i>
Archaeological and Historic Preservation Act of 1974, as amended	16 U.S.C. 469 <i>et seq.</i>
Land and Water Conservation Fund Act of 1965	16 U.S.C. 4601 <i>et seq.</i>
Federal Water Pollution Control Act of 1972, as amended (commonly referred as the Clean Water Act)	33 U.S.C. 1251 <i>et seq.</i>
Rivers and Harbors Act of 1899, Section 10	33 U.S.C. 403 <i>et seq.</i>
Farmland Protection Policy Act	7 U.S.C. 4201 <i>et seq.</i>
Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970	42 U.S.C. 4601 <i>et seq.</i>
Wild and Scenic Rivers Act of 1968	16 U.S.C. 1271 <i>et seq.</i>
Toxic Substances Control Act	15 U.S.C. 2601 <i>et seq.</i>
Coastal Zone Management Act of 1972	16 U.S.C. 1452 <i>et seq.</i>
Oil Pollution Control Act of 1990	33 U.S.C. 2701 <i>et seq.</i>

Source: Ricondo & Associates, Inc., January 2013.
 Prepared by: Ricondo & Associates, Inc., January 2013.

Table 2-2 Executive Orders Considered

	CITATION
Executive Order 11593, Protection and Enhancement of the Cultural Environment	36 Federal Register (FR) 8921
Executive Order 11988, Floodplain Management	43 FR 6030
Executive Order 11990, Protection of Wetlands	42 FR 26961
Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations	59 FR 7629
Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks	62 FR 19883

Source: Ricondo & Associates, Inc., January 2013.

Prepared by: Ricondo & Associates, Inc., January 2013.

Table 2-3 FAA Orders, Advisory Circulars, and Federal Regulations Considered**U.S. Department of Transportation and FAA Orders**

U.S. Department of Transportation (DOT), FAA Order 1050.1E: *Environmental Impacts: Policies and Procedures*

U.S. DOT, FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*

U.S. DOT, Order 5650.2: *Floodplain Management and Protection*

U.S. DOT, Order 5660.1A: *Preservation of the Nation's Wetlands*

U.S. DOT, Order 5680.1: *Final Order to Address Environmental Justice in Low-Income and Minority Populations*

FAA Advisory Circulars

U.S. DOT, FAA AC 150/5020-1: Noise Control and Compatibility Planning for Airports

U.S. DOT, FAA AC 150/5200-33A: Hazardous Wildlife Attractants on or near Airports

U.S. DOT, FAA AC 36-3H: Estimated Airplane Noise Levels in A-Weighted Decibels

U.S. DOT, FAA AC 150/5300-13A, Airport Design

U.S. DOT, FAA AC 150/5370-10A: Standards for Specifying Construction of Airports

Code of Federal Regulations

Title 14 CFR Part 71: Designation of Class A, Class B, Class C, Class D, and Class E Airspace Areas; Airways; Routes; and Reporting Points

Title 14 CFR Part 77: Objects Affecting Navigable Airspace

Title 14 CFR Part 135: Operating Requirements: Commuter and On-Demand Operations and Rules Governing Persons on Board Such Aircraft

Title 14 CFR Part 150: Airport Noise Compatibility Planning

Title 40 CFR Part 93: Determining Conformity of Federal Actions to State or Federal Implementation Plans, Subpart B

Title 40 CFR Part 122: EPA Administered Permit Programs: The National Pollutant Discharge Elimination System

Title 40 CFR Part 123: State Program Requirements

Title 40 CFR Part 124: Procedures for Decisionmaking

Title 40 CFR Part 172: Hazardous Materials Table, Special Provisions, Hazardous Materials Communications, Emergency Response Information, and Training Requirements

Title 40 CFR Parts 1500-1508: President's Council on Environmental Quality

Source: Ricondo & Associates, Inc., January 2013.

Prepared by: Ricondo & Associates, Inc., January 2013.

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3. Affected Environment

The affected environment for the proposed relocated displaced threshold project encompasses those areas that would be directly or indirectly affected by the Proposed Action if it is implemented.¹ This chapter identifies the potentially affected geographic areas and documents existing conditions within those areas. In accordance with FAA Orders 1050.1E and 5050.4B, those resources that could potentially be affected by the Proposed Action are identified herein.

3.1 Identification and Description of Study Area

San Diego International Airport is located within the northwest portion of the downtown area within the city of San Diego. The Airport is uniquely constrained by both natural and man-made boundaries (see **Figure 3-1**). The Airport is bounded by U.S. Marine Corps Recruit Depot (MCRD) San Diego to the north, Pacific Highway and Interstate 5 to the east, North Harbor Drive and San Diego Bay to the south, and the Navy Boat Channel and Liberty Station to the west. Further east of the Airport, land rises to form the hillsides of Uptown and Middletown.

Two study areas have been identified for the Sponsor's Proposed Action. The Area of Potential Effect (APE) demarks the boundary of physical disturbance for the Sponsor's Proposed Action and the viable alternatives. The APE is located on and adjacent to the end of Runway 9, primarily within the existing SDIA property except for a portion on the western side of the Airport; the MALSR system for Runway 9 extends west off of Airport property and into the Navy Boat Channel (see Figure 3-1).

An indirect Study Area has been defined to include those areas that could potentially be indirectly impacted by the Proposed Action and viable alternatives. The indirect Study Area was identified based on the Community Noise Equivalent Level (CNEL) 65 decibel (dB) noise contour for the Airport² (see **Figure 3-2**). Because the relocation of the Runway 9 displaced threshold may result in a shift of the CNEL 65 dB noise contour, it was used to delineate the indirect Study Area.

¹ The Proposed Action would not trigger a federal coastal zone certification of consistency (State of California, California Coastal Commission, *California Coastal Management Program, List of Federal Licenses and Permits Subject to Certification for Consistency*).

² The 2009 CNEL 65 dB noise contour from the *San Diego International Airport Part 150 Update, Noise Exposure Maps* (August 2009) was utilized to delineate the indirect Study Area.

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SOURCE: San Diego Geographic Information Source (SanGIS), March 2013 (aerial photography dated May 2012).
 PREPARED BY: Ricondo & Associates, Inc., April 2013.

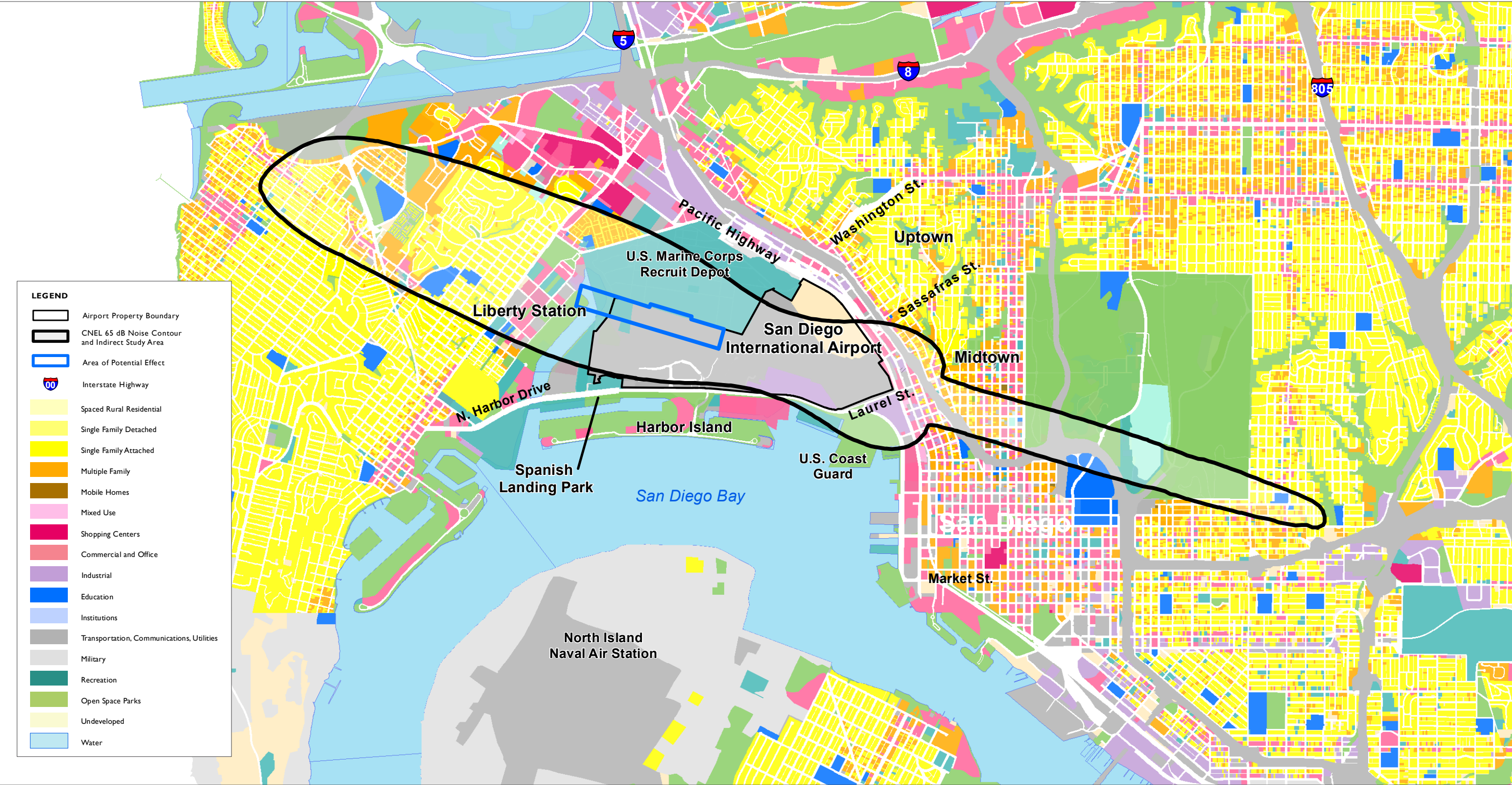
FIGURE 3-1



Area of Potential Effect

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SOURCE: Ricondo & Associates, Inc., April 2012, based on GIS datasets received from the City of San Diego, SanGIS and SANDAG (datasets were updated based on field surveys conducted in July and November 2011).; HMMH, San Diego International Airport, Part 150 Update, Noise Exposure Maps, August 2009; Bing Maps Aerial 2011.
PREPARED BY: Ricondo & Associates, Inc., April 2012.

FIGURE 3-2



G:\Projects\San Diego\EA\Displaced Threshold MXD\Figure-III-2-Study_Area-v3--08213-DPT-NEW-TEMPLATE.mxd

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3.2 Existing Land Use and Zoning

This section presents a summary of existing land use plans and policies that affect development in the vicinity of the Airport. Land use plans that apply to the area surrounding the Project site include:

- City of San Diego General Plan;
- City of San Diego Community and Redevelopment Plans;
- Navy Redevelopment/Reuse Plans; and
- Port Master Plan (PMP).

3.2.1 AIRPORT PROPERTY LAND USES

SDIA is situated on 661 acres on the north side of San Diego Bay on State Tidelands. It is the major airport in San Diego County that is served directly by commercial air carrier operations. SDIA includes an existing 9,401-foot runway with associated airfield taxiways and existing air support facilities, including the Airport Traffic Control Tower (ATCT), the Aircraft Rescue and Fire Fighting Station, and general aviation facilities. Airport facilities include:

- Runway 9-27 and taxiway system
- North Side: The north side of Runway 9-27, formerly known as the General Dynamics site, is primarily used for long-term and short-term parking. It also includes cargo-related business and fixed-base operator (FBO) facilities for general aviation (GA) aircraft located at the southerly end of the site along Pacific Highway.
- South Side: The south side of Runway 9-27 consists of the existing terminals, gates, and parking areas on SDIA. Additionally, the south side includes approximately 47 acres of the former Teledyne Ryan leasehold. Long-term and short-term parking is located along the areas adjacent to North Harbor Drive.

3.2.2 SURROUNDING LAND USES AND LAND USE PLANS

Land in the vicinity of SDIA is densely developed due to the Airport's proximity within two miles of downtown San Diego. The primary land uses immediately surrounding the SDIA site are depicted in Figure 3-2 and discussed below.

3.2.2.1 North/Northeast of Airport

MCRD San Diego comprises 388 acres of land immediately north of and adjacent to the Airport, and also contains 25 buildings listed on the National Register of Historic Places (NRHP).³ All male U.S. Marine Corps recruits residing west of the Mississippi River are sent to MCRD San Diego to complete basic training. MCRD San Diego has over 800 civilian employees and over 1,800 permanent military personnel. At any one time, approximately 4,000 recruits are housed at MCRD. Outdoor use areas adjacent to SDIA include an outdoor combat skills training area.

A portion of the Midway-Pacific Highway Corridor Community Plan Area (CPA) extends along Pacific Highway immediately adjacent to the Airport. Existing land uses in this area consist primarily of light industrial and commercial transportation related uses such as long- and short-term parking and car rentals and the headquarter offices of the San Diego Unified Port District and the Middletown Palm Avenue Trolley Station. There are also educational facilities including Dewey Elementary School and St. Charles Borromeo Academy, a private school, and a U.S. Postal Service facility.⁴

3.2.2.2 East of Airport

The Uptown CPA is located east of the Airport, across I-5, immediately north of the downtown Centre City area. The Uptown CPA is dominated by residential uses with some commercial businesses bordering I-5. Some of these residences and businesses are located on the western slopes of hills adjacent to I-5, overlooking SDIA and the Study Area.⁵

3.2.2.3 South/Southeast of Airport

The San Diego downtown CPA, called the Centre City CPA, is located on the southeast side of SDIA and comprises approximately 1,500 acres. The Centre City CPA is intended to be the City of San Diego's center, comprised of a financial/commercial core surrounded by well-integrated mixed-use areas, including residential neighborhoods, offices, open spaces, and commercial uses serving an urban downtown environment. The Downtown area is divided into eight urban, high-density, mixed-use districts. The district that is most relevant to the Study Area is the Little Italy District, which is immediately adjacent to the southeast corner of the Airport.

The Little Italy District is a medium-density residential and commercial neighborhood located between Laurel Street on the north and Ash Street on the south, between Harbor Drive on the west and I-5 and Front Street on the east. The Little Italy District is a community of diverse uses, with industrial, mixed-use, residential, commercial, and open space land uses. The District is also home to the County of San Diego Administration

³ Marine Corps Recruit Depot, San Diego, <http://www.marines.mil/unit/tecom/mcrdsandiego/Pages/welcome.aspx> (accessed: December 12, 2011).

⁴ City of San Diego, Midway Pacific Highway Corridor Community Planning Area, <http://www.sandiego.gov/planning/community/profiles/midwaypacifichwy/corridor/plan.shtml> (accessed: December 16, 2011).

⁵ City of San Diego, Uptown Community Planning Area, <http://www.sandiego.gov/planning/community/profiles/uptown/> (accessed: December 16, 2011).

Center on Harbor Drive.⁶ Additionally, the portion of the Little Italy District west of the railroad and trolley tracks, also known as the North Embarcadero Area, has been promoted for redevelopment under the North Embarcadero Visionary Plan (NEVP).

The North Embarcadero area encompasses the downtown waterfront area bounded by Laurel Street on the north, Market Street on the south, San Diego Bay on the west, and the railroad and trolley tracks on the east. The northern end of the North Embarcadero area borders the southern property boundary of SDIA at Laurel Street.⁷ Existing land uses in the North Embarcadero area include: industrial and warehousing in the northern end; commercial, recreational, hotel, small-scale retail, and office uses in the central area; and the U.S. Navy and residential uses at the southern end.⁸

Existing land uses surrounding SDIA include: Airport-related industrial and commercial uses such as Solar Turbines and car rental agencies, other commercial businesses, and the County of San Diego Administration Center. There are also several public recreation facilities in this area, including viewing and fishing piers along Harbor Drive, a waterfront promenade, and the Grape Street pier.

North Harbor Drive runs along the southern property line of SDIA. Along the south side of North Harbor Drive are located the City of San Diego Metropolitan Sewer Pump Station #2, the U.S. Coast Guard Station, a rental car return center, the Harbor Police Station, and the Spanish Landing Park. Further to the south is Harbor Island, which includes hotels, restaurants, marinas, and Harbor Island Park.⁹

Spanish Landing Park is an existing park located south of SDIA across North Harbor Drive. This park extends along the north bank of the Harbor Island West Basin, occupying 11.2 acres of land, and includes a bicycle and pedestrian path along the shore of San Diego Bay. The park is developed with picnic tables, restrooms, parking, and extensive landscaping. Approximately one mile of public access to the shore is provided by this park. The park has been designated as a California Historical Landmark as it was the site of anchorage for the supply ships of the Portola-Serra expedition of 1769.¹⁰

⁶ Centre City Development Corporation, Downtown Neighborhoods, <http://www.ccdc.com/resources/downtown-neighborhoods.html>, (accessed: December 20, 2011).

⁷ Unified Port of San Diego, North Embarcadero Visionary Plan, Overview and Background, <http://www.portofsandiego.org/north-embarcadero/1880-overview-and-background.html>, (accessed: December 20, 2011).

⁸ North Embarcadero Alliance, *North Embarcadero Alliance Visionary Plan*, 1998.

⁹ City of San Diego, CityWorks interactive mapping, <http://citymaps.sandiego.gov/imf/imf.jsp?site=ciptpub>, (accessed: December 20, 2011).

¹⁰ Unified Port of San Diego, Spanish Landing Park, <http://www.portofsandiego.org/spanish-landing-park.html>, (accessed: December 20, 2011).

3.2.2.4 West of Airport

The former Naval Training Center (NTC) property, comprising approximately 541 acres, is located west of the Airport on the west side of the Navy Boat Channel. The NTC site has been redeveloped as Liberty Station. Uses include residential, commercial, office, recreational, educational, and civic uses.¹¹

3.2.3 EXISTING ZONING

Zoning for the City of San Diego is planned and mapped by the Development Services Department of the City.¹² Generally, zoning in the immediate areas surrounding the Airport tend to be commercial or industrial in use, which is consistent with the current land use for these areas.

Areas to the west of the Airport are currently zoned for commercial, residential, and open space uses. Properties to the east and north of the Airport are zoned for commercial, residential, and industrial uses. South of the Airport consists of CPAs that are not designated for specific uses. Within these broad zoning designations are specific zones with distinct classifications and restrictions. These specific designations vary in development intensity, the mix of uses, and types of uses allowed.

3.3 Noise

The FAA has developed specific guidance and requirements for the assessment of aircraft noise in order to comply with NEPA requirements. The methodology to be used in conducting aircraft noise analyses is established in FAA Order 1050.1E. The FAA has determined that the cumulative noise exposure of individuals resulting from aircraft noise must be established in terms of the yearly day-night average sound level (DNL) metric, but accepts the use of the CNEL for aircraft noise evaluations in California.¹³

CNEL is the average noise level over a 24-hour period with a 5 dB penalty applied to evening operations (i.e., operations between 7 p.m. to 10 p.m.) and a 10 dB penalty applied to nighttime operations (i.e., operations between 10 p.m. and 7 a.m.). The 5 dB and 10 dB increases during evening and nighttime hours, respectively, are intended to account for the added intrusiveness of aircraft noise during time periods when ambient noise due to vehicle traffic and other sources is typically less than during the daytime. CNEL is similar to DNL; however DNL does not add a 5-dB penalty to evening operations.

¹¹ City of San Diego, Naval Training Center Overview, <http://www.sandiego.gov/ntc/overview/index.shtml>, (accessed: December 20, 2011).

¹² Development Services Department, City of San Diego, Official Zoning Map, <http://www.sandiego.gov/development-services/zoning/zoninggridmap.shtml>, (accessed: December 12, 2011).

¹³ The FAA definition of "significance" is specified using the day-night average sound level (DNL) metric. The FAA recognizes the use of the Community Noise Equivalent Level (CNEL) for aircraft noise evaluations in California. See FAA Order 1050.1E, Appendix A, Section 14 for FAA's acceptance of CNEL as a suitable substitute for DNL.

Noise exposure maps (NEMs) were developed for SDIA as part of the Part 150 Update Study completed in 2009.¹⁴ The CNEL 65 dB noise contour for 2009 is shown on Figure 3-2.

3.4 Demographics and Socioeconomic Profile

Socioeconomics are the activities and resources associated with the everyday human environment, particularly with population centers, their demographics, and economic activities generated. Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, was enacted in 1994 to ensure the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no groups of people, including racial, ethnic, or socioeconomic groups, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, tribal, and local programs and policies. Consideration of environmental justice concerns must be given to populations in the vicinity of a proposed project.

A series of census tracts in the immediate vicinity of the Airport have been identified for socioeconomic analysis. **Figure 3-3** depicts these census tracts in relation to the Airport property. The tables that follow give detailed information on the communities surrounding the Airport. The indirect Study Area described in Section 3.1, includes at least portions of the following census tracts: 100, 202, 5800, 5900, 6000, 6100, 6200, 6300, 6500, 6900, and 21400.

The Study Area has a population that is predominantly Caucasian (82 percent), with Asians making up the next highest ethnic group at 4 percent (see **Table 3-1**). The Study Area is largely an affluent population, except for census tract 6500 which has a median household income of \$32,721 (see **Table 3-2**). The remaining census tracts have median incomes that range from \$52,107 to \$112,065. Tracts 6200 and 6300, Airport and U.S. Marine Corps lands, do not report median incomes or poverty levels.

¹⁴ San Diego County Regional Airport Authority, *San Diego International Airport, Part 150 Update, Noise Exposure Maps*, August 2009.

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FIGURE 3-3

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Table 3-1 Demographic and Socioeconomic Data, 2010

	SAN DIEGO COUNTY		CITY OF SAN DIEGO		STUDY AREA	
Total Residents	3,095,313		1,307,402		37,077	
Percent Change vs. 2000	10%		7%		- ^{2/}	
Percent by Ethnicity Group ^{1/}						
White	1,981,442	64%	769,971	59%	30,518	82%
Black or African American	158,213	5%	87,949	7%	1,284	3%
Pacific Islander/ Native Hawaiian	15,337	0.5%	5,908	0.5%	92	0.2%
Asian	336,091	11%	207,944	16%	1,623	4%
American Indian and Alaska Native	26,340	1%	7,696	1%	252	1%
Some Other Race	419,465	14%	161,246	12%	1,798	5%
Reporting Two or More Races	158,425	5%	66,688	5%	1,510	4%
Hispanic or Latino ^{3/}						
Hispanic or Latino (of any race)	991,348	32%	376,020	29%	5,578	15%
Not Hispanic or Latino	2,103,965	68%	931,382	71%	31,499	85%
Socioeconomic Data ^{4/}						
Median Household Income, 2010	62,901		61,962		See Table 3-2.	
Persons Below Poverty Level, 2010	7.9%		13.1%			

NOTES:

1/ Census 2010 Redistricting Data.

2/ Census tract geographies have changed from 2000 to 2010. No comparison can be made.

3/ According to the U.S. Census Bureau, "...race and Hispanic origin (also known as ethnicity) are two separate and distinct concepts...Persons who report themselves as Hispanic can be of any race and are identified as such in our data tables." For more information, see www.census.gov/population/hispanic/about/faq.html#Q1 or www.census.gov/population/hispanic/.

4/ 2005-2009 American Community Survey 5 Year Estimates.

Sources: U.S. Census Bureau, American Fact Finder, <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml> (accessed: January 2, 2013).

Prepared by: Ricondo & Associates, Inc., January 2013.

Table 3-2 Economic Data by Census Tract

CENSUS TRACT	MEDIAN HOUSEHOLD INCOME (\$)	PERCENT PEOPLE BELOW POVERTY LEVEL ^{2/}
100	112,065	6.70%
202	56,563	8.70%
5800	73,777	14%
5900	52,107	12%
6000	60,598	10%
6100	70,234	4%
6200	- ^{1/}	-
6300	- ^{1/}	-
6500	32,721	21%
6900	63,300	11%
21400	80,172	3.8%

NOTES:

1/ Data not available because tract is predominantly U.S. Marine Corps or Airport land use.

2/ Poverty level is \$10,890 for 1 person and an additional \$3,820 for each additional family member in the lower 48 Contiguous U.S. States and Washington, D.C. U.S. Department of Health & Human Services, 2011.

Source: U.S. Census Bureau, American Community Survey, <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml> (accessed: January 2, 2013).

Prepared by: Ricondo & Associates, Inc., January 2013.

3.5 Natural Environment

3.5.1 AIR QUALITY

3.5.1.1 Introduction to Air Quality Standards Rules

The federal Clean Air Act (CAA) of 1970, 42 U.S.C. 7401, et seq., as amended, requires that states identify those areas where the National Ambient Air Quality Standards (NAAQS) are not being met for specific air pollutants. The U.S. Environmental Protection Agency (EPA) designates such areas as nonattainment areas. A state with one or more nonattainment areas must prepare a State Implementation Plan (SIP) for each nonattainment area, detailing the programs and requirements that the state will implement to meet the NAAQS by the deadlines specified in the Clean Air Act Amendments of 1990 (CAAA), Public Law 101-49. SIPs must address all pollutants for which the NAAQS are not met.

NAAQS have been established for seven air contaminants or criteria pollutants. These contaminants are:

- Carbon monoxide (CO)
- Nitrogen dioxide (NO₂)

- Ozone (O₃)
- Sulfur dioxide (SO₂)
- Lead (Pb)
- Particulate matter (PM₁₀)
- Fine particulates (PM_{2.5})

The primary standards were established at levels sufficient to protect public health with a satisfactory margin of safety. The regulation and management of ambient (i.e., “outdoor”) air quality conditions in San Diego County is the combined responsibility of federal, state, and local governmental agencies.

On the federal level, the U.S. EPA establishes the guiding principles and policies for protecting air quality conditions throughout the nation, including San Diego County. Relevant to this assessment, the U.S. EPA is also responsible for promulgating the NAAQS, the approval of the SIP, and the regulation of aircraft emissions.

On the state level, the California Air Resources Board (CARB) serves to help ensure that federal air quality requirements and guidelines are met. CARB also enforces the California Ambient Air Quality Standards (CAAQS), monitors air quality, and regulates mobile sources of emissions (i.e., on-road and off-road motor vehicles and equipment).

On the local level, the San Diego County Air Pollution Control District (SDAPCD) is responsible for administering federal and state air quality regulations, permitting of stationary sources of air emissions, and monitoring of air quality conditions in the County. Together, CARB, the SDAPCD, and the San Diego Association of Governments (SANDAG) are involved in the preparation and implementation of the SIP for San Diego County.

Together, CARB and SDAPCD operate 9 permanent ambient air quality monitoring sites scattered throughout San Diego County as part of their ongoing state and local air quality monitoring programs. The closest of these air quality monitoring stations to SDIA is located approximately two miles southeast of the Airport in downtown San Diego.¹⁵ No air quality monitoring stations are located directly on, or adjacent to, the SDIA.

3.5.1.2 Attainment/Nonattainment Status

The Airport is located within San Diego County, an area designated as a nonattainment area for ozone (8-hour), and a maintenance area for carbon monoxide.¹⁶ A maintenance area is any area previously designated

¹⁵ These air monitoring stations are components of the permanent network operated by CARB/SDAPCD in San Diego County. The locations are established according to a series of parameters that take into consideration meteorological conditions, emission source(s) locations, demographics and pollutant characteristics.

¹⁶ U.S. Environmental Protection Agency, Criteria Pollutant Reports, <http://www.epa.gov/air/oaqps/greenbk/multipol.html>, (accessed: April 9, 2013).

nonattainment but is in transition back to attainment. The CARB designates San Diego County as nonattainment for State CAAQS standards for the following criteria pollutants: ozone, particulate matter, and fine particulate matter.¹⁷

3.5.1.3 Greenhouse Gases and Climate Change

The FAA released a memorandum in January 2012 providing guidance on the consideration and evaluation of greenhouse gases (GHGs) and climate under NEPA.¹⁸ The guidance supplements FAA Order 1050.1E to identify climate as a category of potential environmental impact that should be considered in EAs and EISs.

According to most international reviews, aviation emissions comprise a small but potentially important percentage of anthropogenic (human-made) GHGs and other emissions that contribute to global warming. The Intergovernmental Panel on Climate Change (IPCC) estimates that global aircraft emissions account for about 3.5 percent of the total quantity of GHGs from human activities.¹⁹ In terms of U.S. contribution, the U.S. General Accounting Office (GAO) reports that aviation accounts “for about 3 percent of total U.S. greenhouse gas emissions from human sources” compared with other industrial sources, including the remainder of the transportation sector (23 percent) and industry (41 percent).²⁰

The scientific community is developing areas of further study to enable them to more precisely estimate aviation's effects on the global atmosphere. The FAA is currently leading or participating in several efforts intended to clarify the role that commercial aviation plays in GHGs and climate change. The most comprehensive and multi-year program geared towards quantifying climate change effects of aviation is the Aviation Climate Change Research Initiative (ACCRI) funded by FAA and the National Aeronautics and Space Administration (NASA).

The ACCRI will reduce key scientific uncertainties in quantifying aviation-related climate impacts and provide timely scientific input to inform policy-making decisions. FAA also funds Project 12 of the Partnership for Air Transportation Noise & Emissions Reduction (PARTNER) Center of Excellence research initiative to quantify the effects of aircraft exhaust and contrails on global and U.S. climate and atmospheric composition. Finally, the Transportation Research Board's (TRB) Airport Cooperative Research Program (ACRP) Project 02-06 prepared a guidebook on preparing airport GHG emission inventories.

¹⁷ California Air Resources Board, 2011 National Area Designations, <http://www.arb.ca.gov/desig/adm/adm.htm>, June 2011 (accessed: April 9, 2013).

¹⁸ U.S. Department of Transportation, Federal Aviation Administration, Order 1050.1E, Change 1, Guidance Memo #3, “Considering Greenhouse Gases and Climate Under the National Environmental Policy Act (NEPA): Interim Guidance.” To: FAA Lines of Business and Managers with NEPA Responsibilities. From: Julie Marks, Manager, Environmental Policy and Operations, prepared by Thomas W. Cuddy, January 12, 2012.

¹⁹ IPCC Report as referenced in U.S. General Accounting Office (GAO) Environment: Aviation's Effects on the Global Atmosphere Are Potentially Significant and Expected to Grow; GAO/RCED-00-57, February 2000, p. 4.

²⁰ *Ibid*, p. 14; GAO cites available EPA data from 1997.

In a Memorandum of Understanding (MOU) with the Attorney General of the State of California dated May 9, 2008²¹ steps were outlined to reduce GHG emissions that might otherwise occur with future growth of air travel to and from SDIA. The MOU outlined the terms of compliance with specific measures included in Exhibit A, which included the SDCRAA agreeing to implement:

- Reduction in Aircraft On-the-Ground-Energy Usage
- Reduction of Landside Energy Usage
- Use of Green Materials and Sustainable Design
- Use of Green Construction Methods and Equipment
- Coordination and Encouragement of Tenants to Address GHGs

This memorandum of agreement represents SDIA's goal of minimizing the potential impacts of GHG on the environment.

3.5.2 WATER QUALITY

SDIA is generally flat with local minor elevation variations due to landscaping. Elevations across the area range from approximately 7 to 15 feet above mean sea level (MSL).²² The APE is situated within the Pueblo San Diego Hydrologic Unit (HU) listed in the San Diego Basin Plan.²³ The average annual precipitation at SDIA is approximately 12 inches.²⁴

According to the San Diego Regional Water Quality Control Board, groundwater flow is assumed to be southward toward San Diego Bay.²⁵ The general hydrologic regime includes: freshwater underflow from the regional groundwater system toward San Diego Bay; freshwater recharge from water and wastewater distribution, collection, and transmission lines; saline water encroachment from the ocean, and potentially from the larger, deeper storm drains; and brackish to saline native groundwater beneath the artificial fill. The San Diego Formation in the area south of SDIA is the principal aquifer that provides groundwater recharge. Because of SDIA's proximity to San Diego Bay, diurnal changes in sea level caused by lunar tides also cause concurrent changes in the level of groundwater elevations in the near-shore groundwater.

In 2005, prior to transfer of the General Dynamics and Teledyne Ryan properties to the SDCRAA, approximately 85-90 percent of Airport property was impervious area covered by buildings and paved

²¹ San Diego Airport and State of California Justice Department, Memorandum of Understanding, May 9, 2008, http://www.san.org/documents/airport_authority/MOU_SDCRAA_AG_Master_Plan_2008.pdf (accessed: April 23, 2012).

²² San Diego Regional Water Quality Control Board, San Diego Region, *Water Quality Control Plan for the San Diego Basin*, September 8, 1994.

²³ MACTEC, *Hydrology Report for Storm Drainage System BMP Program at San Diego International Airport*, April 2005.

²⁴ San Diego County Regional Airport Authority, Fiscal-year 2004-2005 Municipal Stormwater Permit Annual Report, January 2006.

²⁵ San Diego Regional Water Quality Control Board, San Diego Region, *Water Quality Control Plan for the San Diego Basin*, September 8, 1994.

surfaces.²⁶ A high percentage of Airport property remains impervious and is covered by runways, taxiways, apron, buildings, and associated facilities. Thus, recharge of the groundwater is limited due to the high percentage of impervious surface at SDIA.

Surface water in the vicinity of SDIA is dominated by San Diego Bay to the south and a leg of the bay called the Navy Boat Channel, which runs north-south just west of the Airport. Drainage typically flows in a southerly direction toward the Bay and in a southwesterly direction toward the Navy Boat Channel. The largest body of fresh water in proximity to SDIA is the San Diego River, approximately 1 mile to the north, which flows in an east-west direction and drains into the Pacific Ocean.

San Diego Bay is the largest marine and bay estuary in southern California. Depths range from 20 feet at narrow areas to 40 feet in the northern portion with an average depth of 25 feet. As a working harbor, the Bay includes recreational boating areas and commercial docks. The Navy Boat Channel formerly was a portion of the San Diego River Channel, which was diverted to its present location in the 1800s. The channel measures approximately 4,922 feet long by 558 feet wide with an average depth of 15 feet.

Portions of San Diego Bay in the vicinity of SDIA are listed under California Environmental Protection Agency (Cal-EPA) Section 303(d) list of waters that do not meet, or are not expected to meet by the next listing cycle, applicable water quality standards for impacts due to coliform bacteria and metals.²⁷ Of the four identified Toxic Hot Spots in the San Diego Bay, the one located between the foot of Grape Street and the foot of Laurel Street receives stormwater runoff from local urbanized areas of the City of San Diego as well as SDIA.²⁸

Rainfall runoff at the Airport travels by gravity flow through the network of concrete channels and underground pipes that comprise the SDIA storm drain conveyance systems. These systems ultimately discharge runoff directly to San Diego Bay. Without an adequate stormwater management program, rainfall runoff on runways, taxiways, and industrial and commercial sites can pick up a multitude of adsorbable and dissolvable pollutants and potentially transport such pollutants to San Diego Bay. As further described below, the SDCRAA has developed and implemented a stormwater management program to prevent or reduce the discharge of polluted runoff from the Airport, in accordance with State and federal water quality requirements.

Pollutants typically found in rainfall runoff samples collected from the airfield surface at SDIA include sediment, nutrients (e.g., fertilizers), oxygen-demanding substances (e.g., decaying vegetation), bacteria, heavy metals, synthetic organics (e.g., fuels, oils, solvents, lubricants), pesticides, and other toxic substances.²⁹

²⁶ MACTEC, *Hydrology Report for Storm Drainage System BMP Program at San Diego International Airport*, April 2005.

²⁷ State of California, California Environmental Protection Agency, *Water Quality Control Policy for Developing California's Clean Water Act Section 303(d) List*, September 2004.

²⁸ San Diego Regional Water Quality Control Board, *2006 CWA Section 303(d) List of Water Quality Limited Segments Requiring TMDLS*, 2006.

²⁹ San Diego County Regional Airport Authority, *Storm Water Management Plan*, January 2005.

In addition, rainfall runoff as a potential transport mechanism for pollutants, these same pollutants have the potential to be transported by “dry weather runoff/dry weather flows”. Any flow in the stormwater conveyance system during periods of dry weather is considered a dry weather flow. Dry weather flows can originate from over irrigation of landscaped areas, air conditioning condensation, high groundwater or groundwater sump pumps, and accidental, improper, or illegal discharges to the stormwater conveyance system. Common examples of the latter are accidental spills of jet fuel or lavatory waste, or improper vehicle or pavement washing activities, or illegally disposed used motor oil or antifreeze.

In light of the potential for pollutants to be transported to San Diego Bay through the stormwater conveyance system, SDIA is subject to both the State Industrial General Stormwater Permit (National Pollutant Discharge Elimination System (NPDES) Permit No. CAS000001) and the San Diego Municipal Stormwater Permit (NPDES Permit No. CAS0108758). In response to these permit requirements, the SDCRAA has developed and implemented a stormwater management program to prevent or reduce the discharge of polluted runoff from SDIA during rain events and during instances of dry weather flow.

Due to poor quality, groundwater underlying SDIA and the former NTC is not used for drinking, irrigation, or industrial supply purposes. No existing or potential beneficial uses for groundwater are designated in these areas. According to the San Diego Basin Plan, groundwater within this Hydrologic Area has been exempted by the San Diego Regional Water Quality Control Board (RWQCB) from the municipal use designation under the terms and conditions of State Board Resolution No. 88-63, “Sources of Drinking Water Policy.”

Groundwater testing at the former NTC indicates that metals and minerals did not exceed total threshold concentration limits; however, concentrations of chromium, copper, lead, nickel, and zinc exceeded San Diego RWQCB standards for protection of marine resources in San Diego Bay. Groundwater exceeding these standards, removed as part of construction site dewatering activities at SDIA, is subject to NPDES permitting and would require either discharge into the sanitary sewer system or treatment before discharge into the Bay.³⁰

3.5.3 WETLANDS

The U.S. Army Corps of Engineers’ (USACE) Wetland Delineation Manual defines wetland areas that have positive indicators for hydrophytic vegetation, wetland hydrology, and hydric soils as “areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.” The USACE typically takes jurisdiction over wetlands only when they lie within or adjacent to navigable waters, or tributaries of such waters where those tributaries bear an ordinary high water mark. An ordinary high water mark is defined as “that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in soil character, destruction of terrestrial vegetation, presence of litter or debris, or other appropriate means that consider the characteristics of the surrounding areas.”

³⁰ Redevelopment Agency of the City of San Diego, November 1999.

SDIA is highly developed (e.g., buildings, paved surfaces, ornamental landscaping) and contains few areas with the potential to support wetlands. Virtually all areas that would be developed under the Proposed Action consist of bare earth, paved surfaces, structures or ornamental (low habitat value) landscaping. Review was undertaken for jurisdictional habitats that may fall under Corps jurisdiction pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344), wetland and streambed habitats under California Department of Fish and Game (CDFG) jurisdiction pursuant to Section 1600 of the Fish and Game Code, and wetland habitat under California Coastal Commission (CCC) jurisdiction pursuant to Section 30121 of the California Coastal Act. During this review it was determined that there was no habitat that met the criteria for jurisdictional wetlands per the federal Clean Water Act, California Fish and Game Code, or the California Coastal Act. However, the Navy Boat Channel is regulated as a “waters of the U.S.” under Section 10 of the Rivers and Harbors Act of 1899.

3.5.4 FLOODPLAINS

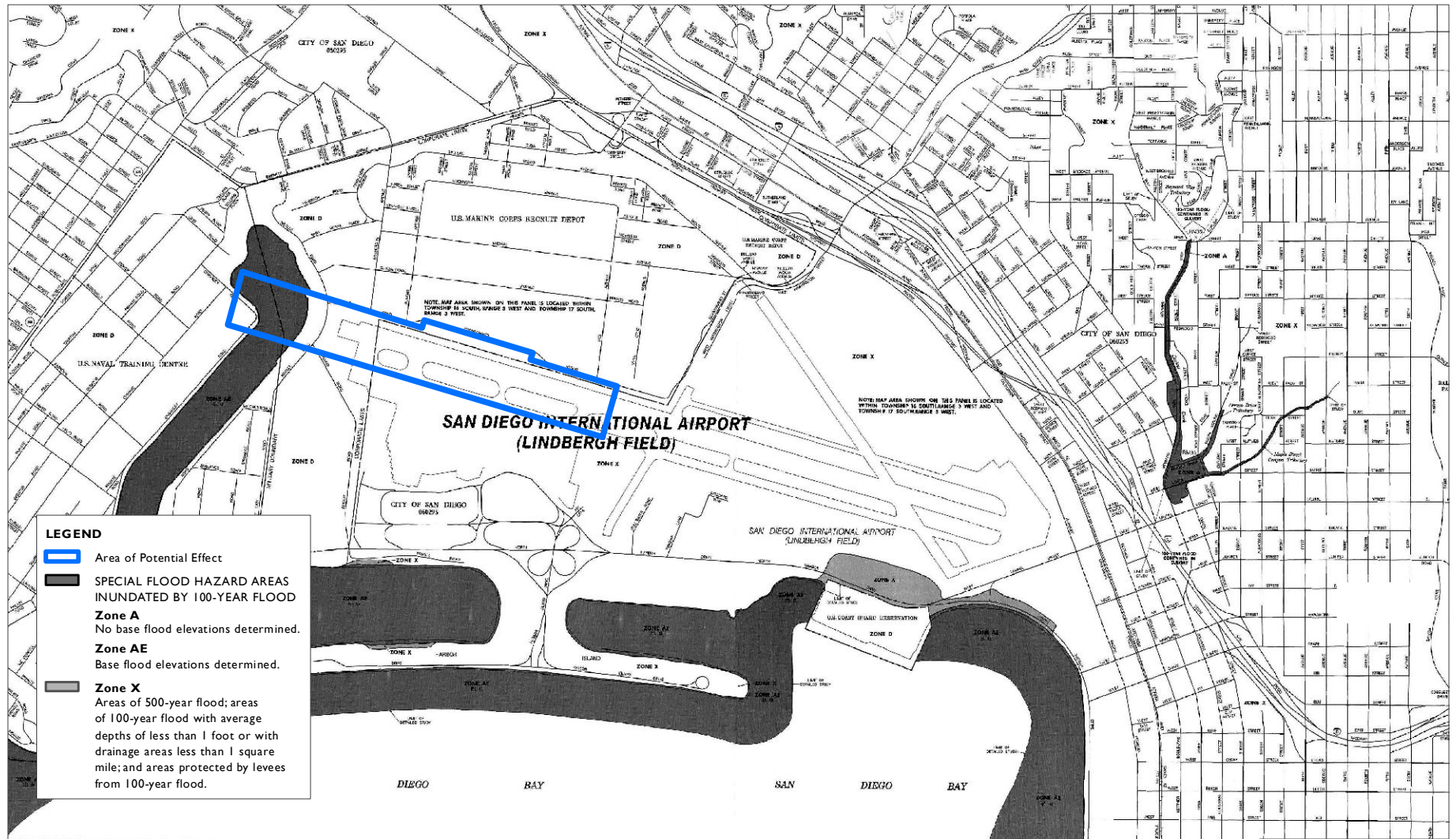
Executive Order No. 11988 was enacted in order to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practical alternative. The order was issued in furtherance of NEPA, the National Flood Insurance Act of 1968, and the Flood Disaster Act of 1973. Floodplains are defined as lowland and flat areas adjoining waters that are subject to a one percent or greater chance of flooding in any given year, i.e. a 100-year flood event.

A portion of the APE, where the MALSR extends into the Navy Boat Channel, lies within the 100-year flood zone as delineated by the Federal Emergency Management Agency (FEMA) maps. FEMA Flood Rate Insurance Map (FIRM) 06073C1881F indicates the floodplains for the APE (**Figure 3-4**). No other flood zones are contained within the APE.

3.5.5 COASTAL AREAS

The Coastal Zone Management Act (CZMA) of 1972 ensures effective management, beneficial use, protection and development of the coastal zone. Coastal Zone Management Programs (CZMPs), prepared by states according to guidelines issued by the National Oceanic and Atmospheric Administration (NOAA), are designed to address issues affecting coastal areas. Coastal resources are identified in accordance with the California Coastal Act of 1976 (“Coastal Act”; California Public Resources Code Sections 30,000 et seq.). This act, which is consistent with the Federal Coastal Zone Management Act, contains the State’s adopted policies with regard to the protection of coastal resources. In accordance with the California Coastal Commission, the only Federal actions for the FAA that would trigger a certification of consistency with the State’s California Coastal Management Program (CCMP) are the certificates for the operation of new airports.³¹

³¹ State of California, California Coastal Commission, *California Coastal Management Program, List of Federal Licenses and Permits Subject to Certification for Consistency*.



SOURCE: Federal Emergency Management Agency, Flood Insurance Rate Maps (06073C1877 F, 06073C1881 F), 1997.
PREPARED BY: Ricondo & Associates, Inc., April 2012.

FIGURE 3-4

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SDIA and the entire APE are within California's Coastal Zone, as designated by the Coastal Act. There is no Coastal Commission-certified Airport Land Use Plan for SDIA, although the Airport and the APE were encompassed previously by the Coastal Commission-certified PMP. The PMP designates SDIA as International Airport, Aviation Related Commercial, and Aviation Related Industrial. In general, the International Airport designation encompasses areas where the Port operated SDIA facilities, the Aviation Related Commercial designation was applied to commercial operators' leaseholds (such as the existing FBO in the north area), and the Aviation Related Industrial designation encompasses the former General Dynamics leasehold (in the current north area) and the former Teledyne Ryan leasehold. The PMP does envision, among other actions, (1) addition of an air terminal concourse, and associated aircraft apron areas; and (2) modification of existing parking and airport roadway improvements. However, it should be noted that SDCRAA does not use the PMP as a guide to future development of SDIA.

3.5.6 BIOTIC COMMUNITIES

The habitat surrounding and including SDIA supports a limited number of biological resources because much of the area is already extensively developed. Except as noted below, the entire area within the perimeter of the SDIA boundaries is developed or disturbed in some manner with no native vegetation existing on the site. Land cover in the ovals between taxiways, the runway, and roads consists primarily of bare soil and gravel, with sparse patches of weeds and grass. These patches consist of ruderal species such as Bermuda grass (*Cynodon dactylon*), feathergrass (*Nassella tenuissima*), common tanglehead (*Heteropogon contortus*), and curly dock (*Rumex crispus*).

3.5.7 ENDANGERED AND THREATENED SPECIES

Coordination with the U.S. Fish and Wildlife Service (USFWS) and the CDFG resulted in the identification of several listed animal species that are known to occur or have the potential to occur within the APE. SDIA is used by the California least tern (*Sterna antillarum browni*, federal and state listed as endangered). The peregrine falcon (*Falco peregrinus anatum*, state listed as endangered [federal delisted as endangered]) also occasionally uses the SDIA area incidentally to its presence in the San Diego Bay region. The California brown pelican (*Pelecanus occidentalis californicus*) uses areas of the San Diego Bay region as foraging habitat.

A survey conducted in 1979 indicated that a single pair of western snowy plover (*Charadrius alexandrinus nivosus*; Pacific coastal population federally listed as threatened) nested at SDIA; however, the 1979 documentation was part of a regional survey and, to date, the western snowy plover has not been recorded as being present at the Airport during subsequent SDIA-specific surveys for biological resources.

The California horned lark (*Eremophila alpestris actia*; a state species of concern and former federal Category 2 Candidate) is a sensitive species that has decreased in abundance across its entire range, presumably because

of loss of habitat.³² California horned larks have been eliminated as a nesting species at SDIA. Horned larks are thought to nest at MCRD San Diego and are known to nest at Naval Air Station North Island.³³

Of the avian species discussed above, the California least tern, described in more detail below, has been recorded to use the habitable areas of SDIA during the nesting season.

California Least Tern

California least terns breed from San Francisco Bay south to Baja California. In San Diego County, this species is a fairly common summer resident from early April to the end of September.³⁴ Wintering areas are along the Pacific coast of South America. This small migratory tern nests colonially on undisturbed, sparsely vegetated, flat areas with loose, sandy substrate adjacent to open water foraging areas. The California least tern is federally listed as endangered with loss of nesting habitat being the primary cause for the initial decline of the population of the California subspecies. Few undisturbed beach nesting areas remain and California least terns are now found in varied habitats ranging from mudflats to airports. Breeding California least terns begin nesting in mid-May and June. California least terns abandon the nesting colonies by mid-August and migrate south by mid-September. California least terns exhibit tenacity to the colony site where they first breed successfully. Prey includes northern anchovy, top smelt, killifish, mosquito fish, shiner, surf perch, and mudflat gobies.

California least terns have nested at multiple locations at SDIA with the first observations of terns thought to be nesting at SDIA occurring in 1969.³⁵ It is likely, given the historic configuration of the San Diego shoreline and the tern's documented use of fill and airports, that nesting occurred at this site prior to 1969.³⁶ The site was first monitored for tern nesting in 1970; and, in that year, SDIA supported the third largest colony in the state. Nesting at the Airport has been documented in 28 of the last 36 years. Areas used for nesting by the California least tern have been monitored annually by the CDFG since 1976. **Figure 3-5** depicts California least tern nesting locations on the Airport from 2003 through 2011. There is an annual fluctuation in the number of least tern nests at SDIA; the cause of this fluctuation is not known. **Table 3-3** lists the number of least tern nests observed at SDIA from 2003 to 2012. It should be noted that some pairs of least terns may have more than one nest.

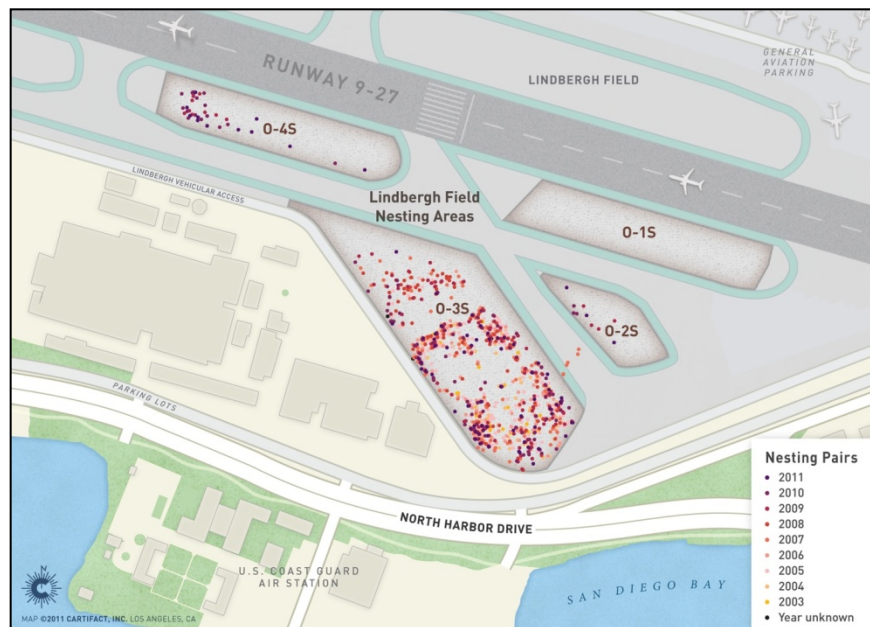
³² Gallagher, S.R., *Atlas of Breeding Birds*, Orange County, California, 1997.

³³ CH2M HILL, San Diego Unified Port District, *Environmental Constraints Analysis for San Diego International Airport Master Plan 2020*, March 1999.

³⁴ Unitt, P., San Diego Society of Natural History, *The Birds of San Diego County*, 1984.

³⁵ Craig, A., *Survey of California Least Tern Nesting Sites*, California Department of Fish and Game Wildlife Management Branch, 1970.

³⁶ Craig, A., *Survey of California Least Tern Nesting Sites*, California Department of Fish and Game Wildlife Management Branch, 1970.

Figure 3-5 California Least Tern Nests, Lindbergh Field, 2003-2011

NOTE: The four open, gravel ovals (0-1S, 0-2S, 0-3S, and 0-4S) that provide potential nesting habitat for the California Least Tern, and the location of nests from 2003-2011.

Source: Robert Patton, August 2011.

Prepared by: Hamilton Biological, Inc., August 2011.

Table 3-3 Least Tern Nesting at SDIA, 2003-2012

YEAR	ESTIMATED NUMBER OF BREEDING PAIRS AT SDIA	NUMBER OF NESTS AT SDIA ^{1/}
2003	45-50	53
2004	65-70	76
2005	121-150	157
2006	114	131
2007	120-127	135
2008	122-124	139
2009	136	145
2010	110	116
2011	66-76	78
2012	96	130

Note: 1/ The number of nests is an estimate based on the mean of the estimated annual range of breeding pairs.

Sources: URS Corporation, California Least Tern (*Sterna antillarum browni*) Status Summary for Lindbergh Field & Former Naval Training Center, 2010; Robert Patton, August 2011; San Diego International Airport; http://www.san.org/sdcraa/airport_initiatives/environmental/sustainability.aspx (accessed: December 13, 2011); San Diego International Airport, 2013.

Prepared by: Cooper Ecological Monitoring, Inc., February 2013.

The Airport has supported a significant percentage of the State's least tern nesting population over the last several years. As depicted on Figure 3-5, least terns have nested at several locations around the Airport with Oval 3 South (denoted on Figure 3-5 as 0-3S) being the area used most consistently. Various projects have obligated tern management efforts at SDIA and a Biological Opinion (BO) prepared by the USFWS in 1993 requires reasonable and prudent measures for protecting terns at SDIA.³⁷ The 1993 BO stated a number of conditions/protective measures, which included, among others, the following:

- The FAA and the SDCRAA³⁸ will maintain in perpetuity Ovals 0-1S, 0-2S, 0-3S, and 0-4S as nesting habitat for California least tern. The area of each of these respective ovals is 6.2, 2.7, 7.8, and 7.3 acres.
- The FAA and SDCRAA placed tern fledgling nest barriers/fencing around the perimeter of the above ovals to prevent the movement of fledglings outside these areas onto runways and taxiways. The fence is inspected and maintained during the breeding season by a qualified tern biologist with the appropriate endangered species permit issued by the USFWS.
- The FAA and SDCRAA provide annual funding for a predator control program; however, no shooting of tern predators at SDIA is allowed and non-lethal means are preferred.
- The FAA and SDCRAA will prepare and maintain in perpetuity a minimum of 6.2 acres of contiguous supratidal habitat at the Chula Vista Wildlife Reserve in south San Diego Bay for tern nesting.
- The FAA and SDCRAA are responsible for assuring ongoing monitoring of tern populations at SDIA and at Chula Vista Wildlife Reserve by qualified tern biologist(s).

In addition, the BO specified certain practices for construction crews working on facility improvements, including educating workers on prohibitions to applying materials, storing equipment, or performing maintenance near the ovals, constraining ingress and egress routes to specific locations during the nesting season (greater than 1,200 feet from the ovals), lowering crane booms when not in use, ensuring that trash would be properly disposed and that workers would not feed potential tern predators in the area.

3.6 Public Lands

Section 4(f) of the DOT Act of 1966, which was recodified and renumbered as Section 303(c), dictates that, for any program or project undertaken or approved by the U.S. DOT, impacts to the use of any publicly owned land of a public park; recreation area; or wildlife and waterfowl refuge of national, state, or local significance; or land from a historic site of national, state, or local significance must be considered. The Act prohibits the

³⁷ U.S. Department of the Interior, Fish & Wildlife Service, Ecological Services, Carlsbad Field Office, "Biological Opinion on the Immediate Action Program, Lindbergh Field Facilities Improvements, San Diego International Airport, San Diego, California," July 16, 1993.]

³⁸ The Biological Opinion measures were directed at the Port of San Diego, not the SDCRAA, because at the time, SDIA was operated by the Port. Because the responsibilities regarding the least tern have transferred to the SDCRAA, references to the Port of San Diego have been revised accordingly.

use of these properties for transportation purposes unless no prudent and feasible alternative exists and all efforts have been made to minimize impacts.

There are a number of existing parks and other recreational areas near SDIA, including those maintained by the Port of San Diego, as well as the recreational opportunities associated with north San Diego Bay. Shelter Island is an artificial island (technically, a peninsula) located approximately one mile southwest of SDIA on Port Tidelands. Recreational facilities on Shelter Island include Shelter Island Park and paved pedestrian and bike paths, picnic benches, rest rooms, a boat launch, marinas, a shoreline beach, docking slips, and a public fishing pier. Shelter Island Park occupies open space around the Friendship Bell Monument and retains access to San Diego Bay and viewpoints.

Located due south of SDIA, Harbor Island is another artificial island (technically, a peninsula) created on Port Tidelands. Its recreational resources include Harbor Island Park, which runs along the south side of Harbor Island, scenic paved pedestrian paths and a bicycle route. Spanish Landing Park is located along north San Diego Bay, extending east from the Navy's Anti-submarine Warfare Base to just across from SDIA. This Port of San Diego-operated park occupies approximately 11.2 acres, approximately 1.3 acres of which are used for a paved bicycle and pedestrian path along the scenic shoreline.

As noted previously, the former NTC site has been redeveloped as Liberty Station, which includes approximately 125 acres of parks and open space along the Navy Boat Channel directly west of SDIA.

3.7 Historic, Archaeological, Architectural, and Cultural Resources

Historic, archaeological, architectural, and cultural resources are prehistoric and historic sites, districts, structures, artifacts, or any other physical evidence of human activity considered important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. Numerous laws and regulations require that possible effects on these resources be considered during the planning and execution of federal undertakings. These laws and regulations stipulate a process of compliance, define the responsibilities of the federal agency proposing the actions, and prescribe the relationships among involved agencies. In addition to NEPA, the primary laws that pertain to the treatment of historic, archaeological, architectural, and cultural resources during environmental analyses are the National Historic Preservation Act (NHPA, especially Sections 106 and 110), the Archaeological Resources Protection Act, the American Indian Religious Freedom Act, and the Native American Graves Protection and Repatriation Act.

Section 106 of the NHPA requires that federal agencies consider whether their activities could affect historic properties that are already listed, determined eligible, or not yet evaluated under the NRHP criteria. Properties that are either listed in or eligible for listing in the NRHP are provided the same measure of protection under Section 106. If an undertaking has the potential to affect historic properties, then the federal agency, in consultation with the State Historic Preservation Officer (SHPO), defines an APE. The APE is defined in 36 CFR §800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist."

Figure 3-1 depicts the APE utilized by the FAA to identify whether any historic properties exist within the area anticipated to be affected by the Proposed Action. The APE was defined by determining the extent of construction or alteration of existing structures. The South Coastal Information Center was contacted and they conducted a records search for the Proposed Action to identify any known historic, archaeological, architectural, or cultural resources within ½-mile of the APE. The records search identified no archaeological resources, no California historical landmarks, and no historical resources listed on the NRHP or the California Register of Historical Resources within the APE. Additionally, the records search found no cultural resources within the APE (see **Appendix A**).

3.7.1 ARCHAEOLOGICAL RESOURCES

Seven archaeological sites have been recorded within a ½-mile radius of the SDIA property line, none within the APE itself. Two of these sites were recorded in the early part of the 20th century and were already quite disturbed at that time. One site (CA-SDI-53) was described as traces of probable camp sites. The second site (CA-SDI-54) was described as traces of a refuse heap on a bluff, which washed away as the bluff receded. The site's documentation was based on observations of a gully. The only other prehistoric or Native American site in the vicinity is a light shell scatter that may have been redeposited from SDM-W-291, which Malcolm Rogers considered to be associated with the ethnohistoric village of Kosoy. The remaining four sites are historic archaeological sites, which include the Barth Foundry Dump site; two historic artifact scatters from the early part of the 20th century; and a historic dump used circa 1900-1930.

An archaeological survey report for the Airport was completed in February 2006 as part of the California Environmental Quality Act (CEQA) review for elements of the Airport Master Plan. The survey examined the entire Airport property including the former NTC and Teledyne Ryan manufacturing complex, and consisted of a records search at the South Coastal Information Center, review of archaeological reports for other projects in the vicinity of SDIA, and a driving tour of the Airport. The current topography of the APE has been achieved through decades of dredging and placement of fill soils in an area of bay and mudflats. In addition, the APE consists of portions of the existing SDIA and a small portion of the MCRD located west of the Airport; the APE contains no undisturbed ground surface. Based on the information from the Archaeological Survey Report and the results of the 2011 South Coastal Information Center records search, archaeological resources would not be anticipated in the APE.

3.7.2 HISTORIC, ARCHITECTURAL, AND CULTURAL RESOURCES

No traditional cultural properties, Native American heritage sites or other culturally important sites or areas have been identified within the APE. The California Native American Heritage Commission (NAHC) sacred lands files identified that Native American cultural resources were identified in proximity to the APE. The NAHC stated that this area is known to contain Native American cultural resources and provided a list of Native American tribal contacts with which to coordinate. Native American consultation was initiated on October 4, 2012, and Section 106 consultation was initiated with the State Historic Preservation Officer on November 13, 2012 (see **Appendix A**).

A number of historic structures have been recorded within ½-mile of the APE, including buildings at the former NTC and at MCRD, as well as buildings and structures associated with the Consolidated Aircraft Plant

No. 1, almost all of which have been removed. In 2011, the NRHP's database, the California Inventory of Historic Resources, and California Historical Landmarks were reviewed through a record search obtained from the South Coastal Information Center at San Diego State University to determine the presence of previously identified resources within the APE.

A historic architectural survey report for the Airport was completed in May 2006 as part of the CEQA review for elements of the Airport Master Plan. The survey examined the entire Airport property including the former NTC and Teledyne Ryan manufacturing complex. Research was conducted at the archives of the San Diego Aerospace Museum and the San Diego Historical Society, to prepare a historical overview that would identify important themes and contexts against which to evaluate buildings and structures located in the APE. These included: (1) early airport development, (2) development of the airline industry, (3) development of the aircraft manufacturing industry at Lindbergh Field, and (4) contributions of Lindbergh Field aircraft manufacturers to World War II and the early Cold War.

SDCRAA provided dates of construction for buildings and structures in the APE.³⁹ This information was augmented by research conducted for the historic background study. All buildings older than 45 years or that would be 50 years old by 2015 were recorded and assessed for significance as historic resources based on their potential eligibility for listing on the NRHP, California Register of Historical Resources, or local City of San Diego Historic Resources Board List. A qualified historian inspected each potentially significant historic resource within the Study Area and took field notes and photographs. State of California Department of Parks and Recreation Primary and District, or Building, Structure, and Object Record forms were completed for each of the buildings evaluated. No existing structures are located within the APE.

3.8 Hazardous Materials and Solid Waste

Four primary laws have been passed governing the handling and disposal of hazardous materials, chemicals, substances, and wastes. The two statutes most applicable to airport projects are the Resource Conservation and Recovery Act (RCRA, as amended by the Federal Facilities Compliance Act of 1992) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended (also known as Superfund). RCRA governs the generation, treatment, storage, and disposal of hazardous wastes. CERCLA provides for cleanup of any release of a hazardous substance (excluding petroleum) in the environment.

3.8.1 HAZARDOUS MATERIALS

Hazardous materials are regulated by a number of federal laws and regulations - most of which are promulgated by the U.S. EPA. These include the RCRA and CERCLA, as mentioned above, in addition to the CAA and Clean Water Act (CWA), the Safe Drinking Water Act (SDWA), Hazardous Materials Transportation Act (HMTA) and the Emergency Planning & Community Right to Know Act (EPCRA). Together, these

³⁹ The APE for the 2006 Historic Architectural Survey included the entire Airport property, the former NTC property, and the former Teledyne Ryan manufacturing complex.

regulations serve as guiding principles governing the storage, use, and transportation of hazardous and other regulated materials from their time of origin to their ultimate disposal. The recovery and clean-up of environmental contamination resulting from the accidental or unlawful release of these materials and substances are also governed by these regulations.

On the state level, the agency with similar authority to the U.S. EPA over hazardous materials is the Cal-EPA. Specifically, the Cal-EPA Department of Toxic Substances Control (DTSC) is responsible statewide for matters concerning the use, storage, transport and disposal of hazardous materials. Similarly, the California Integrated Waste Management Board (CIWMB) is responsible for the management of solid wastes and the Cal-EPA Office of Environmental Health Hazard Assessment (OEHHA) is involved in the evaluation of risks to public health and the environment posed by hazardous materials and environmental contamination. Importantly, Cal-EPA delegates much of the enforcement responsibility for hazardous materials to local governments under the Certified Unified Program Agency (CUPA) program.

Locally, the San Diego Department of Environmental Health (DEH) serves as the CUPA and is responsible for regulating hazardous materials, hazardous wastes, and underground storage tanks (USTs) county-wide. The San Diego RWQCB also has jurisdiction over the management of potential sources of surface and groundwater contamination such as the cleanup of UST and aboveground storage tank (AST) spill sites. The City of San Diego Development Services Department is designated as the Local Enforcement Agency (LEA) by the CIWMB and is responsible for enforcing regulations pertaining to solid waste disposal units (i.e., landfills, old burn dumps, etc.). Finally, the SDAPCD is involved in the assessment of health and environmental hazards associated with toxic (or hazardous) air pollutants.

A listing of regulations pertaining to the management of hazardous materials and other hazard conditions in San Diego are listed in **Table 3-4**.

Based upon the review of available documents, discussions with SDIA staff and an in-the-field survey of existing conditions, the types, characteristics, and utilization of hazardous materials and other similarly regulated substances at SDIA are typical of most metropolitan airports that offer commercial service. Activities and facilities that involve the use of these materials include the fueling, servicing, and repair of aircraft, ground support equipment (GSE), and motor vehicles; the operation and maintenance of the airfield, main terminal complex, and passenger concourses; and a range of other special purposes connected with commercial aviation (e.g., rental car and air cargo facilities, navigation and air traffic control functions).

By far, the overall largest quantities of substances used at SDIA that are classifiable as hazardous include aircraft and motor vehicle fuels. These fuels are contained in USTs and ASTs ranging in size from less than 500 to greater than 1,000,000 gallons and are located on Airport property or at the adjoining rental car facilities. The aircraft fuel types predominantly include Jet-A and Av-gas and the motor vehicle fuels include gasoline and diesel.

Table 3-4 Regulations Pertaining to the Management of Hazards and Hazardous Materials in San Diego County

----- FEDERAL -----
<ul style="list-style-type: none"> Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) – Regulation of former and new waste disposal and spill sites. Established the “Superfund” program and the National Priorities List (NPL). Resource Conservation & Recovery Act (RCRA) – Regulation of the generation, transportation, storage, treatment, and disposal of hazardous materials. Clean Water Act (CWA) – Regulation of discharges and spills of pollutants (including hazardous materials) to surface and ground-waters. Safe Drinking Water Act (SDWA) – Regulation of discharges of pollutants to underground aquifers. Clean Air Act (CAA) – Regulation of discharges of air emissions (including hazardous air pollutants) to the ambient (i.e., “outside”) air. Hazardous Materials Transportation Act (HMTA) – Regulation of the transport of hazardous materials by motor vehicles, marine vessels, and aircraft. Emergency Planning & Community Right to Know Act (EPCRA) – Regulation of facilities that use hazardous materials in quantities that require reporting to emergency response officials.
----- STATE -----
<ul style="list-style-type: none"> Hazardous Materials Release Response Plans & Inventory Act – Requires facilities using hazardous materials to prepare Hazardous Materials Business Plans. Hazardous Waste Control Act – Similar to RCRA on the federal level in regulating the generation, transportation, storage, treatment, and disposal of hazardous materials. Safe Drinking Water & Toxic Enforcement Act – Similar to the SDWA and CWA on the federal level in regulating the discharge of contaminants to groundwater. California Government Code Section 56962.5 – Requires the DTSC to compile and maintain lists of potentially contaminated sites throughout the State. Emergency Services Act – Similar to EPCRA on the federal level.
----- LOCAL -----
<ul style="list-style-type: none"> SDAPCD Rules 50, 51, and 59 – Requires permits, monitoring plans, and other dust mitigation measures for large scale construction projects and waste sites.

Source: HNTB Corporation, *Final Environmental Assessment, San Diego International Airport Master Plan, Near Term Improvements*, April 2009.
 Prepared by: KBE Environmental Sciences, Inc., 2009.

Other, smaller amounts of petroleum-products (e.g., lubricants and solvents), waste materials (e.g., used oils, cleaning residues, and spent batteries) and manufactured chemicals (e.g., herbicides, fertilizers, paints, fire-fighting foam, de-icing fluids) are used in various locations throughout the Airport. These are

characteristically used on a routine basis in support of aircraft, GSE, and motor vehicle maintenance activities and for a range of other functions to keep the Airport operational and meet aviation safety requirements.

The SDCRAA and many of the tenants at SDIA have developed and implemented Stormwater Management Plans (SWMP) containing Best Management Practices (BMPs) intended to eliminate or reduce the release of contaminants into the environment. A number of these BMPs pertaining to hazardous materials include secondary containment and covered storage facilities; procedures and equipment for the clean-up of spills and accidental releases; training, auditing, and other work practices.

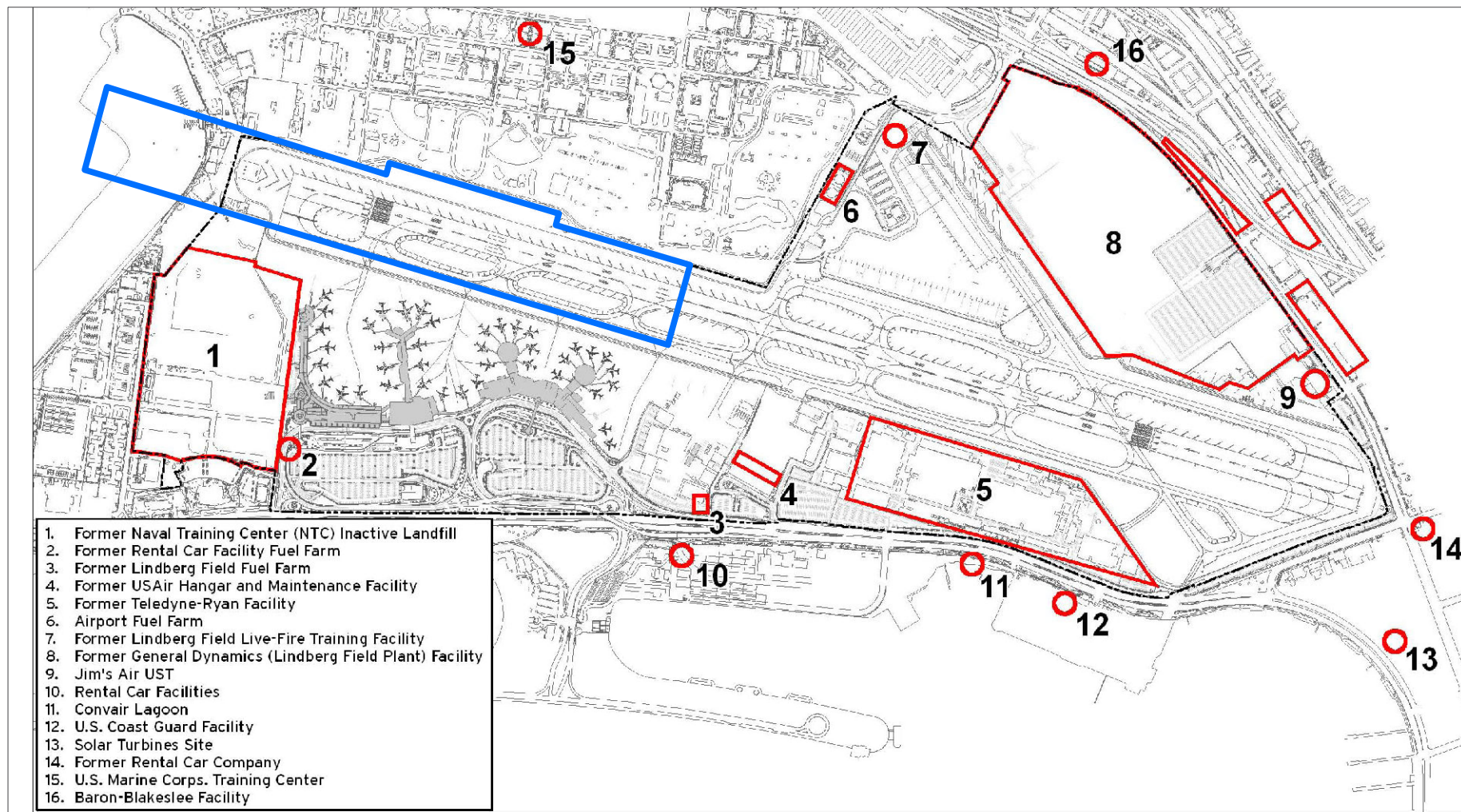
There are also a number of sites and facilities located on, or adjacent to, Airport property that are known, or have the potential, to contain environmental contamination of the soil and/or groundwater. The identification of these sites is again based upon documents and other sources of information possessed by SDIA staff; an electronic search of federal, state and local agency databases; and an in-the-field survey of existing conditions. From this assessment, 15 individual sites (8 on the Airport and 7 off the Airport) are identified on **Figure 3-6** and discussed in **Table 3-5**.

Importantly, there are no sites or facilities at SDIA or in the immediate vicinity that are listed on the federal "Superfund" NPL.

3.8.2 SOLID WASTE

In September 1989, the California Integrated Solid Waste Management Act (also known as Assembly Bill [AB] 939) was enacted into law. The Integrated Waste Management Authority (IWMA) establishes an integrated system of waste management in California and requires each local jurisdiction to implement a Source Reduction and Recycling Element (SRRE), Household Hazardous Waste Element (HHWE), and Non-Disposal Facility Element (NDFE). The IWMA requires that the Siting Element⁴⁰ be prepared by the county and approved by the County Board of Supervisors and a majority of the cities within the county. The IWMA requires each city in the state to divert at least 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting.

⁴⁰ A Siting Element provides a means for proper planning and management of solid waste formation and land disposal facilities on a Countywide basis. It offers policies and establishes siting criteria to evaluate sites proposed for development of needed solid waste transformation and land disposal facilities to effectively serve the public need.



SOURCE: HNTB Corporation, Final Environmental Assessment, San Diego International Airport, Near Term Improvements, April 2009.
 PREPARED BY: Ricondo & Associates, Inc., April 2012.

FIGURE 3-6

Sites and Facilities Reported or with the Potential to Contain Hazardous Materials or Environmental Contamination in the Vicinity of SDIA



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Table 3-5 (1 of 2) Sites and Facilities Reported or with the Potential to Contain Hazardous Wastes or Environmental Contamination in the Vicinity of SDIA

----- ON AIRPORT PROPERTY -----			
SITE NO.	NAME	LOCATION	SUMMARY DESCRIPTION
1.	Former NTC Inactive Landfill	S.W. sector of airport, N. of Harbor Dr., E. of Navy Lagoon and W. of Term. 2 West.	52-acre site formerly used by NTC and MCRD from the 1940s to 1971 as a municipal landfill for consumer waste, burn ash, and construction debris. The landfill site has been remediated and is currently being redeveloped as part of the Green Build at SDIA.
2.	Former Rental Car Facility Fuel Farm	S.W. sector of airport, N. of Harbor Dr. and S. of Term. 2 West.	2-acre site formerly used as a rental car facility and contained USTs. The buildings and tanks have been removed and the site is now covered by an asphalt roadway and parking lot. Residual soil/groundwater contamination remains in place.
3.	Former Lindbergh Field Fuel Farm	S.-central boundary of airport, N. of Harbor Dr. and W. of the Commuter Term.	5-acre site formerly used until 1995 as a fuel storage facility for jet fuel, av-gas and motor vehicle fuel. The tanks have been removed and the site is presently occupied with a one story office building and adjoining asphalt parking lot. Residual soil/groundwater contamination remains in place.
4.	Former US Air Hangar and Maintenance Facility (Commuter Terminal)	S. central sector of airport, N. of and adj. to the Commuter Term.	4-acre site formally occupied by an aircraft/GSE maintenance facility. Now covered with asphalt and concrete apron, the residual soil and groundwater contamination is not reported to be significant.
5.	Former Teledyne Ryan Facility	S.E. sector of airport, N. of Harbor Dr.	Also known as the former Northrop Grumman Corp. and Ryan Aeronautical Company facility, this 47-acre site is undergoing remediation.
6.	Airport Fuel Farm	N. central sector of airport.	Site of the existing Airport fuel farm. Contains two 1 million-gallon aboveground storage tanks for jet fuel. No reported environmental contamination or significant leaks.
7.	Former Lindbergh Field Live-Fire Training Facility	N. central sector of airport near Runway 13.	This 3-acre site was used until 1987 for live-fire training. Now covered with dirt or asphalt, the extent of residual soil/groundwater contamination (if any) is unknown.
8.	Former General Dynamics (Lindbergh Field Plant) Facility	N.E. sector of airport; S. of Pacific Hwy.	90-acre site formerly used for manufacturing of aircraft and other military equipment. Presently vacant and serves as a staging area for unloading trucks and parking cars. Chemicals of concern include chlorinated hydrocarbons, petroleum hydrocarbons and chromium. Designated for "open field" land-uses.
9.	Jimsair UST	S.E. of Site No. 8	UST associated with an existing FBO.

Table 3-5 (2 of 2) Sites and Facilities Reported or with the Potential to Contain Hazardous Wastes or Environmental Contamination in the Vicinity of SDIA

----- OFF AIRPORT PROPERTY -----			
SITE NO.	NAME	LOCATION	SUMMARY DESCRIPTION
10.	Rental Car Facilities	S. of airport property, S. of Harbor Dr.	Sites contain USTs for storage of motor vehicle fuel. No reported soil or groundwater contamination or significant spills.
11.	Convair Lagoon	S. of airport property, W. of the U.S. Coast Guard facility and S. of Harbor Dr.	10-acre shallow embayment, site of stormwater conveyance system outfall. Evidence of polychlorinated biphenyl (PCB) contamination in sediments reported in 1979. Sampling indicates the former Teledyne Ryan Facility is the primary source.
12.	U.S. Coast Guard Facility	S.E. of airport property, and S. of Harbor Dr.	Facility is listed on federal and state lists for hazardous materials and USTs. No reported soil or groundwater contamination or significant spills.
13.	Solar Turbines Site	S.W. of airport property, N. of Harbor Dr.	Site of former aircraft parts manufacturing facility. Site is listed on federal and state lists for environmental corrective action.
14.	Former Rental Car Company	S.E. of airport property, E. of Runway 27	Site of former rental car service facility. Soil and groundwater contamination reported but is not expected to migrate onto adjoining properties.
15.	U.S. Marine Corps Recruit Depot	N.W. of and adjoining airport property.	Facility is listed on federal and state lists for hazardous materials use and USTs. No reported soil or groundwater contamination or significant spills.
16.	Baron-Blakeslee Facility	N.E. of airport between Pacific Hwy. and I-5.	Chemical use and storage facility listed on state lists for environmental corrective action.

Source: HNTB Corporation, *Final Environmental Assessment, San Diego International Airport Master Plan, Near Term Improvements*, April 2009.
Prepared by: KBE Environmental Sciences, Inc., 2009.

As described in the County Integrated Waste Management Plan,⁴¹ the system of collection, removal and disposal of solid waste in the jurisdictions of San Diego County has evolved from the direct haul of waste to county or city owned landfills, to a system that integrates waste management alternatives. The current methods include separate collection of refuse and recyclables, and in certain cases removal of recyclables from waste at transfer stations. Collections are made by permitted and franchised haulers, which provide these services, by agreement, for ratepayers. In 2006, San Diego County was diverting 56 percent of its solid waste from landfill disposal through source reduction, recycling, and composting.⁴²

⁴¹ County of San Diego Department of Public Works, Solid Waste Planning and Recycling. *San Diego County Integrated Waste Management Plan, Consisting of: Countywide Summary Plan & Countywide Siting Element, 2005 5-Year Revision, Final*. Approved and Adopted by the Board Of Supervisors January 5, 2005. Approved by the California Integrated Waste Management Board September 20-21, 2005.

⁴² County of San Diego Department of Public Works, *Five-Year Review Report of the County Integrated Waste Management Plan for the County of San Diego*, March 23, 2011.

There are seven existing landfills in San Diego County, five accept municipal solid waste and two accept only military waste. Of the five landfills that accept municipal solid waste, four are privately owned and operated by Allied Waste Industries, Inc. The fifth, Miramar Landfill, is operated by the City of San Diego on land owned by the U.S. Navy.

Solid waste generated in the Study Area is generally collected by private contractors and transported to the Miramar Landfill. The Miramar Landfill is located at 5180 Convoy Street and is operated by the City's Development Services Department, Solid Waste Local Enforcement Agency (under a lease agreement with the Marine Corps Air Station Miramar). It has a current remaining capacity of approximately 16.5 million cubic yards.⁴³ The landfill is expected to operate and accept refuse through the year 2016.

The City of San Diego has an agreement with Allied, Inc., the owner/operators of Sycamore Sanitary Landfill, to provide San Diego preferred customer status if the capacity exists to accept waste after Miramar closes. Sycamore Sanitary Landfill is located on a 520-acre site and is permitted to receive 3,965 tons of waste for disposal daily. Sycamore Sanitary Landfill is fully permitted as a Class III landfill and accepts only routine household and commercial waste. Based on a revised permit for the landfill issued on September 15, 2006, Sycamore Canyon Landfill is anticipated to be at capacity in the year 2031.⁴⁴

3.9 Past, Present, and Reasonably Foreseeable Future Actions

Cumulative impacts to environmental resources result from incremental effects of future actions combined with other past, present, and planned projects in the area. Cumulative impacts can result from individually minor, but collectively substantial, actions undertaken over a period of time by various agencies (federal, state, and local) or individuals. In accordance with NEPA, a discussion of cumulative impacts resulting from projects that are proposed, under construction, recently completed, or planned for implementation in the near future, is required. For purposes of this analysis, projects implemented within the last 5 years or proposed to be implemented within the next 5 years located within 1-mile of the proposed improvements were identified (see **Table 3-6**).

⁴³ CalRecycle, *Facility/Site Summary Details, West Miramar Sanitary Landfill*. Available: <http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0020/Detail/> (accessed April 4, 2012).

⁴⁴ CalRecycle, *Facility/Site Summary Details, Sycamore Sanitary Landfill*. Available: <http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0023/Detail/> (accessed April 4, 2012).

Table 3-6 (1 of 3) Past, Present, and Reasonably Foreseeable Future Actions in the Study Area

PAST ACTIONS			
PROJECT NAME	LOCATION	DESCRIPTION	CURRENT STATUS
Laurel and Kettner Parking	West corner of Kettner Blvd. & W. Laurel St.	442,358 square-foot parking structure was constructed on this 0.85-acre formerly Industrial Small Lot (IS-1-1) Zone. Mitigated Negative Declaration issued May 2007 for this project.	Completed.
Date Street Storm Drain Improvements	Date Street & Kettner Blvd.	Date Street storm drain improvements completed by the Centre City Development Corporation in the area of Kettner Blvd. and India St.	Completed August 2010.
Water and Sewer Pipeline Projects in Point Loma	Point Loma area (west of SDIA)	Various sewer and water infrastructure replacement projects in the Point Loma area.	Completed 2011.
NTC Park	Former Naval Training Center	46-acre public park with 3-acre eastern shoreline esplanade area at the former Naval Training Center.	Completed December 2009.
The Pavilion on Broadway Pier	Broadway Pier	Port Pavilion on Broadway Pier is a 52,000 square-foot multi-use facility that includes a cruise ship terminal to accommodate 2,600 passengers, a shore power system, and Leadership in Energy and Environmental Design (LEED)-certified design.	Completed December 2010.
Veterans Village of San Diego	4141 Pacific Highway	This project includes a \$22 million rehabilitation center and a range of services to homeless veterans. Phase I included a 112-bed early treatment facility and state-of-the-art living and support facilities. Phase II added an additional 112 beds, a medical facility, employment center and an administration building. Phase III added 96 additional beds, a storage warehouse and 125 parking spaces.	Phase I completed July 2006. Phase II completed September 2009. Phase III completed in December 2010.
Expand existing Terminal 2 West with 10 new jet gates	SDIA	Construct an addition to the existing Terminal 2 West that will include approximately 430,100 square feet of new space, 10 additional aircraft gates, and approximately 2,250 lineal feet of new and reconfigured vehicle curb front on two levels and approximately 1,800 feet of lineal curb front dedicated to commercial vehicles in a transit plaza.	Under construction (estimated completion in 2013).
Construct new aircraft parking and replacement Remain-Over-Night aircraft parking apron	SDIA	This new aircraft parking apron is being constructed to accommodate up to 10 jet aircraft adjacent to the new Terminal 2 West taxilane.	Under construction (estimated completion in 2013).
Construct new apron and aircraft taxilane	SDIA	This new aircraft apron pavement will be built adjacent to and west of the proposed aircraft gates at Terminal 2 West. It will be used as an aircraft taxilane for aircraft to taxi between the runway and the new proposed gates.	Under construction (estimated completion in 2013).

Table 3-6 (2 of 3) Past, Present, and Reasonably Foreseeable Future Actions in the Study Area

PRESENT ACTIONS			
PROJECT NAME	LOCATION	DESCRIPTION	CURRENT STATUS
Pacific Highway Trunk Sewer Project	Pacific Highway from Grape St. to Sassafras St.	Install 496 linear feet of new 30-inch pipe and manholes on Grape Street from North Harbor Drive to Pacific Highway. Rehabilitate 4,630 linear feet of 36-inch and 39-inch pipe in Pacific Highway and associated manholes from Grape Street to Sassafras Street by slip-lining the pipes with 30-inch HDPE pipe.	Under construction (estimated to be completed in 2013).
Residential Project Block 2E	Mission Hills	Utilities undergrounding program to underground 30,743 linear ft. of utility lines.	Trenching work completed in the summer of 2012. Street resurfacing estimated to be complete in 2013.
Shelter Island/America's Cup Harbor Redevelopment	Shelter Island Area	Development plans include three buildings, a 50-slip marina, a 16,000 sq. ft. park and shoreline promenade. The marina, park, pedestrian pier and recreation dock and dining facilities have been completed under Phase I.	Currently undergoing Phase II development.
Construct new parking structure and vehicle circulation serving Terminal 2	SDIA	New multi-level parking structure accommodating a departure curb on the second level adjacent to Terminal 2 to accommodate forecasted growth of passengers expected by 2015. The structure would be 5 levels, adding 3,700 new parking spaces, a departure curb, and a commercial vehicle curb for shuttles, buses, taxis and shared-ride vans.	Project designed in 2012; construction estimated to begin February 2013 and be completed by 2014.
Rehabilitation of the Existing SDIA Runway 9 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)	SDIA – MALSR environment and platforms (ground- and water-based) off the approach end of Runway 9	Rehabilitation to maintain safety margins at the Airport, particularly during inclement weather, and to enhance safety of FAA maintenance technicians. Includes removing 6 timber piles, installing 6 new piles, replacing wooden platforms with wider platforms, providing new ladders and guardrails at the platforms, and replacing submarine power/control cables.	Rehabilitation started in 2012.
North Embarcadero Port Master Plan: Grape Street Block	From Laurel Street/Harbor Drive to G Street Mole Park	Future development of the North Embarcadero waterfront. Grape Street block features: Mixed use parking facility that could include a hostel, parking, retail, restaurant, office and cultural uses.	Master Plan undergoing amendments, Environmental Impact Report (EIR) in progress.
Harbor Drive Pipelines Replacement Project	Midway/North Bay and Peninsula Communities Planning Areas	This project will replace two sixteen-inch diameter water mains with new sixteen-inch polyvinyl chloride (PVC) water mains. It will replace 4.4 miles of cast iron pipelines that have reached the end of their useful life. The new PVC water mains will be installed using open trench construction methods in public streets and roadways.	Construction began in summer 2012 and is estimated to be completed by summer 2013.
San Diego County Park	Along North Harbor Drive between Ash St. and Grape St.	This county park will be located along North Harbor Drive and required the demolition of the J.B. Askew Building.	Scheduled for completion in 2013.

Table 3-6 (3 of 3) Past, Present, and Reasonably Foreseeable Future Actions in the Study Area

FUTURE ACTIONS			
PROJECT NAME	LOCATION	DESCRIPTION	CURRENT STATUS
Palm Project	Palm Street & Pacific Highway	Construct Intermodal facility with public parking, linkage to Palm Street trolley station, cruise ship baggage handling facility, bus station, shuttle depot and 10,000 square feet of retail.	Undergoing design and environmental review. Earliest completion estimated mid-2014.
Demolish the existing general aviation facilities to improve airport safety and circulation on airfield	SDIA	Existing general aviation facilities would be demolished to accommodate airfield/taxiway improvements. The removal of subsurface structures and site remediation, including removal of existing underground storage tanks, would be conducted.	Project design and environmental review in 2012; construction estimated to begin June 2013 and be completed by 2014.
Sunroad Harbor Island Hotel	Eastern side of Harbor Island	A four-story, 175-room hotel and associated facilities on Harbor Island.	Conceptual plans approved in June 2011.
Hancock Street Mixed-Use Project	Hancock St. and Washington St.	Mixed-use housing project to be redeveloped on 1.26-acre former light industrial site. 53 unit multi-use facilities planned for construction.	Unknown.
Proposed Northside Improvements	SDIA	Proposed improvements north of Runway 9-27 including future air cargo facilities, general aviation facilities, a new taxi lane, a consolidated rental car facility, a customer service building, surface parking, and new roadways.	Draft EA published May 31, 2013 for a 30-day review period.

Sources: San Diego County Regional Airport Authority, *Final Environmental Assessment-San Diego International Airport Master Plan, Near Term Improvements*, 2009; Centre City Development Corporation, <http://www.ccdc.com/projects.html>, 2011; City of San Diego, Engineering and Capital Projects: Featured Projects in Construction, <http://www.sandiego.gov/undergrounding/schedule/current.shtml>, 2011; City of San Diego, North Bay Redevelopment Project Area, 2011; Port of San Diego: Development Projects, <http://www.portofsandiego.org>, 2011.

Prepared by: Ricondo & Associates, Inc., May 2013.

4. Environmental Consequences

The potential environmental consequences associated with the No Action and the Proposed Action alternatives are discussed in this chapter. The environmental categories evaluated, as specified in FAA Order 1050.1E,¹ are as follows:

- Noise
- Compatible Land Use
- Socioeconomic Impacts, Environmental Justice, and Children’s Health and Safety Risks
- Secondary (Induced) Impacts
- Air Quality
- Water Quality
- Wetlands
- Floodplains
- Coastal Resources
- Fish, Wildlife, and Plants
- Department of Transportation Act, Section 4(f)/303(c) Properties
- Historic, Archaeological, Architectural, and Cultural Resources
- Light Emissions and Visual Impacts
- Natural Resources and Energy Supply
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Construction Impacts
- Cumulative Impacts

SDIA is underlain by artificial fill and bay deposits, neither of which is identified in the Soil Candidate Listing for prime farmland and farmland of statewide importance by the United States Department of Agriculture

¹ U.S. Department of Transportation, Federal Aviation Administration, Order 1050.1E, *Environmental Impacts: Policies and Procedures*, Change 1, effective March 20, 2006.

(USDA).² The closest designated farmland to SDIA is unique farmland associated with Miramar Wholesale Nurseries located over eight miles north of SDIA near the Marine Corps Air Station Miramar.³ Therefore, the Proposed Action would not have an impact on prime or unique farmland, or farmland of statewide importance. According to the Nationwide Rivers Inventory, no rivers federally classified as wild or scenic are located in San Diego County.⁴ The nearest river designated as wild and scenic is Bautista Creek located in Riverside County approximately 50 miles northeast of SDIA (Bautista Creek is designated as Recreational).⁵ Because there are no designated wild and scenic rivers near SDIA, the Proposed Action would have no impact on wild and scenic rivers. Thus, farmlands and wild and scenic rivers are not discussed further in this EA.

4.1 Noise

FAA Orders 1050.1E and 5050.4B requirements for a noise analysis pertain to evaluating potential increases in aviation-related noise from a proposed action. The Proposed Action would not affect (increase or decrease) the number or type of existing aircraft operations at SDIA.

4.1.1 METHODOLOGY

Noise exposure maps (NEMs) for SDIA were completed in 2009 as part of the Part 150 Update.⁶ The Part 150 Update generated CNEL contours for existing conditions (2009) and future conditions (2014). For purposes of this EA, the 2014 NEM was used to analyze potential effects of the Proposed Action when compared to the No Action alternative. Because the Proposed Action would not affect flight tracks or aircraft activity levels, the analysis focused on the difference in noise exposure due to the relocation of the displaced threshold by 300 feet. The methodology utilized to create the NEM noise contours is described in **Appendix B**.

The 2014 noise contours were generated based on the low-growth forecasts for SDIA prepared in 2004.⁷ A comparison of those forecasts with forecasts prepared for SDIA in 2012⁸ as part of the ADP indicate that the aircraft activity levels utilized to develop the 2014 NEMs are approximately 15 percent higher than the 2016 forecasted activity level at SDIA. This means that the 2014 aircraft noise contours are based on a higher

² U.S. Department of Agriculture, Natural Resources Conservation Service, "Soil Candidate Listing for Prime Farmland and Farmland of Statewide Importance, San Diego County," Soil Survey of San Diego Area, California, December 1993.

³ California Dept. of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, "San Diego County Important Farmland 2008," October 2010, [ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/sdg08_west.pdf](http://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/sdg08_west.pdf) (accessed January 21, 2013).

⁴ U.S. Department of the Interior, National Parks Service, "Nationwide Rivers Inventory – California Segments," National Center for Recreation & Conservation, modified February 27, 2009, www.nps.gov/nrcr/programs/rtca/nri/states/ca.html (accessed: January 2, 2013).

⁵ National Wild and Scenic Rivers System, Nationwide Rivers Inventory, "California," www.rivers.gov/rivers/california.php (accessed: January 2, 2013).

⁶ San Diego County Regional Airport Authority, *San Diego International Airport Part 150 Update, Noise Exposure Maps*, August 2009.

⁷ SH&E, Inc., *San Diego International Airport Aviation Activity Forecasts*, 2004.

⁸ Leigh Fisher, San Diego Regional Airport Authority, *Airport Development Plan, San Diego International Airport, Technical Memorandum - Aviation Demand Forecasts*, March 2013.

number of annual operations than is now predicted to occur by 2014. However, because the Proposed Action has no effect on the number or type of aircraft operations at SDIA, nor will it change arrival or departure routes to the Airport, the NEM contours presented in **Figure 4-1** provide a reasonable representation of the noise contours anticipated to be generated by aviation activity at SDIA in the general timeframe of the Proposed Action.

4.1.2 NO ACTION ALTERNATIVE

The No Action alternative would not affect (increase or decrease) the number of aircraft operations at SDIA or the routing of aircraft in the air to and from the Airport, when compared to the Proposed Action for the same timeframes. Under the No Action alternative, existing noise levels from aircraft operations would generally continue, with some change due to the natural growth in aviation activity forecast to occur at the Airport with or without the Proposed Action.

4.1.3 PROPOSED ACTION

The Proposed Action would result in a minor shifting of a portion of the CNEL 65 dB noise contour (see Figure 4-1). Relocation of the displaced threshold on Runway 9 by 300 feet and reduction of the glide slope would result in up to an 8-foot shift of the CNEL 65 dB noise contour to the east, but this shift only affects the western extent of the contour (no change would result for most of the noise contour). Because the prevailing winds at the Airport are from the west, Runway 9 is only utilized for arrivals and departures approximately 5 percent of the year (see **Table 4-1**). The Proposed Action would not increase or decrease aircraft operations as compared to the No Action alternative for the same timeframes.

A comparison of the noise contours indicates that the 2014 Proposed Action noise contour would be 0.2 acre less in size when compared to the 2014 No Action alternative noise contour. As shown in Figure 4-1, the shift in contour is minor and would result in a minimal decrease in noise exposure. Based on the results of the noise analysis, there would be no change in population or number of households or other sensitive land uses exposed to noise levels of CNEL 65 dB or higher when compared to the No Action alternative. Thus, while the Proposed Action would result in a slight reduction in areas exposed to CNEL 65 dB or higher, no significant noise impact due to implementation of the Proposed Action would occur.

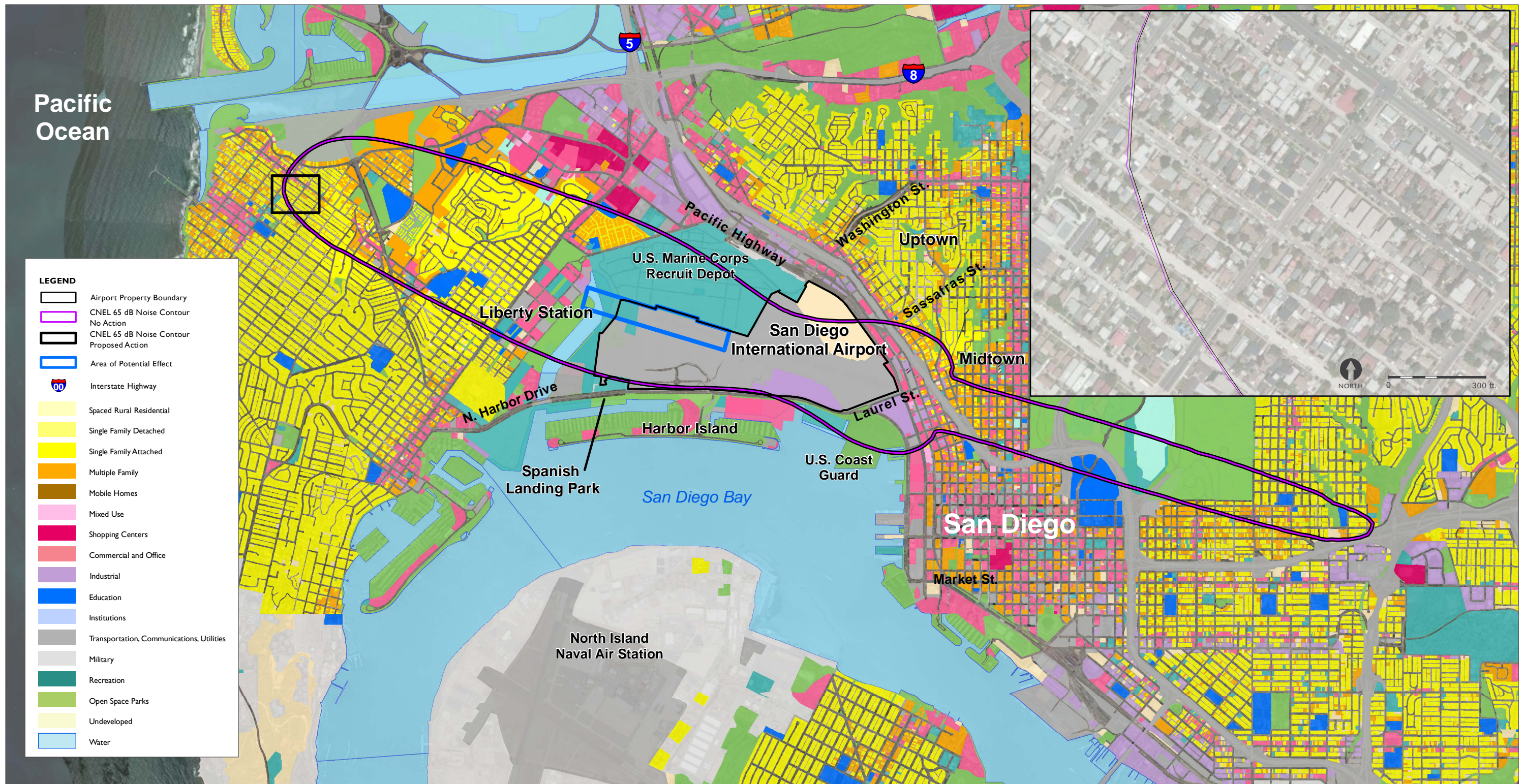
Table 4-1 Runway Utilization

RUNWAY	RUNWAY USE					
	ARRIVALS			DEPARTURES		
	DAY	EVENING	NIGHT	DAY	EVENING	NIGHT
Runway 09	1.36%	1.24%	4.73%	.94%	1.13%	0.86%
Runway 27	98.64%	98.76%	95.27%	99.06%	98.87%	99.14%
Total	100%	100%	100%	100%	100%	100%

Source: ANOMS™, HMMH

Prepared By: Ricondo & Associates, Inc., March 2013.

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SOURCE: Ricondo & Associates, Inc., April 2012, based on GIS datasets received from the City of San Diego, SanGIS and SANDAG (datasets were updated based on field surveys conducted in July and November 2011).; HMMH, San Diego International Airport, Part 150 Update, Noise Exposure Maps, August 2009; Bing Maps Aerial 2011.
 PREPARED BY: Ricondo & Associates, Inc., April 2012.

FIGURE 4-1

Comparison of 2014 CNEL 65 dB Noise Contours
 No Action and Proposed Action



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4.2 Compatible Land Use

Impacts to existing and planned land uses in the vicinity of an airport are usually associated with the extent of aircraft noise impacts related to that airport. As indicated in Section 4.1, Noise, above, the Proposed Action would result in a minimal decrease in noise exposure, but there would be no change in population or number of households and only a slight reduction (0.2 acre) of sensitive land uses exposed to noise levels of CNEL 65 dB or higher when compared to the No Action alternative.

This section presents a summary of existing land use plans and policies that affect development of the APE and surrounding area. Land use plans that apply to the area surrounding the APE include City of San Diego Community and Redevelopment Plans, Navy Redevelopment/Reuse Plans, and the PMP. The potential land use impacts of the alternatives are identified in relation to each of the on-site and surrounding land use plans.

4.2.1 METHODOLOGY

This analysis documents the existing onsite and offsite land uses and the surrounding area land use plans and policies. The offsite land uses consist of the adjacent military facility, nearby communities, and recreation areas. The relevant offsite land use plans consist of the City of San Diego General Plan, Community Plans, Land Development Code, and PMP. Additionally, the analysis is based on a site reconnaissance of the Project area and the surrounding communities. The significance criteria used in assessing the impact of the Proposed Action related to land use is provided below.

In accordance with FAA Order 1050.1E, the Proposed Action is compatible with existing and future land uses if the noise analysis conducted for the Proposed Action concludes that there is no significant impact. The Airport Development Grant Program (49 USC 47101 *et seq.*) requires that the FAA cannot approve a project, unless it is consistent with plans (existing at the time the project is approved) of public agencies for development of the area in which the airport is located 49 USC 47106(a)(10). The Proposed Action is consistent with plans (existing at the time the project is approved) of public agencies for development of the area in which the airport is located 49 U.S.C. 47106(a)(10). Documentation is provided within this EA to support the Airport sponsor's assurance under 49 U.S.C. 47107(a)(10) of the 1982 Airport Act that appropriate action is being taken to the extent reasonable to restrict the use of land adjacent to or in the immediate vicinity of the Airport to activities and purposes compatible with normal airport operations (see **Appendix C** for the Land Assurance Letter for SDIA).

4.2.2 NO ACTION ALTERNATIVE

Under the No Action alternative, there would be no changes to the existing displaced threshold, associated lights, or navigational equipment. The No Action alternative would not result in any changes that would cause a significant noise impact, or defer appropriate action that is being taken to consider and control the use of land adjacent to or in the immediate vicinity of the Airport to activities and purposes compatible with normal Airport operations.

4.2.3 PROPOSED ACTION

As described in Section 4.1, Noise, there would be no significant aircraft noise impact for this alternative.

Since its creation in 2003, the SDCRAA has engaged in numerous federal and state measures to assure compatible land uses surrounding SDIA. These measures have included:

- **Part 150 Study.** The SDCRAA recently completed a FAR Part 150 Noise Compatibility Program (NCP) Update for SDIA. The NCP is composed of proposed actions to minimize existing and future aircraft noise and land use incompatibilities. These actions include noise abatement measures, noise mitigation or compensation measures, and/or preventative measures. The Draft SDIA NCP was forwarded to FAA for review in June 2010, accepted for review in January 2011, and returned to SDIA with recommendations effective June 30, 2011.⁹
- **Airport Land Use Compatibility Plan.** As the Airport Land Use Commission for San Diego County, the SDCRAA has been in the process of updating the Airport Land Use Compatibility Plan (ALUCP) for SDIA over the last several years. A draft ALUCP for SDIA was released in March 2013.
- **Airport Land Use Commission.** SDCRAA also promotes land use compatibility in their role as San Diego County's Airport Land Use Commission. Charged with protecting public health and safety around the Airport, the Commission reviews development projects around SDIA for land use compatibility and provides recommendations to the City of San Diego.
- **State Variance.** Since the late 1970s, the owner and operator of SDIA has received multiple variances to the California Noise Standards from Caltrans that allow SDIA to continue to operate while working toward compliance with California Noise Standards.¹⁰

A copy of a land use assurance letter in compliance with 49 U.S.C. Section 47107(a)(10) of the Airport and Airway Improvement Act of 1982 is included in Appendix C.

4.2.3.1 Surrounding Land Use Plan and Policies

Port Master Plan/California Coastal Act

The PMP of the Unified Port District of San Diego serves as the equivalent of the Local Coastal Program for the lands under the jurisdiction of the Port District per the California Coastal Act. Any actions within the Port District must comply with the PMP and, since the PMP must comply with and be approved by the Coastal Commission, would also be in compliance with the California Coastal Act. The PMP no longer governs SDIA, but does govern a significant portion of the area surrounding SDIA. Because of this, the plans and policies of the PMP are reviewed here in relation to the Proposed Action. The planning goals of the PMP relevant to

⁹ FAA's cover letter and Record of Approval is provided on the SDCRAA website at http://www.san.org/documents/airport_noise/part150/FAA_Part_150_NCP_Letter_of_Approval.pdf.

¹⁰ The variance is available on the SDCRAA website at: http://www.san.org/sdcraa/airport_initiatives/noise/variance.aspx.

Coastal Act compliance and the project, followed by the project consistency analysis for each, include the following:

- Provide for the present use and enjoyment of the bay and tidelands in such a way as to maintain options and opportunities for future use and enjoyment.

The Proposed Action consists of adjusting the existing runway threshold and glide slope in order to meet FAA criteria necessary to maintain existing ILS CAT I approaches to Runway 9 by airplane Approach Category D aircraft. As such, the Proposed Action would not conflict with the PMP goal to provide for the present use and enjoyment of the Bay and tidelands area adjacent to and surrounding the APE in such a way as to maintain options and opportunities for future use and enjoyment.

- The District, as trustee for the people of the State of California, will administer the tidelands to provide the greatest economic, social, and aesthetic benefits to current and future generations.

The Proposed Action would adjust the existing runway threshold and glide slope to meet FAA criteria for airplane Approach Category D CAT I instrument approaches on Runway 9. The loss of this ability would have negative impacts on the region, as landings would not be permitted during poor visibility conditions and flights would be diverted to nearby airports. Consequently, the Proposed Action would not result in economic gains but would protect the San Diego area from economic losses. Additionally, the proposed improvement would not result in significant adverse aesthetic impacts to surrounding regions (see Section 4.13, Light Emissions and Visual Impacts). By protecting the local economy and avoiding negative aesthetic impacts, the Proposed Action would be consistent with the PMP goal to administer the tidelands area adjacent to and surrounding the APE to provide the greatest economic, social, and aesthetic benefits to present and future generations.

- District will integrate the tidelands into a functional regional transportation network.

The Proposed Action would not impact or improve the existing surface transportation network, but would meet FAA criteria necessary to maintain a CAT I precision instrument approach by airplane Approach Category D aircraft necessary to preserve existing aircraft operations at the Airport.

- The District will enhance and maintain the Bay and tidelands as an attractive physical and biological entity.

Physical attractiveness is not applicable in the case of a runway displaced threshold relocation that does not involve major construction and has no impact on existing buildings (see Section 4.13, Light Emissions and Visual Impacts). The relocation of runway lights and navigational aids off-Airport would occur at existing lighting locations and result in the removal of the two lighting stations farthest from the runway end, reducing off-Airport effects. The Proposed Action would be consistent with the PMP goal to enhance and maintain the Bay and tidelands area adjacent to and surrounding the Study Area as an attractive physical and biological entity.

- The District will ensure physical access to the Bay except as necessary to provide for the safety and security, or to avoid interference with waterfront activities.

The proposed displaced threshold relocation would occur on the existing runway, on a previously developed area that is not used as a Bay access point. The relocation of runway lights and navigational aids would occur at existing lighting locations off-Airport; specifically, the MALSR stations in the Navy Boat Channel would remain in the exact same location, although the equipment mounted on these stations may change. Therefore, the Proposed Action would be consistent with the PMP goal to ensure physical access to the Bay except as necessary to provide for the safety and security or to avoid interference with waterfront activities.

- The quality of water in San Diego Bay will be maintained at such a level as will permit human water contact activities.

The Proposed Action would not result in significant water quality impacts (see Section 4.6, Water Quality). Therefore, the Proposed Action would be consistent with the PMP goal to maintain San Diego Bay water quality at such a level as will permit human water-contact activities.

- The District will protect, preserve, and enhance natural resources, including natural plant and animal life in the Bay, as a desirable amenity, an ecological necessity, and a valuable and usable resource.

The proposed displaced threshold relocation would be located on a previously developed area and the relocation of runway lights and navigational aids off-Airport would occur at existing lighting locations and result in the removal of the two lighting stations farthest from the runway end, reducing off-Airport effects. These actions would not significantly impact any biological resources (see Section 4.10, Fish, Wildlife, and Plants). Therefore, the Proposed Action would be consistent with the PMP goal to protect, preserve, and enhance natural resources, including natural plant and animal life in the Bay as a desirable amenity, an ecological necessity, and a valuable and usable resource.

The above review demonstrates the consistencies of the Proposed Action with many of the PMP goals and policies. As such, the impacts of the Proposed Action related to the goals and policy of the PMP would not be significant.

City of San Diego Land Use Plans and Policies

This section discusses the compatibility of the Proposed Action with the City of San Diego Land Use Plans and Policies. More specifically the City's General Plans, Community and Precise Plans, and Redevelopment Plans were reviewed.

City of San Diego General Plan

The proposed improvements would be located on Airport property or at existing navigational aid and lighting locations. These improvements consist of relocating the Runway 9 displaced threshold 300 feet from the existing displaced threshold and relocation of associated navigational equipment and lighting aids. Current and historic land uses of the land in the Proposed Action area would continue as they are today.

The proposed improvements off-Airport would consist of the changing of navigational equipment and runway lights at existing lighting locations and result in the removal of the two lighting stations farthest from the runway end, reducing off-Airport effects. As such, there would be no disruption or division of the established communities. Therefore, the Proposed Action would not cause offsite disruption impacts to the City of San Diego or its communities.

There would be no significant change in the noise contours to the surrounding communities of the general plan based on the Proposed Action. As a result there would be no significant impacts to these communities related to noise (see Section 4.1, Noise).

Naval Training Center (NTC) Precise Plan

Two existing light stations of the Runway 9 MALSR are located in NTC Park on former NTC land, part of the Liberty Station mixed-use development. These last two light stations are sequenced flashers on the extended runway centerline. These would be relocated eastwards due to the relocation of the displaced threshold, resulting in the elimination of these light stations from NTC Park. As a result, the Proposed Action would improve conditions at NTC Park and be consistent with the NTC Precise Plan.

City of San Diego Redevelopment Plans

This section discusses the compatibility of the Proposed Action with the City of San Diego Redevelopment Plans and Policies.

North Bay Redevelopment Plan

The North Bay Redevelopment Plan is not consistent with the adopted ALUCP. However, the Proposed Action does not cause the inconsistency with the ALUCP.

NTC Redevelopment/Re-use Plan

Two existing light stations of the Runway 9 MALSR are located in NTC Park on former NTC land, part of the Liberty Station mixed-use development. These last two light stations are sequenced flashers on the extended runway centerline. These would be relocated eastwards due to the relocation of the displaced threshold, resulting in the elimination of these light stations from NTC Park. As a result, the Proposed Action would improve conditions at NTC Park and be consistent with the NTC Redevelopment/Re-use Plan.

City of San Diego Airport Plans and Policies

This section discusses the compatibility of the Proposed Action with the City of San Diego Airport Plans and Policies.

City of San Diego Airport Approach Overlay Zone

The proposed improvements would not involve the construction of buildings or structures. As such, the Proposed Action would not have a significant land use impact.

City of San Diego Airport Environs Overlay Zone

Review of the City of San Diego Airport Environs Overlay Zone (AEOZ), which aims to protect the public from noise or hazards associated with aircraft operations at SDIA, indicates that the Proposed Action would be consistent with the stated purpose of the AEOZ. The implementation of the proposed improvements would minimally decrease noise exposure within the Study Area (see Section 4.1, Noise). The noise impact of the SDIA Airport Master Plan, would be less than or equal to the impact assumed in the adopted ALUCP, which is the standard of review under the AEOZ for projects submitted to the City of San Diego. As such, this impact would not be significant.

Existing land uses in the area immediately adjacent to the proposed improvements include Liberty Station (the former NTC), MCRD San Diego, and Airport-related facilities. The greater area outside the APE is developed with residential, urban commercial, recreational open space, and military industrial uses.

The Proposed Action would be compatible with the existing terminal buildings, ground transportation and air support facilities already at SDIA. Therefore, the Proposed Action would not have any significant land use compatibility impacts.

4.2.4 MITIGATION MEASURES

With no significant land use impacts identified for the alternatives considered, no mitigation measures are necessary. However, to ensure that land use compatibility is considered for adjacent development, future land uses surrounding the SDIA shall follow the allowable land uses and policies as defined in the approved ALUCP and Part 150 Study for SDIA.

4.3 Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks

The Proposed Action and No Action alternatives were evaluated for the potential to result in the relocation of residences and businesses as well as the potential to alter surface transportation patterns, divide established communities, disrupt orderly planned development, or create an appreciable change in employment. This section also addresses the potential for the Proposed Action and No Action alternatives to result in disproportionately high and adverse human health or environmental effects on minority or low-income populations or disproportionate health and safety risks to children.

4.3.1 METHODOLOGY

The potential effect of the project alternatives to cause social impacts or community disruption was evaluated qualitatively. Potential conflicts with Executive Orders addressing Environmental Justice and the Protection of Children were evaluated based on the requirements of those orders and implementing guidance published by the federal government.

4.3.1.1 Socioeconomic Impacts

FAA guidance contained within FAA Order 1050.1E (see Appendix A, Section 16) for analysis of socioeconomic impacts states that the Proposed Action would have a significant population and housing impact if it would:

- Displace a substantial number of people;
- Displace a substantial amount of residential units;
- Substantially reduce the levels of service of roads serving the airport and its surrounding communities;
- Create a substantial loss in community tax base; and/or
- Induce substantial population growth that would affect the population/housing balance.

Based on these guidelines, an alternative would have a significant socioeconomic impact if its social effects would lead to substantial, adverse physical changes in the environment.

4.3.1.2 Environmental Justice

Environmental Justice significance was assessed with regard to whether the Proposed Action would conflict with the requirements of Executive Order 12898 (59 FR 7629 (1994)), "Environmental Justice for Low Income and Minority Populations." This Executive Order directs federal agencies "to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States." Based on this guidance, the Proposed Action would have a significant Environmental Justice impact if it would cause high and adverse human health or environmental effects that disproportionately affect minority or low-income populations. Section 3.4 provides demographic information for the Study Area; because there are no concentrations of minority or low-income populations in the Study Area, no environmental justice impacts would occur.

4.3.1.3 Protection of Children

Impact significance with regard to the protection of children was assessed with regard to whether the Proposed Action would conflict with the requirements of Executive Order 13045 (62 FR 19883 (1997)), "Protection of Children from Environmental Health Risks and Safety Risks." Under this Executive Order, each federal agency:

- (a) shall make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children; and
- (b) shall ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks.

4.3.2 NO ACTION ALTERNATIVE

The No Action alternative does not include any property acquisition or construction and therefore would not result in the relocation of residences or businesses, alteration of traffic patterns, division of communities,

disruption of planned development, or appreciable changes in employment. The quality of life and noise levels in surrounding areas would not be affected, and no impacts to low-income populations, minority populations, or impacts to children would occur.

4.3.3 PROPOSED ACTION

The Proposed Action would not include any property acquisition and construction activities would be limited to changing runway markings and the relocation of existing runway navigational aids and lights. The Proposed Action would not result in the relocation of residences or businesses, alteration of traffic patterns, division of communities, disruption of planned development, or appreciable changes in employment. The quality of life and noise levels in surrounding areas would be minimally decreased, and no impacts to low-income populations, minority populations, or impacts to children would occur.

4.4 Secondary (Induced) Impacts

The Proposed Action was evaluated for its potential to impose secondary effects on the surrounding communities. This includes any shifts in patterns of population movement and growth, the demand for public services, and changes in business and economic activity that are influenced by airport development.

According to FAA Order 1050.1E, secondary impacts would not normally be significant except where there is also a significant impact to another category, particularly noise, compatible land use, or social impact. Because the Proposed Action would not result in impacts exceeding the threshold of significance in any impact category, secondary impacts would not be expected.

The development of the Proposed Action improvements would occur mostly on existing SDIA property, with the only notable exception being the relocation of the MALSR lighting stations coincident with existing lighting stations. As noted in Section 4.3, Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks, there would be no displacement of residences or residents during construction. Also, the Proposed Action is not expected to induce population growth within the region that would lead to the demand for new public services or facilities.

There would be no effect on population or public service demand associated with implementation of the No Action alternative or Proposed Action. The Proposed Action would have no impact on performance objectives of police protection, fire protection, schools, parks, or other public service facilities. The Proposed Action would not generate any increase in the number of students or number of park users. The Proposed Action would not result in additional police or fire protection services compared to existing conditions. Therefore, no impact to these public services would be anticipated. The Proposed Action would not result in changes in business or economic activity that are influenced by Airport development; thus, no significant secondary (induced) impacts would result from the Proposed Action.

4.5 Air Quality

The primary sources of guidance for assessing potential air quality effects are FAA Orders 1050.1E and the *Air Quality Procedures for Civilian Airports and Air Force Bases* (Airport Air Quality Handbook).¹¹ Typically, an emissions inventory is prepared for each reasonable alternative, including the No Action alternative. Additional analyses, including dispersion modeling or roadway intersection hot spot analyses, are not typically required if the estimated emissions of each criteria pollutant would not exceed thresholds listed in the general conformity regulations. Information presented in the Airport Air Quality Handbook can be used to determine whether an NAAQS assessment¹² should be performed for a proposed action.

4.5.1 REGULATORY STANDARDS AND CRITERIA

The CAA requires federal agencies to ensure that their actions conform to the appropriate SIP. Conformity is defined as demonstrating that a project or action conforms to the SIP's purpose of eliminating or reducing the severity and number of violations of the NAAQS, and achieving expeditious attainment of such standards. Federally funded and approved actions at airports are subject to the U.S. EPA's general conformity regulations. The U.S. EPA has published a final rule regarding general conformity determinations.¹³ The final rule includes annual emissions thresholds for nonattainment areas and maintenance areas that trigger the need for a general conformity determination, and defines projects that are generally excluded from general conformity requirements.

A conformity determination is required if one of the following occurs: (1) the total direct and indirect pollutant emissions¹⁴ resulting from a project are above *de minimis*¹⁵ emissions threshold levels specified in the conformity regulations, or (2) pollutant emissions from the project would be regionally significant (i.e., the project would contribute 10 percent or more of the region's total emissions for a criteria pollutant). A conformity determination is not required if the differences in emissions between the proposed action and the no action alternative are below the applicable *de minimis* threshold levels. If a conformity determination is required, the regulation identifies the approaches for showing that an action/project conforms to the appropriate SIP.

¹¹ U.S. Department of Transportation, Federal Aviation Administration, *Air Quality Procedures for Civilian Airports and Air Force Bases*, Report No. FAA-AEE-97-03, Washington, DC, April 1997, including the addendum, Report No. FAA-AEE-04-03, September 2004.

¹² When a Proposed Action could cause or contribute to an exceedance of the NAAQS, pollutant concentrations are estimated for criteria pollutants of interest through air dispersion modeling. The FAA's Emissions and Dispersion Modeling System (EDMS) incorporates algorithms from the U.S. EPA's AERMOD dispersion model.

¹³ U.S. Environmental Protection Agency, 40 Code of Federal Regulations Part 93, *Determining Conformity of Federal Actions to State or Federal Implementation Plans*, Subpart B, November 30, 1993, as amended.

¹⁴ Total direct and indirect emissions are the sum of the emissions increases and decreases associated with a proposed project, or the "net" change in emissions anticipated to occur as a result of the proposed project (40 CFR 93.152).

¹⁵ Emissions are so small as to be negligible or insignificant. If a project/action has *de minimis* emissions, a conformity determination/NAAQS assessment pursuant to the *Clean Air Act Amendments of 1990* is not required (40 CFR 93.153c).

4.5.2 AIR QUALITY ANALYSIS

The Proposed Action involves the relocation of the displaced threshold, navigational aids, and associated lighting. On July 30, 2007, the FAA published a Notice in the *Federal Register* specifying projects identified by the FAA as presumed to conform ("Federal Presumed to Conform Actions under General Conformity," FR Vol. 72, No. 145). The Notice identified 15 project categories that do not modify or increase airport capacity or change the operational environment of an airport in such a way as to increase air emissions above *de minimis* thresholds. Two project categories, *Pavement Markings* and *Routine Installation and Operation of Airport Navigation Aids* cover the activities associated with the Proposed Action. The Notice states that:¹⁶

Airport sponsors apply paint on paved surfaces, such as runways, taxiways, apron areas, cargo areas, and parking lots to ensure the safe operation of aircraft during approach and landing and to provide safe direction for surface vehicles. Most pavement marking projects are considered routine maintenance activities, qualifying as exempt from the Rule (see Section II, number 2 of this Notice). These actions are designed to restore and improve painted surfaces that have deteriorated due to time, use, and weather.

Federal actions that alter airport use through new pavement markings are not routine maintenance but are presumed to conform if such actions do not increase airport capacity or introduce a larger class of aircraft at the airport. For example, new runway markings for improved flight procedures from visual flight rules (VFR) to IFR are presumed to conform if normal traffic flow is maintained.

The Notice also states:¹⁷

The routine installation, in-kind replacement, and maintenance of navigational aids (e.g., ATCTs, ILSS, and Approach Light Systems (ALS)) are presumed to conform because these activities will not generate emissions that exceed *de minimis* levels. Moreover, emissions generated by construction equipment and maintenance vehicles used to transport workers and equipment to communications, navigation, and surveillance (CNS) system sites are negligible considering the temporary nature of construction and maintenance activities and the limited number of vehicles involved.

If the installation of new or upgraded navigational aids for improved safety and efficiency also increases the capacity of the airport or changes the operational environment of the airport, these CNS activities are not presumed to conform.

¹⁶ U.S. Department of Transportation, Federal Aviation Administration, *Federal Register*, "Federal Presumed to Conform Actions under General Conformity", FR Vol. 72, No. 145, Section III.1, pg. 41569, July 2007.

¹⁷ U.S. Department of Transportation, Federal Aviation Administration, *Federal Register*, "Federal Presumed to Conform Actions under General Conformity", FR Vol. 72, No. 145, Section III.15, pg. 41578, July 2007.

Because the Proposed Action alternative would not change the capacity of the Airport or introduce a larger class of aircraft at the Airport, each of the two elements of the Proposed Action is separately presumed to conform. FAA has determined that for “combined actions” that include one or more presumed to conform items/projects, one of the presumed to conform items can be excluded from air quality analysis, but the other project(s) will have to be evaluated for conformity.

Excluding the relocation of the navigational aids and lighting stations from the air quality analysis, an analysis of the runway markings element of the Proposed Action was undertaken. San Diego County is in non-attainment for the 8-hour ozone standard. It was classified under the former Subpart 1, which was revoked by the U.S. Circuit Court of Appeals. The U.S. EPA has proposed to reclassify the former Subpart 1 areas; under the proposed reclassification, San Diego County would be designated as a moderate non-attainment area for ozone.¹⁸

The FAA’s presumed to conform Notice¹⁹ states that:

Pollutant emissions due to the paint application process are primarily composed of volatile organic compounds (VOCs) from the paint, and oxides of nitrogen (NO_x) emitted from the trucks and application compressors required to prepare the surface and apply the paint. Emissions of both VOCs and NO_x are considered precursors to the development of ozone in the atmosphere. Therefore, emissions from the application of painted pavement markings pertain most importantly to ozone nonattainment and maintenance areas.

FAA prepared an analysis identifying the maximum volume of paint that could be applied without equaling or exceeding the *de minimis* thresholds for a non-attainment or maintenance area classification. Based on Table III-1 of the FAA’s presumed to conform notice, over 218,000 gallons of paint would need to be applied to equal or exceed the *de minimis* threshold for VOCs and over 10 million gallons of paint would need to be applied to equal or exceed the *de minimis* threshold for NO_x. The Proposed Action would involve less than 1,000 gallons of paint²⁰, a small fraction of the permissible paint quantity to keep the activities in conformance with *de minimis* thresholds for ozone precursors. Thus, the Proposed Action is in conformity and no detailed air quality analysis is required.

¹⁸ U.S. Environmental Protection Agency, *Federal Register*, “Proposed Rule to Implement the 1997 8-hour Ozone National Ambient Air Quality Standard: Revision on Subpart 1 Area Reclassification and Anti-Backsliding Provisions Under Former 1-Hour Ozone Standard; Proposed Deletion of Obsolete 1-Hour Ozone Standard Provision”, Vol. 74, No. 11, January 16, 2009.

¹⁹ U.S. Department of Transportation, Federal Aviation Administration, *Federal Register*, “Federal Presumed to Conform Actions under General Conformity”, FR Vol. 72, No. 145, Section III.1, pg. 41569, July 2007.

²⁰ Ricondo & Associates, Inc., estimated that approximately 1,250 gallons of paint would be required to remark the entire runway; because the Proposed Action will only affect the Runway 9 end (less than half of the runway), it is estimated that approximately 500-600 gallons of paint may be required.

4.5.2.1 Greenhouse Gases and Climate Change

Greenhouse Gases

Of growing concern is the impact of proposed projects on climate change. Greenhouse gases (GHGs) are those that trap heat in the earth's atmosphere. Both naturally occurring and anthropogenic (man-made) GHGs include water vapor (H₂O), carbon dioxide (CO₂),²¹ methane (CH₄), nitrous oxide (N₂O), and O₃.²²

Research has shown that there is a direct link between fuel combustion and GHG emissions. Therefore, sources that require fuel or power at an airport are the primary sources that would generate GHGs. Aircraft are probably the most often cited air pollutant source, but they produce the same types of emissions as cars. Aircraft jet engines, like many other vehicle engines, produce CO₂, H₂O, NO_x, CO, oxides of sulfur (SO_x), unburned or partially combusted hydrocarbons (also known as VOCs), particulates, and other trace compounds.

In January 2012, the FAA released a memorandum providing guidance on the consideration and evaluation of GHGs and climate under NEPA.²³ The guidance supplements FAA Order 1050.1E to identify climate as a category of potential environmental impact that should be considered in EAs and Environmental Impact Statements (EISs).

Although there are no federal standards for aviation-related GHG emissions, it is well-established that GHG emissions can affect climate.²⁴ The CEQ has indicated that climate should be considered in NEPA analyses. As noted by CEQ, however, "it is not currently useful for the NEPA analysis to attempt to link specific climatological changes, or the environmental impacts thereof, to the particular project or emissions, as such direct linkage is difficult to isolate and to understand."²⁵

Based on FAA data, operations activity at SDIA represents less than two percent of U.S. aviation activity. Therefore, assuming that GHGs occur in proportion to the level of activity, GHG emissions associated with existing and future aviation activity at SDIA would continue to be expected to represent far less than 0.003 percent of U.S.-based GHGs. Since the proposed relocation of the Runway 9 displaced threshold by 300 feet

²¹ All GHG inventories measure carbon dioxide emissions, but beyond carbon dioxide different inventories include different GHGs.

²² Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. For example, chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) are halocarbons that contain chlorine, while halocarbons that contain bromine are referred to as bromofluorocarbons (i.e., halons) or sulfur (sulfur hexafluoride: SF₆).

²³ U.S. Department of Transportation, Federal Aviation Administration, Order 1050.1E, Change 1, Guidance Memo #3, "Considering Greenhouse Gases and Climate Under the National Environmental Policy Act (NEPA): Interim Guidance." To: FAA Lines of Business and Managers with NEPA Responsibilities. From: Julie Marks, Manager, Environmental Policy and Operations, prepared by Thomas W. Cuddy, January 12, 2012.

²⁴ See *Massachusetts v. E.P.A.*, 549 U.S. 497, 508-10, 521-23 (2007).

²⁵ U.S. Council on Environmental Quality, *Draft NEPA Guidance on Consideration of the Effects of Climate Change and Greenhouse Gas Emissions*, http://ceq.hss.doe.gov/nepa/regs/Consideration_of_Effects_of_GHG_Draft_NEPA_Guidance_FINAL_02182010.pdf, 2010.

would not cause a change in aircraft operations or routes, the Proposed Action would cause no net change in GHG emissions compared to the No Action alternative.

4.6 Water Quality

In accordance with FAA Order 1050.1E, the sponsor must follow local, state, tribal, or federal ordinances and regulations to address impacts to the quality of water resources. The CWA provides the authority for the U.S. EPA to establish water quality standards, control discharges, develop waste treatment management plans and practices, prevent or minimize the loss of wetlands, protect aquifers and sensitive ecological areas such as a wetlands area, and regulate other issues concerning water quality.

FAA Order 1050.1E indicates that significant effects on water quality include the following:

- Section 1424(e) of the Safe Drinking Water Act requires consultation with the U.S. EPA if the Proposed Action has the potential to contaminate an aquifer designated by the U.S. EPA as a sole or principal source of drinking water for the area.
- If the Proposed Action would impound, divert, drain, control, or otherwise modify the waters of any stream or other body of water, the Fish and Wildlife Coordination Act applies.

Exceedances of water quality standards and water quality problems that cannot be avoided or satisfactorily mitigated would be identified as significant impacts.

The Porter-Cologne Water Quality Control Act is the primary statute covering the quality of waters in California. The Act sets out specific water quality provisions and discharge requirements regulating the discharge of waste within any region that could affect the quality of State waters. The San Diego RWQCB is the relevant board reviewing actions at SDIA that may affect receiving waters. The San Diego RWQCB administers the NPDES permit program in California, pursuant to the federal CWA.²⁶

4.6.1 NO ACTION ALTERNATIVE

Under the No Action alternative there would be no change to the impervious surface area and, therefore, no potential for additional impact to aquifer recharge. The No Action alternative would not involve grading; therefore, there is no potential for downstream erosion or sedimentation or modified drainage patterns. There is no earthwork associated with the No Action alternative and accordingly no potential for pollution and contamination impacts nor need for sediment and erosion control. The No Action alternative would not impact any of the SDIA SWMP provisions.

²⁶ California Environmental Protection Agency, San Diego Regional Water Quality Control Board, *Storm Water Programs and Permits*, 2012; http://www.waterboards.ca.gov/sandiego/water_issues/programs/stormwater/sd_stormwater.shtml (accessed: April 18, 2012).

4.6.2 PROPOSED ACTION

The Proposed Action would result in the relocation of the displaced threshold, which entails relocating pavement markings, relocating the glide slope antenna, and relocating elements of the MALSR. All of these actions would occur on the airfield on existing paved surfaces or at existing lighting stations; no new impervious surface would be created and no new lighting stations would be installed.

Under the Proposed Action there would be no change to the impervious surface area and, therefore, no potential for additional impact to aquifer recharge. The Proposed Action would not involve grading; therefore, there is no potential for downstream erosion or sedimentation or modified drainage patterns. There is no earthwork associated with the Proposed Action and accordingly no potential for pollution and contamination impacts nor need for sediment and erosion control. The Proposed Action would not impact any of the SDIA SWMP provisions. The Proposed Action would close and remove two MALSR light stations located on ground to the west of the Navy Boat Channel. The existing cable connecting the MALSR light station 21+00 in the water to the MALSR light station 23+00 on ground would be abandoned in place. The existing marine power cable connecting the existing MALSR light stations 21+00 and 23+00 would be left in place to avoid any adverse impacts to bottom sediments, marine communities, or eel grass.²⁷

4.6.3 MITIGATION MEASURES

If activities that will disturb the Navy Boat Channel floor are necessary, the FAA will specify the use of turbidity curtains to deflect and contain sediment within a limited area around the construction site and provide retention time for particles to fall out of suspension.

4.7 Wetlands

Executive Order 11990 requires federal agencies to minimize the destruction, loss, or degradation of wetlands resulting from their actions. Section 404 of the CWA, as amended, requires regulation of discharges or fill matter into waters of the U.S. The USACE has primary responsibility for implementing, permitting and enforcing the provisions of Section 404. Consultation was initiated with the USACE regarding the proposed project on November 30, 2012.

Wetlands are defined as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of

²⁷ As part of Section 7 consultation undertaken as part of the *Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights, San Diego International Airport, Final Environmental Assessment*, (June 2012), the National Marine Fisheries Service noted that damage to eelgrass and/or essential fish habitat may occur due to disturbance of the seafloor substrate from the removal/replacement of cables. To minimize potential disturbance to the seafloor substrate, the FAA agreed to abandon cables in place, to the extent possible.

vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar special aquatic habitats.²⁸

4.7.1 METHODOLOGY

Recent aerial photographs (1"=150' scale), USGS topographic maps, and the County of San Diego soil survey were reviewed to determine the location of potential jurisdictional wetland areas that may be affected by the project. Jurisdictional wetlands may fall under USACE jurisdiction pursuant to Section 404 of the CWA (33 U.S.C. 1344), wetland and streambed habitats under CDFG jurisdiction pursuant to Section 1600 of the Fish and Game Code, and wetland habitat under CCC jurisdiction pursuant to Section 30121 of the California Coastal Act.

The Proposed Action would have a significant impact if it would result in the loss or degradation of wetland habitat considered jurisdictional under CWA, California Fish and Game Code, or California Coastal Act regulations.

4.7.2 NO ACTION ALTERNATIVE

The No Action alternative does not include any development on or adjacent to, or that may otherwise adversely affect, jurisdictional wetlands, including the Navy Boat Channel; therefore, this alternative would have no impacts to jurisdictional wetlands.

4.7.3 PROPOSED ACTION

The Proposed Action consists of relocating the Runway 9 displaced threshold 300 feet farther from the existing displaced threshold. This action would also involve the relocation of MALSR lights in the Navy Boat Channel which is classified as a water of the U.S. However, these lights would be relocated onto existing light stations and no additional light stations would be required. As shown on Figure 1-5, the 5-light bar at existing station 15+00 located in the Navy Boat Channel would be replaced by a sequenced flasher (currently at existing station 23+00 or 25+00).²⁹ Equipment would be relocated on existing light stations to provide navigational assistance in relation to the new displaced threshold. Relocation of this equipment would not result in any impacts to the Navy Boat Channel. Therefore, the Proposed Action would not adversely affect any jurisdictional wetlands. The USACE concurred on December 27, 2012 that the Proposed Action would not require a permit under Section 404 of the CWA or Section 10 of the Rivers and Harbor Act (see Appendix A). As stated in Section 3.5.3, SDIA is highly developed (e.g., buildings, paved surfaces, ornamental landscaping) and contains few areas with the potential to support wetlands. No habitat that meets the criteria for jurisdictional wetlands per the federal CWA, California Fish and Game Code, or the California Coastal Act are

²⁸ 33 CFR 328.3(c), 1996.

²⁹ Note that the 5-light bar at existing station 13+00 would be replaced by a sequenced flasher currently located at station 23+00 or 25+00. The MALSR lights would be shifted east along with the relocated displaced threshold so that they are positioned in accordance with FAA Order JO 6850.2b, *Visual Guidance Lighting Systems* (August 2010). Also see Figure 1-5 and Tables 1-2 and 1-3 in Chapter 1, Purpose and Need.

present. Under the Proposed Action, no coordination on jurisdictional wetland issues with the CCC would be required.

4.8 Floodplains

Executive Order No. 11988 was enacted in order to avoid, to the extent possible, the long and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practical alternative. The order was issued in furtherance of NEPA, the National Flood Insurance Act of 1968, and the Flood Disaster Act of 1973.

Floodplains are defined as lowland and flat areas adjoining waters that are subject to a one percent or greater chance of flooding in any given year, i.e., a 100-year flood event.

4.8.1 METHODOLOGY

Potential floodplain impacts were evaluated by comparing the location of Proposed Action elements with floodplain mapping prepared by the FEMA. The proposed project or an alternative would cause a significant floodplain impact if it would impose a flood hazard on other properties, or place development wholly or partially within a FEMA-mapped 100-year floodplain such that substantial flood hazards would result. Impact significance also is assessed with regard to Executive Order 11988 (42 FR 26951 (1977)), "Floodplain Management." Under this Executive Order, federal agencies must take action to avoid development in the 100-year floodplain unless it is the only practicable alternative; to reduce hazard and risk associated with floods; to minimize the impact of floods on human safety, health, and welfare; and to restore and preserve the natural and beneficial value of the base floodplain.

4.8.2 NO ACTION ALTERNATIVE

The No Action alternative does not include any development on or adjacent to the 100-year floodplain; therefore, this alternative would have no impacts to a 100-year floodplain and there would be no increased potential for floodplain impacts.

4.8.3 PROPOSED ACTION

As indicated in Section 3.5.4 in Chapter 3, Affected Environment, virtually all of SDIA is mapped as Zone X, "areas determined to be outside the 500-year floodplain." The portion of the MALSR system that extends into the Navy Boat Channel is located within the 100-year floodplain. However, the MALSR lights located in the Navy Boat Channel are located on light stations. The MALSR lights that need to be relocated as part of the

Proposed Action³⁰ would be relocated onto existing light stations; no fill or new structures would be constructed in the 100-year floodplain. Thus, the Proposed Action would have no impact on floodplains.

4.9 Coastal Resources

The CZMA of 1972 ensures the effective management, beneficial use, protection, and development of the coastal zone. CZMPs, prepared by states according to guidelines issued by the NOAA, are designed to address issues affecting coastal areas.

The Coastal Barriers Resources Act of 1982 prohibits federal financing for development within the Coastal Barrier Resources System, which consists of undeveloped coastal barriers along the Atlantic and Gulf coasts. The legislation was amended by the Coastal Barrier Improvement Act of 1990 to include undeveloped coastal barriers along the shores of the Great Lakes.

4.9.1 METHODOLOGY

The FAA has no specific established thresholds for coastal resources but indicates that a Proposed Action cannot be approved if a State with an approved coastal zone management program raises an objection unless other specified actions are taken. Potential significant coastal resources are addressed with regard to consistency with the California Coastal Act of 1976 ("Coastal Act"; California Public Resources Code Sections 30,000 et seq.). This act, which is consistent with the Federal CZMA, contains the State's adopted policies with regard to the protection of coastal resources.

The Proposed Action would have a significant impact to coastal resources if it would be inconsistent with applicable coastal zone management and planning policies in Chapter 3 of the Coastal Act, including the following:

1. Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.
2. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.
3. Marine resources shall be maintained, enhanced, and, where feasible, restored.
4. The biological productivity and the quality of coastal waters appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water

³⁰ The MALSR light stations are positioned based on the landing threshold; the relocation of the displaced threshold necessitates that the MALSR light stations be shifted to the east (see Figure 1-5 and Tables 1-2 and 1-3 in Chapter 1, Purpose and Need).

discharges and entrainment, controlling runoff, preventing substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

5. Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.
6. Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.
7. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

Note that these are not the only coastal zone management and planning policies contained in Chapter 3 of the Coastal Act; rather, these are the policies that SDCRAA considers potentially applicable to the Proposed Action. These policies also are considered in light of Coastal Act guidance that existing developed uses are essential to the economic and social well-being of the people of California. That is, although the Airport is not a coastal dependent use, it is an existing facility that cannot feasibly be relocated to a non-coastal location.

4.9.2 NO ACTION ALTERNATIVE

Under the No Action alternative, there would be no change in the existing use of coastal resources at SDIA. Similarly, there would be no proposed Airport developments requiring certification and/or approval from the California Coastal Commission.

4.9.3 PROPOSED ACTION

The Proposed Action would not result in any new development in the coastal area. Additionally, in accordance with the California Coastal Commission, the Proposed Action is not on a list of Federal actions that trigger a certification of consistency with the State's CCMP. As such, the Proposed Action is not subject to a State coastal zone consistency certification.³¹

Construction activities would be limited to the remarking of pavement and the relocation of the glide slope antenna and some of the MALS lights. Relocation of the glide slope antenna would occur on existing paved areas and relocation of the MALS lights would be coincident with existing light stations. No fill or construction would occur in the Navy Boat Channel and no impacts to water quality or biotic resources within the Navy Boat Channel would occur. Construction and maintenance activities would need to be conducted from boats in the Navy Boat Channel. During this time a minimal impact to boat traffic may occur in the channel.

³¹ State of California, California Coastal Commission, *California Coastal Management Program, List of Federal Licenses and Permits Subject to Certification for Consistency*.

Because the Proposed Action would be consistent with the planning and land use policies adopted by the State to protect coastal resources, the Proposed Action would have no significant impacts on coastal resources.

4.9.4 MITIGATION MEASURES

Due to recreational boating activity in the Navy Boat Channel related to the marina located north of the MALSR, FAA would require that a notice to mariners be filed with the U.S. Coast Guard and require that marina management be notified of the estimated start and duration of relocation of the MALSR lights at the existing light stations located in the Navy Boat Channel.

4.10 Fish, Wildlife, and Plants

This section focuses on the potential for the project alternatives to jeopardize the continued existence of a listed species or destroy or adversely modify critical habitat.

4.10.1 METHODOLOGY

Impacts to biotic communities and threatened and endangered species were assessed through a review of previous documents (e.g., least tern nesting records, Biological Opinion [BO]) and assessment of the potential for SDIA to support vegetation communities/habitat). Because the vast majority of SDIA is developed or highly disturbed, this effort focused on the Navy Boat Channel.

4.10.2 NO ACTION ALTERNATIVE

Under the No Action alternative, there would be no development near the Navy Boat Channel which contains sensitive habitat as described below and in Section 3.5.6, Biotic Communities.

4.10.3 PROPOSED ACTION

Based on a review of the information contained in Sections 3.5.7 and 4.10.1, the FAA determined that the Proposed Action would have no effect on federally listed threatened and endangered species or their habitat. Consultation was initiated with the USFWS on November 30, 2012. The USFWS contacted FAA staff via telephone on December 10, 2012, to concur with FAA that the Proposed Action would not adversely affect any federally endangered species. A copy of the FAA Memorandum of Record of this telephone call has been included in Appendix A. Additionally, the National Marine Fisheries Service was also consulted on November 30, 2012, to address any essential fish habitat. As indicated in Chapter 3, Affected Environment, the habitat surrounding and including SDIA supports a limited number of biological resources because much of the area is already extensively developed. One notable exception is the California least tern nesting areas ("ovals") at the southeast portion of SDIA. However, the Proposed Action would not impact the least tern ovals since the Runway 9 displaced threshold is not adjacent to this area and would not produce any significant change in aircraft traffic, lighting, or vehicular activity around the ovals. No construction or demolition is required to implement the Proposed Action so no construction trucks or cranes would be required. Additionally, the crew in charge of the MALSR lights relocation and the runway markings painting would be limited in size. The

Proposed Action also includes relocation of some of the existing MALSR lights that extend into the Navy Boat Channel. However, relocation of these lights would occur onto existing light stations – no fill or construction would occur in the Navy Boat Channel. Thus, no impact to fish, wildlife, and plants would occur as a result of the Proposed Action.

4.11 Department of Transportation Act, Section 4(f)/303(c) Properties

49 U.S.C. Section 303(c), commonly referred to as Section 4(f) of the DOT Act, states that it is federal policy that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites. Under Section 4(f), FAA may approve a program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of a historic site of national, State, or local significance only if: (1) there is no prudent and feasible alternative to using that land; and (2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

This analysis also examines whether there would be a change in the use of a recreational park or facility funded through the Department of the Interior Land and Water Conservation Fund Act of 1965 (L&WCF Act). If a change from a recreational to a non-recreational use were to occur, it would be considered a "conversion" under the L&WCF Act. Conversion of parks funded through L&WCF grants is defined by regulations and guidelines issued by the National Park Service to implement Section 6(f) of the L&WCF Act. Section 6(f) properties are considered in the same manner as Section 4(f) properties. There are no Section 6(f) properties on or adjacent to SDIA.

Both direct and indirect adverse impacts to Section 4(f) properties are considered. Direct impacts include any physical taking of the property. Indirect adverse impacts, such as noise, which conflict with the public use of Section 4(f) properties or adversely affect the context of historic sites, are considered a constructive use, or taking of the property, if normal activities of the property are incompatible with FAA guidelines on noise and land use.

Parks, recreational areas, wildlife refuges, and historic sites are classes of land use which may be noise-sensitive depending upon the specific use of the site. Sites that might be substantially impaired by excessive noise are amphitheaters, campgrounds, or other areas where a quiet setting is a significant attribute of the resource.

4.11.1 METHODOLOGY

Existing recreation resources near SDIA were documented through review of applicable plans (e.g., Port of San Diego PMP) and maps, and through field reconnaissance. According to FAA Order 1050.1E, a significant impact would occur to Section 4(f) or 6(f) areas "when a proposed action involves more than a minimal physical use of a section 4(f) property or is deemed a "constructive use" substantially impairing the Section

4(f) property, and mitigation measures do not eliminate or reduce the effects of the use below the threshold of significance.” As described in Section 4.1, Noise, the Proposed Action would cause a minimal decrease in off-Airport noise levels related to aircraft noise, meaning that there would not be indirect noise impacts at parks or other recreational areas located under the SDIA flight paths (such as at Balboa Park or Ocean Beach). Based on these factors, the assessment of recreational resources focused on those resources located in the immediate vicinity of the Airport.

Impacts to historic resources, which are also considered Section 4(f) properties, are addressed in Section 4.12, Historic, Archaeological, Architectural, and Cultural Resources.

4.11.2 NO ACTION ALTERNATIVE

Under the No Action alternative, there would be no actions at SDIA that would induce growth or otherwise affect the demand for recreational resources. Accordingly, the No Action alternative would have no effect on recreational or historic resources.

4.11.3 PROPOSED ACTION

As described in Section 4.1, Noise, and Section 4.16, Construction Impacts, the Proposed Action would not generate noticeable changes in noise off Airport property. Accordingly, there would be no noise-related effects to the recreational facilities near the Airport. Similarly, for the reasons described in Section 4.13, Light Emissions and Visual Impacts, the Proposed Action would not significantly affect views at Spanish Landing Park, Harbor Island, or other areas where scenic views contribute substantially to the recreational experience. As such, the Proposed Action would not have a significant impact on recreational resources. Additionally, the Proposed Action would result in the removal of the two existing MALSR light stations in NTC Park (part of Liberty Station). This would be a beneficial effect of the Proposed Action to this park facility.

Impacts to historic resources, which are also considered Section 4(f) resources, resulting from the Proposed Action, are addressed in Section 4.12, Historic, Archaeological, Architectural, and Cultural Resources, and would not be significant.

4.12 Historic, Archaeological, Architectural, and Cultural Resources

To comply with the National Historic Preservation Act of 1966 and Archaeological and Historic Preservation Act of 1974, cultural resources which have the potential to be affected by a Proposed Action must be identified.

4.12.1 METHODOLOGY

An archaeological survey report for the Airport was completed in February 2006 as part of the CEQA review for elements of the Airport Master Plan. The survey examined the entire Airport property including the former NTC and Teledyne Ryan manufacturing complex, and consisted of a records search at the South Coastal Information Center, review of archaeological reports for other projects in the vicinity of SDIA, and a driving tour of the Airport. In addition, a subsequent 2011 South Coastal Information Center records search was

conducted for the Proposed Action. As described in Section 3.7, the current topography of the APE has been achieved through decades of dredging and placement of fill soils in an area of bay and mudflats. In addition, the APE consists of portions of the existing SDIA, a small portion of the MCRD San Diego located west of the Airport, parts of the Navy Boat Channel, and parts of the former NTC (redeveloped as Liberty Station); the APE contains no undisturbed ground surface. Based on the information from the Archaeological Survey Report and the results of the 2011 South Coastal Information Center records search, archaeological resources would not be anticipated in the APE.

4.12.1.1 Cultural Resources

The State NAHC was contacted to request a check of their sacred lands files. That check indicated that no Native American sacred lands are recorded within or in proximity to the APE. Letters were also sent to the Native American entities (Bands and individuals) identified by the NAHC as interested parties, in order to solicit their comments and potential concerns regarding the project.

4.12.2 NO ACTION ALTERNATIVE

Under the No Action alternative, ongoing land uses would continue. There would be no adverse effect to any historic resources and no adverse effect to archaeological or cultural resources.

4.12.3 PROPOSED ACTION

The Proposed Action would not affect any existing structures and no historic or cultural resources are located in the APE; thus, the Proposed Action would not cause any adverse effect to historic resources. The Proposed Action would not involve excavation or earth disturbing activities; thus, no archaeological resources would be affected. No traditional cultural properties, Native American heritage sites or other culturally important sites or areas have been identified or are known to exist within the APE; therefore, no impacts to such resources would occur under the Proposed Action. The FAA submitted a letter to the California SHPO on November 13, 2012, seeking concurrence on the identification of the APE and FAA's finding that the Proposed Action would have no effect on historic properties listed or eligible for listing on the NRHP. The California SHPO concurred with the identification of the APE and FAA's finding that the Proposed Action would have no effect on historic properties listed or eligible for listing on the NRHP on December 19, 2012 (see Appendix A).

4.13 Light Emissions and Visual Impacts

The primary sources of light emissions from airports are the FAA required lighting for security, obstruction clearance, and navigation. An analysis of the impact of light emissions on the surrounding environment is required when proposed projects include the introduction of new lighting that may affect residential or other sensitive land uses.

Airport improvement activities involving potential disruption of the natural environment or aesthetic integrity of the area or any activities that may affect sensitive locations such as parks, historic sites, or other public use areas are relevant visually.

4.13.1 METHODOLOGY

4.13.1.1 Light Emissions

The potential light emission impacts of the Proposed Action were determined by evaluating the current Airport light sources associated with Runway 9 and assessing future lighting effects based on the Proposed Action.

4.13.1.2 Visual Impacts

The purpose of the aesthetics section is to describe the existing aesthetic conditions of the APE and analyze the potential impacts of the proposed improvements on its aesthetic character and the aesthetic character of the surrounding areas as a result of the implementation of the Proposed Action.

4.13.2 NO ACTION ALTERNATIVE

The No Action alternative would not result in any modifications to SDIA facilities; therefore, there would be no light emissions or aesthetic impacts associated with this alternative.

4.13.3 PROPOSED ACTION

4.13.3.1 Light Emissions

Implementation of the Proposed Action would result in the relocation of MALSR lights but would not result in additional light emissions. Runway lights and MALSR lights would be shifted 300 feet farther east down the runway, farther away from residential areas. The implementation of the Proposed Action would not require earth disturbing activities or construction of new structures that would require new construction or specific lighting equipment; therefore, it is anticipated that no light emission impacts would occur.

4.13.3.2 Visual Impacts

The Proposed Action would not result in any new structures or visual obstructions, but would result in the shifting of MALSR lights 300 feet closer to the Airport and east along the runway. This would result in the removal of two light stations located off-Airport in NTC Park (in Liberty Station), which would improve the visual setting of the park. Thus, no adverse visual impacts would result from implementation of the Proposed Action.

4.14 Natural Resources and Energy Supply

In accordance with Order 1050.1E, the alternatives were examined to identify any resulting measurable effect on local supplies of energy or natural resources.

4.14.1 METHODOLOGY

FAA Order 1050.1E does not establish any significance thresholds for energy supply or natural resources. The Order requires the proposed action to be examined to identify any proposed major changes that would have a measurable effect on local supplies of energy or natural resources. However, the Order states that "[t]he use

of natural resources other than for fuel need be examined only if the action involves a need for unusual materials or those in short supply." The Order further states that "[f]or most actions, changes in energy demands or other natural resource consumption will not result in significant impacts."

4.14.2 NO ACTION ALTERNATIVE

The No Action alternative would not have any impacts related to energy supply and natural resources.

4.14.3 PROPOSED ACTION

SDIA is underlain by artificial fill and bay deposits and is designated as 'Urban Land' and 'Made Land' by the U.S. Department of Agriculture. SDIA is not listed as a mineral resource recovery site. As such, SDIA does not contain a known mineral resource of value to the region or residents of California. The Proposed Action would have no impact on mineral resources, nor would it require the use of significant energy resources to implement. Thus, the Proposed Action would not have a significant impact on energy supplies or natural resources.

4.15 Hazardous Materials, Pollution Prevention, and Solid Waste

This section includes information regarding the potential to generate, disturb or dispose of hazardous materials, and the potential to generate or dispose of additional solid waste.

Hazardous materials are regulated by a number of federal laws and regulations - most of which are promulgated by the U.S. EPA. These include RCRA, CERCLA, CAA, CWA, SDWA, HMTA, and EPCRA. Together, these regulations serve as guiding principles governing the storage, use, and transportation of hazardous and other regulated materials from their time of origin to their ultimate disposal. The recovery and clean-up of environmental contamination resulting from the accidental or unlawful release of these materials and substances are also governed by these regulations.

On the state level, the agency with similar authority to U.S. EPA over hazardous materials is the Cal-EPA. Specifically, the Cal-EPA DTSC is responsible statewide for matters concerning the use, storage, transport and disposal of hazardous materials. Similarly, the CIWMB is responsible for the management of solid wastes and the Cal-EPA OEHHA is involved in the evaluation of risks to public health and the environment posed by hazardous materials and environmental contamination. Importantly, Cal-EPA delegates much of the enforcement responsibility for hazardous materials to local governments under the CUPA program.

Locally, the San Diego DEH serves as the CUPA and is responsible for regulating hazardous materials, hazardous wastes, and USTs countywide. The California (San Diego Region) RWQCB also has jurisdiction over the management of potential sources of surface and groundwater contamination such as the cleanup of UST and AST spill sites. The City of San Diego Development Services Department is designated as the LEA by the CIWMB and is responsible for enforcing regulations pertaining to solid waste disposal units (i.e., landfills, old burn dumps, etc.). Finally, the SDAPCD is involved in the assessment of health and environmental hazards associated with toxic (or hazardous) air pollutants.

Regarding the generation and disposal of solid waste, in September 1989, the California Integrated Solid Waste Management Act (also known as Assembly Bill [AB] 939) was enacted into law. The IWMA establishes an integrated system of waste management in California and requires each local jurisdiction to implement a SRRE, HHWE, and NDFE. The IWMA requires that the Siting Element be prepared by the county and approved by the County Board of Supervisors and a majority of the cities within the county. The IWMA requires each city in the state to divert at least 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting.

4.15.1 NO ACTION ALTERNATIVE

The No Action alternative would not involve construction or other subsurface activities that could encounter hazardous materials or environmental contamination nor would it have any effect on the types or quantities of hazardous materials currently used at the Airport. Adoption of the No Action alternative would not generate additional solid waste due to construction, demolition, or other operations, and therefore would not have any impacts on solid waste at SDIA.

4.15.2 PROPOSED ACTION

Implementation of the Proposed Action would not involve the generation, use, or storage of hazardous materials in quantities or types that are substantially different from those that are currently associated with the Airport. Potential impacts would, therefore, not be significant. There are no other potential hazards to public safety associated with the Proposed Action as the improvements would not change the overall operational characteristics of the airfield, impair or interfere with emergency response or evacuation plans, nor be susceptible to wildland fires. A small amount of solid waste would be generated from the Proposed Action during implementation, but all waste would be disposed of in accordance with state and local regulations.

The Proposed Action would not involve any new facility development, construction, or demolition. As such, the Proposed Action would have no significant impacts on the solid waste disposal system.

4.15.3 MITIGATION MEASURES

During the construction process, light bulbs would be reused whenever possible. This effort would reduce solid waste impacts as a result of the Proposed Action.

4.16 Construction Impacts

Implementation of the Proposed Action would not involve any earth disturbing activities and would require minimal effort beyond painting new markings on the runway and relocation of the glide slope antenna from an existing paved area to another existing paved area. Relocation of the MALSR lights would be coincident with existing MALSR light stations. The foundations for the light piers located on soil to the west of the Navy Boat Channel, Stations 23+00 and 25+00, are estimated to be approximately four feet on fill material. The removal of these light piers would disturb the fill material to approximately a depth of two to three feet, with approximately one cubic yard of fill soil. Thus, construction impacts associated with the Proposed Action would be minor. During construction activities, the MALSR may be out of service for a temporary period. The

potential MALSR service outage may impact aviation activities. Additionally, construction and maintenance activities would need to be conducted from boats in the Navy Boat Channel, which may temporarily impact boat traffic in the channel.

4.16.1 MITIGATION MEASURES

Prior to construction, FAA would require that a notice to mariners be filed with the U.S. Coast Guard and that marina management be notified of the estimated start and duration of relocation of the MALSR lights at the existing light stations located in the Navy Boat Channel. In the event that the MALSR is out of service for any period during construction, FAA would issue a notice to airmen and coordinate the temporary shutdown with FAA air traffic control personnel and SDIA representatives.

The relocation of the MALSR lights would result in a time period where the flasher lights portion of the system would have to be taken out of service to be relocated to the appropriate light stations. During this period, the instrument approach capability for the runway would be reduced or eliminated, temporarily restricting IFR approaches to Runway 9. A "Shutdown Committee" comprised of SDIA and FAA representatives would coordinate the relocation of the sequenced flasher portion of the MALSR to minimize the amount of time the flasher light portion of the MALSR would be out of service.

4.17 Cumulative Impacts

Consideration of potential cumulative impacts applies to the impacts resulting from the implementation of the Proposed Action. The concept of cumulative impacts addresses the potential for individually minor but collectively significant impacts to occur over time. CEQ Regulations, Section 1508.7, define Cumulative Impacts as the incremental impact of the action when added to the past, present, and reasonably foreseeable future actions regardless of the agency (federal or non-federal) undertaking such actions. CEQ Regulations (Section 1508.25) define the following types of actions that should be considered in assessing cumulative impacts.

- Connected actions are closely related and should be discussed in the same NEPA document. Actions are connected if they meet one or more of the following criteria:
 - Actions that automatically trigger other actions which may require an EIS.
 - Actions that cannot or would not proceed unless other actions are taken previously or simultaneously.
 - Actions that are interdependent parts of a larger action and depend upon that action for their justification.
- Cumulative actions, when considered with other proposed actions, have cumulatively significant impacts and should therefore be discussed in the same NEPA document.

- Similar actions that have similarities such as timing or location with other reasonably foreseeable or proposed projects provide a basis for evaluating their environmental impacts in the same NEPA document.

4.17.1 CONSTRUCTION

Because the Proposed Action would result in minor construction effects and have no or minimal impact on other resources and would not result in any new structures, excavation, or change aircraft operations at SDIA, it would not contribute to any cumulative impacts associated with past, present, or reasonably foreseeable actions at or near SDIA.

Concurrent with the Proposed Action, several new and ongoing construction projects will contribute to cumulative impacts. Section 3.9 of this document discusses past, present, and reasonably foreseeable future actions within and around the APE. Of the projects listed in this section, the following current and future projects have potential to create incremental impacts along with the Proposed Action.

On Airport

- Expansion of existing Terminal 2 West with 10 new jet gates
- Construction of new aircraft parking and replacement of Remain-Over-Night aircraft parking apron
- Construction of new apron and aircraft taxiway
- Rehabilitation of the Existing SDIA Runway 9 MALSR
- Demolition of the existing general aviation facilities to improve airport safety and circulation on the airfield
- Proposed northside improvements

The construction projects on SDIA property are all anticipated to be completed during 2013, with the exception of the Northside Improvements project, currently undergoing environmental review. While the Proposed Action would be conducted during the same or overlapping general timeframe, the Proposed Action itself will have minor construction effects and have a minimal contribution to cumulative impacts within the APE.

Off Airport

- Veterans Village of San Diego
- Shelter Island/America's Cup Harbor Redevelopment

No off-Airport projects would be located adjacent or in close proximity to the Proposed Action. The nearest project to the Proposed Action is the Veterans Village project which is located more than 3,500 feet to the northeast of the Proposed Action. Given the minor impact of the Proposed Action, the cumulative impacts of off-Airport construction and the Proposed Action would be anticipated to have minimal effects.

4.18 Other Considerations

The Proposed Action is not likely to be environmentally controversial and no known organized opposition to the Proposed Action exists. The Proposed Action is consistent with the plans, goals, and policies of San Diego County. In addition, the Proposed Action is not likely to directly, indirectly, or cumulatively create a significant impact on the human environment.

5. Agency and Public Involvement

Public and agency involvement meetings are conducted to ensure that information about the Sponsor's Proposed Action is provided to the general public and public agencies. This section discusses the consultation with the public, interested parties, and public agencies completed to fulfill the requirements of the NEPA process.

5.1 Public Scoping Meeting

A public scoping meeting was held on November 16, 2011 at the SDCRAA's offices at SDIA.¹ Presentation boards describing the proposed project were displayed in the lobby for public review, and Airport and consultant staff were available to describe the project and answer questions. A presentation of the proposed project was also given. A notice of the scoping meeting was published in the *San Diego Daily Transcript* and the *San Diego Union-Tribune* and a total of 5 people attended the scoping meeting.

Only one scoping comment letter on the proposed project was received. The letter was from the City of San Diego Development Services Department; however, none of the comments contained in the letter were associated with the proposed relocation of the displaced threshold. **Appendix D** contains a copy of the scoping meeting notice, presentation materials, sign-in sheets, and comment letter received.

5.2 Comments and Responses on Draft EA

The Draft EA was circulated for a 30-day public review and comment period, commencing on July 10, 2013 and concluding on August 9, 2013. During this time, interested parties, responsible agencies, and the general public were allowed to review the document and provide comments on its contents. The Draft EA was available for public review as follows:

¹ At the time of the scoping meeting, the displaced threshold project was being examined along with a number of other proposed improvements on the northside of the Airport. The displaced threshold project was advanced separately, based on its independent utility from the northside improvements and the distinct purpose and need specific to the displaced threshold project.

- At the SDCRAA, with offices located in the Commuter Terminal at San Diego International Airport, 3225 North Harbor Drive, San Diego, CA, during the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday.
- At four local libraries:
 - Science, Industry, Government Publications Section, City of San Diego Central Library, 820 “E” Street, San Diego, CA 92101
 - Mission Hills Branch Library, 925 W. Washington Street, San Diego, CA 92103
 - Ocean Beach Branch Library, 4801 Santa Monica Avenue, San Diego, CA 92107
 - Point Loma Hervey Branch Library, 3701 Voltaire Street, San Diego, CA 92107
- At the office of the Los Angeles Airports District Office, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, CA 90261.
- The Draft EA was also made available at www.san.org under Airport Projects/Environmental Affairs/Environmental Review/NEPA.

Appendix E provides a list of the federal agencies, state agencies, local agencies, organizations, planning groups, and other interested parties that were sent a Notice of Availability of the Draft EA.

No comments were received by SDCRAA or FAA during the Draft EA review period. The Final EA will be made available to the same locations, listed above, that the Draft EA was made available for public review.

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7. List of Abbreviations and Acronyms

7.1 List of Abbreviations and Acronyms

A

AB – Assembly Bill

AC – Advisory Circular

ACCRI – Aviation Climate Change Research Initiative

ACRP – Airport Cooperative Research Program

ADG – Airplane Design Group

ADP – Airport Development Plan

AEOZ – Airport Environs Overlay Zone

ALP – Airport Layout Plan

ALS – Approach Light Systems

ALUCP – Airport Land Use Compatibility Plan

APE – Area of Potential Effect

ARC – Airport Reference Code

ASDA – Accelerate-Stop Distance Available

AST – Aboveground Storage Tank

ATCT – Airport Traffic Control Tower

B

BMPs – Best Management Practices

BO – Biological Opinion

C

CAA – Clean Air Act

CAAA – Clean Air Act Amendments of 1990

CAAQS – California Ambient Air Quality Standards

Cal-EPA – California Environmental Protection Agency

CARB – California Air Resources Board

CAT – Category

CCC – California Coastal Commission

CCMP – California Coastal Management Program

CDFG – California Department of Fish and Game

CEQ – Council on Environmental Quality

CEQA – California Environmental Quality Act

CERCLA – Comprehensive Environmental Response, Compensation, and Liability Act

CFC – Chlorofluorocarbons

CFR – Code of Federal Regulations

CH₄ – Methane

CIWMB – California Integrated Waste Management Board

CNEL – Community Noise Equivalent Level

CNS – Communications, Navigation and Surveillance

CO – Carbon Monoxide

CO₂ – Carbon Dioxide

CPA – Community Plan Area

CUPA – Certified Unified Program Agency

CWA – Clean Water Act

CZMA – Coastal Zone Management Act

CZMPs – Coastal Zone Management Programs

D

dB – decibel

DEH – Department of Environmental Health

DH – Decision Height

DNL – Day-Night Average Sound Level

DOT – Department of Transportation

DTSC – Department of Toxic Substances Control

E

EA – Environmental Assessment

EDMS – Emissions and Dispersion Modeling System

EIR – Environmental Impact Report

EIS – Environmental Impact Statement

EMAS – Engineered Material Arresting System

EPA – Environmental Protection Agency

EPCRA – Emergency Planning & Community Right to Know Act

F

FAA – Federal Aviation Administration

FBO – Fixed-Base Operator

FEMA – Federal Emergency Management Agency

FIRM – Flood Insurance Rate Map

FONSI – Finding of No Significant Impact

FR – Federal Register

G

GA – General Aviation

GAO – General Accounting Office

GHG – Greenhouse Gases

GSE – Ground Support Equipment

H

H₂O – Water

HCFC – Hydrochlorofluorocarbons

HDPE – High Density Polyethylene

HHWE – Household Hazardous Waste Element

HMTA – Hazardous Materials Transportation Act

HU – Hydrologic Unit

I

IFR – Instrument Flight Rules

ILS – Instrument Landing System

IPCC – Intergovernmental Panel on Climate Change

IWMA – Integrated Waste Management Authority

J

K

L

L&WCF Act – Land and Water Conservation Fund Act of 1965

LDA – Landing Distance Available

LEA – Local Enforcement Agency

LEED – Leadership in Energy and Environmental Design

M

MALS – Medium Intensity Approach Light System

MALSR – Medium Intensity Approach Light System with Runway Alignment Indicator Lights

MCRD – Marine Corps Recruit Depot

MOU – Memorandum of Understanding

MSL – Mean Sea Level

N

N₂O – Nitrous oxide

NAAQS – National Ambient Air Quality Standards

NAHC – California Native American Heritage Commission

NASA – National Aeronautics and Space Administration

navaids – Navigational Aids

NCP – Noise Compatibility Program

NDFE – Non-Disposal Facility Element

NEM – Noise Exposure Map

NEPA – National Environmental Policy Act

NEVP – North Embarcadero Visionary Plan

NHPA – National Historic Preservation Act

NO₂ – Nitrogen Dioxide

NO_x – Oxides of Nitrogen

NOAA – National Oceanic and Atmospheric Administration

NPDES – National Pollutant Discharge Elimination System

NPIAS – National Plan of Integrated Airport Systems

NPL – National Priorities List

NRHP – National Register of Historic Places

NTC – Naval Training Center

O

O₃ – Ozone

OCS – Obstacle Clearance Surface

OEHHA – Cal-EPA Office of Environmental Health Hazard Assessment

P

PARTNER – Partnership for Air Transportation Noise & Emissions Reduction

Pb – Lead

PCB – Polychlorinated Biphenyl

PFC – Passenger Facility Charges

PM₁₀ – Particulate Matter

PM_{2.5} – Fine Particulates

PMP – Port Master Plan

PVC – Polyvinyl Chloride

Q

R

RAIL – Runway Alignment Indicator Lights

RASP – Regional Aviation Strategic Plan

RCRA – Resource Conservation and Recovery Act

RSA – Runway Safety Area

RVR – Runway Visual Range

RWQCB – Regional Water Quality Control Board

S

SANDAG – San Diego Association of Governments

SDAPCD – San Diego County Air Pollution Control District

SDCRAA – San Diego County Regional Airport Authority

SDIA – San Diego International Airport

SDWA – Safe Drinking Water Act

SHPO – State Historic Preservation Officer

SIP – State Implementation Plan

SO₂ – Sulfur Dioxide

SO_x – Oxides of Sulfur

SRRE – Source Reduction and Recycling Element

SWMP – Stormwater Management Plan

T

TCH – Threshold Crossing Height

TERPS – Terminal Instrument Procedures

TODA – Take-Off Distance Available

TORA – Take-Off Run Available

TRB – Transportation Research Board

U

USACE – United States Army Corps of Engineers

U.S.C. – United States Code

USDA – United States Department of Agriculture

USFWS – United States Fish and Wildlife Service

UST – Underground Storage Tank

V

VFR – Visual Flight Rules

VOCs – Volatile Organic Compounds

W

X

Y

Z

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8. List of Preparers

8.1 List of Preparers

The following individuals prepared the EA. Information provided includes the organizations for which each individual works, a brief synopsis of their relative experience and qualifications, and their responsibilities in the preparation of this EA.

8.1.1 PRINCIPAL FEDERAL AVIATION ADMINISTRATION REVIEWERS

Western-Pacific Region Airports Division
Los Angeles Airports District Office
15000 Aviation Boulevard, Room 3000
Lawndale, California 90261

Victor Globa, Environmental Protection Specialist, FAA Los Angeles Airports District Office:

B.S., Business Administration. 24 years of experience. Responsible for the FAA review of the Environmental Assessment and coordination with the California State Historic Preservation Office, Native American Tribes, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers and National Marine Fisheries Service.

8.1.2 SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

Ted Anasis, AICP, Manager, Airport Planning

Environmental and Regional Planner with over 20 years of planning and environmental compliance experience. Sponsor's contracting project manager. Overall review and coordination with FAA Los Angeles Airports District Office; SDCRAA divisions; consultant team; and stakeholders.

George Condon, Director, Aviation Operations & Public Safety

Over 25 years of airport operations experience. Responsible for all aviation operations and public safety programs at San Diego International Airport.

Richard Gilb, Manager, Environmental Affairs

Environmental Specialist and Manager with over 20 years of experience. Responsible for environmental compliance with federal, state and local regulatory requirements for San Diego International Airport.

Henry Peters, Manager, Technical Services

Manager of Technical Services in Facilities Development Department with over 25 years of experience. Management of the Airport Layout Plan for San Diego International Airport.

Dean Robbins, Manager, Airside Operations

Over 20 years of airport operations experience. Responsible for management of aviation operations and airfield safety for San Diego International Airport.

Lynda Tamura, Staff Assistant, Airport Planning

Staff assistant with over 20 years of experience in administrative services and report preparation. Assists in project administration and management including environmental review documents.

8.1.3 RICONDO & ASSOCIATES, INC.

Stephen D. Culberson, Director

- Qualifications – Over 20 years of experience in airport environmental and planning studies, with significant experience in preparing and managing environmental assessments and environmental impact statements, airport master planning projects, and activity forecasts.
- Responsibilities – Project management, NEPA documentation, purpose and need, alternatives, affected environment, and environmental consequences.

Marine Ladner, Consultant

- Qualifications – Three years of experience in airport planning, nav aids, and airspace.
- Responsibilities – NEPA documentation, purpose and need, and alternatives.

Brian Philiben, Consultant

- Qualifications – Over 5 years of environmental consulting, with particular expertise in land-use planning.
- Responsibilities – Responsible for managing documentation and project records.

Casey Venzon, Consultant

- Qualifications – Over 4 years of airport environmental and sustainability consulting experience, with particular expertise in preparing NEPA documentation and airport sustainability analyses.

- Responsibilities – Responsible for addressing comments and overall documentation.

8.1.4 CDM SMITH

Anthony J. Skidmore, AICP

- Qualifications – Over 30 years of experience in urban planning and environmental studies, with emphasis in NEPA and CEQA compliance. Experience includes preparation and review of NEPA documents, ranging from focused environmental assessments to comprehensive programmatic environmental impact statements, for numerous airport projects.
- Responsibilities – Assist in preparation and review of NEPA document sections including purpose and need, alternatives, affected environment, and environmental consequences.

8.1.5 HARRIS MILLER MILLER & HANSON INC.

Robert C. Mentzer, Jr., Principal Consultant

- Qualifications – Over 17 years of experience in airport noise and environmental projects, with significant experience in modeling for environmental assessments and environmental impact statements, Part 150, and airport master planning projects. He is also the Product Manager for HMMH's RealContours™ product and a member of the INM training team.
- Responsibilities – Noise modeling and analysis consistent with the SAN Part 150.

Robert D. Behr

- Qualifications – Over 12 years of experience in airport noise and environmental projects with significant experience in aircraft noise modeling and analysis for Part 150 and land use planning projects.
- Responsibilities – Noise modeling and analysis consistent with the SAN Part 150.

8.1.6 JBG ENVIRONMENTAL CONSULTING

Julie Gaa, Principal

- Qualifications – Over 24 years of professional environmental consulting experience with an emphasis in CEQA and NEPA document preparation. Managed and contributed to the preparation of environmental documents for projects that included airports, light rail transit, wastewater conveyance systems, hazardous and solid waste treatment facilities, recreational/park facilities, institutional facilities, commercial facilities, and residential development.
- Responsibilities – Assist in preparation and review of NEPA document sections including purpose and need, alternatives, affected environment, and environmental consequences.

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Appendix A

Agency Coordination



A. Agency Coordination

This appendix includes correspondence with federal, state, and local agencies concerning the proposed project. Correspondence includes:

- Letter to South Coastal Information Center, San Diego State University, dated October 25, 2011
- Letter to California Native American Heritage Commission, dated October 25, 2011
- Letter to California State Historic Preservation Office, dated November 13, 2012
- Response from California Office of Historic Preservation dated December 19, 2012
- Letter to U.S. Fish & Wildlife Service dated November 30, 2012
- Letter to U.S. Army Corps of Engineers dated November 30, 2012
- Response from U.S. Army Corps of Engineers dated December 27, 2012
- Letter to National Marine Fisheries Service dated November 30, 2012

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October 25, 2011

VIA E-MAIL

Ms. Jaime Lennox, Coordinator
South Coastal Information Center
San Diego State University
4283 El Cajon Boulevard, Suite 250
San Diego, California 92105

RE: Priority Response Records Search for Northside Improvements
San Diego International Airport, San Diego, San Diego County, California

Dear Ms. Lennox:

On behalf of the San Diego County Regional Airport Authority, Ricondo & Associates, Inc. (R&A), is preparing an Environmental Assessment in compliance with the National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) guidance for proposed northside improvements at the San Diego International Airport (Airport) in San Diego, California. The FAA has requested that we contact the South Coastal Information Center to identify any National Register sites within or near the proposed work site (within 1/4- mile).

The northside improvements are proposed to be constructed primarily on Airport property located on the north and east sides of the Airport. The Area of Potential Effect for the proposed project is shown on the attached U.S. Geological Survey 7.5' Quadrangle map (Point Loma Quad Map). The approximate limits of the project, in UTM (Zone 11) coordinates, are:

480574E	3622451N
483854E	3622451N
483854E	3620790N
480574E	3620790N

The Airport address is 3225 North Harbor Drive, San Diego, California. A completed Access Agreement is also attached to this letter. Due to the fast-track nature of this project, I would like to request a Priority Response – we agree to pay the 50 percent surcharge associated with a Priority Response.



Ms. Lennox
South Coastal Information Center
October 25, 2011
Page 2

Please send all correspondence, including invoicing for the cost of the Records Search, to my attention at the address below. I can also be reached by phone (312.212.8812 – direct line) or via email (s_culberson@ricondo.com).

Sincerely,

RICONDO & ASSOCIATES, INC.

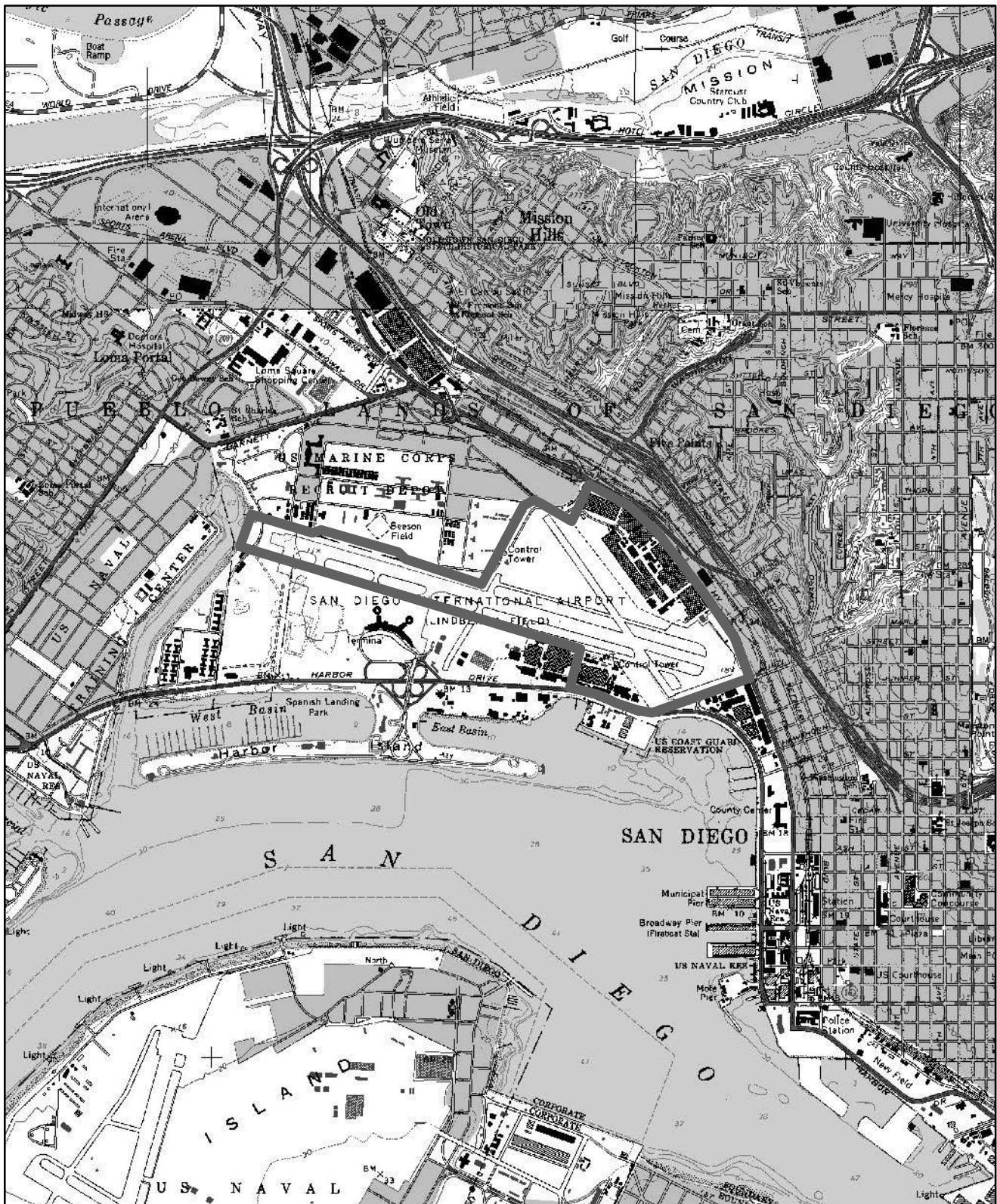
A handwritten signature in black ink, reading "Stephen Culberson". The signature is fluid and cursive, with the last name "Culberson" being more prominent.

Stephen D. Culberson
Director

Enclosures

cc: 11140699-06.5
Read File

document2



Source: U.S. Geological Survey, 1994 (QUAD Map, O32117f2, Point Loma)
 Prepared by: Ricondo & Associates, Inc., October 2011.


 Area of Potential Effect

Exhibit 1



Area of Potential Effect

California Historical Resources Information System

ACCESS AGREEMENT

Number: _____

I, the undersigned, have been granted access to historical resources information on file at the South Coastal Information Center of the California Historical Resources Information System.

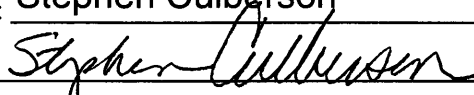
I understand that any CHRIS Confidential Information I receive shall not be disclosed to individuals who do not qualify for access to such information, as specified in Section III(A-E) of the CHRIS Information Center Rules of Operation Manual, or in publicly distributed documents without written consent of the Information Center Coordinator.

I agree to submit historical Resource Records and Reports based in part on the CHRIS information released under this Access Agreement to the Information Center within sixty (60) calendar days of completion.

I agree to pay for CHRIS services provided under this Access Agreement within sixty (60) calendar days of receipt of billing.

I understand that failure to comply with this Access Agreement shall be grounds for denial of access to CHRIS Information.

Print Name: Stephen Culberson Date: October 25, 2011

Signature: 

Affiliation: Ricondo & Associates, Inc.

Address: 20 N. Clark St., Suite 1500 City/State/Zip: Chicago, IL 60602

Billing Address (if different from above): _____

Telephone: 312.212.8812 Fax: 312.606.0706 Email: s_culberson@ricondo.com

Purpose of Access: Identify historic/cultural resources for NEPA documentation

Reference (project name or number, title of study, and street address if applicable): Northside Improvements, San Diego

International Airport, 3225 N. Harbor Drive, San Diego, CA

County: San Diego Township/Range/Section or UTM: see letter

USGS 7.5' Quad: Point Loma



October 25, 2011

VIA E-MAIL

California Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, California 95814

RE: Environmental Assessment for Northside Improvements
San Diego International Airport

To whom it may concern:

On behalf of the San Diego County Regional Airport Authority, Ricondo & Associates, Inc. (R&A), is preparing an Environmental Assessment in compliance with the National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) guidance for proposed northside improvements at the San Diego International Airport (Airport) in San Diego, California. The FAA has requested that we contact the California Native American Heritage Commission to identify any Native American traditional cultural properties or land interests in the vicinity of the Airport that may be affected by the project.

The northside improvements are proposed to be constructed primarily on Airport property located on the north and east sides of the Airport. The Area of Potential Effect for the proposed project is shown on the attached U.S. Geological Survey 7.5' Quadrangle map (Point Loma Quad Map). The approximate limits of the project, in UTM (Zone 11) coordinates, are:

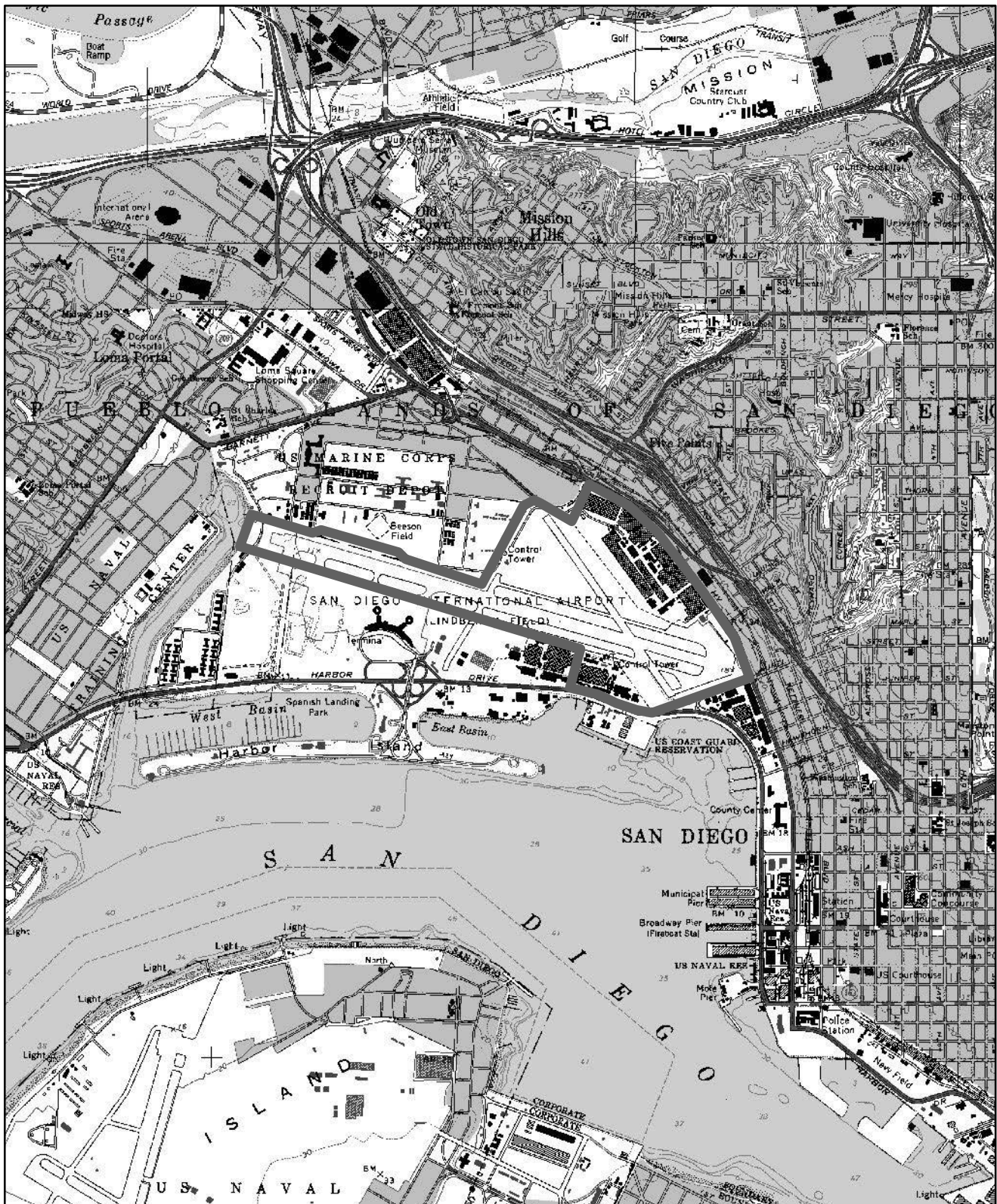
480574E	3622451N
483854E	3622451N
483854E	3620790N
480574E	3620790N

The San Diego County Regional Airport Authority is in the process of developing the EA, and plans to release the draft EA for public and agency review in early 2012. The EA will document the project's purpose and need, the proposed action and alternatives to the proposed action, the affected environment, and environmental consequences. Could you please search your records and let us know if there are any Native American traditional cultural properties or land interests in the vicinity of the San Diego International Airport that may be affected by the project? If so, please provide contact information for potentially affected Native American tribes to my attention at the address below. I can also be reached by phone (312.212.8812 – direct line) or via email (s_culberson@ricondo.com).

Sincerely,

RICONDO & ASSOCIATES, INC.

Stephen Culberson
Director



Source: U.S. Geological Survey, 1994 (QUAD Map, O32117f2, Point Loma)
 Prepared by: Ricondo & Associates, Inc., October 2011.


 Area of Potential Effect

Exhibit 1



Area of Potential Effect



U.S Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

PO Box 92007
Los Angeles, CA 90009

November 13, 2012

Mr. Milford Wayne Donaldson
State Historic Preservation Officer
California Department of Parks and Recreation
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816

Dear Mr. Donaldson:

**San Diego International Airport
Draft Environmental Assessment Runway 9 Displaced Threshold Project
San Diego, California
Section 106 Consultation**

The Federal Aviation Administration (FAA) and the San Diego Regional Airport Authority (Authority) are in the process of preparing an Environmental Assessment (EA) for a proposed Runway 9 Displaced Threshold relocation on San Diego International Airport (Airport) in the City of San Diego, San Diego County, California. The Authority must request the Federal Aviation Administration's (FAA) approval to change the existing Airport Layout Plan (ALP) depicting the proposed displaced threshold relocation. The airport is a public use airport managed by the Authority. The FAA is the lead federal agency thereby charged with conducting Section 106 consultation with the State Historic Preservation Office.

Project Information

San Diego International Airport has one runway, Runway 9-27, that is 9,401 feet long. Runway 9 is equipped with an instrument landing system (ILS) and a Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR) which provides a precision instrument approach capability to enable safe landings when the visibility is reduced due to fog or rain.

Due to obstructions off the end of Runway 9, the existing ILS configuration for Runway 9 does not meet FAA criteria. The FAA is not granting any new waivers and is highly encouraging airport sponsors to develop solutions to meet FAA standards. The Runway 9 end currently has a displaced threshold of 706 feet. In order to bring the Runway 9 ILS configuration into compliance with FAA criteria, the Authority is proposing to relocate the existing displaced threshold 300 feet further to the east, for a total displaced threshold of 1,006 feet. This would allow the ILS to be within FAA standards.

The shifting of the displaced threshold will also result in an approach angle change of 3.1 degrees versus the current 3.22 degrees to Runway 9. As a result of the change, additional

improvements will need to be made. These include: relocation of the existing runway threshold lighting; relocation of several MALSR light stations; relocation of the glide slope antenna; and, tree trimming of approximately 19 trees off-airport.

The proposed improvements will occur on existing MALSR poles and platforms. Some of the lights will be shifting, but the light stations will remain in the same location except for the two light stations located furthest west, which will be removed as depicted in the attached exhibit *Proposed MALSR Reconfiguration*. Implementation of the Proposed Action would not involve any earth disturbing activities and would require minimal effort beyond painting new markings on the runway and relocation of the glide slope antenna from an existing paved area to another existing paved area. Relocation of the MALSR light stations would be coincident with existing MALSR light stations. The foundations for the light piers located on soil to the west of the Navy Boat Channel, Stations 23+00 and 25+00, are estimated to be approximately four feet on fill material. The removal of the light piers would disturb the fill material to approximately a depth of five to six feet, with approximately two cubic yards of fill soil. Thus, construction impacts associated with the Proposed Action would be minor. The glide slope antenna will be relocated just north of its existing location to an area that has been previously graded. The relocation of the glide slope antenna is necessary in order for it to provide navigational guidance signals that meet FAA criteria. Enclosed is an exhibit that shows the *Area of Potential Effect* (APE) to help illustrate where the proposed undertaking is located. The proposed undertaking will not affect the number or type of aircraft using the Airport, thus FAA delineated a Direct Effects APE only. No significant change in the indirect effects from aircraft noise would result from the proposed undertaking.

Project Consultation

The FAA is initiating Section 106 consultation with your office, effective the date of this letter. The purpose of this consultation effort is to seek concurrence that there are no historic architectural, archaeological or cultural resources impacts of the proposed project that occur or are likely to occur in the vicinity of the project site.

The South Coastal Information Center at San Diego State University was contacted and they conducted a records search for the proposed undertaking to identify any known historic, archaeological, architectural, or cultural resources within ½-mile of the APE. The records search identified no archaeological resources, no California historical landmarks, and no historical resources listed on the National Register of Historic Places (NRHP) or the California Register of Historical Resources within the APE. Additionally, the records search found no cultural resources within the APE. The records search did identify historic resources within the APE and ½-mile of the APE, which are discussed below.

Seven archaeological sites have been recorded within a ½-mile radius of the SAN property line, none within the APE. Two of these sites were recorded in the early part of the 20th century and were already quite disturbed at that time. One site (CA-SDI-53) was described as traces of probable camp sites. The second site (CA-SDI-54) was described as traces of a refuse heap on a bluff, which washed away as the bluff receded. The site's documentation was based on observations of a gully. The only other prehistoric or Native American site in the vicinity is a light shell scatter that may have been redeposited from SDM-W-291, which Malcolm Rogers considered to be associated with the ethnohistoric village of Kosoy. The remaining four sites are historic archaeological sites, which include the Barth Foundry Dump

site; two historic artifact scatters from the early part of the 20th century; and a historic dump used circa 1900-1930.

An enclosed *Archaeological Survey Report San Diego International Airport, February 2006*, was completed as part of the California Environmental Quality Act (CEQA) review for elements of the Airport Master Plan. The survey examined the entire Airport property including the former Naval Training Center (NTC) and Teledyne Ryan manufacturing complex, and consisted of a records search at the South Coastal Information Center, review of archaeological reports for other projects in the vicinity of SAN, and a driving tour of the Airport. The current topography of the APE has been achieved through decades of dredging and placement of fill soils in an area of bay and mudflats. In addition, the APE consists of portions of the existing SAN and a small portion of the U.S Marine Corps Recruit Depot San Diego, (MCRD) located west of the Airport; the APE contains no undisturbed ground surface. Based on the information from the *Archaeological Survey Report San Diego International Airport, February 2006*, and the results of the enclosed *2011 South Coastal Information Center records search*, archaeological resources would not be anticipated in the APE.

A number of historic structures have been recorded within ½-mile of the APE, including buildings at the former NTC and at the MCRD, as well as buildings and structures associated with the Consolidated Aircraft Plant No. 1, almost all of which have been removed. A *Historic Architectural Survey Report: San Diego International Airport, May 2006*, is enclosed, and was completed as part of the California Environmental Quality Act (CEQA) review for elements of the Airport Master Plan. The survey examined the entire Airport property including the former NTC and Teledyne Ryan manufacturing complex. Research was conducted at the archives of the San Diego Aerospace Museum and the San Diego Historical Society, to prepare a historical overview that would identify important themes and contexts against which to evaluate buildings and structures located in the APE. These included: (1) early airport development, (2) development of the airline industry, (3) development of the aircraft manufacturing industry at Lindbergh Field (San Diego International Airport), and (4) contributions of Lindbergh Field aircraft manufacturers to World War II and the early Cold War. These structures would not be affected by the proposed undertaking. Thus, the FAA has determined that the proposed undertaking would have no effect on historic resources within the Study Area. FAA seeks the California SHPO's concurrence with these determinations.

On October 4, 2012, the FAA initiated formal Section 106 consultation with numerous Native American tribes. These letters were an attempt to apprise these organizations of the proposed project and inquire as to whether they had concerns about the project as it may relate to historic properties of a traditional religious or cultural significance. To date, no responses have been received. Any comments received will be addressed in the Environmental Assessment.

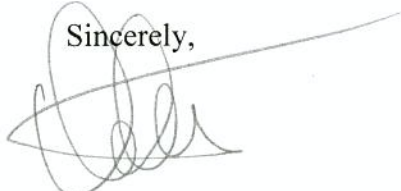
In accordance with 36 CFR 800, the FAA has determined that the proposed undertaking for the proposed improvements at San Diego International Airport will have no adverse effect any prehistoric, historic, archaeological, or cultural resources. We request your written concurrence for:

- the APE;
- or finding that there are no properties on or eligible for inclusion in the National Register of Historic Places in the APE;
- and a No Historic Properties Affected Determination.

Please provide your written response within thirty days of receiving this letter, or we will presume you have no comments regarding the proposed undertaking.

If you have any questions or require additional information, please feel free to contact me at (310)725-3637 or victor.globa@faa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Victor Globa', with a long horizontal line extending from the end of the signature.

Victor Globa
Environmental Protection Specialist

5 Enclosures



LEGEND

- Airport Property Boundary
- Area of Potential Effect
- Interstate Highway

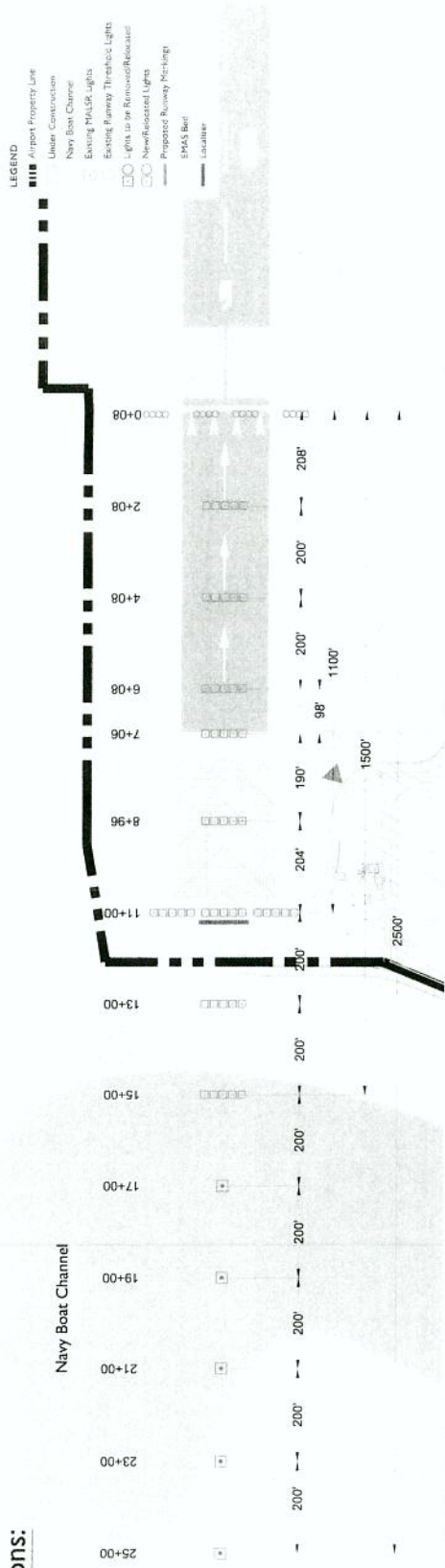
SOURCE: Environmental Systems Research Institute, Bing Maps Aerial 2011.
 PREPARED BY: Ricardo & Associates, Inc., April 2012.

Scale: 0 to 2,000 ft

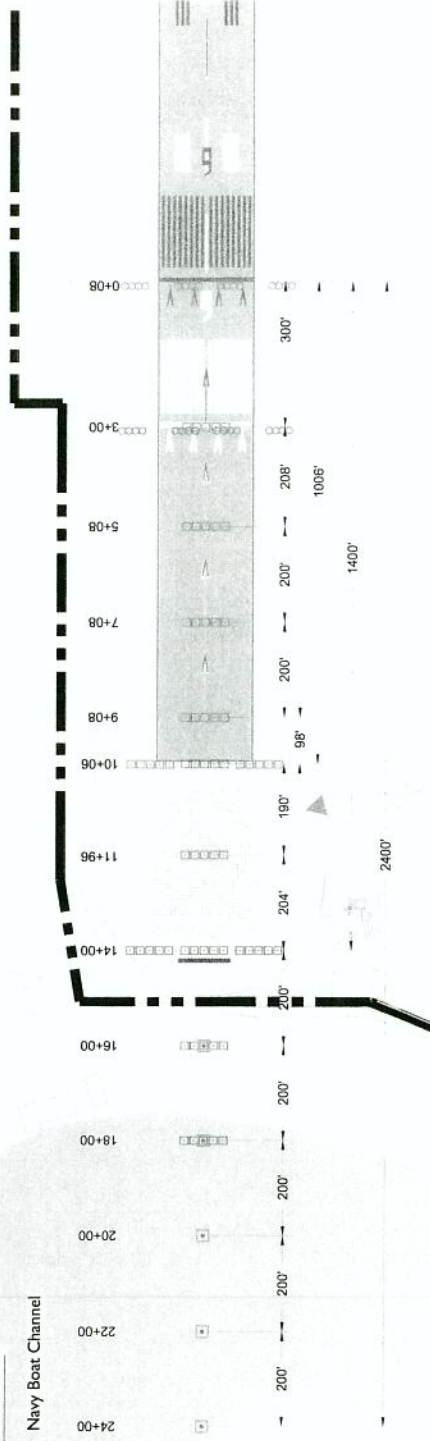
North Arrow: NORTH

Area of Potential Effect

Existing Conditions:



With Relocated Displaced Threshold :



MALSR, Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights

Proposed MALSR Reconfiguration

DRAFT

**ARCHAEOLOGICAL SURVEY REPORT
SAN DIEGO INTERNATIONAL AIRPORT
AIRPORT MASTER PLAN
SAN DIEGO, CALIFORNIA**

Prepared for:

**San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, California 92138-2776
(619) 400-2400**

Prepared by:

**Affinis
Shadow Valley Center
847 Jamacha Road
El Cajon, California 92019
(619) 441-0144**

**Mary Robbins-Wade, MA, RPA
Director of Cultural Resources**

Affinis Job No. 2026

February 2006

**HISTORIC ARCHITECTURAL SURVEY REPORT:
SAN DIEGO INTERNATIONAL AIRPORT
MASTER PLAN**

Prepared for:

San Diego County Regional Airport Authority

P.O. Box 82776

San Diego, California 92138-2776

Prepared by:

Affinis

847 Jamacha Road

El Cajon, California 92019

and

Walter Enterprises

238 Second Avenue

Chula Vista, California 91910

Stephen R. Van Wormer

Architectural Historian

Mary Robbins-Wade

Director of Cultural Resources

May 2006

Affinis Job No. 2026



South Coastal Information Center
4283 El Cajon Blvd., Suite 250
San Diego, CA 92105
Office: (619) 594-5682
Fax: (619) 594-4483
www.scic.org
nick@scic.org

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM RECORDS SEARCH

Company: Wilbur Smith Associates, Inc.
Company Representative: Tracey Sandefur
Date Processed: 12/7/2011
Project Identification: Northside Improvements at the San Diego International Airport
Search Radius: 1/4 mile

Historical Resources: ND

Trinomial and Primary site maps have been reviewed. All sites within the project boundaries and the specified radius of the project area have been plotted. Copies of the site record forms have been included for all recorded sites.

Previous Survey Report Boundaries: ND

Project boundary maps have been reviewed. National Archaeological Database (NADB) citations for reports within the project boundaries and within the specified radius of the project area have been included.

Historic Addresses: ND

A map and database of historic properties (formerly Geofinder) has been included.

Historic Maps: ND

The historic maps on file at the South Coastal Information Center have been reviewed, and copies have been included.

Summary of SHRC Approved CHRIS IC Records Search Elements	
Address-Mapped	yes
Shapes:	20
Spatial Features:	75
Searchable Pages:	47
Standard Pages:	144
Aerial Photos:	0
Quads:	1
Hours:	1
RUSH:	no

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



December 19, 2012

Reply In Reference To: FAA_2012_1114_001

Victor Globa
Environmental Protection Specialist
FAA, Los Angeles Airports District Office
PO Box 92007
Los Angeles, CA 90009

RE: Runway 9 Displaced Threshold Project, San Diego International Airport, CA

Dear Mr. Globa:

Thank you for consulting with me. You do so on behalf of the Federal Aviation Administration (FAA) in order to comply with Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f), as amended, and its implementing regulation at 36 CFR Part 800. You are requesting I concur with a finding of No Historic Properties Affected.

The FAA and the San Diego Regional Airport Authority (Authority) are in the process of preparing an Environmental Assessment for the proposed Runway 9 Displaced Threshold Project at San Diego International Airport. Due to obstructions off the end of Runway 9, the current Instrument Landing System (ILS) configuration does not meet FAA criteria. In order to bring the configuration into compliance with criteria, the Authority proposes to relocate the threshold 300 feet to the east of its current location, thus increasing the total threshold to 1,006 feet. This new threshold will meet the criteria. Project components include the following:

- Relocation of current runway threshold lighting
- Relocation of several Medium Intensity Approach Light System with Alignment Indicator Lights (MALSR) stations
- Relocation of a glide scope antenna
- Trimming approximately 19 off-airport trees

You define the Area of Potential Effects (APE) for this undertaking as the area of direct effects, as the new displaced threshold will not increase air traffic, noise, or alter the airport in any significant way. As I understand it, the undertaking will not require ground disturbance.

Having reviewed this submittal, I concur that the undertaking, as described, will not affect historic properties. I also have no objection to the delineation of the APE. Please be reminded that in the event of an unanticipated discovery or a change in project description, you may have additional responsibilities for this undertaking under 36 CFR Part 800.

RECEIVED

DEC 26 2012

LAX-ADO

December 19, 2012
Page 2 of 2

FAA_2012_1114_001

Thank you for considering historic resources during project planning. If you have any questions or comments, please contact Tristan Tozer of my staff at (916) 445-7027 or by email at ttozer@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Susan H. Stratton for".

Carol Rowland-Nawi, Ph.D.
State Historic Preservation Officer



U.S Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

P.O. Box 92007
Los Angeles, CA 90009

November 30, 2012

Mr. David Zoutendyk
U.S. Fish & Wildlife Service
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road, Suite 101
Carlsbad, California 92011

Dear Mr. Zoutendyk:

San Diego International Airport
Draft Environmental Assessment Runway 9 Displaced Threshold Project
San Diego, California
Section 7 Consultation

The Federal Aviation Administration (FAA) and the San Diego Regional Airport Authority (Authority) are in the process of preparing an Environmental Assessment (EA) for a proposed Runway 9 Displaced Threshold relocation on San Diego International Airport (Airport) in the City of San Diego, San Diego County, California. The Authority must request the Federal Aviation Administration's (FAA) approval to change the existing Airport Layout Plan (ALP) depicting the proposed displaced threshold relocation. The airport is a public use airport managed by the Authority. The FAA is the lead federal agency thereby charged with conducting Section 7 consultation with the U.S. Fish & Wildlife Service (USFWS).

Consultation Initiation

In an effort to ensure compliance with the *Endangered Species Act of 1973*, (ESA) as amended, the potential effects of the proposed project on special status fish, wildlife, and plant species were evaluated. The biological analysis provides information and comparative analyses to determine if the proposed action would result in potentially significant adverse effects to listed species or designated critical habitat. Species listed as Threatened or Endangered under the ESA are under the jurisdiction of USFWS that may occur in the vicinity of the project sites. The FAA is initiating Section 7 consultation with your office, effective by the date of this letter.

Project Information

San Diego International Airport has one runway, Runway 9-27, that is 9,401 feet long. Runway 9 is equipped with an instrument landing system (ILS) and a Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR) which provides a precision instrument approach capability to enable safe landings when the visibility is reduced due to fog or rain.

Due to obstructions off the end of Runway 9, the existing ILS configuration for Runway 9 does not meet FAA criteria. The FAA is not granting any new waivers and is highly encouraging airport sponsors to develop solutions to meet FAA standards. The Runway 9 end currently has a displaced threshold of 706 feet. In order to bring the Runway 9 ILS configuration into compliance with FAA criteria, the Authority is proposing to relocate the existing displaced threshold 300 feet further to the east, for a total displaced threshold of 1,006 feet. This would allow the ILS to be within FAA standards.

The shifting of the displaced threshold will also result in an approach angle change of 3.1 degrees versus the current 3.22 degrees to Runway 9. As a result of the change, additional improvements will need to be made. These include: relocation of the existing runway threshold lighting; relocation of several MALSR light stations; relocation of the glide slope antenna; and, tree trimming of approximately 19 trees off-airport.

The proposed improvements will occur on existing MALSR poles and platforms. Some of the lights will be shifting, but the light stations will remain in the same location except for the two light stations located furthest west, which will be removed as depicted in the attached exhibit *Proposed MALSR Reconfiguration*. Implementation of the Proposed Action would not involve any earth disturbing activities and would require minimal effort beyond painting new markings on the runway and relocation of the glide slope antenna from an existing paved area to another existing paved area. Relocation of the MALSR light stations would be coincident with existing MALSR light stations. The foundations for the light piers located on soil to the west of the Navy Boat Channel, Stations 23+00 and 25+00, are estimated to be approximately four feet on fill material. The removal of the light piers would disturb the fill material to approximately a depth of five to six feet, with approximately two cubic yards of fill soil. Thus, construction impacts associated with the Proposed Action would be minor. The glide slope antenna will be relocated just north of its existing location to an area that has been previously graded. The relocation of the glide slope antenna is necessary in order for it to provide navigational guidance signals that meet FAA criteria. Enclosed is an exhibit that shows the *Area of Potential Effect* (APE) to help illustrate where the proposed undertaking is located. The proposed undertaking will not affect the number or type of aircraft using the Airport, thus FAA delineated a Direct Effects APE only. No significant change in the indirect effects from aircraft noise would result from the proposed undertaking.

Species Evaluation

The habitat surrounding and including SAN supports a limited number of biological resources because much of the area is already extensively developed. One notable exception is the California least tern nesting areas ("ovals") at the southeast portion of SAN. However, the Proposed Action is located on the far west end of the airport and would not impact the least tern ovals since the Runway 9 displaced threshold is not adjacent to this area and would not produce any significant change in aircraft traffic, lighting, or vehicular activity around the ovals. No construction or demolition is required to implement the Proposed Action so no construction trucks or cranes would be required. Additionally, the crew in charge of the MALSR lights relocation and the runway markings painting would be limited in size. The Proposed Action also includes relocation of some of the existing MALSR lighting stations that extend into the U.S. Navy Boat Channel. However, relocation of these light stations would occur on existing platforms – no fill or construction would occur in the U.S. Navy Boat Channel. Thus, no impact to fish, wildlife, and plants would occur as a result of the Proposed Action.

Based on the information provided, the FAA has determined that the proposed project would have no effect on the California least tern. We request your written concurrence with our determination. Please provide your written response within thirty days, or we will presume you have no comments regarding the proposed undertaking.

If you have any additional questions concerning this matter, please feel free to contact me at 310/725-3637 or victor.globa@faa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Victor Globa', written over the word 'Sincerely,'.

Victor Globa
Environmental Protection Specialist

2 Enclosures



Area of Potential Effect



U.S Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

PO Box 92007
Los Angeles, CA 90009

November 30, 2012

Ms. Therese Bradford
Branch Chief
U.S. Army Corps of Engineers
Los Angeles District
915 Wilshire Boulevard, Suite 1101
Los Angeles CA 90017

Dear Ms. Bradford:

San Diego International Airport
Draft Environmental Assessment Runway 9 Displaced Threshold Project
San Diego, California

The Federal Aviation Administration (FAA) and the San Diego Regional Airport Authority (Authority) are in the process of preparing an Environmental Assessment (EA) for a proposed Runway 9 Displaced Threshold relocation on San Diego International Airport (Airport) in the City of San Diego, San Diego County, California. The Authority must request the Federal Aviation Administration's (FAA) approval to change the existing Airport Layout Plan (ALP) depicting the proposed displaced threshold relocation. The airport is a public use airport managed by the Authority. The FAA is the lead federal agency thereby charged with conducting consultation with your agency.

Consultation Initiation

The FAA is initiating consultation with your office, effective by the date of this letter, in an effort to ensure compliance with Executive Order 11990 and the Clean Water Act (1972, as amended) (CWA) that the potential effects of the proposed action would not result in the loss or degradation of wetlands. The purpose of this consultation effort is to seek concurrence as to whether or not there is a potential need for a Clean Water Act Section 404 Permit, which is under the jurisdiction of the U.S. Army Corps of Engineers (Corps).

Project Information

San Diego International Airport has one runway, Runway 9-27, that is 9,401 feet long. Runway 9 is equipped with an instrument landing system (ILS) and a Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR) which provides a precision instrument approach capability to enable safe landings when the visibility is reduced due to fog or rain.

Due to obstructions off the end of Runway 9, the existing ILS configuration for Runway 9 does not meet FAA criteria. The FAA is not granting any new waivers and is highly encouraging airport sponsors to develop solutions to meet FAA standards. The Runway 9 end currently has a displaced threshold of 706 feet. In order to bring the Runway 9 ILS configuration into compliance with FAA criteria, the Authority is proposing to relocate the existing displaced threshold 300 feet further to the east, for a total displaced threshold of 1,006 feet. This would allow the ILS to be within FAA standards.

The shifting of the displaced threshold will also result in an approach angle change of 3.1 degrees versus the current 3.22 degrees to Runway 9. As a result of the change, additional improvements will need to be made. These include: relocation of the existing runway threshold lighting; relocation of several MALSR light stations; relocation of the glide slope antenna; and, tree trimming of approximately 19 trees off-airport.

The proposed improvements will occur on existing MALSR poles and platforms. Some of the lights will be shifting, but the light stations will remain in the same location except for the two light stations located furthest west, which will be removed as depicted in the attached exhibit *Proposed MALSR Reconfiguration*. Implementation of the Proposed Action would not involve any earth disturbing activities and would require minimal effort beyond painting new markings on the runway and relocation of the glide slope antenna from an existing paved area to another existing paved area. Relocation of the MALSR light stations would be coincident with existing MALSR light stations. The foundations for the light piers located on soil to the west of the Navy Boat Channel, Stations 23+00 and 25+00, are estimated to be approximately four feet on fill material. The removal of the light piers would disturb the fill material to approximately a depth of five to six feet, with approximately two cubic yards of fill soil. Thus, construction impacts associated with the Proposed Action would be minor. The glide slope antenna will be relocated just north of its existing location to an area that has been previously graded. The relocation of the glide slope antenna is necessary in order for it to provide navigational guidance signals that meet FAA criteria. Enclosed is an exhibit that shows the *Area of Potential Effect* (APE) to help illustrate where the proposed undertaking is located. The proposed undertaking will not affect the number or type of aircraft using the Airport, thus FAA delineated a Direct Effects APE only. No significant change in the indirect effects from aircraft noise would result from the proposed undertaking.

Project Consultation

SDIA is highly developed (e.g., buildings, paved surfaces, ornamental landscaping) and contains few areas with the potential to support wetlands. Virtually all areas that would be developed under the proposed project consist of bare earth, paved surfaces, structures or ornamental (low habitat value) landscaping. Review was undertaken for jurisdictional habitats that may fall under Corps jurisdiction pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344), wetland and streambed habitats under California Department of Fish and Game (CDFG) jurisdiction pursuant to Section 1600 of the Fish and Game Code, and wetland habitat under California Coastal Commission (CCC) jurisdiction pursuant to Section 30121 of the California Coastal Act. During this review it was determined that there was no habitat that met the criteria for jurisdictional wetlands per the federal Clean Water Act, California Fish and Game Code, or the California Coastal Act. However, the U.S. Navy Boat Channel is regulated as a "waters of the U.S." under Section 10 of the Rivers and Harbors Act of 1899

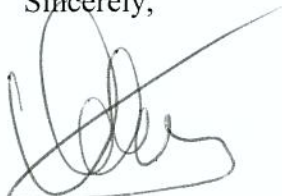
The proposed project consists of relocating the Runway 9 displaced threshold 300 feet farther from the existing displaced threshold. This action would also involve the relocation of MALSR light stations in the U.S. Navy Boat Channel which is classified as a water of the U.S. However, these stations would be relocated on existing platforms and no additional platforms would be required. Equipment would be relocated on existing platforms provide navigational assistance in relation to the new displaced threshold. Relocation of this equipment would not result in any impacts to the U.S. Navy Boat Channel. Therefore, the Proposed Action would not adversely affect any jurisdictional wetlands.

We request your written concurrence with the APE and our determination of no effect and seek a written No Permit Required letter from the Corps prior to construction. Please provide your written response within thirty days, or we will presume you have no comments regarding the proposed undertaking.

FAA Contact Information

If you have any questions or require additional information, please feel free to contact me at (310)725-3637 or victor.globa@faa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Victor Globa', with a long horizontal stroke extending to the right.

Victor Globa
Environmental Protection Specialist

2 Enclosures



RE: SAN Displaced Threshold Relocation Consultation Letters
Smith, Robert R SPL to: Victor Globa

12/27/2012 08:07 AM

History: This message has been replied to.

Upon further review the Corps has determined that since there is no fill or work in navigable waters of the U.S. and the project does not modify navigable waters of the U.S. then no Corps permit is needed under Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act. Please inform me if the project changes prior to construction so the Corps can reevaluate whether the activity is regulated. Thanks.

Robert Revo Smith Jr., P.E., M. ASCE
Environmental Engineer/Civil Engineer
Regulatory Project Manager Carlsbad Field Office
6010 Hidden Valley Rd, Suite 105
Carlsbad, CA 92011-4213
(760) 602-4831/cell (760) 683-4454
fax (760) 602-4848
email robert.r.smith@usace.army.mil

Assist us in better serving you!

You are invited to complete our customer survey, located at the following link:

<http://per2.nwp.usace.army.mil/survey.html>

Note: If the link is not active, copy and paste it into your internet browser.

Building Strong and Taking Care of People!

-----Original Message-----

From: Victor.Globa@faa.gov [mailto:Victor.Globa@faa.gov]

Sent: Thursday, December 27, 2012 8:00 AM

To: Smith, Robert R SPL

Subject: Fw: SAN Displaced Threshold Relocation Consultation Letters

Victor Globa
Environmental Protection Specialist
Federal Aviation Administration
15000 Aviation Boulevard
Lawndale, CA 90261
Telephone: 310-725-3637
Fax: 310-725-6849

----- Forwarded by Victor Globa/AWP/FAA on 12/27/2012 07:58 AM -----

From: Victor Globa/AWP/FAA

AWP-LAX-ADO, Los Angeles, CA

To: "Smith, Robert R SPL" <Robert.R.Smith@usace.army.mil>

Date: 12/27/2012 06:00 AM

Subject: Re: SAN Displaced Threshold Relocation Consultation Letters

Robert - Thanks for your time yesterday. Based on our discussion here is an update Project Description and Proposed Action for the Proposed Displaced Threshold Relocation at San Diego International Airport:

San Diego International Airport has one runway, Runway 9-27, that is 9,401 feet long. Runway 9 is equipped with an instrument landing system (ILS) and a Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR) which provides a precision instrument approach capability to enable safe landings when the visibility is reduced due to fog or rain.

Due to obstructions off the end of Runway 9, the existing ILS configuration for Runway 9 does not meet FAA criteria. The FAA is not granting any new waivers and is highly encouraging airport sponsors to develop solutions to meet FAA standards. The Runway 9 end currently has a displaced threshold of 706 feet. In order to bring the Runway 9 ILS configuration into compliance with FAA criteria, the Authority is proposing to relocate the existing displaced threshold 300 feet further to the east, for a total displaced threshold of 1,006 feet. This would allow the ILS to be within FAA standards.

The Proposed Action would close and remove two MALSR light stations (23+00 and 25+00) located on ground to the west of the Navy Boat Channel. The existing cable connecting the MALSR light station 21+00 in the water to the MALSR light station 23+00 on ground will be abandoned in place. The existing marine cable will be left in place to avoid any adverse impacts to bottom sediments, marine communities or eel grass. Additionally, light station 15+00 will have the existing 5-light bar removed and replaced with a single flashing light.

Section 10 or Section 404 The proposed action would not potentially affect water resources, water quality or include the placement/removal of structures, work involving dredging, disposal of dredged material, filling, excavation, or any other disturbance of soils/sediments or modification of a navigable waterway and would not require an ACOE Section 10 or Section 404 permit.

I've included an updated table as well showing the proposed changes.

Please let me know if you have any additional questions.

Victor

Victor Globa
Environmental Protection Specialist
Federal Aviation Administration
15000 Aviation Boulevard
Lawndale, CA 90261
Telephone: 310-725-3637
Fax: 310-725-6849

From: "Smith, Robert R SPL" <Robert.R.Smith@usace.army.mil>

To: Victor Globa/AWP/FAA@FAA

Date: 12/14/2012 12:49 PM

Subject: Re: SAN Displaced Threshold Relocation Consultation Letters

Roger that vic. Probably the most critical path is the 401 and czma permits so check on that as FAA is the lead agency and the other info can come in as we wait. If regular mail is better than you can do that. Have a good weekend!

Message sent via my BlackBerry Wireless Device

From: Victor.Globa@faa.gov [mailto:Victor.Globa@faa.gov <
mailto:Victor.Globa@faa.gov>]
Sent: Friday, December 14, 2012 01:23 PM
To: Smith, Robert R SPL
Subject: SAN Displaced Threshold Relocation Consultation Letters

Robert - Thanks for the call earlier today. Attached are the consultation letters other than the one that was sent to USACE. The SHPO letter only includes the cover sheet of the respective enclosure other than the two graphics since they would have been too voluminous to e-mail (400+ pages). USFWS indicated through a phone call on December 11, 2012, that they have no comments on the proposed project and that they cannot concur on a "no effect" determination. I contacted the airport sponsor about their coastal commission application and am waiting on a call back. I got in touch with our planner in air traffic and they will coordinate with our engineering services staff to see about graphics on the cabling though that will be done Monday at the earliest. Hope this is helpful for the time being and I'll get back to you on the other info as it comes in.

Victor

Victor Globa
Environmental Protection Specialist
Federal Aviation Administration
15000 Aviation Boulevard
Lawndale, CA 90261
Telephone: 310-725-3637
Fax: 310-725-6849

Station	Location / Description	Runway 9 Existing MALSR	Runway 9 Proposed MALSR
15+00	Water / Pole mounted on elevated platform supported by piles	5-light bar	1 flashing light
17+00	Water / Pole mounted on elevated platform supported by piles	1 flashing light	1 flashing light
19+00	Water / Pole mounted on elevated platform supported by piles	1 flashing light	1 flashing light
21+00	Water / Pole mounted on elevated platform supported by piles	1 flashing light	1 flashing light
23+00	Land Based/Removed	1 flashing light	Removed
25+00	Land Based/Removed	1 flashing light	Removed



U.S Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

P.O. Box 92007
Los Angeles, CA 90009

November 30, 2012

Mr. Bryant Chesney
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
Southwest Region
501 West Ocean Boulevard, Suite 4200
Long Beach, California 90802-4213

Dear Mr. Chesney:

San Diego International Airport
Draft Environmental Assessment Runway 9 Displaced Threshold Project
San Diego, California
Section 7 Consultation

The Federal Aviation Administration (FAA) and the San Diego Regional Airport Authority (Airport Authority) are in the process of preparing an Environmental Assessment (EA) for a proposed Runway 9 Displaced Threshold relocation at San Diego International Airport (SAN) in the City of San Diego, San Diego County, California. The Authority must request the Federal Aviation Administration's (FAA) approval to change the existing Airport Layout Plan (ALP) depicting the proposed displaced threshold relocation. The airport is a public use airport managed by the Airport Authority. The FAA is the lead federal agency thereby charged with conducting Section 7 consultation with your agency.

Consultation Initiation

In accordance with Section 7 of the Endangered Species Act, and pursuant to the essential fish habitat provisions of the Magnuson-Stevens Fishery Conservation and Management Act (MSA), this letter is initiating consultation, pursuant to Section 7 of the Endangered Species Act, on behalf of the FAA, for a runway threshold relocation project at San Diego International Airport.

Project Information

San Diego International Airport has one runway, Runway 9-27, that is 9,401 feet long. Runway 9 is equipped with an instrument landing system (ILS) and a Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR) which

provides a precision instrument approach capability to enable safe landings when the visibility is reduced due to fog or rain.

Due to obstructions off the end of Runway 9, the existing ILS configuration for Runway 9 does not meet FAA criteria. The FAA is not granting any new waivers and is highly encouraging airport sponsors to develop solutions to meet FAA standards. The Runway 9 end currently has a displaced threshold of 706 feet. In order to bring the Runway 9 ILS configuration into compliance with FAA criteria, the Authority is proposing to relocate the existing displaced threshold 300 feet further to the east, for a total displaced threshold of 1,006 feet. This would allow the ILS to be within FAA standards.

The shifting of the displaced threshold will also result in an approach angle change of 3.1 degrees versus the current 3.22 degrees to Runway 9. As a result of the change, additional improvements will need to be made. These include: relocation of the existing runway threshold lighting; relocation of several MALSR light stations; relocation of the glide slope antenna; and, tree trimming of approximately 19 trees off-airport.

The proposed improvements will occur on existing MALSR poles and platforms. Some of the lights will be shifting, but the light stations will remain in the same location except for the two light stations located furthest west, which will be removed as depicted in the attached exhibit *Proposed MALSR Reconfiguration*. Implementation of the Proposed Action would not involve any earth disturbing activities and would require minimal effort beyond painting new markings on the runway and relocation of the glide slope antenna from an existing paved area to another existing paved area. Relocation of the MALSR light stations would be coincident with existing MALSR light stations and these light stations would occur on existing platforms. Existing cabling may need to be replaced which would lie on the floor. However, no fill or construction would occur in the U.S. Navy Boat Channel. The foundations for the light piers located on soil to the west of the U.S. Navy Boat Channel, Stations 23+00 and 25+00, are estimated to be approximately four feet on fill material. The removal of the light piers would disturb the fill material to approximately a depth of five to six feet, with approximately two cubic yards of fill soil. Thus, construction impacts associated with the Proposed Action would be minor. The glide slope antenna will be relocated just north of its existing location to an area that has been previously graded. The relocation of the glide slope antenna is necessary in order for it to provide navigational guidance signals that meet FAA criteria. Enclosed is an exhibit that shows the *Area of Potential Effect* (APE) to help illustrate where the proposed undertaking is located. The proposed undertaking will not affect the number or type of aircraft using the Airport. No construction or demolition is required to implement the Proposed Action so no construction trucks or cranes would be required. Additionally, the crew in charge of the MALSR lights relocation and the runway markings painting would be limited in size. The Proposed Action also includes relocation of some of the existing MALSR lighting stations that extend into the U.S. Navy Boat Channel.

Project Consultation

Based on the information provided, the FAA has determined that the proposed project “*may affect but is not likely to adversely affect*” essential fish habitat located in the U.S. Navy Boat Channel. We request your written concurrence with our determination. Please

provide your written response within thirty days, or we will presume you have no comments regarding the proposed undertaking.

FAA Contact Information

Please call me at 310/725-3637 if you have any questions concerning this matter or require additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Victor Globa', with a long, sweeping horizontal line extending to the right.

Victor Globa
Environmental Protection Specialist

2 Enclosures



SOURCE: Environmental Systems Research Institute, Bing Maps Aerial (2011).
 PREPARED BY: Ricardo & Associates, Inc., April 2012.



Area of Potential Effect

Appendix B

Noise Methodology



B. Noise Methodology

Noise exposure maps (NEMs) for SDIA were completed in 2009 as part of the *San Diego International Airport Part 150 Update*.¹ The Part 150 Update generated CNEL contours for existing conditions (2009) and future conditions (2014). For purposes of this EA, the 2014 NEM was used to analyze potential effects of the Proposed Action when compared to the No Action alternative. The 2014 noise contours were generated based on the low-growth forecasts for SDIA prepared in 2004.² A comparison of those forecasts with forecasts prepared for SDIA in 2012³ as part of the Airport Development Plan (ADP) indicate that the aircraft activity levels utilized to develop the 2014 NEMs are approximately 15 percent higher than the 2016 forecasted activity level at SDIA. This means that the 2014 aircraft noise contours are based on a higher number of annual operations than is now predicted to occur by 2014. However, because the Proposed Action has no effect on the number or type of aircraft operations at SDIA, nor will it change arrival or departure routes to the Airport, the NEM contours presented for 2014 provide a reasonable representation of the noise contours anticipated to be generated by aviation activity at SDIA in the general timeframe of the Proposed Action.

Because the Proposed Action would not affect flight tracks or aircraft activity levels, and due to the minimal usage of Runway 9 for arrivals and departures, the relocation of the Runway 9 displaced threshold and reduction in glide slope would have minimal effect on the noise contours (in fact, the 2014 No Action alternative and Proposed Action alternative noise contours are virtually identical). The methodology utilized to create the NEM noise contours, described in the *San Diego International Airport Part 150 Update, Noise Exposure Maps* report (pages 41-55), are reproduced and included in this appendix.

¹ San Diego County Regional Airport Authority, *San Diego International Airport Part 150 Update, Noise Exposure Maps*, August 2009.

² SH&E, Inc., *San Diego International Airport Aviation Activity Forecasts*, 2004.

³ Leigh Fisher, San Diego County Regional Airport Authority, *Airport Development Plan, San Diego International Airport, Technical Memorandum - Aviation Demand Forecasts*, March 2013.

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5.2 Development of Noise Contours

The CNEL contours for this study were prepared using the most recent release of the FAA's Integrated Noise Model (INM), Version 7.0a.

The INM requires inputs in the following categories:

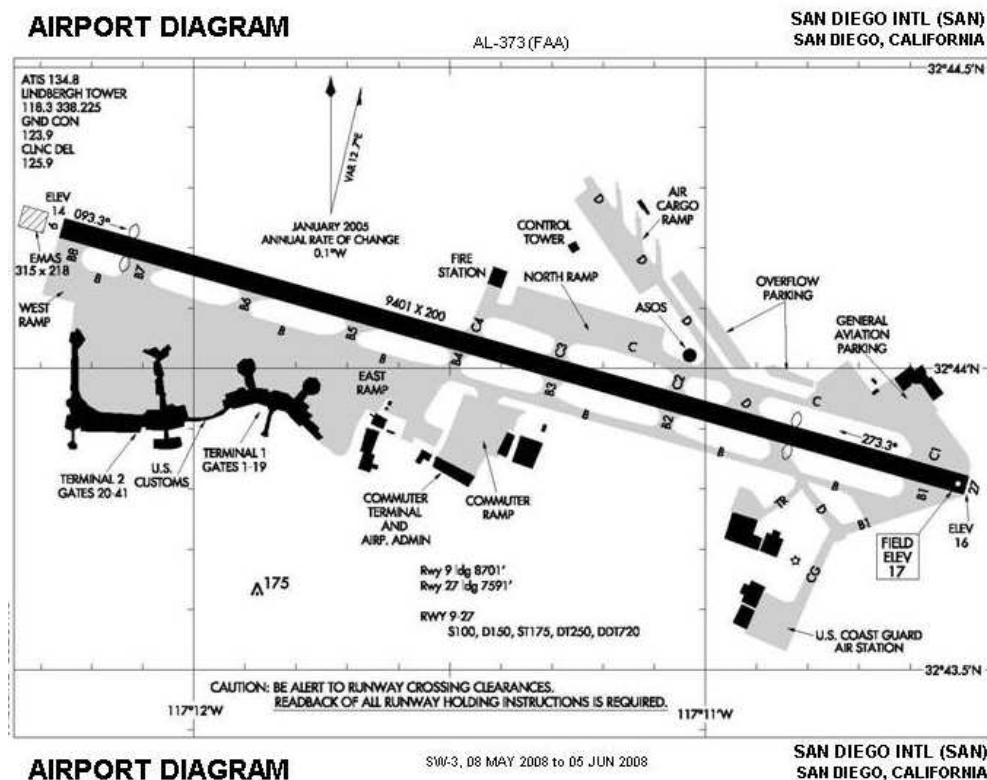
- Physical description of the airport layout;
- Number and mix of aircraft operations;
- Day-evening-night split of operations (by aircraft type);
- Runway utilization rates;
- Prototypical flight track descriptions; and
- Flight track utilization rates.

Contour input was developed using RealContours™, a proprietary program that provides greater detail to the modeling process by improving the precision of modeling individual aircraft flight tracks and is further described in Section 5.2.5.

5.2.1 Airport physical parameters

SAN is located in the City of San Diego, California. SAN has a single operational runway: Runway 9/27 at 9,401 feet long and 200 feet wide. Runway 9 has a displaced landing threshold of 700 feet. Runway 27 has a displaced landing threshold of 1,810 feet. The published airport elevation is 17 feet above mean sea level. The existing SAN airport layout is shown in Figure 5.

Figure 5 Existing SAN Airport Layout
Source: FAA, 2008



The INM includes an internal database that contains the airport layout, including runway locations, orientation, start-of-takeoff roll points, runway end elevations, landing thresholds, approach angles, etc. HMMH verified and corrected, when necessary, the information in the INM database, using the existing SAN Airport Layout Plan (ALP).

5.2.2 Aircraft operations

As a result of a discussion with the FAA ADO, the Airport Authority, and HMMH representatives at the first Noise Technical Advisory Group (NTAG) meeting for this project, it was decided that calendar year 2007 operations would form the basis for the representative operations of the existing condition for submittal in 2008. Radar data for calendar year 2007 (January 1, 2007 through December 31, 2007) was scaled to the 2007 operations reported by the Airport Authority (SAN activity records). The total number of modeled operations for the base case is 229,486 as shown in Table 5 along with the Air Traffic Activity Data System (ATADS) and the Air Traffic Control Tower (ATCT) counts.

Table 5 2007 Aircraft Operations

Source: 2007 FAA Air Traffic Activity Data System (ATADS), FAA TRACON & Tower Counts, Airport Authority

Source	Itinerant				Local		Total
	AC	AT	GA	MIL	GA	MIL	
FAA ATADS	161,896	54,788	16,644	1,042	1,659	1,545	237,574
Tower Counts	172,057	53,542	13,545	460	*	*	239,604
SAN Counts⁶	177,404	27,582	24,284	216	*	*	229,486
Notes: AC denotes air carrier operations AT denotes air taxi operations GA denotes general aviation operations MIL denotes military operations * denotes data "not available" – local and itinerant traffic not separated by the source.							

Due to the extended time in preparing documentation and obtaining the required approval for user-specified noise model inputs, the year of submission is 2009. The 12 months of operational data for calendar year 2008, 221,993, were reviewed and compared to the original 2007 baseline, 229,486 in accordance with 14 CFR Part 150, Subpart B, §150.21. The major reductions (nearly 7,000 operations) occurred for the Air Taxi and General Aviation categories together. Air Carriers decreased approximately 600 operations or less than two operations per day. This difference in operations would not create a significant reduction in noise exposure over existing noncompatible land uses as the resulting decrease in CNEL is less than 1.5 dB. Based on this review, the operations and general aircraft fleet mix for 2007 were determined to be representative of the existing condition operations for the 2009 NEMs submittal.

The 2013 forecast of 251,360 operations provided by SH&E (as a subcontractor to HMMH) utilizes calendar year 2007 SAN activity records and data from the FAA Aircraft Situation Display to Industry (ASDI) database as its starting point. Forecast results include an estimate of 2008 operations (reflecting data available for the first two months of the year) as well as a forecast of operations for the year 2013.

The forecast is generally consistent with the Master Plan forecasts prepared in June 2004. Specifically, the forecast uses High Scenario 2009-2014 growth rates to project future airline

⁶ For SAN Counts, the designated categories are slightly different from the FAA (which uses FAAO 7210.3). The SAN four categories are Commercial Operations, Commuter Operations, General Aviation, & Military/Governmental.

passenger demand, and Low Scenario growth rates to project future general aviation aircraft activity. As a result, the forecast results are consistent with the economic analysis that provides the foundation for the Master Plan forecasts. Because factors including the rapid increase in fuel prices have changed airline operating strategies since 2004, the forecast differs from the Master Plan forecasts in terms of fleet mix and number of operations. To better reflect recent economic developments, the Part 150 Update forecast uses North American growth rates from the most recent Boeing World Air Cargo Forecast as the basis for future air cargo aircraft activity.

A similar review of the forecast data (presented in Appendix I) representing the year of submittal plus five years determined that, due to the recent reductions in airline capacity, the growth in operations originally forecast for 2013 is expected to be delayed until 2014. No additional changes are anticipated in the aircraft fleet mix. Therefore, the operations and general aircraft fleet mix forecast for 2013 were determined to be representative of the 2014 forecast condition operations for the 2009 NEMs submittal.

The detailed modeled average daily aircraft operations for 2009 and 2014 are presented in Table 6 and Table 7, respectively.

Table 6 Existing (2009) Modeled Average Daily Aircraft Operations

Aircraft Category	INM Aircraft Type	Arrivals			Departures			Total
		Day	Evening	Night	Day	Evening	Night	
Air Carrier	717200	0.9904	0.5849	0.0299	1.5999	0.0027	0.0000	3.2079
	727EM2	1.3837	0.0312	0.0139	1.3765	0.0363	0.0151	2.8568
	737300	27.1640	7.0452	2.7512	27.9422	7.0718	1.7329	73.7072
	7373B2	7.1435	1.5365	1.0091	7.8578	1.3678	0.6642	19.5789
	737400	3.2918	0.9684	0.8809	4.3530	0.9302	0.6581	11.0825
	737500	3.0311	1.0312	0.3918	3.3413	0.3156	0.7730	8.8839
	737700	42.6253	10.2141	5.4501	45.9806	9.6450	3.6350	117.5501
	737800	9.6379	2.7943	1.5998	11.1334	1.0148	1.8665	28.0466
	737900 ¹	0.9005	0.0354	0.1252	1.0747	0.0626	0.0082	2.2065
	737N17	0.0000	0.0000	0.0033	0.0033	0.0000	0.0000	0.0067
	74720B	0.0088	0.0054	0.0061	0.0169	0.0000	0.0033	0.0405
	757300	0.0296	0.0054	0.0082	0.0290	0.0000	0.0142	0.0865
	757PW	7.2862	3.7504	3.0034	10.5827	0.1343	3.2329	27.9900
	757RR	2.1690	1.5774	0.1907	3.1961	0.2275	0.5543	7.9150
	767300	1.8229	2.6636	0.7836	3.4772	0.7074	1.0176	10.4723
	767400	0.0082	0.0027	0.0000	0.0054	0.0054	0.0000	0.0218
	767CF6	0.1067	0.0027	0.5785	0.1040	0.6067	0.0000	1.3985
	767JT9	0.0109	0.0000	0.1017	0.0055	0.0790	0.0027	0.1999
	A300-622R	1.3413	0.0272	1.0774	0.7265	1.0883	0.6067	4.8674
	A310-304	0.5605	0.0054	0.6748	0.0408	0.6802	0.5251	2.4868
	A319-131	10.5216	2.6826	1.7140	11.1737	1.6869	2.1140	29.8929
	A320-211	3.0255	1.6439	0.2465	4.1189	0.0085	0.7552	9.7985
	A320-232	7.5200	5.5987	1.9084	8.5413	2.3613	4.0823	30.0120
	A321-232	1.6053	1.4338	0.1306	1.7848	0.8570	0.5170	6.3286
	A330-301	0.0027	0.0000	0.0000	0.0000	0.0000	0.0027	0.0054
	DC1010	0.1411	0.0000	0.1326	0.1224	0.1297	0.0299	0.5558
	DC1030	0.0412	0.0109	0.0470	0.0408	0.0336	0.0054	0.1789
	DC870	0.0054	0.0027	0.0000	0.0082	0.0000	0.0000	0.0163
	DC93LW	0.0067	0.0000	0.0000	0.0033	0.0033	0.0000	0.0133
	DC95HW	0.0027	0.0000	0.0000	0.0027	0.0000	0.0000	0.0054
	MD11GE	0.0054	0.0000	0.0000	0.0000	0.0036	0.0009	0.0100
	MD11PW	0.0054	0.0000	0.0027	0.0000	0.0073	0.0018	0.0172
	MD81	0.0027	0.0000	0.0000	0.0027	0.0000	0.0000	0.0054
	MD82	3.3140	0.7772	0.7620	4.3181	0.0354	0.5415	9.7481
	MD83	8.9321	1.8918	1.8228	10.0043	0.6774	1.8663	25.1949
	MD9025	0.8325	0.0680	0.0163	0.8135	0.0272	0.0707	1.8283
Air Carrier Subtotal		145.4768	46.3911	25.4623	163.7815	29.8070	25.2978	436.2165
Commuter	1900D	0.1932	0.0000	0.0000	0.0109	0.1333	0.0000	0.3374
	CL601	2.7173	0.0893	0.0967	2.7042	0.1374	0.0940	5.8389
	DHC6	2.7914	0.2985	0.1199	2.5835	0.6774	0.2585	6.7293
	DHC8	0.0000	0.0033	0.0000	0.0000	0.0000	0.0000	0.0033

Aircraft Category	INM Aircraft Type	Arrivals			Departures			Total
		Day	Evening	Night	Day	Evening	Night	
	DHC830	0.0027	0.0000	0.0000	0.0027	0.0000	0.0000	0.0054
	EMB120	14.3385	2.4269	0.7128	14.3596	2.8760	0.2394	34.9532
	EMB145	9.0369	1.9252	1.5720	9.1733	1.8406	1.5966	25.1447
	EMB14L	8.8445	1.7191	0.0950	9.1385	0.7109	0.7119	21.2197
	J328 ¹	0.0300	0.0033	0.0000	0.0200	0.0100	0.0000	0.0633
	SF340	9.3077	2.3071	1.4991	8.6546	3.0853	1.3659	26.2197
Commuter Subtotal		47.2623	8.7727	4.0955	46.6473	9.4709	4.2662	120.5150
General Aviation	B206L	0.1375	0.0000	0.0000	0.1365	0.0000	0.0000	0.2741
	BEC58P	0.6360	0.0433	0.0233	0.5395	0.0866	0.0599	1.3886
	CIT3	1.1491	0.1496	0.0384	1.1342	0.1018	0.0579	2.6310
	CL600	1.1083	0.0974	0.0420	1.1344	0.0878	0.0581	2.5280
	CNA172	0.1732	0.0300	0.0233	0.1632	0.0366	0.0433	0.4695
	CNA206	0.2364	0.0157	0.0033	0.2250	0.0133	0.0133	0.5071
	CNA20T	0.0466	0.0010	0.0000	0.0247	0.0200	0.0000	0.0923
	CNA441	0.4928	0.0433	0.0133	0.4762	0.0466	0.0200	1.0923
	CNA500	2.5751	0.2526	0.1382	2.6241	0.3043	0.1382	6.0325
	CNA55B	0.1106	0.0000	0.0000	0.0524	0.0092	0.0300	0.2023
	CNA750	1.7225	0.1932	0.0871	1.8157	0.1425	0.1004	4.0613
	DC3	0.0033	0.0000	0.0000	0.0000	0.0033	0.0000	0.0067
	FAL20	0.0577	0.0000	0.0000	0.0665	0.0044	0.0033	0.1320
	FAL50	0.2164	0.0333	0.0200	0.2531	0.0167	0.0033	0.5428
	FAL900	0.2631	0.0366	0.0067	0.2930	0.0133	0.0100	0.6227
	GASEPF	2.9315	0.0254	0.0221	2.6564	0.0387	0.3105	5.9846
	GASEPV	0.7493	0.0932	0.0167	0.7593	0.1099	0.0500	1.7783
	GII	0.0641	0.0321	0.0067	0.0838	0.0083	0.0000	0.1950
	GIIB	0.2323	0.0312	0.0200	0.2825	0.0283	0.0100	0.6042
	GIV	1.0138	0.1220	0.0553	1.0388	0.0910	0.0653	2.3864
	GV	4.5038	0.3231	0.2771	3.9655	1.0545	0.3168	10.4407
	IA1125	1.5687	0.2095	0.0705	1.6520	0.1300	0.0938	3.7245
	LEAR25	0.1199	0.0100	0.0000	0.1247	0.0033	0.0000	0.2579
	LEAR35	2.7478	0.2468	0.1852	2.8321	0.2698	0.1252	6.4069
	MU3001	7.3507	0.7583	0.3599	7.8654	0.6671	0.3403	17.3418
	PA28	0.0400	0.0033	0.0000	0.0333	0.0033	0.0000	0.0799
	PA31	0.0160	0.0067	0.0033	0.0160	0.0033	0.0033	0.0487
	SABR80	0.0000	0.0000	0.0000	0.0085	0.0000	0.0000	0.0085
	SA350D	0.1375	0.0000	0.0000	0.1365	0.0000	0.0000	0.2741
	SD330	0.8359	0.0733	0.0200	0.8259	0.0866	0.0433	1.8848
General Aviation Subtotal		31.2400	2.8308	1.4323	31.2195	3.3807	1.8963	71.9996
Total²		223.9791	57.9947	30.9901	241.6483	42.6587	31.4603	628.7311
Notes: ¹ 737900 and J328 are a user defined aircraft. See Appendices C and E for additional information, project specific request, and FAA approval. ² Any discrepancies between the total number of operations from the forecast and the average daily operations are due to rounding.								

Table 7 Forecast (2014) Modeled Average Daily Aircraft Operations

Aircraft Category	INM Aircraft Type	Arrivals			Departures			Total
		Day	Evening	Night	Day	Evening	Night	
Air Carrier	717200	0.4395	0.2596	0.0133	0.7099	0.0012	0.0000	1.4234
	727EM2	0.0993	0.0037	0.0010	0.0991	0.0033	0.0018	0.2082
	737300	19.9661	5.1785	2.0223	20.5400	5.1984	1.2737	54.1789
	7373B2	5.2506	1.1294	0.7417	5.7762	1.0055	0.4882	14.3916
	737400	2.6411	0.7811	0.7082	3.4962	0.7448	0.5278	8.8992
	737500	0.6833	0.2325	0.0883	0.7532	0.0711	0.1743	2.0028
	737700	86.3679	20.6980	11.0423	93.1556	19.5483	7.3669	238.1790
	737800	19.5122	5.6630	3.2424	22.5350	2.0568	3.7827	56.7920
	737900 ¹	1.6365	0.0643	0.2274	1.9530	0.1137	0.0148	4.0098
	737N17	0.0000	0.0000	0.0033	0.0033	0.0000	0.0000	0.0066
	74720B	0.0033	0.0000	0.0033	0.0033	0.0000	0.0033	0.0133
	757300	0.0263	0.0043	0.0065	0.0251	0.0000	0.0120	0.0743
	757PW	5.3607	2.7577	2.2077	7.7827	0.0997	2.3767	20.5852
	757RR	1.5957	1.1597	0.1402	2.3505	0.1688	0.4075	5.8225
	767300	1.9791	2.7466	0.9024	3.5904	0.8438	1.1158	11.1782
	767400	0.0084	0.0028	0.0000	0.0056	0.0056	0.0000	0.0224
	767CF6	0.0792	0.0033	0.6934	0.0752	0.7258	0.0000	1.5768
	767JT9	0.0081	0.0000	0.1220	0.0040	0.0945	0.0033	0.2318
	A300-622R	1.6079	0.0326	1.2915	0.8708	1.3046	0.7273	5.8347
	A310-304	0.6718	0.0065	0.8088	0.0489	0.8154	0.6294	2.9809
	A319-131	13.5351	3.4358	2.1549	14.2662	2.1453	2.6829	38.2202
	A320-211	3.9818	2.1635	0.3244	5.4205	0.0112	0.9938	12.8952
	A320-232	9.8968	7.3683	2.5114	11.2405	3.1074	5.3723	39.4968
	A321-232	2.1125	1.8870	0.1719	2.3490	1.1279	0.6803	8.3287
	A330-301	0.0033	0.0000	0.0000	0.0000	0.0000	0.0033	0.0065
	DC1010	0.1691	0.0000	0.1589	0.1468	0.1555	0.0359	0.6662
	DC1030	0.0494	0.0130	0.0563	0.0489	0.0402	0.0065	0.2144
	DC93LW	0.0066	0.0000	0.0000	0.0033	0.0033	0.0000	0.0133
	DC95HW	0.0033	0.0000	0.0000	0.0033	0.0000	0.0000	0.0065
	MD11GE	0.0065	0.0000	0.0000	0.0000	0.0043	0.0011	0.0120
	MD11PW	0.0065	0.0000	0.0033	0.0000	0.0087	0.0022	0.0207
	MD81	0.0033	0.0000	0.0000	0.0033	0.0000	0.0000	0.0065
	MD82	0.7077	0.1660	0.1627	0.9224	0.0076	0.1157	2.0821
	MD83	1.9073	0.4041	0.3894	2.1361	0.1447	0.3986	5.3802
	MD9025	0.1778	0.0145	0.0035	0.1737	0.0058	0.0151	0.3905
Air Carrier Subtotal		180.5040	56.1759	30.2027	200.4921	39.5632	29.2132	536.1512
Commuter	1900D	0.2316	0.0000	0.0000	0.0130	0.1598	0.0000	0.4044
	CL601	0.6626	0.0618	0.0448	0.6931	0.0718	0.0421	1.5761
	DHC6	2.3290	0.2935	0.1193	2.4407	0.3510	0.2584	5.7919
	DHC8	0.0000	0.0033	0.0000	0.0000	0.0000	0.0000	0.0033
	DHC830	6.0000	0.0000	0.0000	6.0000	0.0000	0.0000	12.0000

Aircraft Category	INM Aircraft Type	Arrivals			Departures			Total
		Day	Evening	Night	Day	Evening	Night	
	EMB145	10.8101	2.3129	1.8875	10.9708	2.2070	1.9178	30.1060
	EMB14L	10.6310	2.0664	0.1142	10.9841	0.8545	0.8557	25.5059
	J328 ¹	0.0298	0.0033	0.0000	0.0199	0.0099	0.0000	0.0630
Commuter Subtotal		30.6941	4.7411	2.1658	31.1216	3.6540	3.0740	75.4506
General Aviation	B206L	0.1426	0.0000	0.0000	0.1416	0.0000	0.0000	0.2842
	BEC58P	0.6331	0.0431	0.0232	0.5370	0.0862	0.0597	1.3822
	CIT3	1.2168	0.1594	0.0404	1.1925	0.1073	0.0621	2.7786
	CL600	1.1032	0.0969	0.0418	1.1292	0.0874	0.0578	2.5162
	CNA172	0.1724	0.0298	0.0232	0.1624	0.0365	0.0431	0.4674
	CNA206	0.2353	0.0156	0.0033	0.2240	0.0133	0.0133	0.5048
	CNA20T	0.0464	0.0009	0.0000	0.0246	0.0199	0.0000	0.0919
	CNA441	0.4906	0.0431	0.0133	0.4740	0.0464	0.0199	1.0872
	CNA500	2.5632	0.2515	0.1375	2.6120	0.3029	0.1375	6.0045
	CNA55B	0.1101	0.0000	0.0000	0.0522	0.0092	0.0298	0.2013
	CNA750	1.9170	0.2150	0.0969	2.0207	0.1586	0.1117	4.5199
	DC3	0.0033	0.0000	0.0000	0.0000	0.0033	0.0000	0.0066
	FAL20	0.0576	0.0000	0.0000	0.0663	0.0044	0.0033	0.1316
	FAL50	0.2154	0.0331	0.0199	0.2519	0.0166	0.0033	0.5403
	FAL900	0.2619	0.0365	0.0066	0.2917	0.0133	0.0099	0.6198
	GASEPF	3.3704	0.0262	0.0229	3.0493	0.0395	0.3572	6.8655
	GASEPV	0.7458	0.0928	0.0166	0.7557	0.1094	0.0497	1.7700
	GII	0.0471	0.0236	0.0049	0.0616	0.0061	0.0000	0.1433
	GIIB	0.1707	0.0229	0.0147	0.2076	0.0208	0.0073	0.4442
	GIV	1.0091	0.1215	0.0551	1.0340	0.0906	0.0650	2.3753
	GV	5.3482	0.3745	0.4437	4.6837	1.2690	0.4892	12.6082
	IA1125	1.5614	0.2085	0.0701	1.6443	0.1294	0.0933	3.7071
	LEAR25	0.0835	0.0070	0.0000	0.0868	0.0023	0.0000	0.1796
	LEAR35	2.6962	0.2426	0.1823	2.7801	0.2675	0.1237	6.2925
	MU3001	8.1617	0.8424	0.3990	8.7283	0.7417	0.3776	19.2508
	PA28	0.0398	0.0033	0.0000	0.0331	0.0033	0.0000	0.0796
	PA31	0.0165	0.0066	0.0033	0.0165	0.0033	0.0033	0.0496
	SABR80	0.0000	0.0000	0.0000	0.0059	0.0000	0.0000	0.0059
	SA350D	0.1426	0.0000	0.0000	0.1416	0.0000	0.0000	0.2842
	SD330	0.8320	0.0729	0.0199	0.8220	0.0862	0.0431	1.8761
General Aviation Subtotal		33.3939	2.9698	1.6386	33.2308	3.6742	2.1611	77.0683
Total²		244.5920	63.8869	34.0071	264.8445	46.8914	34.4482	688.6701
Notes: ¹ 737900 and J328 are a user defined aircraft. See Appendices C and E for additional information, project specific request, and FAA approval. ² Any discrepancies between the total number of operations from the forecast and the average daily operations are due to rounding.								

5.2.3 Aircraft noise and performance characteristics

Specific noise and performance data must be entered for each aircraft type operating at the airport. Noise data is included in the form of sound exposure level (SEL – see Appendix B) at a range of distances (from 200 feet to 25,000 feet) from a particular aircraft with engines at a specific thrust level. Performance data includes thrust, speed and altitude profiles for takeoff and landing operations. The INM database contains standard noise and performance data for over one hundred different fixed wing aircraft types, most of which are civilian aircraft. The program automatically accesses the applicable noise and performance data for departure and approach operations by those aircraft.

This study included many different aircraft types. While many aircraft could be modeled by direct assignments from the standard INM database, many were not in the INM database. For those aircraft types not in the INM standard database, FAA approved substitutions were used to model the aircraft with a similar type that was in the database, or a user-defined aircraft was created for that specific aircraft type. FAA approved substitutions came from the following three sources:

- INM Version 7.0a includes the current list of standard FAA substitutions;
- SAN Part 150 specific request to the FAA for non-standard substitutions and user-defined aircraft (request and FAA approval documented in Appendices C, D, and E);
- INM 5.0 User's Guide for pre-approved user defined aircraft, specifically three-engine business jets.

5.2.4 Runway utilization

The SAN operations database contains a record of each flight detected by passive radar and collected and retained by ANOM™. Each record in the database contains the date and time of flight and the runway used. From these records, overall runway usage tables for 2009 and 2014 were compiled by arrival or departure, day or night, and aircraft type. Table 8 presents the runway utilization rates that HMMH developed for this study.

Table 8 Runway Utilization
Source: ANOMSTM, HMMH

Runway	Runway Use					
	Arrivals			Departures		
	Day	Evening	Night	Day	Evening	Night
Runway 09	1.36%	1.24%	4.73%	.94%	1.13%	0.86%
Runway 27	98.64%	98.76%	95.27%	99.06%	98.87%	99.14%
Total	100%	100%	100%	100%	100%	100%

5.2.5 Flight track geometry

As discussed earlier, RealContours™ provides increased precision in modeling INM flight tracks. RealContours™ uses individual flight tracks taken directly from radar systems rather than relying on consolidated, representative flight tracks data. This provides the advantage of modeling each aircraft operation on the specific runway it actually used and at the actual time of day of the arrival or departure. RealContours™ then sets up an INM study for each day using INM standard data. Each day is then modeled in the INM and the results for each day combined and averaged to get the annual contour.

Sample model tracks for Runway 9 and Runway 27 are provided in Figure 6 and Figure 7, respectively. The Runway 9 flight tracks were recorded on November 30, 2007 and the Runway 27 tracks on August 10, 2007. Due to the incompleteness of the helicopter flight tracks in the radar data, HMMH produced modeled flight tracks in the conventional INM method by using a sample of radar data from helicopters to determine predominant flight paths. The resulting modeled flight tracks for helicopters are shown in Figure 8. A total of 215,099 individual flight tracks were modeled for the 2009 and 2014 NEMs and 999 of these model tracks are presented in Figure 6 and Figure 7. No changes to the airfield or airspace are expected within the 5-year time frame for this project and therefore, no changes to the flight tracks resulted from the 2009 base year to the 2014 forecast year.

The SAN approach angle for Runway 27 is 3.5 degrees. The standard INM7.0a aircraft approach profiles assume a 3.0-degree approach angle. To compensate for this difference, the FAA approved the use of an approach grid that applies a noise level correction for the difference in altitude based on the greater approach angle (Appendices C, D, and E). The approach grid was applied to the INM7.0a modeled contours to derive both NEMs.

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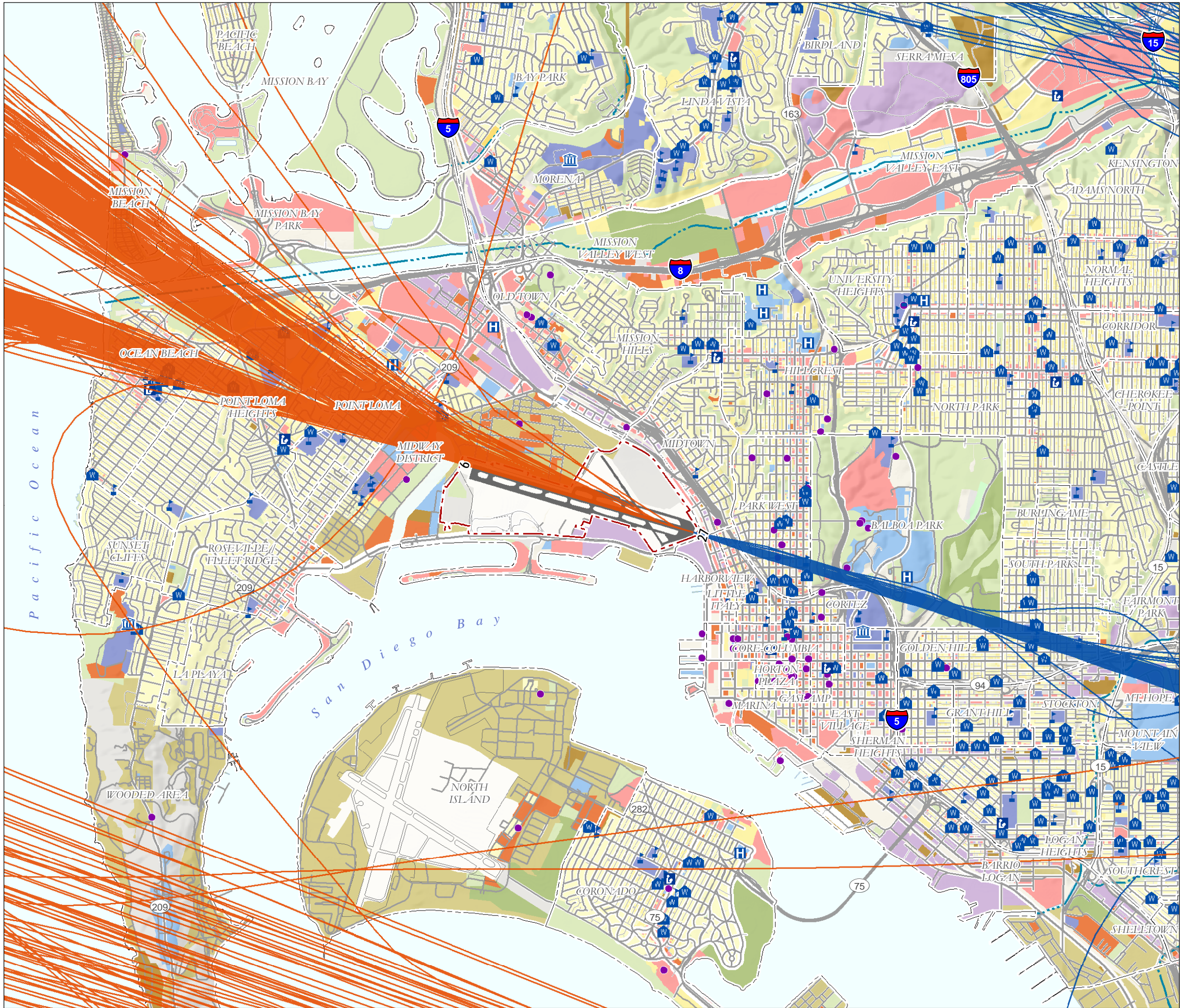


Runway 9 Departure and Arrival Tracks

	Departure Flight Track		Arrival Flight Track
	Airport Property		SAN Airport Runways
	Roads		River / Stream
	Single Family Residential		Golf Courses
	Multi-Family Residential		Public Service
	Mobile Home Parks		Schools
	Hotel/Motel, Group Quarters		Military Use
	Commercial		Transportation/Communication/ Utilities
	Industrial		Land Under Construction
	Agriculture		Vacant and Undeveloped Land
	Parks		Water
	Hospital		Library
	Schools		College / University
	Place of Worship		
	National Register of Historic Places		



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SAN DIEGO
INTERNATIONAL
AIRPORT

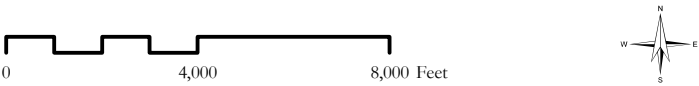
14 CFR Part 150 Update

Runway 27 Departure and Arrival Tracks

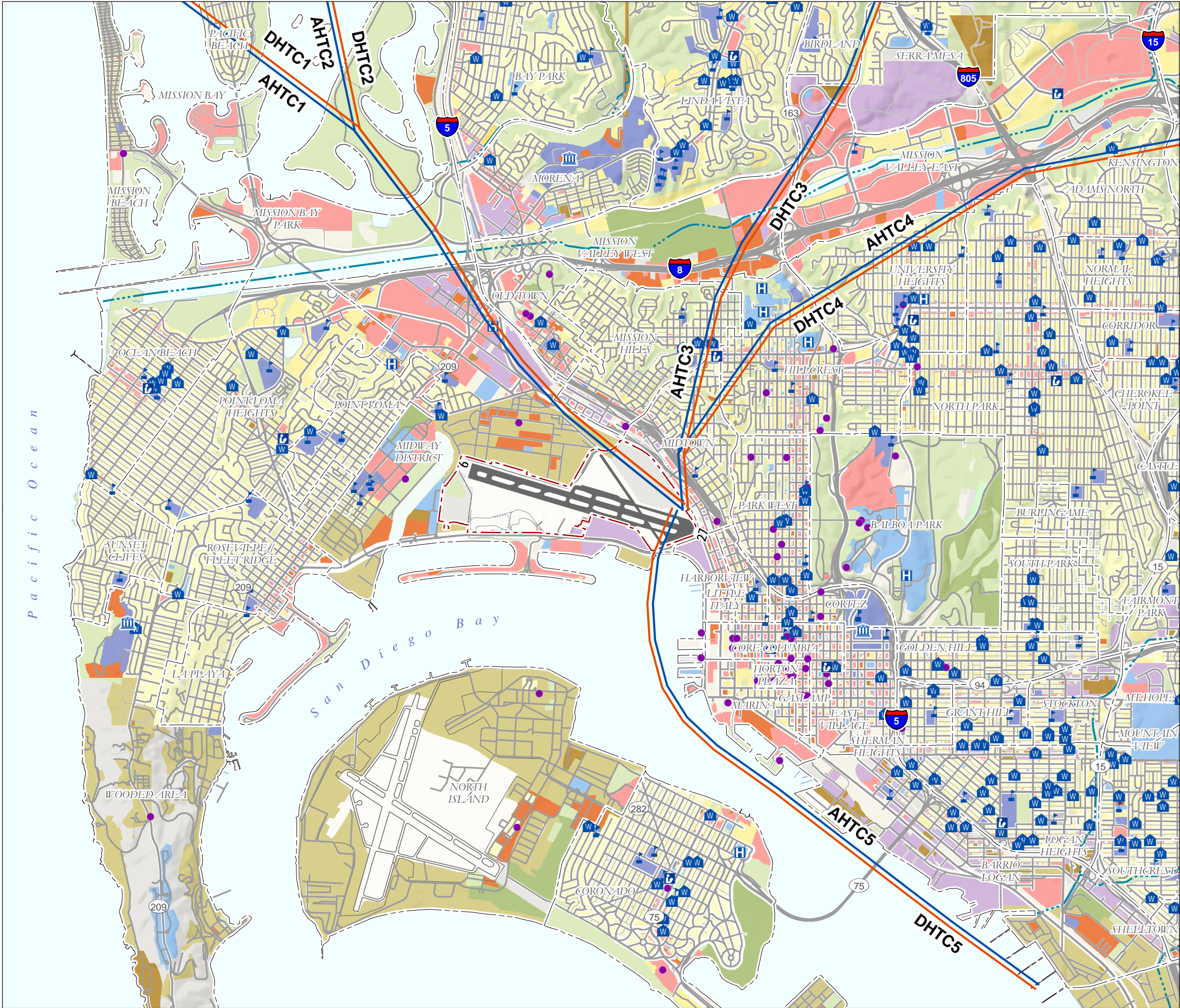
Figure 7



Data Sources: San Diego International Airport; San Diego Association of Governments (SANDAG); City of San Diego and County of San Diego (SanGIS); Environmental Systems Research Institute, Inc. (ESRI).



H:\GIS\USA\CA\302100_SanDiego\302100_SAN_Figure_8_Helo_Flight_Tracks.mxd



SAN DIEGO
INTERNATIONAL
AIRPORT

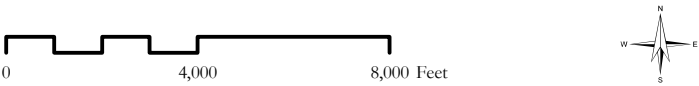
14 CFR Part 150 Update

Helicopter Departure and Arrival Tracks

Figure 8

- | | |
|--------------------------------------|--|
| Departure Flight Track | Arrival Flight Track |
| Airport Property | SAN Airport Runways |
| Roads | River / Stream |
| Single Family Residential | Golf Courses |
| Multi-Family Residential | Public Service |
| Mobile Home Parks | Schools |
| Hotel/Motel, Group Quarters | Military Use |
| Commercial | Transportation/Communication/Utilities |
| Industrial | Land Under Construction |
| Agriculture | Vacant and Undeveloped Land |
| Parks | Water |
| Hospital | Library |
| Schools | College / University |
| Place of Worship | |
| National Register of Historic Places | |

Data Sources: San Diego International Airport; San Diego Association of Governments (SANDAG); City of San Diego and County of San Diego (SanGIS); Environmental Systems Research Institute, Inc. (ESRI),



HARRIS MILLER MILLER & HANSON INC.

Appendix C
Land Use Assurance for
San Diego International Airport



SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

P.O. BOX 82776, SAN DIEGO, CA 92138-2776
619.400.2400 WWW.SAN.ORG

August 28, 2012

Mr. Mark McClardy
Manager, Airports Division – Western Pacific Region
Federal Aviation Administration
AWP 600
P.O. Box 92007
Los Angeles, CA 90009-2007

Re: Land Use Assurance for San Diego International Airport

Dear Mr. McClardy:

49 U.S.C. §47107(a)(10)¹ of the Airport and Airway Improvement Act of 1982, as amended, ("the Act") provides:

"The Secretary of Transportation may approve a project grant application under this subchapter for an airport development project only if the Secretary receives written assurances, satisfactory to the Secretary, that—...appropriate action, including the adoption of zoning laws, has been or will be taken to the extent reasonable to restrict the use of land next to or near the airport to uses that are compatible with normal airport operations..."

The San Diego County Regional Airport Authority, operator of San Diego International Airport ("Airport") in San Diego, California, makes the following statement of compatible land use assurance as required by the Act.

The Authority provides assurance that appropriate action has or will be taken, including consultation with the adjacent land use jurisdiction of the City of San Diego, to encourage the adoption of zoning laws, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the Airport to activities and purposes compatible with normal airport operations.

If you have any questions regarding this matter, please contact me at (619) 400-2444.

Sincerely,



Thella F. Bowens
President/CEO

TFB/TA/ljt

cc: Mr. Victor Globa, Federal Aviation Administration

¹ Originally §511(a)(5) of the Airport and Airway Improvement Act of 1982.

SAN DIEGO
INTERNATIONAL
AIRPORT



Appendix D

Public Involvement



D. Public Involvement

This appendix contains material from the public scoping meeting held on November 16, 2011 at the San Diego County Regional Airport Authority's offices at San Diego International Airport.¹ This appendix contains copies of:

- Scoping Meeting Notice
- *San Diego Daily Transcript* Notice
- *San Diego Union-Tribune* Notice
- Sign-in Sheets
- Presentation
- Speaker Cards
- Transcript
- Comment Log
- Comment letter from City of San Diego Development Services Department

¹ At the time of the scoping meeting, the displaced threshold project was being examined along with a number of other proposed improvements on the northside of the Airport. At the request of FAA, the displaced threshold project was advanced separately, based on its independent utility from the northside improvements and the distinct purpose and need specific to the displaced threshold project.

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San Diego County Regional Airport Authority

Mailing Address: P.O. Box 82776, San Diego, CA 92138-2776

Physical Address: 3225 N. Harbor Drive, San Diego, CA 92101

www.san.org

NOTICE OF PUBLIC SCOPING MEETING

Wednesday, November 16, 2011 – 6:00 p.m.

San Diego County Regional Airport Authority

Commuter Terminal 3225 North Harbor Drive San Diego, CA 92101

**DRAFT ENVIRONMENTAL ASSESSMENT (EA)
SAN DIEGO INTERNATIONAL AIRPORT MASTER PLAN
NORTHSIDE IMPROVEMENTS**

PROPOSED ACTION: The San Diego County Regional Airport Authority (SDCRAA) proposes a number of projects at San Diego International Airport (SDIA) which comprise the Northside Improvements for the SDIA Master Plan. SDCRAA has identified specific physical improvements to allow the Airport to effectively continue its mission of serving San Diego's commercial air transportation needs as forecasted through 2020. These Northside Improvements include the following projects:

- Consolidated rental car facility
- Air cargo warehouse facilities
- Terminal link roadway
- On-site road and utilities improvements
- Relocate Runway 9 displaced threshold from 700 to 1,000 feet

PURPOSE OF PUBLIC SCOPING MEETING: The meeting will provide an opportunity for public and agency comment concerning the potential environmental effects of the Northside Improvements to be identified in the Draft EA. The public scoping meeting will consist of a brief overview presentation of the project and the environmental review process. Attendees will have an opportunity to provide oral and written comments on the scope and content of the Draft EA.

INFORMATION REGARDING THE NORTHSIDE IMPROVEMENTS and ENVIRONMENTAL ASSESSMENT: The EA will be prepared in accordance with the National Environmental Policy Act (NEPA) to examine potential impact categories as required by Federal Aviation Administration Order 5050.4B. Once prepared, the Draft EA will be available for public and agency review and comment at the SDCRAA website www.san.org under the Environmental Review/CEQA+NEPA webpage.



San Diego County Regional Airport Authority

Mailing Address: P.O. Box 82776, San Diego, CA 92138-2776

Physical Address: 3225 N. Harbor Drive, San Diego, CA 92101

www.san.org

SCOPING COMMENTS: Comments should be addressed to the San Diego County Regional Airport Authority. **The deadline for receiving written scoping comments is December 2, 2011.** Comments may be submitted by:

- Mail to the Authority offices at SDCRAA, P.O. Box 82776, San Diego, CA 92138-2776 (these comments must be postmarked by Friday, December 2, 2011).
- E-mail to the Authority offices at planning@san.org. The Airport Authority will accept comments to this notice via e-mail received by 5:00 p.m. on Friday, December 2, 2011, if the comments: (i) contain less than 2,000 words; and (ii) the e-mail comments do not contain any attachments. Any comments or responses to this notice containing more than 2,000 words, or which are accompanied by any attachments, must be delivered in writing to the address specified above, or they will not be considered as a valid response to this notice.
- Delivery to the Authority offices at San Diego International Airport or faxed to (619) 400-2459 by 5:00 p.m. on Friday, December 2, 2011.

CERTIFICATE OF PUBLICATION

Accounts Payable
SDCRAA
P.O. Box 82776
San Diego CA 92138-2776

IN THE MATTER OF Public Scoping Meeting

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

NOTICE OF PUBLIC SCOPING MEETING
Wednesday, November 16, 2011 - 6:00 p.m.
San Diego County Regional Airport Authority
Commuter Terminal 3225 North Harbor Drive San Diego, CA 92101

DRAFT ENVIRONMENTAL ASSESSMENT (EA)
SAN DIEGO INTERNATIONAL AIRPORT MASTER PLAN
NORTHSIDE IMPROVEMENTS

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- Delivery to the Authority offices at San Diego International Airport or faxed to (619) 400-2459 by 5:00 p.m. on Friday, December 2, 2011.
Pub. Nov 1-00092403

CASE NO.

I, Cathy L. Krueger, am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not party to or interested in the above entitled matter. I am the principal clerk of the San Diego Daily Transcript, a newspaper of general circulation, printed and published daily, except on Saturdays and Sundays, in the City of San Diego, County of San Diego and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of San Diego, State of California, under the date of January 23, 1909, Decree No. 14894; and the

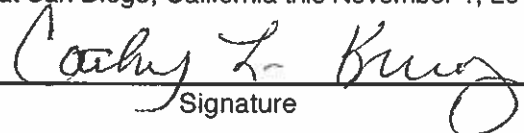
Public Notice

is a true and correct copy of which the annexed is a printed copy and was published in said newspaper on the following date(s), to wit:

November 1

I certify under penalty of perjury that the forgoing is true and correct.

Dated at San Diego, California this November 1, 2011


Signature



P.O. Box 120191, San Diego, CA 92112-0191

AFFIDAVIT OF PUBLICATION

SAN DIEGO AIRPORT AUTHORITY
P.O. BOX 82776
PLANNING DEPARTMENT
ATTN: LYNDA TAMURA
SAN DIEGO, CA 92138

STATE OF CALIFORNIA } ss.
County of San Diego }

The Undersigned, declares under penalty of perjury under the laws of the State of California: That she is a resident of the County of San Diego. That she is and at all times herein mentioned was a citizen of the United States, over the age of twenty-one years, and that she is not a party to, nor interested in the above entitled matter; that she is Chief Clerk for the publisher of

The San Diego Union-Tribune

a newspaper of general circulation, printed and published daily in the City of San Diego, County of San Diego, and which newspaper is published for the dissemination of local news and intelligence of a general character, and which newspaper at all the times herein mentioned had and still has a bona fide subscription list of paying subscribers, and which newspaper has been established, printed and published at regular intervals in the said City of San Diego, County of San Diego, for a period exceeding one year next preceding the date of publication of the notice hereinafter referred to, and which newspaper is not devoted to nor published for the interests, entertainment or instruction of a particular class, profession, trade, calling, race, or denomination, or any number of same; that the notice of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

Nov 1, 2011


Chief Clerk for the Publisher

12/6/11

Date

Affidavit of Publication of

Legal Advertisement
Ad # 0010566488
ORDERED BY: LYNDA TAMURA

NOTICE OF PUBLIC

SCOPING MEETING

Wednesday, November

16, 2011 - 6:00 p.m.

San Diego County

Regional Airport

Authority

Commuter Terminal

3225 North Harbor

Drive San Diego, CA

92101

DRAFT ENVIRONMENTAL ASSESSMENT (EA)

SAN DIEGO INTERNATIONAL AIRPORT MASTER PLAN

NORTHSIDE IMPROVEMENTS PROPOSED

ACTION: The San Diego County Regional Airport Authority (SDCRAA) proposes a number of projects at San Diego International Airport (SDIA) which comprise the Northside Improvements for the SDIA Master Plan. SDCRAA has identified specific physical improvements to allow the Airport to effectively continue its mission of serving San Diego's commercial air transportation needs as forecasted through 2020. These Northside Improvements include the following projects:

- * Consolidated rental car facility
- * Air cargo warehouse facilities
- * Terminal link roadway
- * On-site road and utilities improvements
- * Relocate Runway 9 displaced threshold from 700 to 1,000 feet

PURPOSE OF PUBLIC SCOPING MEETING: The meeting will provide an opportunity for public and agency comment concerning the potential environmental effects of the Northside Improvements to be identified in the Draft EA. The public scoping meeting will consist of a brief overview presentation of the project and the environmental review process. Attendees will have an opportunity to provide oral and written comments on the scope and content of the Draft EA.

INFORMATION REGARDING THE NORTHSIDE IMPROVEMENTS AND ENVIRONMENTAL ASSESSMENT: The EA will be prepared in accordance with the National Environmental Policy Act (NEPA) to examine potential impact categories as required by Federal Aviation Administration Order 500.48. Once prepared, the Draft EA will be available for public and agency

review and comment at the line for receiving SDCRAA website at www.san.org under the Environmental Review/CEQA + NEPA webpage. Comments may be submitted by:
• Mail to the Authority offices at SDCRAA, P.O. Box 82776, San Diego, CA 92138-2776.
• E-mail to the Authority offices at planning@san.org. The Authority will accept comments to this notice via e-mail received by 5:00 p.m. on Friday, December 2, 2011. If the comments are received after this date, they will be accepted on a space-available basis.
• E-mail to the Authority offices at planning@san.org. The Authority will accept comments to this notice via e-mail received by 5:00 p.m. on Friday, December 2, 2011. If the comments are received after this date, they will be accepted on a space-available basis.
Comments: (i) containing less than 2,000 words; and (ii) that do not contain any attachments. Any comments or responses to this notice containing more than 2,000 words, or which are accompanied by any attachments, must be delivered in writing to the address specified above or they will not be considered as a valid response to this notice.
• Delivery to the Authority offices at San Diego International Airport or boxed to (619) 400-2499 by 5:00 p.m. on Friday, December 2, 2011.



Sign-In Sheet
SD International Airport Master Plan – Northside Improvements
Draft EA Public Scoping Meeting
November 16, 2011, 6:00-7:30 pm

PLEASE WRITE LEGIBLY WITH COMPLETE ADDRESS – NO ABBREVIATIONS PLEASE!

	NAME/COMPANY	ADDRESS	CITY/STATE/ZIP	PHONE #	E-MAIL
1.	CARL HUENEFELD MARINE CORPS	1600 Henderson Ave Suite 222 SAN DIEGO, CA	SAN DIEGO/CA/ 92140	619 524 8731	
2.	Colonel Brent Spahn Marine Corps Recruit Depot San Diego, CA	()	()	619-524-8831	william.spahn@usmc.mil
3.	JOHN KARPINSKI 12071 ALTA CARMEL CT #103 SAN DIEGO CA 92128	→	SD CA	(858) 618-2736	_____
4.	Doug Pally SAN DIEGO FIRE RESCUE 1010 8th Ave 92101			619-533-4304	Dpally@san-diego.gov
5.	Julian M. Quinn	4557 Bermuda Ave San Diego, CA 92107			
6.					
7.					
8.					
9.					
10.					

WELCOME

Northside Improvements *San Diego International Airport*

Environmental Assessment Scoping Meeting



November 16, 2011





Introductions

- Ted Anasis - SDCRAA
- Stephen Culberson -
Environmental Consultant,
Ricondo & Associates
- Tony Skidmore -
Environmental Consultant,
CDM





Overview

1. Purpose of Scoping Meeting
2. Proposed Action
3. Environmental Review Process
4. Federal Actions



1. Purpose of Scoping Meeting

Scoping Meeting

- Provide an opportunity for public and agency comment concerning the scope of environmental effects to be analyzed in the proposed Northside Improvements Environmental Assessment.





2. Proposed Action

San Diego International Airport Master Plan

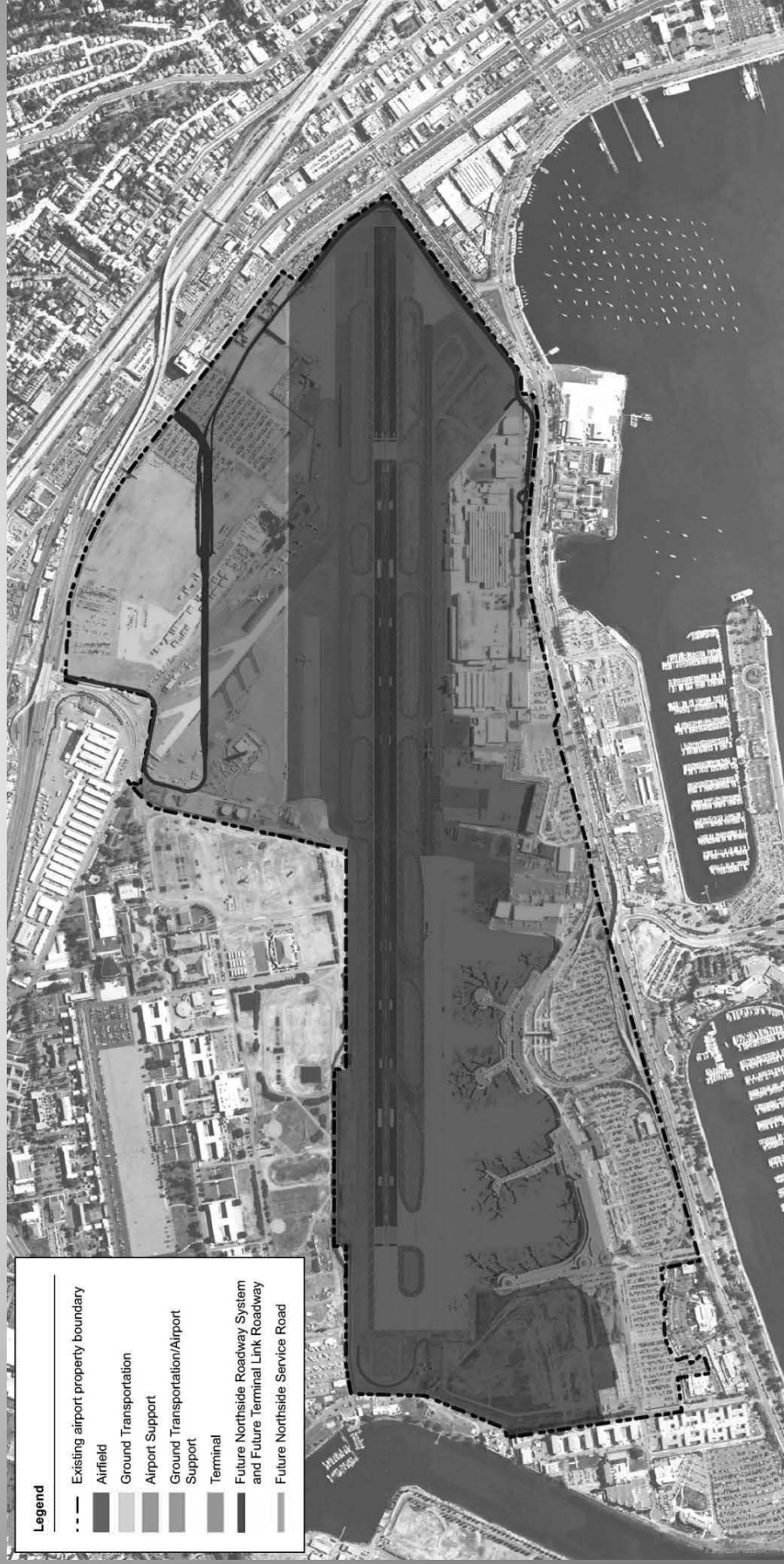
- Approved in May 2008 and includes:
 - Airport Land Use Plan delineating Airport planning boundaries and designating land uses on Airport
 - Airport Implementation Plan identifying specific near-term improvements
- State Environmental Impact Report (EIR) for Master Plan provided program-level analysis of Airport Land Use Plan and project-level analysis of Airport Implementation Plan
- Federal Environmental Assessment (EA) addressed Airport Implementation Plan
- Supplemental EIR in 2011 provided project-level analysis of additional near-term improvements





2. Proposed Action

Airport Land Use Plan



2. Proposed Action

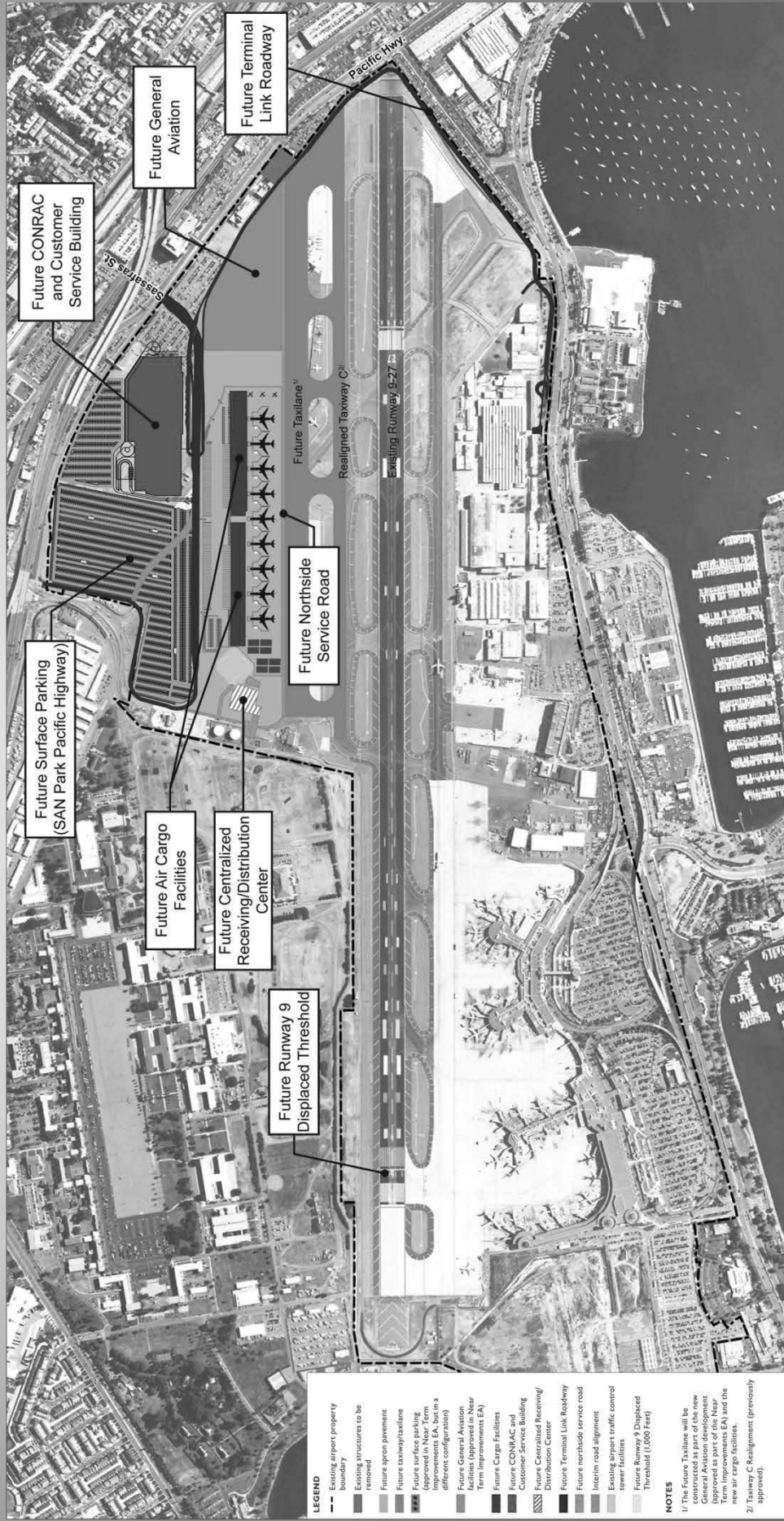
Specific projects to be addressed in Environmental Assessment

- Relocate displaced threshold on Runway 09 from 700 feet to 1,000 feet
- Consolidated rental car facility (CONRAC)
- Air cargo warehouse facilities and central receiving and distribution center
- Reconfigured parking facilities and general aviation facilities
- Terminal link roadway
- Utility improvements



2. Proposed Action

Specific projects to be addressed in Environmental Assessment





2. Proposed Action

Preliminary Purpose and Need for Project

- Purpose of the Project:
 - Accommodate air service demand through 2020
 - Efficiently utilize existing property and facilities
 - Relieve airfield and terminal area congestion
- Need for the Project:
 - Meet FAA criteria to maintain CAT I instrument approach
 - Provide general aviation, air cargo, and ground transportation facilities to meet project demand through 2020



3. Environmental Review Process

State Environmental Review Completed

May 2008	San Diego International Airport Master Plan Adopted and Final Program EIR Certified
September 2011	Supplemental EIR for Northside Improvements Completed, which included an 82 day agency/public review period.
	<i>Final Program EIR for Master Plan and Final Supplemental EIR for Northside Improvements available at www.san.org; Environmental Review/CEQA + NEPA webpage</i>



3. Environmental Review Process

Federal Environmental Review





Environmental Assessment Alternatives

- No Action
- Proposed Action
- Alternatives Considered But Eliminated
 - Use of Other Airports
 - Other Locations on Airport





Environmental Impact Categories Considered in EA

- Air Quality
- Coastal Resources
- Compatible Land Use
- Construction Impacts
- Cumulative Impacts
- Department of Transportation Act, Section 4(f)
- Farmland
- Fish, Wildlife, and Plants
- Floodplains and Floodways
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Historic, Architectural, Archeological, and Cultural Resources
- Light Emissions and Visual Impacts
- Natural Resources and Energy Supply
- Noise
- Secondary (Induced) Impacts
- Socioeconomic Impacts
- Water Quality
- Wetlands
- Wild and Scenic Rivers



Milestones / Next Steps

- Public and Agency Scoping Comments Due December 2, 2011
- Preparation of Draft Environmental Assessment and Release for 45 Day Review and Comment Period in January 2012
- Preparation of Final Environmental Assessment



4. Federal Actions

- Approval of Airport Layout Plan
- Determination of potential eligibility for Federal Assistance under Federal Grant-in-aid program or passenger facility charges
- Coordination with SDCRAA to maintain aviation and airfield safety during construction



Scoping Comments Due December 2, 2011

Mail

San Diego County Regional Airport Authority
Attn: Airport Planning Department
P.O. Box 82776
San Diego, CA 92138-2776

E-mail

planning@san.org

- E-mails must contain less than 2,000 words
- No attachments

Deliver

San Diego International Airport
Commuter Terminal – Third Floor
3225 North Harbor Drive, San Diego, CA 92101

Fax

Attn: Airport Planning
(619) 400-2459



Comments





***San Diego International Airport
Airport Planning
Community Feedback***

SPEAKER/QUESTION CARD

If you wish to speak or ask a question, please complete this form with your specific topic or question:

TAXIWAY "C" EXTENSION / LAND-SWAP
WITH M.C.R.D. ?

Name: JOHN KARPINSKI

Address: 120
(optional)

Phone: (858) 618 - 2736
(optional)



***San Diego International Airport
Airport Planning
Community Feedback***

SPEAKER/QUESTION CARD

If you wish to speak or ask a question, please complete this form with your specific topic or question:

Name: Julia M. Quinn

Address: 4557 Bermuda Ave SD 92107
(optional)

Phone: () -
(optional)

In The Matter Of:

***SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
SCOPING MEETING NORTHSIDE IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT***

***MEETING, SCOPING
November 16, 2011***

MERRILL CORPORATION

LegalLink, Inc.

20750 Ventura Boulevard
Suite 205
Woodland Hills, CA 91364
Phone: 818.593.2300
Fax: 818.593.2301

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
SCOPING MEETING
NORTHSIDE IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

WEDNESDAY, NOVEMBER 16, 2011

6:00 P.M.

REPORTED BY:

KARLA MEYER BAEZ

CSR NO. 4505, RPR-CRR

Page 2	Page 4
<p>1 Scoping Meeting of the Northside Improvements, 2 reported on behalf of the San Diego County Regional 3 Airport Authority, at the Commuter Terminal, 3225 North 4 Harbor Drive, Third Floor, San Diego, California, 5 commencing 6:00 p.m., on Wednesday, November 16, 2011, 6 before Karla Meyer Baez, CSR No. 4506. 7 8 APPEARANCES: 9 SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY 10 BY: TED ANASIS, AICP 11 MANAGER AIRPORT PLANNING 12 3225 North Harbor Drive 13 Third Floor 14 San Diego, California 92101 15 T: 619.400.2478 16 F: 619.400.2459 17 tanasis@san.org 18 RICONDO & ASSOCIATES 19 BY: STEPHEN D. CULBERSON, DIRECTOR 20 20 North Clark Street, Suite 1500 21 Chicago, Illinois 60602 22 T: 312.606.0611 23 F: 312.606.0706 24 s_culberson@ricondo.com 25 CAMP DRESSER & McKEE, INC. BY: ANTHONY J. SKIDMORE, AICP VICE PRESIDENT 111 Academy, Suite 150 Irvine, California 92617 skidmoreaj@cdm.com Also present: PUBLIC AUDIENCE</p>	<p>1 particular scoping meeting. 2 We're also going to describe the proposed 3 action that will be analyzed in the environmental 4 assessment and describe some of the key project 5 components. Then we'll be describing the environmental 6 review process and finally describing the Federal 7 actions that are -- that the FAA may take in regards to 8 this proposed action. 9 So launching into the purpose of the scoping 10 meeting, the scoping meeting provides an opportunity for 11 the public and agencies that are interested to comment 12 regarding the concerns and the scope of the 13 environmental effects to be analyzed in the proposed 14 Northside Improvements Environmental Assessment. 15 We will be describing the basic components of 16 the project tonight, but the primary purpose of this 17 meeting is for us to listen to the comments and areas of 18 concerns that you have regarding this project. 19 We're at the very initial stages of the Federal 20 Environmental Review, and so scoping is an opportunity 21 for you to provide your areas of concern that you would 22 like us to address in the draft environmental 23 assessment. 24 Moving on to describing the proposed action, as 25 a way of background I'm going to describe some of the</p>
Page 3	Page 5
<p>1 SAN DIEGO, CALIFORNIA 2 WEDNESDAY, NOVEMBER 26, 2011 3 6:25 P.M. 4 - - - 5 MR. ANASIS: All right. Good evening. Welcome 6 to the Scoping Meeting for the Northside Improvements 7 for San Diego International Airport. Thank you for 8 taking time out of your schedule to come to our scoping 9 meeting tonight, and thanks for allowing us to give you 10 some one-on-one description of our airport during our 11 open house format. 12 I'm joined here at the dais -- let me introduce 13 myself first. I'm Ted Anasis. I'm the Manager of 14 Airport Planning here at the airport responsible for 15 both master planning efforts for San Diego International 16 Airport, as well as the environmental review of Airport 17 Authority projects. 18 I'm joined here at the dais with Stephen 19 Culberson, who is the project director with Ricondo & 20 Associates in the preparation of the Federal 21 environmental review document; and I'm joined on the 22 right by Mr. Tony Skidmore, who is an environmental 23 consultant with Camp Dresser & McKee. 24 The overview of our presentation is to provide 25 a description of the purpose of this meeting, this</p>	<p>1 key actions that have been taken over the last 2 essentially five years regarding planning at San Diego 3 International Airport. 4 In 2008 the first Airport Master Plan was 5 adopted for San Diego International Airport, and this 6 provided guidance in the form of two plans or planned 7 components to guide how the airport's 661 acres would be 8 utilized. 9 Our first component was an airport land use 10 plan which delineated the airport's planning boundaries 11 and designated land uses on the airport. 12 Another key component was the implementation 13 plan, which identify the specific near-term improvements 14 that would be constructed and operated on San Diego 15 International Airport. 16 And the key component to that implementation 17 plan was our ten gate expansion of terminal two, which 18 is under construction today. 19 A State Environmental Impact Report for the 20 master plan was prepared, and it provided a program 21 level analysis of the airport land use plan and a 22 project level analysis of the implementation plan. This 23 was certified in 2008, as a companion to the adoption of 24 the master plan. 25 A Federal Environmental Assessment was</p>

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<p>1 addressed as part of that master plan in 2009, and more 2 recently a supplemental EIR for the near-term 3 improvements proposed on the Northside was certified in 4 September of this year.</p> <p>5 All of these environmental documents, the two 6 State EIRs and the 2009 Federal Environmental Assessment 7 are available on the Airport Authority's website at 8 www.san.org, and that may be a good source of reference 9 if you're interested in looking at the previous 10 environmental analysis that has been conducted for these 11 improvements. So that is the background of the master 12 plan.</p> <p>13 Now I'd like to walk you through some of the 14 key components of the proposed action which we are 15 analyzing in this environmental assessment.</p> <p>16 One key component is our revisions to our 17 Airport Land Use Plan. This Airport Land Use Plan 18 describes the airport uses or land uses that you find on 19 the airport. It depicts in several colors, essentially, 20 airfield, terminal, ground transportation, and airport 21 support uses.</p> <p>22 So if you look at the colored blocks on this 23 plan, you see that in gray that depicts our primary 24 airfield system. The terminals and the existing 41 25 gates are being expanded to 51, as are depicted in the</p>	<p>1 consolidated rental car facility. This is the area 2 depicted in green, and this would be a single structure 3 that would be four stories in height, approximately 52 4 feet, 1.9 million square feet that would accommodate all 5 of the rental car facilities that presently serve the 6 airport, all of the customer service counters, 7 ready-return functions of the rental -- of rental car 8 companies and some storage would be located in this 9 four-story facility.</p> <p>10 Also in the north we would relocate our general 11 aviation. Right now we have a single fixed base 12 operator that is located in the small facility that will 13 be demolished, and the fixed base operator -- general 14 aviation is essentially unscheduled or private corporate 15 and charter flights that are not on a regular schedule.</p> <p>16 And so this would be located in the area 17 depicted in orange. This is 12.4 acres that the general 18 aviation would be relocated to. Presently they are on a 19 11.4 acre site.</p> <p>20 Another component is the air cargo facility. 21 This is an area where our dedicated air cargo would be 22 able to operate and have some warehouse facilities for 23 sortation and parking of cargo vehicles. This is an 24 area that was formerly utilized for remain overnight 25 aircraft parking positions, and so this will allow</p>
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<p>1 light purple. Yellow depicts ground transportation. 2 So this is our on airport circulation systems, 3 our parking, and in the future rental car facilities.</p> <p>4 And then finally Airport Support, depicted in 5 orange, depicts and describes the ancillary airport 6 facilities, such as air cargo, general aviation, and 7 support facilities, including our airport control tower, 8 our air rescue fire fighting station, and our fuel farm.</p> <p>9 The key components of the proposed action for 10 the Northside improvements, I'm actually going to move 11 to the next slide so I can describe; and Brett Caldwell, 12 another airport planner in the planning department, will 13 actually point out some of these key components.</p> <p>14 The first specific project is the relocation of 15 the displaced threshold on Runway 9, and essentially 16 this is a 300-foot shift in the landing threshold, 17 shifting 300 feet to the east, the threshold at which 18 aircraft will touch down.</p> <p>19 So essentially aircraft landing will land 300 20 feet further to the east on Runway 9 when they are 21 making an approach from the west.</p> <p>22 There are no changes to Runway 27, which is the 23 primary runway that is utilized for aircraft that are on 24 approach and departing from the east.</p> <p>25 Another key component on the Northside is a</p>	<p>1 aircraft to park on an apron directly adjacent to the 2 air cargo sortation facilities.</p> <p>3 Directly to the west we will also be 4 constructing a small centralized receiving and 5 distribution center just to the west of our airport 6 control tower, and this will be an area that all of the 7 deliveries and all of the products that come in on a 8 daily basis to the airport will be delivered to and then 9 consolidated into a box truck with refrigeration and 10 freezer units. This is where all of your fresh food 11 will be delivered to the airport.</p> <p>12 Finally, we will be reconfiguring our surface 13 parking facilities further to the west, and we'll be 14 constructing an on-airport circulation system to serve 15 the Northside with primary access for all of the new 16 facilities, the CONRAC, the surface, and the general 17 aviation -- excuse me -- surface parking via the 18 Sassafras intersection.</p> <p>19 Brett, would you mind pointing out Sassafras 20 and Harbor -- excuse me -- Pacific Highway there.</p> <p>21 And then another key component is the terminal 22 and roadway, which will be an on-airport circulation 23 system now connecting the Northside to the Southside, 24 and this would be utilized primarily by the rental 25 car -- consolidated rental car shuttle bus, as well as</p>

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<p>1 the surface parking lot or long-term parking lots'</p> <p>2 shuttle vehicle.</p> <p>3 This will remove those vehicle trips, those</p> <p>4 shuttle trips from the City-dedicated streets and</p> <p>5 provide a connection from the Northside to the</p> <p>6 Southside, avoiding the intersections along North Harbor</p> <p>7 Drive at Laurel and Pacific Highway.</p> <p>8 So these are the components that are being</p> <p>9 analyzed as what we call collectively the Northside</p> <p>10 Improvements.</p> <p>11 I'd like to recap the primary purpose for these</p> <p>12 improvements. They are to accommodate air service</p> <p>13 demand through the planning horizon year of 2020. All</p> <p>14 of these improvements that are described will be</p> <p>15 evaluated with the assumption that they will be</p> <p>16 constructed and begin operations beginning in 2015.</p> <p>17 And another purpose of this project is to</p> <p>18 efficiently utilize the airport's property and existing</p> <p>19 facilities, as well as to also relieve airfield and</p> <p>20 terminal area congestion, in terms of separating and</p> <p>21 increasing the separation between some of the aircraft</p> <p>22 movement areas and general aviation and air cargo.</p> <p>23 Some other points related to the need for the</p> <p>24 project are to meet the FAA's criteria to maintain</p> <p>25 category one instrument approach, or instrument approach</p>	<p>1 After the comment period is closed, we will look at the</p> <p>2 comments that have been received, address those</p> <p>3 comments, go over them with FAA, and develop a final</p> <p>4 Environmental Assessment; and then FAA will take that</p> <p>5 final Environmental Assessment and issue a finding on</p> <p>6 the projects.</p> <p>7 The preliminary alternatives that have been</p> <p>8 identified to date are -- besides the proposed action,</p> <p>9 which Ted has described, include use of other airports</p> <p>10 or other locations on airports.</p> <p>11 And NEPA also requires that the FAA consider</p> <p>12 the no action alternative. The no action will be</p> <p>13 the -- what the proposed action and other alternatives</p> <p>14 are compared to to determine the extent of environmental</p> <p>15 effects.</p> <p>16 And with that, I'm going to turn it over to</p> <p>17 Tony, who is going to talk a little bit about some of</p> <p>18 the environmental effects that will be examined.</p> <p>19 MR. SKIDMORE: Thank you, Steve.</p> <p>20 Good evening. The FAA requires that a variety</p> <p>21 of topics be addressed at an Environmental Assessment.</p> <p>22 On your screen are the 19 categories of topics</p> <p>23 or environmental issues that must be addressed in an</p> <p>24 Environmental Assessment.</p> <p>25 The document for the proposed action will</p>
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<p>1 for aircraft, and also provide general aviation air</p> <p>2 cargo and ground transportation facilities to meet the</p> <p>3 project demand through the year 2020.</p> <p>4 With that, I'll turn it to Steve Culberson, who</p> <p>5 will describe the Environmental Review process.</p> <p>6 MR. CULBERSON: As Ted mentioned, the airport</p> <p>7 adopted a master plan and conducted an EIR on the master</p> <p>8 plan in 2008. That was a State environmental review</p> <p>9 process under the California Environmental Quality Act.</p> <p>10 And then in September of this year they</p> <p>11 certified a supplemental EIR which examined the proposed</p> <p>12 Northside Improvement projects; and those documents, as</p> <p>13 Ted said, are available on the Authority's website.</p> <p>14 So today this process -- the scope of process</p> <p>15 is the kick-off for the Federal Environmental Review</p> <p>16 process under the National Environmental Policy Act.</p> <p>17 We will be preparing an environmental</p> <p>18 assessment which will look at the purpose and need for</p> <p>19 the proposed action, why these projects are needed at</p> <p>20 the airport, alternatives to the proposed action, and it</p> <p>21 will describe the affected environment, and it will look</p> <p>22 at potential environmental effects of implementing the</p> <p>23 proposed action and any feasible alternatives.</p> <p>24 The draft EA will be released early next year,</p> <p>25 and it will be released for public and agency review.</p>	<p>1 address all of those issues, although some of them, such</p> <p>2 as farmlands and wild and scenic rivers, the analysis</p> <p>3 will be limited to simply noting that those resources</p> <p>4 don't occur at the project site.</p> <p>5 Other topics, about a half dozen in particular</p> <p>6 that I'll go over, we'll provide a close look at, such</p> <p>7 as air quality. The Environmental Assessment will look</p> <p>8 at the potential impacts to air quality from what are</p> <p>9 known as criteria pollutants, carbon monoxide, nitrogen</p> <p>10 oxides, things that are regulated by the U.S. EPA.</p> <p>11 The air quality analysis within the EA will</p> <p>12 also look at greenhouse gases which are becoming an</p> <p>13 increasingly important issue within environmental</p> <p>14 documents.</p> <p>15 The EA will look at compatible land uses, and</p> <p>16 in that regard we'll look at the relationship of the</p> <p>17 proposed improvements to all of the applicable plans and</p> <p>18 programs for the airport, as well as for the military.</p> <p>19 Construction impacts will look at air quality,</p> <p>20 noise, and traffic impacts associated with construction</p> <p>21 of the proposed improvements. Cumulative impacts, in</p> <p>22 addition to the impacts of proposed Northside</p> <p>23 Improvements, we'll look at the larger picture, what are</p> <p>24 the collective impacts of all of the master planned</p> <p>25 improvements, as well as other relevant projects in the</p>

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<p>1 local area.</p> <p>2 Fish, wildlife and plants. The environmental</p> <p>3 assessment will evaluate potential impacts to the Least</p> <p>4 Tern, a bird that's recognized by the Federal Government</p> <p>5 as threatened or listed as threatened; and there are</p> <p>6 nesting areas on the airfield at the east end of the</p> <p>7 airfield, and the EA will be looking at potential</p> <p>8 impacts to those birds and their nesting area that may</p> <p>9 occur from implementation of the proposed action.</p> <p>10 In terms of noise impacts, as Ted probably</p> <p>11 described to all of you, as well as just a moment ago,</p> <p>12 the proposed action includes a relocation of the landing</p> <p>13 threshold for Runway 9; and the noise assessment will</p> <p>14 look at the changes in noise exposure with the shifting</p> <p>15 of that threshold, the different glide slope that would</p> <p>16 occur with that relocation of the displaced threshold.</p> <p>17 Again, the environmental assessment will look at the</p> <p>18 change in noise exposure that may result from them.</p> <p>19 Water quality. The environmental assessment</p> <p>20 will look at the change in the surface area associated</p> <p>21 with the proposed improvements and change in the</p> <p>22 pollutants that might occur, both in terms of adding new</p> <p>23 uses to an area that may be currently undeveloped, as</p> <p>24 well as the implementation of best management practices</p> <p>25 or things that the airport will do to address those</p>	<p>1 process. The FAA will approve the airport layout plan</p> <p>2 that will depict all of the airfield and other airport</p> <p>3 improvements. They also -- the FAA prior to providing</p> <p>4 any grants will determine eligibility for the Airport</p> <p>5 Authority for these improvements, both in Federal grants</p> <p>6 and passenger facility charges that are applied to these</p> <p>7 improvements.</p> <p>8 And, finally, we coordinate with the FAA to</p> <p>9 maintain aviation and airfield safety during</p> <p>10 construction.</p> <p>11 So with that, that concludes our presentation,</p> <p>12 and I'd like to move into our opportunity for the public</p> <p>13 or agencies to provide comments.</p> <p>14 Let me describe to you how comments can be</p> <p>15 provided. Scoping comments should be -- can be provided</p> <p>16 in a number of manners -- or several manners. We have</p> <p>17 provided you with this blue sheet that describes how you</p> <p>18 may mail the -- any comments you have to the Airport</p> <p>19 Authority. We ask that you postmark them by December</p> <p>20 2nd.</p> <p>21 You may email your comments to us. You may</p> <p>22 deliver them here to the Airport Authority by December</p> <p>23 2nd, or you may fax them to us.</p> <p>24 We've also provided a white sheet,</p> <p>25 eight-and-a-half-by-eleven, that you may utilize to</p>
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<p>1 potential water quality impacts.</p> <p>2 Those are just some of the more notable issues.</p> <p>3 Again, we'll look at all 19 categories within the</p> <p>4 Environmental Assessment and prepare that within the</p> <p>5 Draft Environmental Assessment.</p> <p>6 In terms of the milestones and next steps, we</p> <p>7 will be taking the scoping comments from this evening,</p> <p>8 as well as those that are provided to the Airport</p> <p>9 Authority by December 2nd, look at those, make sure that</p> <p>10 we're covering those issues as appropriate within the</p> <p>11 Environmental Assessment.</p> <p>12 We'll use those in the development of the Draft</p> <p>13 Environmental Assessment. That document's anticipated</p> <p>14 to be released in January of next year and will be</p> <p>15 released for a 45-day public review and comment period.</p> <p>16 Based on the written comments we'll receive on</p> <p>17 the draft EA, we'll prepare responses to all of those</p> <p>18 comments, and that will be integrated into a final</p> <p>19 Environmental Assessment that the FAA will use in their</p> <p>20 decision-making process.</p> <p>21 With that, I'll turn it back over to Ted.</p> <p>22 MR. ANASIS: Thank you. I'd like to describe</p> <p>23 the Federal actions that will then be taken after the</p> <p>24 conclusion of the Environmental Review process and also</p> <p>25 the -- it necessitates the Federal Environmental review</p>	<p>1 either take your notes or you may actually fill out your</p> <p>2 comments directly on that form and leave it with us, or</p> <p>3 you may mail that in at a later time.</p> <p>4 And, finally, if you would like to provide</p> <p>5 comments, that is really one of the key requirements of</p> <p>6 the Federal Environmental Review process, that we listen</p> <p>7 to you tonight, that we are here to listen and record</p> <p>8 the comments or areas of concerns that you may have.</p> <p>9 We have provided speaker slips. So if you'd</p> <p>10 like to provide comments, we ask that you just complete</p> <p>11 one of these yellow forms. And since we have a small</p> <p>12 turnout tonight, we'll ask that if you come to the dais</p> <p>13 that you just state your name and provide any of your</p> <p>14 comments so that Karla, our court reporter, may actually</p> <p>15 transcribe all of your comments.</p> <p>16 So with that, I'll invite any members or</p> <p>17 attendees to come up to the dais, state your name, and</p> <p>18 we will listen to your comments.</p> <p>19 MR. KARPINSKI: Okay, I'll go. I didn't fill</p> <p>20 out a speaker slip, but can I come forward?</p> <p>21 MR. ANASIS: Please come forward. We'll ask</p> <p>22 that you complete one after, if you don't mind stating</p> <p>23 your name. We just want to make sure we have all of the</p> <p>24 information for you.</p> <p>25 MR. KARPINSKI: My name is John Karpinski. I'm</p>

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<p style="text-align: right;">Page 18</p> <p>1 a native San Diegan. I grew up watching this airport 2 grow with its advantages and disadvantages. 3 The issue that I forgot to ask you, Ted, when 4 we were out in the foyer, was what is the negotiations 5 with the Marines for extending Taxiway C to the west so 6 that cargo planes -- I notice there is nine positions of 7 cargo in the Northside, and right now when they land 8 they generally go way past the area where they can turn 9 to the north to turn to the south by Terminal 1 and 2 to 10 taxi back and then cross the runway to the north. 11 Is there any way to maybe do a land swap with 12 MCRD to get our taxiway fully extended, maybe give them 13 some land back in return or something so they don't lose 14 land? That's my comment. 15 MR. ANASIS: All right. Thank you for your 16 comment. I'll be happy to meet with you after this to 17 describe it. 18 A very short response is that this proposed 19 project does not propose any improvements to our taxiway 20 system on the north. 21 With that, any other thoughts or comments or 22 concerns? All right. Well, you have -- oh, I'm sorry. 23 Please come forward. 24 MS. QUINN: A couple, maybe, questions. Julia 25 Quinn.</p>	<p style="text-align: right;">Page 20</p> <p>1 MS. QUINN: And why did you select, you know, 2 the date 2020 as, you know -- 3 MR. ANASIS: Primarily that's Federal -- the 4 Federal Aviation Administration or FAA guidance that to 5 look at the environmental -- excuse me -- look at the 6 impacts for approximately a five-year period from when 7 operations commence. 8 MS. QUINN: Okay. 9 MR. ANASIS: That being said, we do anticipate 10 that these facilities will operate beyond that; and 11 we've looked at, for example, in our Environmental 12 Review documents, particularly at the State level, the 13 environmental effects through the year 2030. 14 MS. QUINN: Okay. All right. And then the 15 cost of -- the cost of the proposed action? 16 MR. ANASIS: At this time we don't have a cost 17 estimate for these improvements. 18 MS. QUINN: But I know you said that one of the 19 actions or one of the purposes of this EA will be for 20 FAA to use for approving grants, but you haven't come up 21 with any kind of cost estimate about what this is going 22 to cost? 23 MR. ANASIS: That's correct. 24 MS. QUINN: Oh, okay. Is that typical, I mean, 25 that you just go forward with the project and don't have</p>
<p style="text-align: right;">Page 19</p> <p>1 MR. ANASIS: Could you speak up? 2 MS. QUINN: My name is Julia Quinn. I'm a 3 resident of Point Loma, long-term resident of Point 4 Loma. A few questions. 5 You said that the purpose of this project, or 6 one of them, is to extend -- accommodate air service 7 demand through 2020. That's a very short window. 8 That's nine years from now, and I don't know how long 9 you anticipate the Environmental Review process and 10 approval process from FAA will take. So I don't know if 11 you can, you know, respond to that comment or that's 12 just -- you want me to put that in writing to the 13 Airport Authority? 14 MR. ANASIS: I can provide a short response. 15 The Environmental Review process has been 16 anticipated to take approximately six months. So it 17 will conclude in the spring of 2012. 18 MS. QUINN: Okay. And then how long would 19 construction of these facilities take? 20 MR. ANASIS: It's anticipated and for our 21 analysis purposes in this document we're going to assume 22 that the construction would take approximately two 23 years, with all of the facilities operational in 24 approximately 2015, so about a two-year construction 25 period and operational beginning in 2015.</p>	<p style="text-align: right;">Page 21</p> <p>1 a cost estimate in mind before you prepare an 2 environmental document? 3 MR. ANASIS: Correct. This is at the very 4 initial stages of the project. We have the conceptual 5 plans for the improvements, but we don't have the 6 specific cost estimates at this time. 7 MS. QUINN: And let's see. Oh, yes. Why 8 didn't you do a joint CEQA NEPA document because that -- 9 you know, most agencies do that. It seems to be less 10 painful [verbatim]. 11 MR. ANASIS: There are often different 12 approaches and I guess perspectives to how you structure 13 both a Federal and State environmental review. 14 We have found that the State Environmental 15 Review process is a more lengthy one, and we actually 16 always -- we have preceded our Environmental Review with 17 the State process first. 18 So these improvements have been evaluated 19 according to CEQA first. We have -- it allows us to 20 have a little bit more flexibility in terms of the 21 review time. 22 So we had an 82-day public review period for 23 the EIR, and it also helps address some of the -- we 24 were able to address some of the issues at -- in the 25 Federal Environmental Review process with some of the</p>

<p style="text-align: right;">Page 22</p> <p>1 coordinating agencies. This does allow another 2 opportunity, though, at the Federal level for public 3 review and comment on this project. 4 MS. QUINN: All right. Thank you. 5 MR. ANASIS: Great. Well, with that, thank you 6 very much for your time and your thoughtful comments. 7 If you have any additional comments that come 8 up, we would ask that you submit those by December 2nd, 9 and by signing in we will be able to provide notice to 10 you of the availability of the Draft Environmental 11 Assessment, and so we will send a notice to you at that 12 time, and it will be available in a hard copy, but -- as 13 well as being posted on our Airport Authority website 14 under the Environmental Review page, and we will also 15 make it available on a CD-ROM. 16 So we look forward to your continued interest 17 in the Airport Authority and our projects, and thank you 18 very much for coming out this evening. 19 (The hearing was concluded at 6:53 p.m.) 20 --- 21 22 23 24 25</p>	
<p style="text-align: right;">Page 23</p> <p>1 STATE OF CALIFORNIA) 2) ss. 3 COUNTY OF SAN DIEGO) 4 5 6 7 I, KARLA MEYER BAEZ, CSR NO. 4506, hereby 8 certify that I reported in machine shorthand the 9 proceedings had in the above-entitled cause and that the 10 foregoing transcript is a full, true, and correct 11 transcript to the best of my ability of said proceedings 12 held on November 16, 2011. 13 I further certify that I am not interested in 14 the event of this action. 15 Dated San Diego, California this 30th day of 16 November, 2011. 17 18 19 20 21 _____ 22 Karla Meyer Baez, CSR No. 4506 23 24 25</p>	

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**NOTICE OF PUBLIC SCOPING - DRAFT EA FOR AIRPORT MASTER PLAN - NORTHSIDE IMPROVEMENTS
COMMENTS RECEIVED**

AGENCY / LETTER SIGNED BY	DATE OF LETTER	DATE RECEIVED	VIA
FEDERAL AGENCIES			
No comments received			
STATE AGENCIES			
No comments received			
LOCAL AGENCIES			
San Diego County Office of the County Clerk 1600 Pacific Highway San Diego, CA 92101	11/10/11 (Filing Notice)	11/10/11	In-Person Filing
Ernest J. Dronenburg, Jr. Recorder/County Clerk	12/14/11 (Filing Notice removed and returned to agency)	12/20/11	US Mail
City of San Diego Development Services 1222 First Avenue, MS 501 San Diego, CA 92101-4155	12/05/11	12/05/11	E-mail
Jeffrey Szymanski Associate Environmental Planner (619) 446-5324 - phone jszymanski@san Diego.gov			
Ann Gonsalves Senior Traffic Engineer (619) 446-5294 - phone agonsalves@san Diego.gov			
Farah Mahzari Associate Traffic Engineer (619) 446-5459 - phone fmahzari@san Diego.gov			
Jacquelyn Adams Solid Waste Inspector III City of San Diego LEA (619) 533-3695 - phone jadams@san Diego.gov			
ORGANIZATIONS			
No comments received			
COMMUNITY PLANNING GROUPS			
No comments received			
INDIVIDUALS			
No comments received			

From: Szymanski, Jeffrey [JSzymanski@san Diego.gov]
Sent: Monday, December 05, 2011 2:08 PM
To: Airport Planning
Cc: Mahzari, Farah; Adams, Jacquelyn; Gonsalves, Ann
Subject: City of SD comments on NOP Northside Improvements
Attachments: City of SD Comment NOP Northside Improvements.pdf

Hello,

Please except these comments which were due on Friday the 2nd.

Thank you,

Jeff Szymanski
Associate Environmental Planner

RECEIVED

DEC 05 2011

PLANNING DEPT. #44



THE CITY OF SAN DIEGO

December 5, 2011

RECEIVED

DEC 05 2011

San Diego County Regional Airport Authority
3225 N. Harbor Drive, San Diego, CA 92101

PLANNING DEPT. #44

Submitted via email to: planning@san.org.
Hard copy to follow via mail

Subject: CITY OF SAN DIEGO COMMENTS ON THE NOTICE OF PREPARATION FOR THE SAN DIEGO INTERNATIONAL AIRPORT MASTER PLAN NORTHSIDE IMPROVEMENTS

The City of San Diego ("City") has received and reviewed the Notice of Preparation (NOP) for the above project and appreciates this opportunity to provide comments to the San Diego County Regional Airport Authority. In response to the NOP, the City has identified potential environmental issues that may result in a significant impact to the environment. Continued coordinated planning between the City, the San Diego County Regional Airport Authority, and other local, regional, state, and federal agencies will be essential.

Staff from the Development Services Department ("DSD") have reviewed the NOP and have the following comments:

DEVELOPMENT SERVICES DEPARTMENT:

ANN GONSALVES
SENIOR TRAFFIC ENGINEER
(619) 446-5294 AGONSLAVES@SANDIEGO.GOV

FARAH MAHZARI
ASSOCIATE TRAFFIC ENGINEER
(619) 446-5459 fmahzari@sandiego.gov

GENERAL:

1. An updated transportation impact study should compare the impacts of the Northside Improvements project against existing conditions in order to establish significance of impacts and identify project mitigation measures.
2. The proposed "Terminal Link Roadway" should be constructed entirely within the current airport footprint in order to avoid negatively impacting traffic operations on North Harbor Drive.



Development Services

1222 First Avenue, MS 501 • San Diego, CA 92101-4155
Tel (619) 446-5460

3. The updated transportation impact study should provide mitigation measure for Northside Improvements project impacts expected along Washington Street, Pacific Highway, Sassafras Street and other locations which will be impacted by the reassignment of existing traffic and generation of additional traffic due to the project facilities. All intersection level of service analysis should also include queuing analysis.

SPECIFIC:

1. This transportation impact study should not only analyze the impacts of the relocation of the Solar Turbines employee parking lot, but also discuss and evaluate any traffic pattern changes, access points and circulation, parking, and roadways and intersection impacts due to other components of the Northside Improvements such as Air Cargo Warehouse Facilities Analysis should be revised and expanded to include the excerpts of such traffic impact analysis that comprehensively discuss all components of the project and evaluate all its impacts and required mitigations.
2. The Supplemental Analysis should also include trip distribution figures showing how the traffic patterns and volume would be changed due to each and all components of the project. It should also include road segment ADT's and intersection peak hour volume figures showing the increases, or reductions in trips on each street and intersection surrounding the Airport, instead of the very limited area as presented on the maps in this section.
3. All new access points for each component of the Northside Improvements including the proposed Solar Turbines employee parking lot should be fully discussed, their locations shown, and analysis provided to show whether they would be expected to operate at acceptable level of service. A queue analysis should also be performed for ingress and egress points such as the access point for the new parking lot for Solar Turbines employees. Location of any proposed gates at such access points should also be identified, and they should be located and operated in a manner not to cause any queuing or stacking of vehicles into City streets and intersections.
4. The report should discuss the employees' walking distances and routes between the proposed Solar Turbines employee parking lot and the Solar Turbines facility. The increase in distance from the current parking lot to the proposed lot should also be identified. If the increase in walking distance appears unreasonably large then some of the employees may choose to park in nearby City streets which in turn could result in parking impacts. This should be fully discussed and evaluated in the report. Also, if the Airport Authority or Solar Turbines plans any type of shuttle service from the proposed parking lot to the Solar Turbines facility, its provision, hours of operation, and frequency should be identified.

Page 3 of 3
San Diego County Regional Airport Authority
December 5, 2011

DEVELOPMENT SERVICES DEPARTMENT:

JACQUELYN ADAMS

Solid Waste Inspector III, City of San Diego LEA
(619) 533-3695 jadams@sandiego.gov

The City of San Diego Solid Waste Local Enforcement Agency (LEA) has record of a burn ash deposit along the western end of the airport, underneath the runway. Due to the fact that historical burn ash exists in the vicinity of the projects, should undocumented burn ash be discovered during any construction project the San Diego County Regional Airport Authority (SDCRAA) shall contact the LEA and comply with applicable regulations governing the handling of said waste material.

Please contact the appropriate above-named individual(s) if you have any questions on the submitted comments. The City respectfully requests that you please address the above comments in the FEIR and provide 3 hard copies and a CD of the document with technical studies for distribution to the commenting department. If you have any additional questions regarding the City's review of the DEIR, please contact Jeffrey Szymanski, Associate Planner at 619-446-5324 or via email at jszymanski@sandiegogov

Sincerely,



Jeffrey Szymanski
Associate Environmental Planner
Development Services Department

cc: Ann Gonsalves, Senior Traffic Engineer, Development Services Department
Jacquelyn Adams, Solid Waste Inspector III, City of San Diego LEA
Farah Mahzari, Associate Engineer-Traffic, Development Services Department
Review and Comment online file

Appendix E

Draft EA Public Review



E. Draft EA Public Review

This appendix contains material related to circulation of the SDIA Proposed Runway 9 Displaced Threshold Draft EA for public review commencing on July 10, 2013 and concluding on August 9, 2013. No comments on the Draft EA were received by SDCRAA or FAA. This appendix contains copies of:

- Notice of Availability (NOA) of the Draft EA
- Affidavit of Publication of NOA – San Diego U-T
- Certificate of Publication of NOA – San Diego Daily Transcript
- Draft EA NOA Mailing List

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San Diego County Regional Airport Authority

Mailing Address: P.O. Box 82776, San Diego, CA 92138-2776

Physical Address: 3225 N. Harbor Drive, San Diego, CA 92101

www.san.org

NOTICE OF AVAILABILITY

**DRAFT ENVIRONMENTAL ASSESSMENT
SAN DIEGO INTERNATIONAL AIRPORT
RUNWAY 9 DISPLACED THRESHOLD**

PROJECT DESCRIPTION AND LOCATION: The Federal Aviation Administration (FAA) is the lead agency under the National Environmental Policy Act (NEPA). The San Diego County Regional Airport Authority (SDCRAA) proposes a project at San Diego International Airport (SDIA) to relocate the existing displaced threshold on Runway 9 from 700 feet to 1,000 feet, which would result in a landing length of 7,280 feet on Runway 9. The purpose of the Proposed Action is to meet FAA criteria for airplane Approach Category D CAT I instrument approaches on Runway 9. A Draft Environmental Assessment (EA) has been prepared to examine the environmental consequences of the proposed project.

THE DRAFT EA IS AVAILABLE FOR PUBLIC REVIEW AS FOLLOWS:

- At the San Diego County Regional Airport Authority, with offices located in the Commuter Terminal at San Diego International Airport, 3225 North Harbor Drive, San Diego, CA, during the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday.
- At four local libraries (City of San Diego Central Library, Mission Hills Branch Library, Ocean Beach Branch Library, and Point Loma Hervey Branch Library).
- At the office of the Los Angeles Airports District office, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, CA 90261.
- The Draft EA may be downloaded at www.san.org under Environmental Review/NEPA.

COMMENTS RECEIVED NO LATER THAN FRIDAY, AUGUST 9, 2013, BEFORE 5:00 p.m. PACIFIC STANDARD TIME WILL BE ADDRESSED AND THE RESULTS INCLUDED IN THE FINAL EA. COMMENTS MAY BE SUBMITTED BY:

- Mail to the Authority offices at SDCRAA, P.O. Box 82776, San Diego, CA 92138-2776 (these comments must be postmarked by Thursday, August 8, 2013).
- E-mail to the Authority offices at planning@san.org. The Airport Authority will accept comments to this notice via e-mail received by 5:00 p.m. on Friday, August 9, 2013, if the comments: (i) contain less than 2,000 words; and (ii) the e-mail comments do not contain any attachments. Any comments or responses to this notice containing more than 2,000 words, or which are accompanied by any attachments, must be delivered in writing to the address specified above, or they will not be considered as a valid response to this notice.
- Delivery to the Authority offices at San Diego International Airport or faxed to (619) 400-2459 by 5:00 p.m. on Friday, August 9, 2013.



P.O. Box 120191, San Diego, CA 92112-0191

AFFIDAVIT OF PUBLICATION

SAN DIEGO AIRPORT AUTHORITY
P.O. BOX 82776
PLANNING DEPARTMENT
ATTN: LYNDAM TAMURA
SAN DIEGO, CA 92138

STATE OF CALIFORNIA} ss.
County of San Diego}

The Undersigned, declares under penalty of perjury under the laws of the State of California: That he is a resident of the County of San Diego. That he is and at all times herein mentioned was a citizen of the United States, over the age of twenty-one years, and that he is not a party to, nor interested in the above entitled matter; that he is Chief Clerk for the publisher of

The San Diego Union-Tribune

a newspaper of general circulation, printed and published daily in the City of San Diego, County of San Diego, and which newspaper is published for the dissemination of local news and intelligence of a general character, and which newspaper at all the times herein mentioned had and still has a bona fide subscription list of paying subscribers, and which newspaper has been established, printed and published at regular intervals in the said City of San Diego, County of San Diego, for a period exceeding one year next preceding the date of publication of the notice hereinafter referred to, and which newspaper is not devoted to nor published for the interests, entertainment or instruction of a particular class, profession, trade, calling, race, or denomination, or any number of same; that the notice of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

Jul 10, 2013


Chief Clerk for the Publisher

7/10/13

Date

Affidavit of Publication of

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INTERNATIONAL
AIRPORT
RUNWAY 9
DISPLACED
THRESHOLD

PROJECT DESCRIPTION AND LOCATION: The Federal Aviation Administration (FAA) is the lead agency under the National Environmental Policy Act (NEPA). The San Diego County Regional Airport Authority (SDCRAA) proposes a project at San Diego International Airport (SDIA) to relocate the existing displaced threshold on Runway 9 from 700 feet to 1,000 feet, which would result in a landing length of 7,280 feet on Runway 9. The purpose of the Proposed Action is to meet FAA criteria for airplane Approach Category D CAT I instrument approaches on Runway 9. A Draft Environmental Assessment (EA) has been prepared to examine the environmental consequences of the proposed project.

THE DRAFT EA IS AVAILABLE FOR PUBLIC REVIEW AS FOLLOWS:

- At the San Diego County Regional Airport Authority, with offices located in the Commuter Terminal at San Diego International Airport, 3225 North Harbor Drive, San Diego, CA, during the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday.
- At four local libraries (City of San Diego Central Library, Mission Hills Branch Library, Ocean Beach Branch Library, and Point Loma Hervey Branch Library).
- At the office of the Los Angeles Airports District office, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, CA 90261.
- The Draft EA may be downloaded at www.san.org under Environmental Review/NEPA.

COMMENTS RE-

CEIVED NO LATER THAN FRIDAY, AUGUST 9, 2013, BEFORE 5:00 p.m. PACIFIC STANDARD TIME WILL BE ADDRESSED AND THE RESULTS INCLUDED IN THE FINAL EA. COMMENTS MAY BE SUBMITTED BY:

- Mail to the Authority offices at SDCRAA, P.O. Box 82776, San Diego, CA 92138-2776 (these comments must be postmarked by Thursday, August 8, 2013).
- E-mail to the Authority offices at planning@san.org. The Airport Authority will accept comments to this notice via e-mail received by 5:00 p.m. on Friday, August 9, 2013, if the comments: (i) contain less than 2,000 words; and (ii) the e-mail comments do not contain any attachments. Any comments or responses to this notice containing more than 2,000 words, or which are accompanied by any attachments, must be delivered in writing to the address specified above, or they will not be considered as a valid response to this notice.
- Delivery to the Authority offices at San Diego International Airport or faxed to (619) 400-2459 by 5:00 p.m. on Friday, August 9, 2013.

CERTIFICATE OF PUBLICATION

Accounts Payable
SDCRAA
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IN THE MATTER OF

Runway 9 Displaced Threshold

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
NOTICE OF AVAILABILITY

DRAFT ENVIRONMENTAL ASSESSMENT
SAN DIEGO INTERNATIONAL AIRPORT
RUNWAY 9 DISPLACED THRESHOLD

PROJECT DESCRIPTION AND LOCATION: The Federal Aviation Administration (FAA) is the lead agency under the National Environmental Policy Act (NEPA). The San Diego County Regional Airport Authority (SDCRAA) proposes a project at San Diego International Airport (SDIA) to relocate the existing displaced threshold on Runway 9 from 700 feet to 1,000 feet, which would result in a landing length of 7,280 feet on Runway 9. The purpose of the Proposed Action is to meet FAA criteria for airplane Approach Category D-CAT I instrument approaches on Runway 9. A Draft Environmental Assessment (EA) has been prepared to examine the environmental consequences of the proposed project.

THE DRAFT EA IS AVAILABLE FOR PUBLIC REVIEW AS FOLLOWS:

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- At four local libraries (City of San Diego Central Library, Mission Hills Branch Library, Ocean Beach Branch Library, and Point Loma Hervey Branch Library).
- At the office of the Los Angeles Airports District office, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, CA 90261.
- The Draft EA may be downloaded at www.san.org under Environmental Review/NEPA.

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 - Delivery to the Authority offices at San Diego International Airport or faxed to (619) 400-2459 by 5:00 p.m. on Friday, August 9, 2013.
- Pub. July 10-00112093

CASE NO.

I, C Davis, am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not party to or interested in the above entitled matter. I am the principal clerk of the San Diego Daily Transcript, a newspaper of general circulation, printed and published daily, except on Saturdays and Sundays, in the City of San Diego, County of San Diego and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of San Diego, State of California, under the date of January 23, 1909, Decree No. 14894; and the

Notice of Availability

is a true and correct copy of which the annexed is a printed copy and was published in said newspaper on the following date(s), to wit:

July 10

I certify under penalty of perjury that the forgoing is true and correct.

Dated at San Diego, California this July 10, 2013



Signature

NOTICE OF AVAILABILITY

**DRAFT
ENVIRONMENTAL ASSESSMENT (EA)**

**SAN DIEGO INTERNATIONAL AIRPORT
RUNWAY 9 DISPLACED THRESHOLD**

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