

**San Diego County Regional Airport Authority
Advisory Committee Meeting
October 9, 2008**

Executive Summary Report

The meeting was held at the Sheraton San Diego Hotel and Marina, East Tower in the Harbor Island 3 Room. This agenda included the following topics:

- Updates on Advisory Subcommittees
- Progress Update on Destination Lindbergh
- State of the Industry Presentation
- Overview of the Regional Aviation Strategic Plan (RASP) for San Diego County

Presentation Summary

1. Chair Bella Heule provided an update to the Advisory Committee on the progress of the Destination Lindbergh Subcommittee.
 - The Destination Lindbergh Subcommittee advises Airport Authority staff and the consulting team on the impacts of the proposed plans on regional stakeholders. The Subcommittee also provides input to the Ad Hoc Regional Airport Policy Committee.
 - An important workshop was held on Aug. 2, 2008 to narrow down the proposed concepts. The Subcommittee suggested considering the business and community impacts, the future of air service and trade, passenger convenience and how Lindbergh Field can best serve its passengers through 2030 and beyond.
 - The Technical Advisory Committee participated in the last three subcommittee meetings.

Chair Joe Seibel provided an update to the Advisory Committee on the progress of the Sustainability Subcommittee.

- The Sustainability Subcommittee's mission is to work with SDIA management to provide input on the development of programs and guidelines that foster partnerships and further the economic viability, operational excellence, natural resource conservation and social responsibility of SDIA and the Authority.
- Authority staff provided an update to the subcommittee on projects including a planning approach for sustainability and site improvement projects. These projects include: Terminal 2 improvements, Destination Lindbergh, Regional Aviation Strategic Plan (RASP) and sustainable initiatives.

2. Holland Young, Director of Jacobs Consultancy, presented an update on Destination Lindbergh.
 - The project team identified the following three standards to enhance and optimize airport operations:
 - Create a composition for the airport to optimize its operations;
 - Minimize traffic impacts; and
 - Incorporate intermodal transportation options to service the airport and region.
 - The team has identified six terminal/intermodal concepts for Lindbergh Field. After presenting to the Ad Hoc Committee, two concepts were eliminated. The team is currently refining the remaining four concepts.
 - Currently two airfield concepts are being considered. Concept A will realign the existing runway to optimize runway efficiency, and Concept B requires additional land owned by MCRD which is currently unavailable but may become available at a future date.

- The project team recommends locating a consolidated rental car facility, transit station and expanded parking area in the north area of the airport.
 - SDIA's Terminal 2 is relatively new and will not reach the end of its useful life until 2030 or 2040. Therefore, the team recommends moving forward with the 10 gate expansion at Terminal 2.
3. William Swelbar, Research Engineer with MIT International Center for Airport Transportation, presented his analysis on the state of the industry.
- Due to rising oil costs, a weak economy and increasing operating costs, the airline industry is in a debt approximately \$30 million.
 - The relationship between airports and airlines needs to change for the industry to be more sustainable. Carriers need to diversify their customer selection. Unfortunately, a few major carriers may go out of business with this new approach.
 - Additionally, smaller airports will serve fewer carriers due to the inability to fill flights to maximum capacity. Airports such as Orange County and Riverside that are located outside of large metropolitan cities will experience a significant decrease in passengers. Oakland has already adapted to this model by increasing the number of low-cost carriers.
 - Currently, 15 to 30 seats are sold for less than operating costs on every flight, which harms the airline industry as a whole. A more regulated system to determine the cost of the seats might alleviate this situation.
4. Ted Anasis, Manager of Airport Planning at the Airport Authority, presented an overview of the Regional Aviation Strategic Plan (RASP).
- The RASP is mandated by Senate Bill 10, which requires the Authority to prepare a plan to improve the performance of the region's airports by 2011.
 - The goal of the RASP is to evaluate and plan the county's airports as a system, analyzing the regional need for commercial and passenger service, air cargo and general aviation.
 - The key components of the RASP are to: identify systematic strategies, evaluate each airport's performance, consider capabilities and resources, and identify facilities that can accommodate air and ground transit like the proposed High-Speed Rail. Any air-rail studies and research on the High-Speed Rail will be incorporated into the RASP.
 - The next steps are to evaluate and create other multimodal systems and enhance operations at other county airports by working with SANDAG, the cities within San Diego County and the county of San Diego.
 - At the Nov. 13 Authority Board meeting, a consulting team will be awarded the agreement to provide aviation planning services.

Committee Member Comments

- There were no committee member comments.

Public Comments

- There were no public comments.

The next Airport Advisory Committee meeting will be on January 15, 2009 from 1 to 3 p.m. at the Courtyard Marriot at Liberty Station.

A handwritten signature in black ink that reads "Gail K. Naughton". The signature is written in a cursive, flowing style.

Gail K. Naughton
Chairman, Airport Advisory Committee