

DRAFT

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
AIRPORT ADVISORY COMMITTEE/SPECIAL BOARD MEETING MINUTES
Thursday, January 17, 2008
SHERATON SAN DIEGO HOTEL AND MARINA, HARBOR ISLAND**

CALL TO ORDER

Chair Gail K. Naughton, Dean of the College of Business Administration at San Diego State University, called the meeting of the Airport Advisory Committee to the San Diego County Regional Airport Authority to order at 1:05 p.m. The meeting was held on Thursday, January 17, 2008, at the Sheraton San Diego Hotel and Marina, West Tower, Catalina Room, 1590 Harbor Island Drive, San Diego, CA 92101.

PLEDGE OF ALLEGIANCE

ROLL CALL

Committee Members Present:

Pete Aadland	Alternate for Julianne Nygaard, North County Transit District
Barbara Baker	Miramar Technical Advisory Committee
Brad Barnum	AGC
Richard Beach	President, Community Airfields Association of San Diego
Sharon Bernie-Cloward	Executive Director, Port Tenants Association
Daniel Burkhart	National Business Aviation Assoc.
John Chalker	Founder, ASAP21
Diane Coombs	Executive Director, Citizens Coordinate for Century 3
Peter Drinkwater	Airports Director, San Diego County
Oris Dunham	Airport Industry Consultant
Doug Eatros	FedEx Representative
Bill Figge	Alternate for Pedro Orso-Delgado, Caltrans
Mike Forbush	Alternate for John Hawkins, Cloud 9 Shuttle
Sal Giametta	Alternate for David Peckinpaugh, San Diego Convention and Visitors Bureau
Susan Hafner	Director of Multimodal Operations, MTS Taxicab administration
Terry Hansen	Alternate for Col. Dave Myers, USMC MCI-WEST
Bella Heule	President, San Diego World Trade Center
Bruce B. Hollingsworth	President/CEO, San Diego Unified Port District
Curtis Holmes	Transport Workers Union
Barry Jantz	CEO, Grossmont Healthcare District
Lucy Killea	Former State Senator, State Assembly Member
Gary Knight	North County EDC
Kirk Lanz	South County EDC
Clifford Leary	Vice Chairman, Gillespie Field Development Council
Bob Leiter	Alternate for Gary Gallegos, SANDAG

Harry Mathis	Chairman, MTS
Richard Miller	San Diego Chapter Sierra Club
Gail K. Naughton	Dean, SDSU College of Business Administration
Pedro Orso-Delgado	District 11 Director, Caltrans
Andrew Poat	Alternate for Julie Meier Wright, San Diego Regional Economic Development Corporation
VADM Raymond Peet, USN (ret.)	Member of Board of Overseers, UCSD
Carelyn Reynolds	President, Coronado Livery, Inc.
Carmen Sandoval	Alternate for Ruben Barrales, San Diego Regional Chamber of Commerce
Terry Saverson	President/CEO, San Diego East County Chamber of Commerce
Elsa Saxod	Chair, International Committee of San Diego Chamber
Sandor Shapery	President, Shapery Enterprises
Carolyn Y. Smith	President, Southeastern Economic Development Corporation
Mike Tussey	Deputy Director, Airport Division, City of San Diego
Bill Urban	Co-Founder, Mission Hills Town Council
Carol Wallace	President/CEO, San Diego Convention Center

Regional Airport Authority Representatives Present:

Thella Bowens, President/CEO
 Ted Anasis, Manager of Airport Planning
 Peggy L. Cooper, Strategic Planning Coordinator
 Dan Frazee, Director of Airport Noise Mitigation
 Breton Lobner, General Counsel
 Ted Sexton, Vice President, Regional Airports Business Relations & Services

Regional Airport Authority Board Members Present:

James Panknin
 Ramona Finnila
 Pedro Orso-Delgado

Comments from Chair Gail Naughton

Gail welcomed all the members to the first Airport Advisory Committee meeting of 2008. She reminded everyone that the purpose of the committee is to “serve as a sounding board and catalyst for the development of recommendations to the Authority Board on issues for which the Airport Authority is responsible”. She explained the first committee meeting was held on May 6, 2005, and there have been 13 committee meetings since then. Prior meetings have covered a range of issues including: operations at SDIA, the Airport Site Selection Plan, Airport Master Plan, Airport Transit Plan, Authority budget, etc. On December 5, 2007, Authority staff conducted a briefing and airport tour for all new committee members so they could learn about relevant SDIA issues. Gail explained the committee’s success relies on participation of everyone because each member brings a unique perspective to airport issues. She encouraged each member to attend each committee meeting and send an alternate when they cannot attend. She

also announced the Advisory Committee website (www.san.org) has biographies of the members, meeting agendas and minutes posted.

It was announced the July committee meeting will be held on July 17, 2008 (originally scheduled for July 10, 2008).

Welcome Remarks from Authority Board Member Ms. Ramona Finnila:

Ramona explained it is important to understand the airport and aviation contributions to the region. For example, SDIA provides a \$9 billion boost to our economy, a freedom of choice regarding mobility, and emergency services during disasters. It also connects people to the rest of the world and helps further science through technological advances. She explained many people do not understand these benefits, and airports are typically taken for granted. Because of this major challenge, it is important to spend time educating the public about the aviation industry and the purpose of the airport. Ramona explained the Authority Board needs the Advisory Committee to help interface with the public. The Authority Board looks forward to working closely with the Committee on issues related to SDIA.

Approval of Minutes

The October 11, 2007 Airport Advisory Committee meeting minutes were approved without any revisions.

NEW BUSINESS:

1. Ms. Heidi Gantwerk, Vice President of Viewpoint Learning, presented highlights from the Airport Advisory Committee's Leadership Dialogue held in October 2007 and the associated report of findings. This project included three leadership dialogues, four choice dialogues with the public, a vision for the future at SDIA defined by the Authority Board, and a capstone conversation with leaders, the Authority Board, and the public to refine the vision. The Advisory Committee was presented with four core values under which to consider potential improvements to SDIA. The core values include: limiting growth to maintain quality of life, sustainable development, economic development, and supporting a regional solution. Common ground findings from the dialogue included: SDIA should be more effectively integrated into the transit infrastructure; all available technology should be used to ensure less time is spent getting to the airport, in the terminals and on the taxiway; and more coordination is needed between SDIA and regional entities such as SCAG and SANDAG.
 - Mr. Sandy Shapery stated one of the core values mentioned was that it was necessary to restrict growth to maintain quality of life. He feels it is not good to prevent growth. He is aware some people want growth and other people do not.
 - Ms. Gantwerk explained that growth is a significant concern of the citizens who participated in the choice dialogues. The report explains "limiting

growth to maintain quality of life means minimizing added noise, traffic, and pollution, doing only what is necessary to keep SDIA running smoothly given expected growth without attracting significantly more air and ground traffic and increasing San Diego's population". It is important to acknowledge the concern about growth in the region.

- Mr. Harry Mathis stated the concept of "quality of life" is subjective and difficult to define. From his experience, most people believe it is most important to sustain their property values. He believes support for the airport expansion is generally proportional to how far away you live from the airport.
2. Dr. Steven Van Beek, a Director at Jacobs Consultancy, presented the current trends in the aviation industry and the future for San Diego International Airport based on these trends. The aviation industry has grown significantly in seats and travelers in the first 10 months of 2007 as compared to 2006. The current U.S. aviation market is diverse and competitive, which could mean the next step might be consolidation of some of the air carriers. SDIA aviation traffic is projected to grow 9.2 percent by April 2008 compared to figures from April 2007. Some of the aviation industry's strains include demand, capacity, and congestion. In 2006, SDIA continued to grow to 8.7 million enplanements, above the high estimate of 2.8% forecast in an Airport study in 2004. As SDIA approaches 260,000 annual operations, which is expected to occur in the next six to eight years, it is anticipated that disruptions, arrival and departure delays, and passenger dislocations will increase. The challenges of improving the overall aviation experience for passengers include: the multiplicity of providers, no service provider controls the entire passenger experience, and passengers only remembering that the good or bad experiences happened at "the airport" and not that they were caused by specific providers. The service providers must work together to assess all elements at the airport to improve overall passenger service.
- Mr. Andrew Poat observed some people believe you cannot put faith in the fact that the aviation market will continue to grow in the future just because it is growing now. He asked how the future growth will be determined to fit our region.
 - Mr. Van Beek stated forecasts are inevitably wrong. He recommends airports look at all forecasts and plan for multiple scenarios. They need to determine the implications for the airport for both the low or high forecasts. SDIA has strong socio-economic statistics, and he believes it will continue to grow at least 2 to 4 percent annually because it is an attractive marketplace. He explained airports should phase infrastructure that can be built quickly such as terminal buildings and parking lots.
 - Mr. Oris Dunham stated he agrees with Mr. Van Beek about the fact airports are not in control of their own destiny. He asked about FAA congestion pricing and how the outcome of the FAA Reauthorization Bill will impact SDIA.
 - Mr. Van Beek stated congestion pricing means landing and terminal rental fees vary based on when an airport is more or less busy. This is less relevant for SDIA because it is a "de-peaked" airport, which means it has

steady passenger and operational flows throughout the day. He explained SDIA is on the FAA's target list of airports to increase capacity, which means there will be federal money for SDIA's long term improvement plans. The FAA is also discussing a facility charge per passenger that would provide millions of dollars of new revenue for the airport to use to improve and expand airport facilities without raising landing fees for the carriers.

- Mr. Shapery asked how we could move towards constructing a high speed point-to-point ground transportation system for airports. He asked how airports can work together to achieve fewer constraints on the airports in the Southern California region.
 - Mr. Van Beek stated the transportation systems near the Hong Kong and Amsterdam airports are good models for us as we move toward solutions for transportation issues. He explained it is important to examine how we can connect airports and use them more effectively as systems. This is extremely important in Southern California region because of the air side capacity shortage. It is important to unite airports with local transit systems; the light-rail system in Portland, Oregon is an excellent example of how to get people to the airport more efficiently. It is also important that airports work with planning agencies and air quality control districts to improve transportation. He explained people need to work in a cohesive way to deal with all the issues of the Southern California region, not just the issues affecting each individual airport.

3. Gail Naughton, Chair of Advisory Committee and James Panknin, SDCRAA Board Member, introduced the concept of subcommittees to the members of the Committee. James explained there are some areas of focus related to SDIA where smaller subcommittees could assist the Authority Board and staff in providing meaningful feedback. Then they presented two options for subcommittees to the Advisory Committee. An option with two subcommittees includes: investigating, evaluating and providing input regarding the SDCRAA Vision Plan and the Regional Aviation Strategic Plan (RASP). Another option with five subcommittees includes: Airport Planning, Customer and Community Relations, Ground Transportation and Parking, Sustainability (Environmental Issues) and Air Service Development. Gail and James led the discussion among the committee members and received feedback regarding various subcommittee options. Authority staff will develop a new subcommittee proposal based on the feedback received from the committee and send the new proposed option to all the members for review prior to the April AAC meeting.

- Mr. Pedro Orso-Delgado asked about the difference between the RASP and the Vision Plan subcommittees.
 - Ms. Thella Bowens explained the RASP was mandated by Senate Bill 10 and includes a study of all the San Diego City and County airports to determine how those airports could help meet future aviation demands.

The Vision Plan will focus on how SDIA can meet the aviation demands in the future. The Authority will continue to plan for improvements to SDIA regardless of the RASP results. For example, the RASP could determine additional uses need to be developed at other airports in the county, which would take years to do.

- Mr. Shapery asked if the Vision Plan includes the immediate need for ten more gates at SDIA.
 - Ms. Bowens said the ten additional gates at SDIA will meet the airport's short term needs, but are not part of the Vision Plan. The ten gates are part of the Airport Master Plan's environmental impact report available for review and comment until February 4. The Vision Plan concepts will be presented in late spring to early summer 2009 and may include the ultimate build out of SDIA.
- Mr. Peter Drinkwater stated the FAA designates all airports in the region as reliever airports to SDIA. He asked how much relief is being provided to general aviation or commuter and commercial demands at other airports. He believes the RASP should focus on integration and look at how reliever airports can be better utilized to support SDIA.
 - Mr. Ted Sexton stated the RASP will focus on an integration of assets and a cumulative contribution to the region's facility capability. Ms. Bowens explained the Authority will not tell other jurisdictions what they need to do with their airports. The Authority will look at the existing inventory of airports and work with the stakeholders at those airports on future air demands.
- Former Senator Lucy Killea asked about the possibility of obtaining federal funding for improvements and expansion at smaller airports.
 - Ms. Bowens responded there are improvement funds for small airports in the Airport Improvement Program. The potential of those airports getting the money depends on what the priority is within the aviation system. She explained there are also possibilities to obtain funding from the state system for the smaller airports.
- Ms. Barbara Baker asked for an overview of the subcommittee selection process for the committee members.
 - Ms. Bowens explained the subcommittee options are different ways to break up this large group into smaller components in order to be more effective. She stated the Authority welcomes additional ideas from the committee members on how to structure the subcommittees.
- Mr. Gary Knight stated it seems the proposals for the subcommittee organization have two different visions. He asked if both subcommittee structures could be utilized.
 - Mrs. Tennyson stated she thinks it would be possible to use both subcommittee structures. She explained subcommittees could allow more discussion related to specific issues than in the larger group setting. Any

recommendations from a subcommittee will be approved by the larger group before it is presented to the Authority Board.

- Mr. Dunham explained that reliever airports do not take commercial air traffic away from SDIA but could move general aviation away from the airport. He believes 90 percent of the members would want to be on the RASP or the Vision Plan. He asked if there could be subcommittees underneath the RASP and the Vision Plan.
- Mr. John Chalker recommended breaking up the Airport Planning subcommittee into a few smaller subcommittees.
- Mr. Richard Beach stated his concern about the management of airport planning and land use planning being put together. He cautioned the Authority that communities could misunderstand the role of the Authority if these functions are co-mingled. He recommended keeping the separation of the Airport Land Use Commission role from the Authority's other roles. He is a member of the Airport Technical Advisory Group (ATAG), which has over 50 members and represents many stakeholders. He explained this group developed an appreciation for the various stakeholders over time from larger group discussions of issues. He feels it is important for this committee to understand all the issues before determining what subcommittees are necessary.
 - Ms. Bowens explained this process has not required any realignment of the Authority staff. The airport land use planning function has always been part of the Authority's planning department, but it has its own staff. The Airport Land Use Commission is the Authority Board's policy review of the Airport Land Use function of the airport. She explained decisions made by the Advisory Committee will not change that structure.
- Mr. Shapery recommended allowing committee members to provide input on the Vision Plan subcommittee without necessarily being on that subcommittee.
- Mr. Andrew Poat stated the subcommittees should be driven by the outcome. There should be a link between the subcommittees and what will be produced by the Authority in the future. He stated the Advisory Committee needs to organize itself under the two groups of issues: planning and operations.
 - Ms. Bowens explained one of the roles of the Advisory Committee is to advise the Authority Board and staff on all aspects and issues of the airport, not only on planning function. She stated there are various ways to organize the subcommittees to achieve this.
- Ms. Carelyn Reynolds recommended developing subcommittees composed of committee members representing diverse interests. Those subcommittees would then discuss each topic such as ground transportation and parking, sustainability issues, and air service development at each meeting. She feels there would be strength in the members' diversity of interests and there are links between some of the interests.
- Ms. Diane Coombs agreed with the recommendation from Carelyn Reynolds, however she also feels the Point Loma community is not represented on the

Advisory Committee. She also stated there seems to be a balance problem in the group since there are only two environmental representatives on the committee.

- Mr. Beach asked if there is an urgency to start the subcommittee work before the April committee meeting. He also recommended the entire Advisory Committee be informed of subcommittee agendas and meeting dates.
 - Ms. Bowens explained the Authority staff will develop a modified plan for the subcommittees using the comments from the members, and staff will communicate with the committee members by email before the next meeting.
- Former Senator Killea stated it is important to break up into specific areas quickly. She feels at the next meeting the committee should receive further information on how to better understand the Vision Plan. She recommended the work of the subcommittees begin as soon as possible.
- Mr. Bruce Hollingsworth stated it is important for the committee members to understand the Authority's short term and long term expectations for the subcommittees.

PUBLIC COMMENTS:

- There were no public comments.

COMMITTEE MEMBER COMMENTS:

- There were no committee member comments.

ADJOURNMENT:

The Committee adjourned at 3:45 p.m. The next regular meeting will be held on Thursday, April 10, 2008 at 1 p.m. at the Sheraton San Diego Hotel & Marina, Catalina Room, San Diego, CA 92101.

APPROVED BY A MOTION OF THE ADVISORY COMMITTEE THIS 10TH DAY OF APRIL 2008.

DAN FRAZEE
DIRECTOR, AIRPORT NOISE MITIGATION