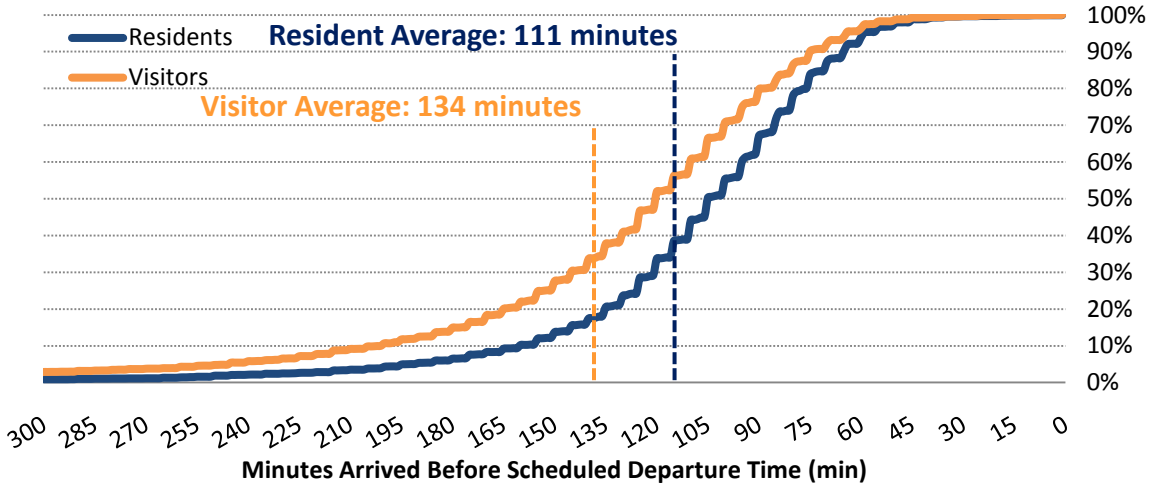
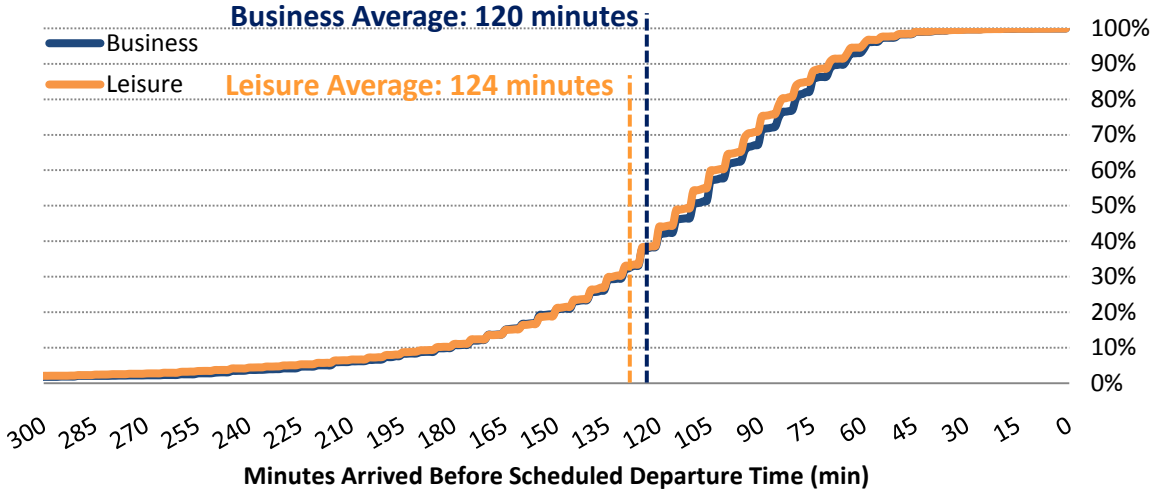
Passenger Dwell Time

- Passengers arrive 2 hours before their flight
- Dwell times increased by 10 minutes since 2009
- San Diego residents and business travelers allow for less dwell time at the Airport due to travel frequency or familiarity with SDIA

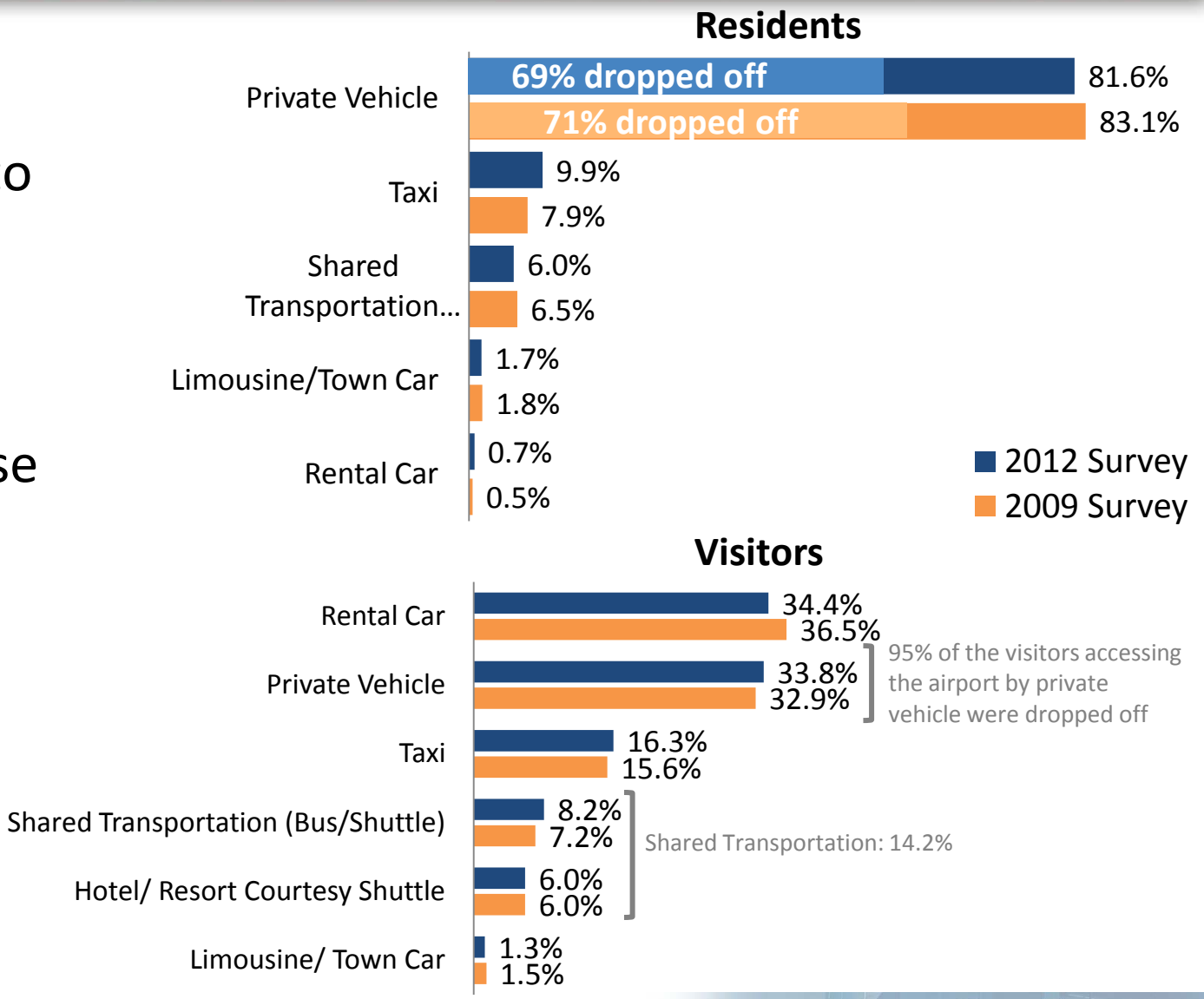
Departing Passenger Time of Arrival at SDIA Relative to Scheduled Flight Departure Time





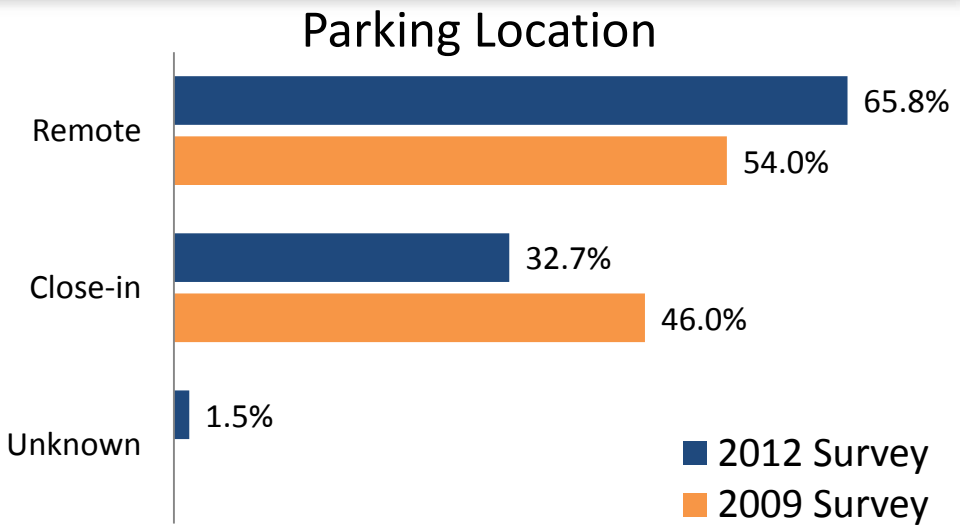
Ground Access: Residents vs. Visitors

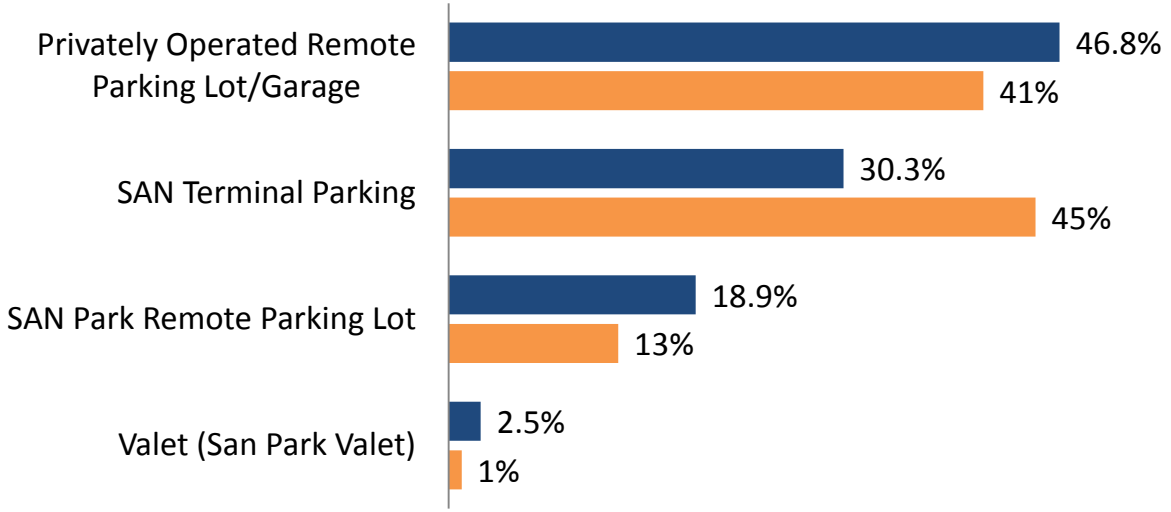
- Residents use private vehicles to access SDIA and tend to rely on taxicabs
- 14% of visitors use shared transportation options



Airport Parking Location

- 12% of all O&D passengers chose to park, vs. 14% in 2009
- Privately operated parking lots captured 47% of the market

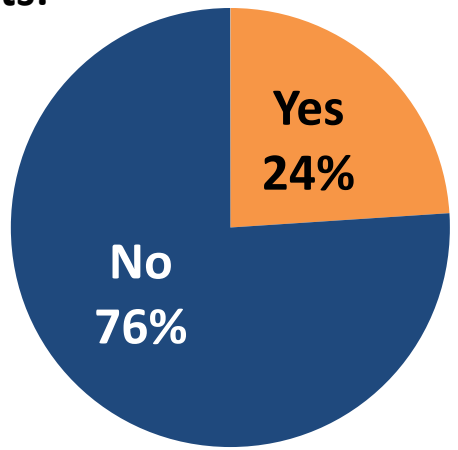




Ground Access & Parking – Reimbursement

- 24% of all O&D passengers surveyed would be reimbursed for their parking and/or ground transportation costs
- More than a third of passengers parking on-site are reimbursed for their parking costs

Reimbursement for ground access and parking costs:

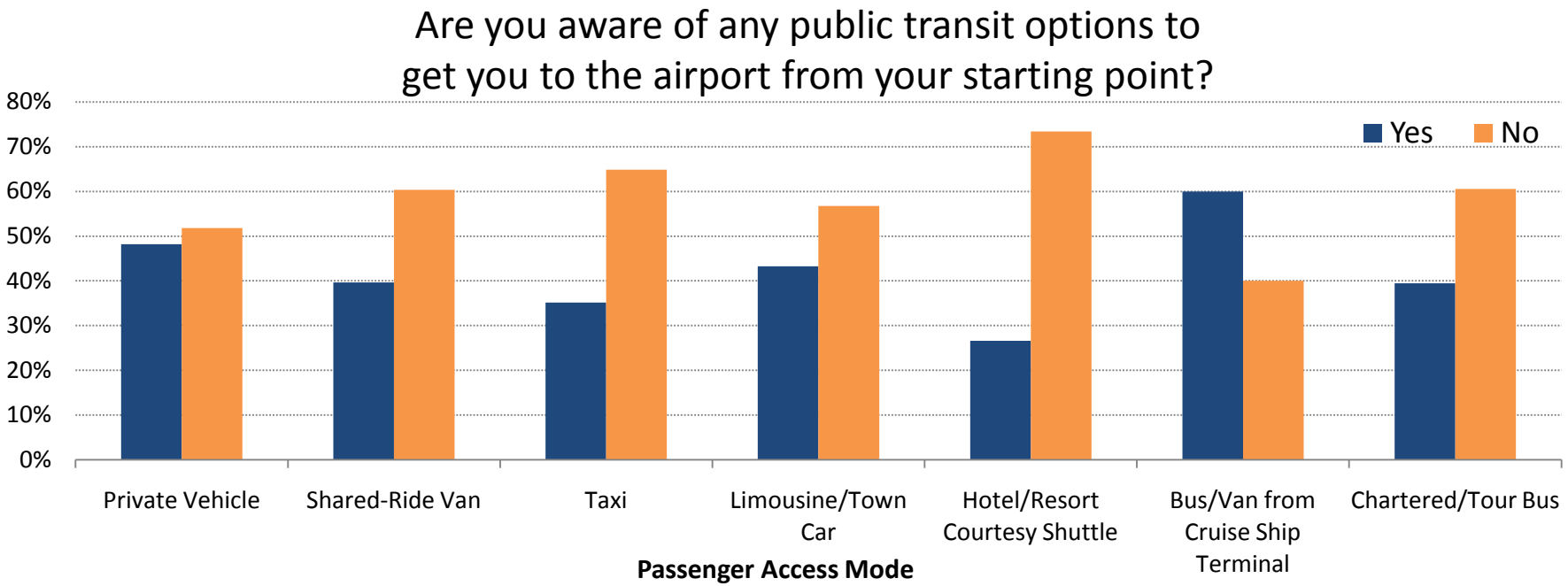


Reimbursement for passengers parking their vehicle for the duration of their trip:

Lot	Yes	No
Terminal	**35.6%**	**64.4%**
Valet	**45.8%**	**54.2%**
SAN Park Remote Parking	**44.9%**	**55.1%**
Private Remote Parking Lot/Garage	**36.1%**	**63.9%**
Total	**37.9%**	**62.1%**

Public Transportation Awareness

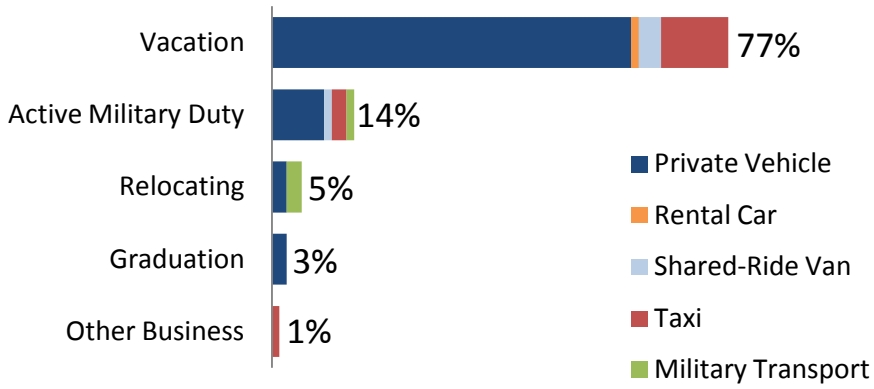
- 1.0% of passengers surveyed arrived at SDIA by public bus (MTS 992/MTS 923)
- Almost 50% of passengers using private vehicles to access the Airport are aware of public transportation options



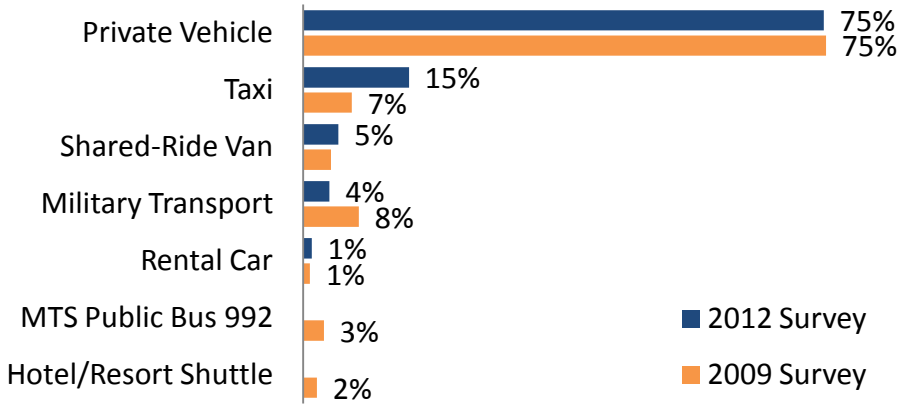
Military Travelers

- 92 passengers or 1.2% of surveyed passengers were traveling on active military duty
- A majority of military passengers used private vehicles to access the Airport and only 4% used military transport
- 77% of passengers starting their trip from a local military base were traveling for leisure, 14% for active military duties

Trip purpose and access mode from local military bases:



Access mode from local military bases:



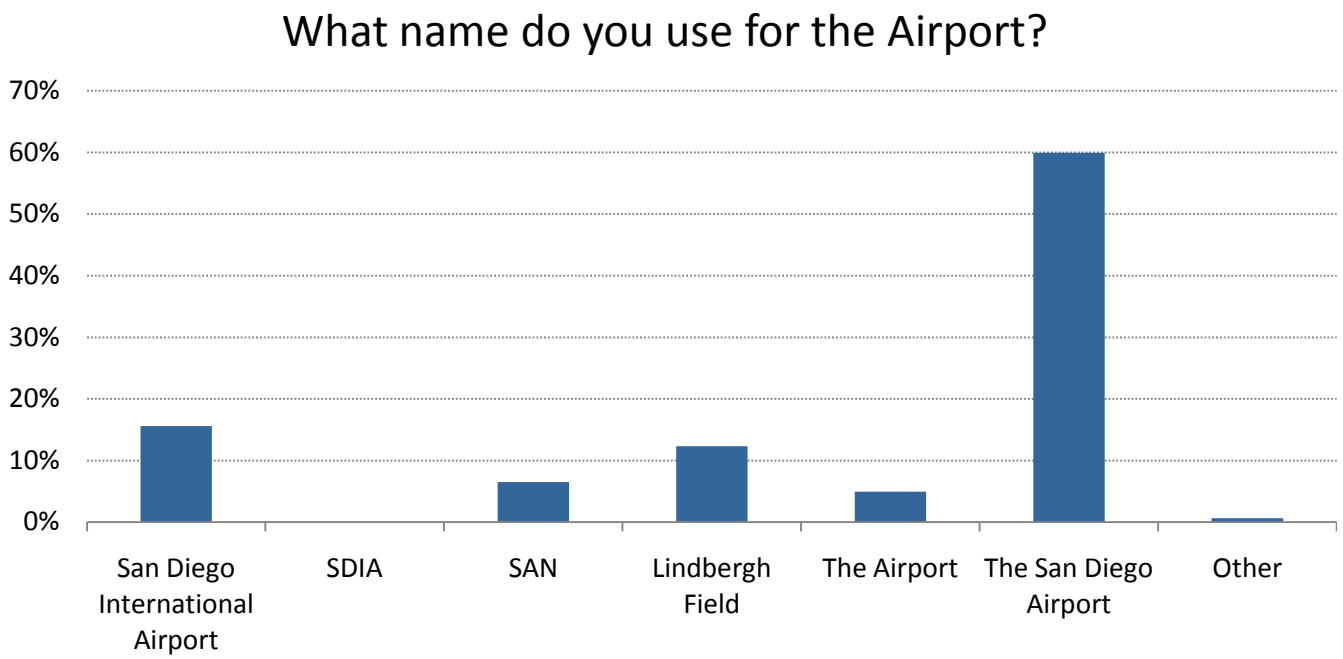
Passenger Concession Spending

- Passengers spent an average of $4.60 on food and beverage items and $1.30 on magazines, gifts, and other services
- 61% of passengers purchase food and beverages items while only 15% purchase magazines, gifts or other services
- Residents tend to spend less than visitors and business passengers less than leisure passengers

	Overall	Residents	Visitors	Business	Leisure
% of solo travelers	62%	67%	57%	77%	54%
Avg. travel party size	1.7	1.5	1.8	1.5	1.8
% of parties spending on food and beverages	61%	57%	64%	60%	61%
Avg. spending on food and beverages per passengers	4.6	4.1	4.8	4.8	4.4
% of parties purchasing magazines, gifts or other services	15%	13%	17%	13%	17%
Avg. spending on magazines, gifts or other services per passenger	1.3	0.9	1.6	1.3	1.3

Airport Branding

- The Airport is most commonly known as “the San Diego Airport”



SECTION 3

Aviation Activity Forecasts

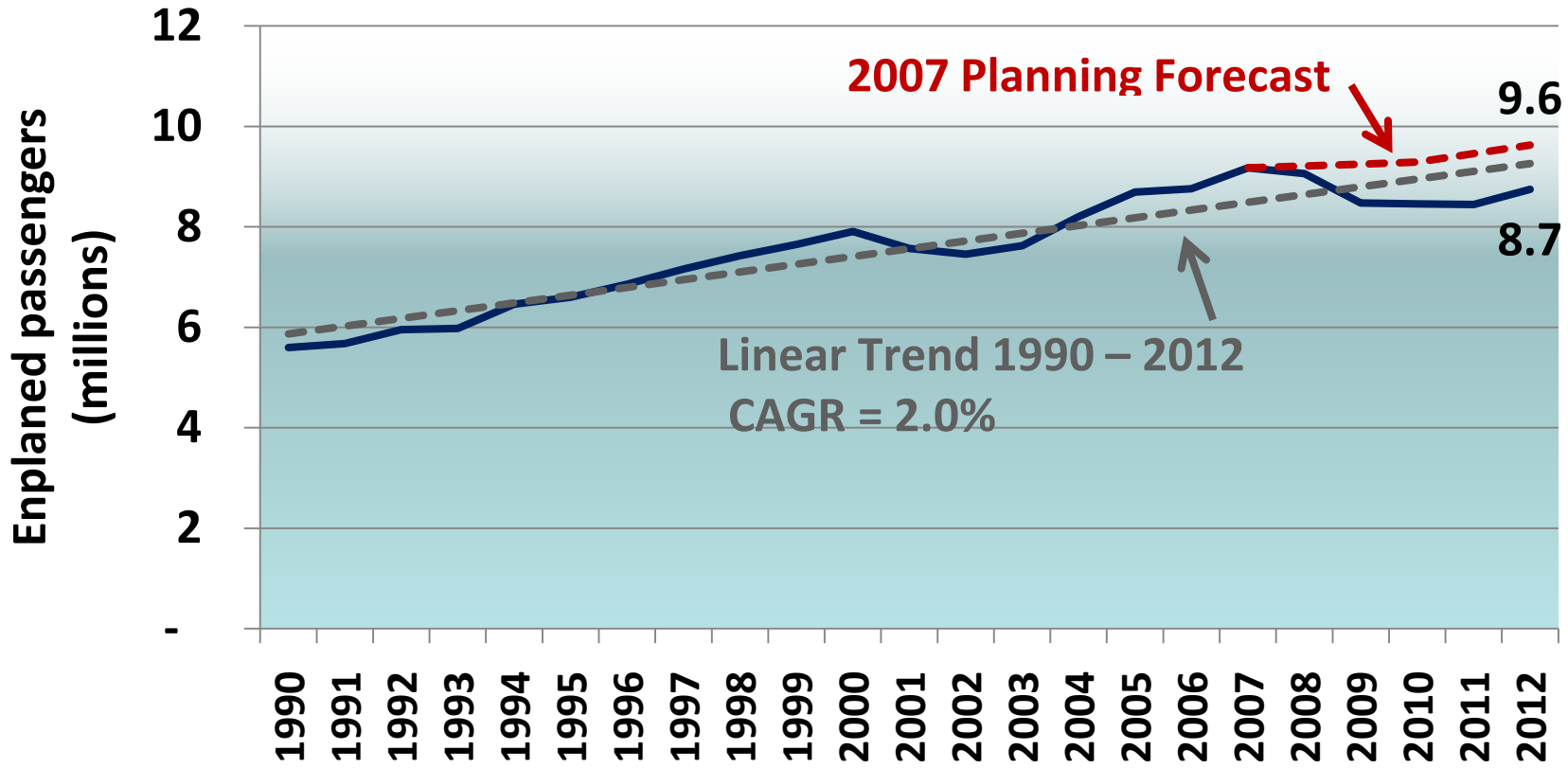
Where Are We Now?

A number of factors contributed to recent activity below SDIA's long-term growth trend:

- The national and global economic recession
- Financial credit crisis
- Volatility in fuel prices
- Airline industry capacity reductions and efforts to put upward pressure on airfares

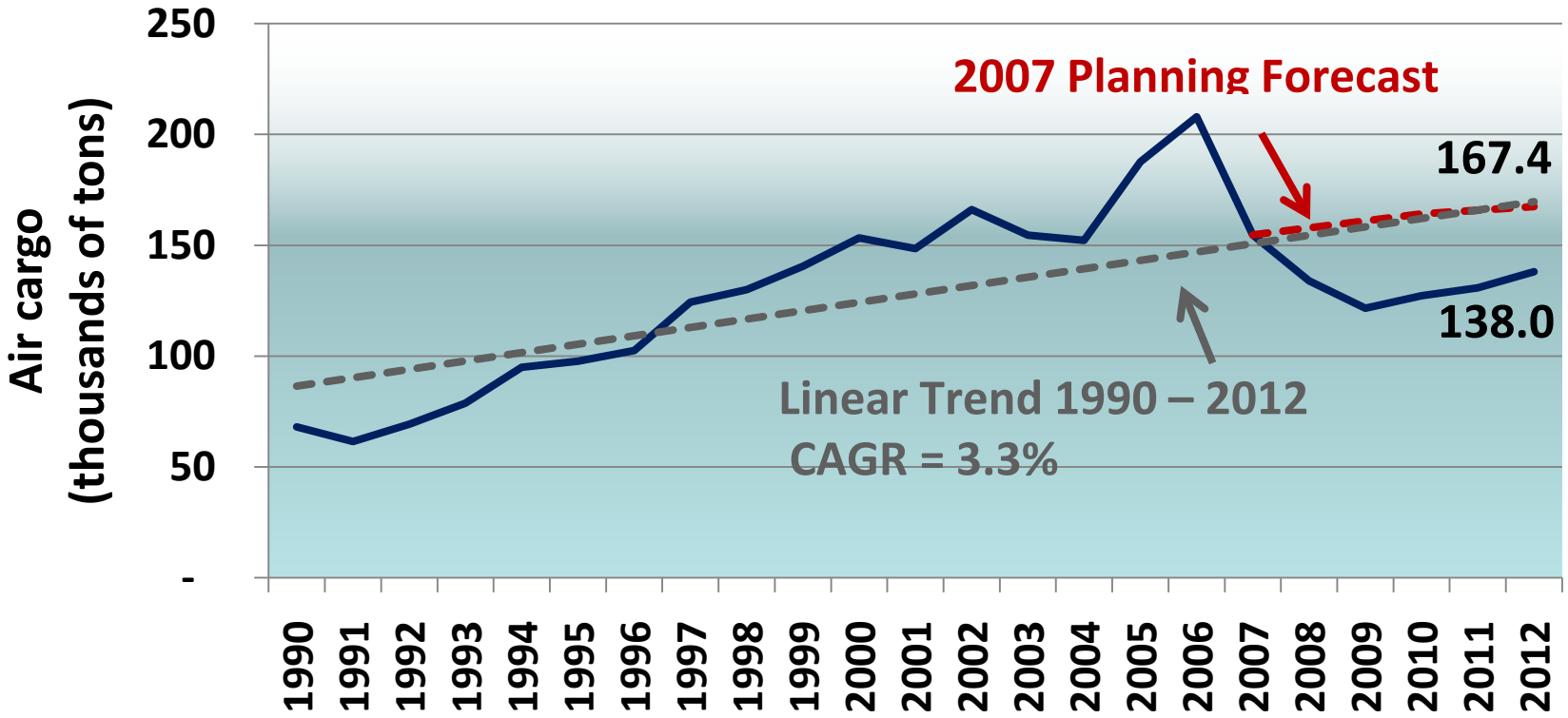
SDIA Enplaned Passengers

- In 2012, SDIA enplaned passengers are estimated to total 8.7 million, 9.2% lower than forecast
- Economic cycles account for a large share of the variance



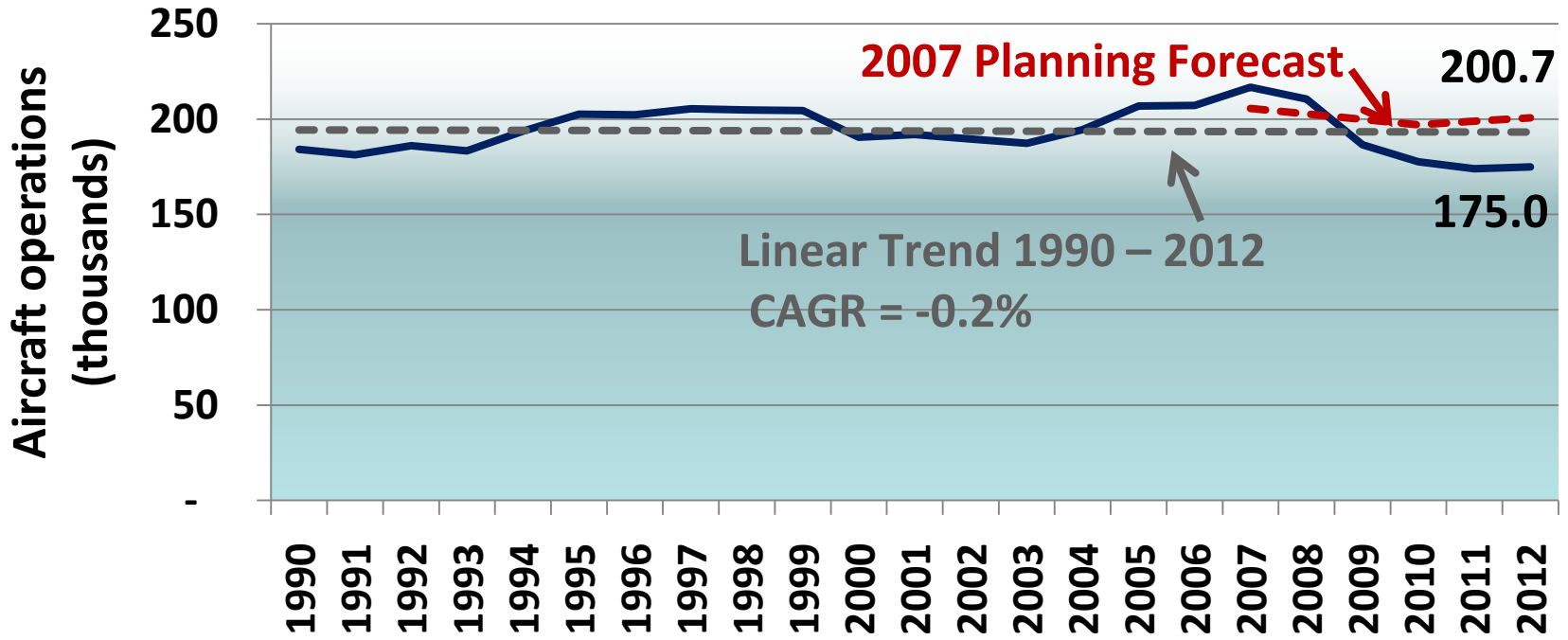
SDIA Air Cargo

- In 2012, SDIA total air cargo tonnage (freight and mail) is estimated to total 138,000 tons, 17.6% lower than forecast
- Economic cycles and industry consolidation account for a large share of the variance



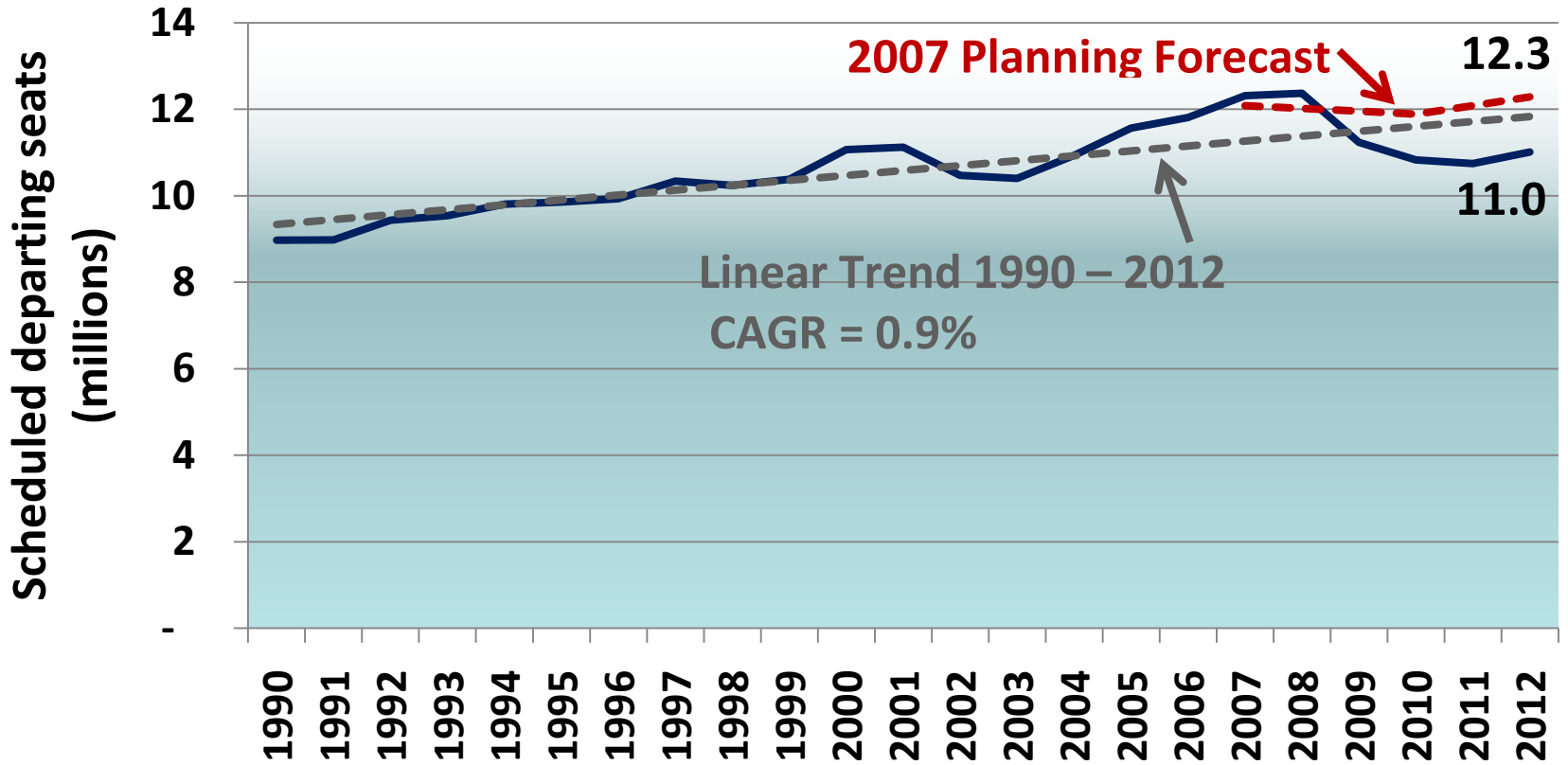
SDIA Commercial Aircraft Operations

- 2012 SDIA commercial aircraft operations (passenger and cargo airlines) are estimated to total 175,000, 12.8% lower than forecast
- Airline capacity reductions, higher load factors, and larger aircraft account for the variance



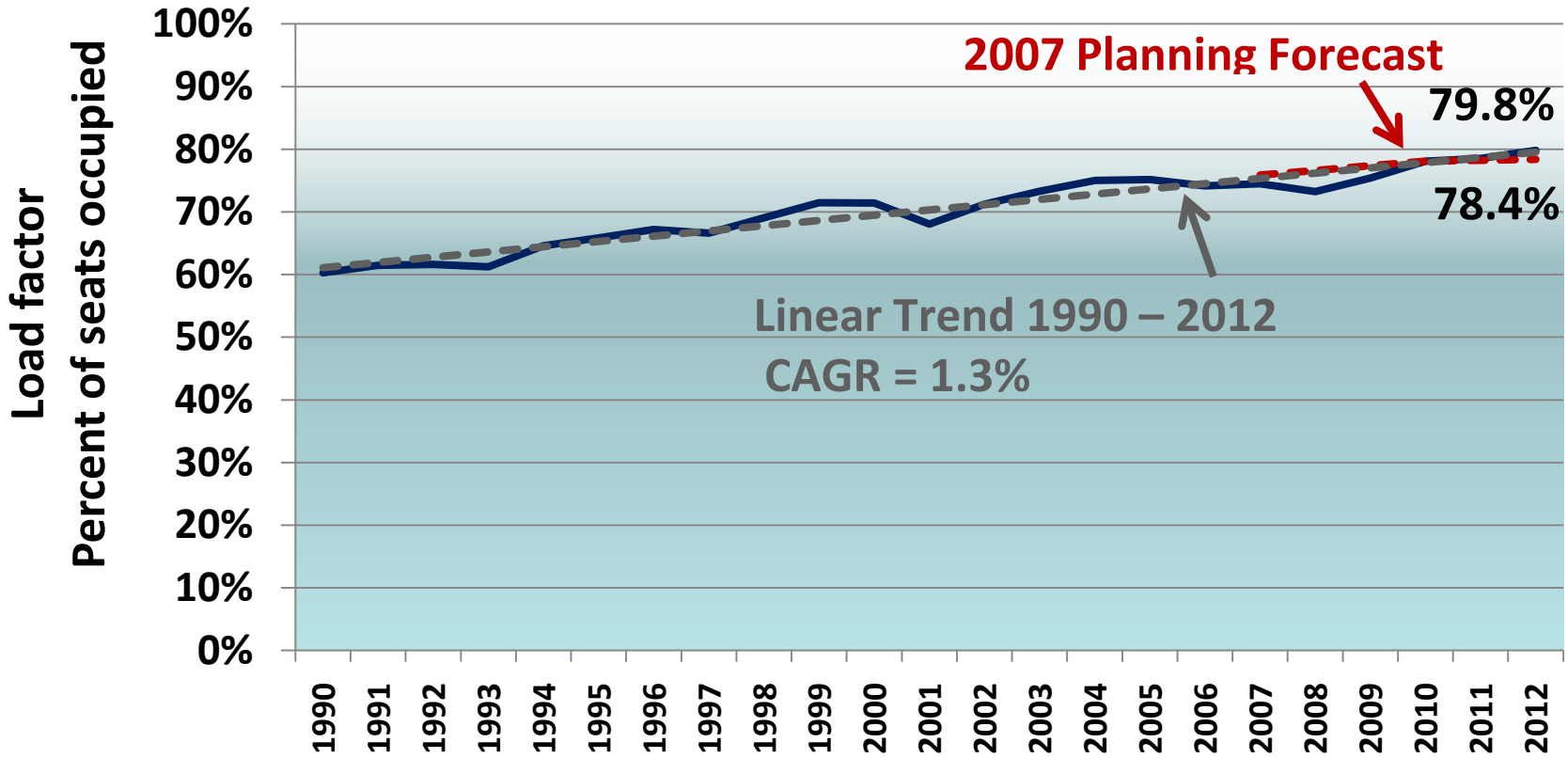
SDIA Seats

- In 2012, SDIA seats are estimated to total 11.0 million, 10.4% lower than forecast
- Airline industry capacity reductions account for the variance



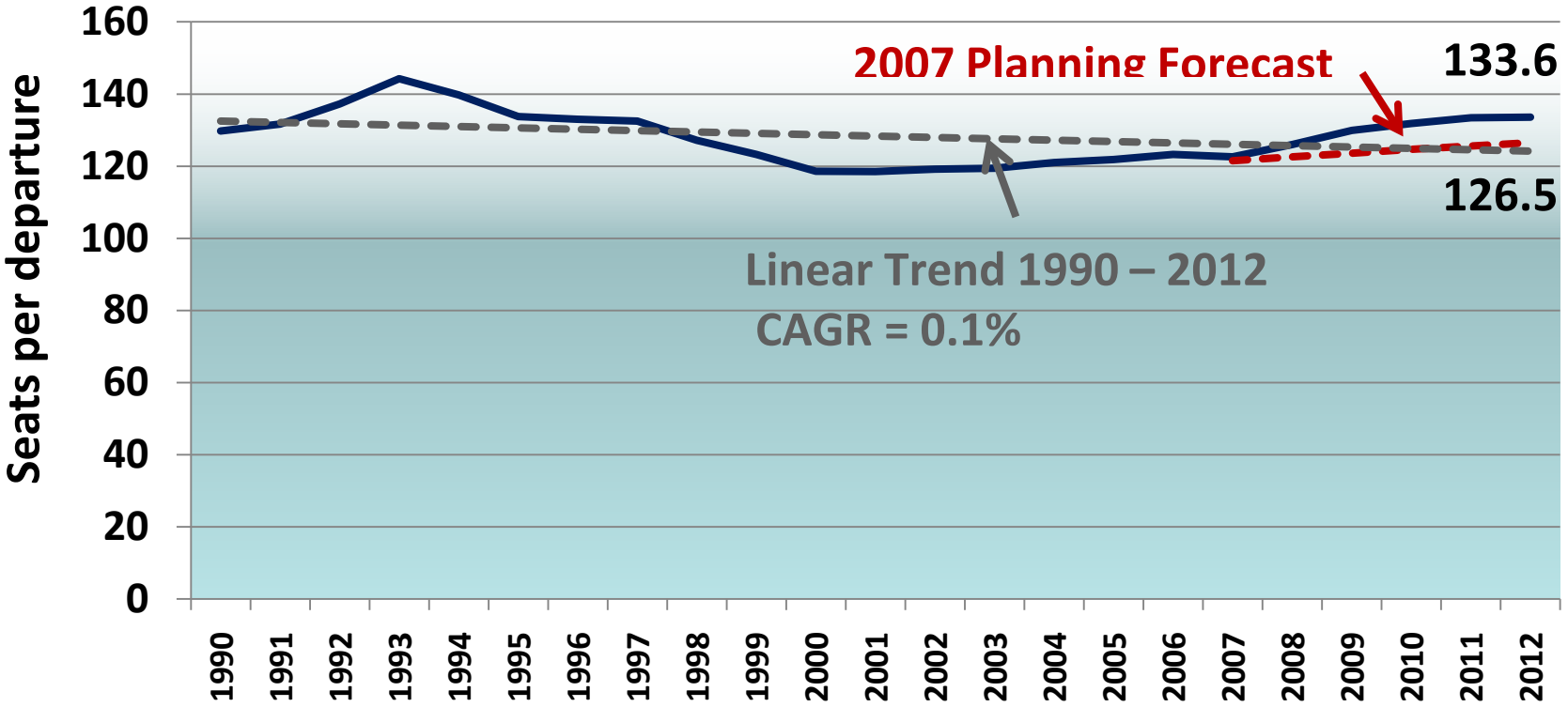
SDIA Load Factors

- In 2012, SDIA load factors are estimated to average 79.8%, 1.4 points higher than forecast
- Airline capacity reductions have resulted in higher load factors



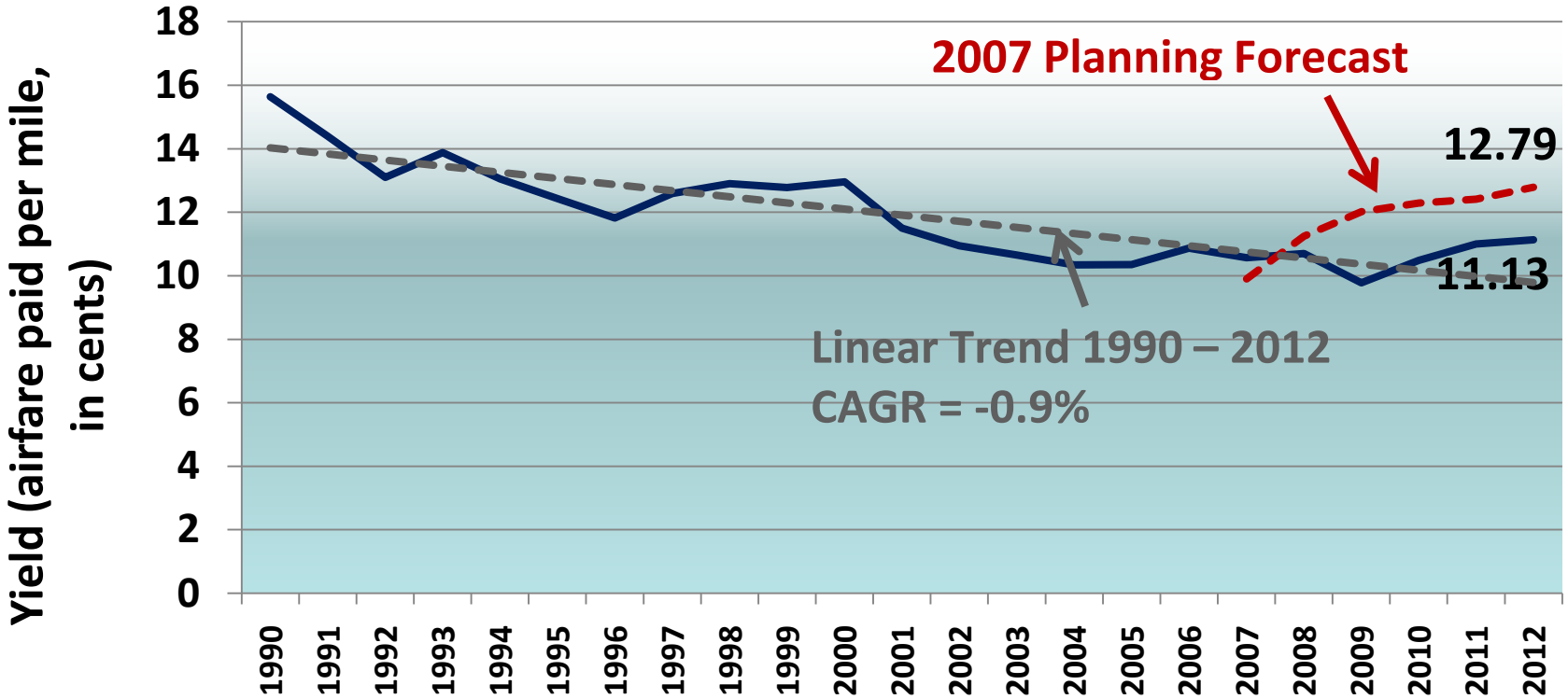
SDIA Average Seats Per Departure

- In 2012, SDIA seats per departure are estimated to average 133.6, 5.6% higher than forecast
- Larger regional aircraft and new international service account for the variance



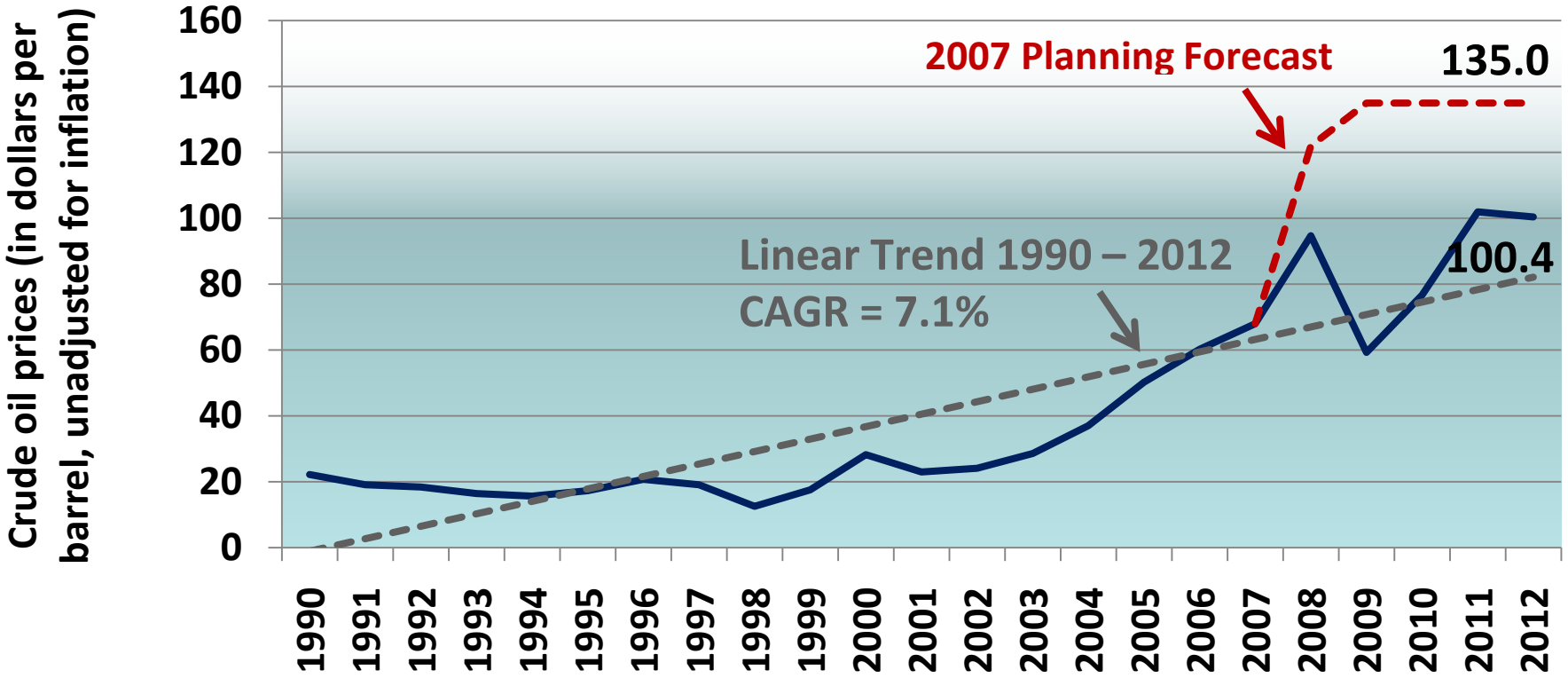
SDIA Airline Yield
(excluding ancillary fees)

- In 2012, SDIA airline yield (2004 dollars) is estimated to average 11.13, 13.0% lower than forecast
- Lower than expected oil prices and additional ancillary fees (not included in yield data) account for the variance



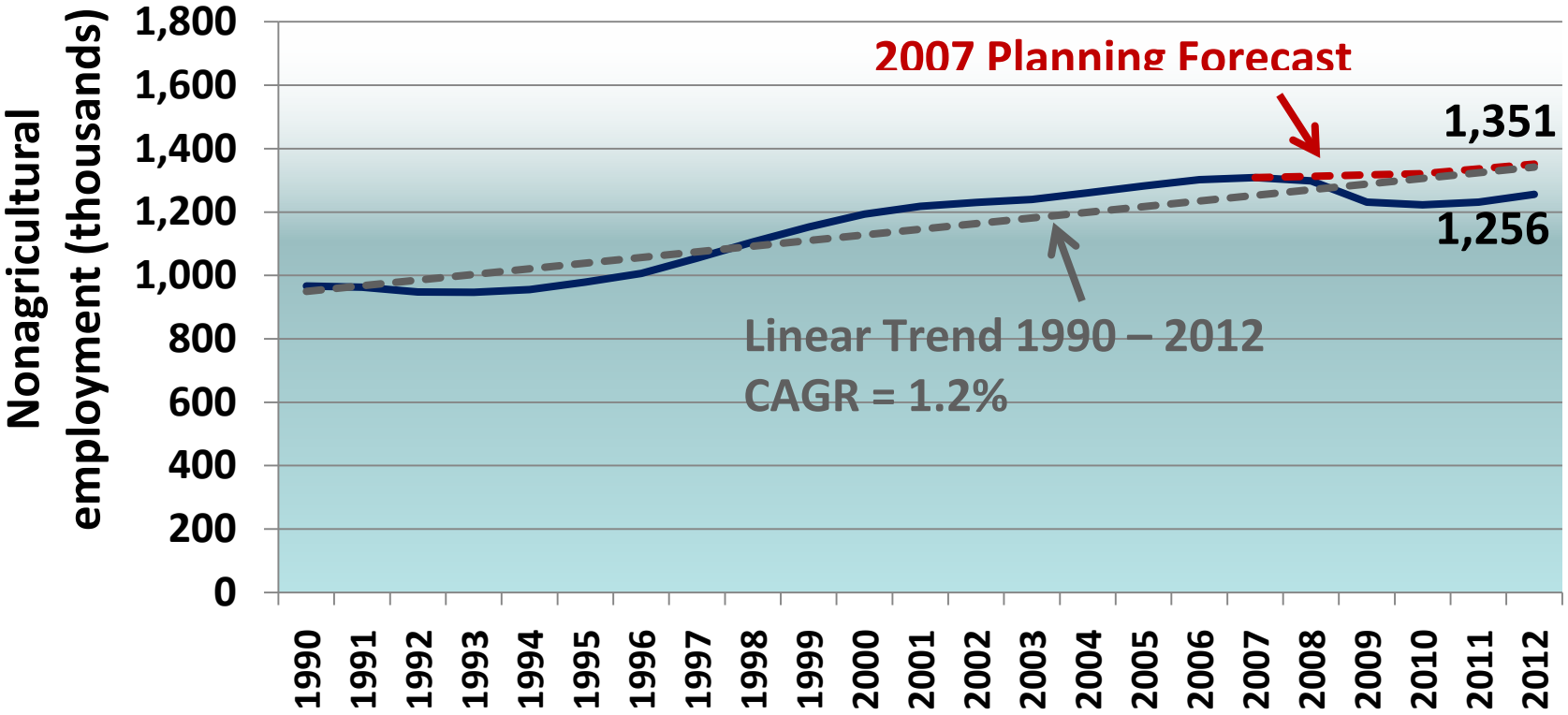
Crude Oil Prices

- In 2012, crude oil prices are estimated to average $100 per barrel, 25.6% lower than forecast
- The global economic recession and financial credit crises reduced oil demand and prices



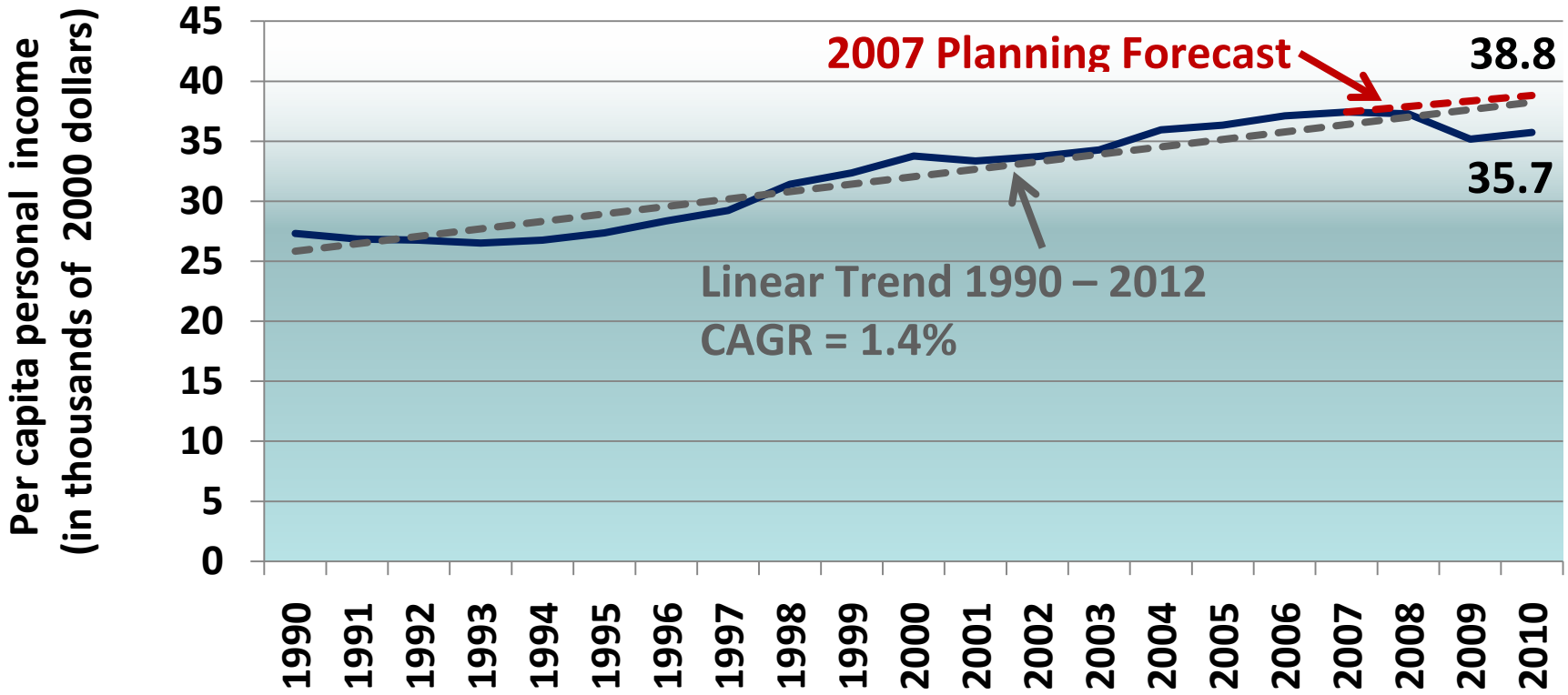
Regional Economic Activity—Employment

- In 2012, nonagricultural employment in the San Diego MSA is estimated to total 1,256,000, 7.1% lower than forecast
- The national economic recession and financial credit crisis account for the variance



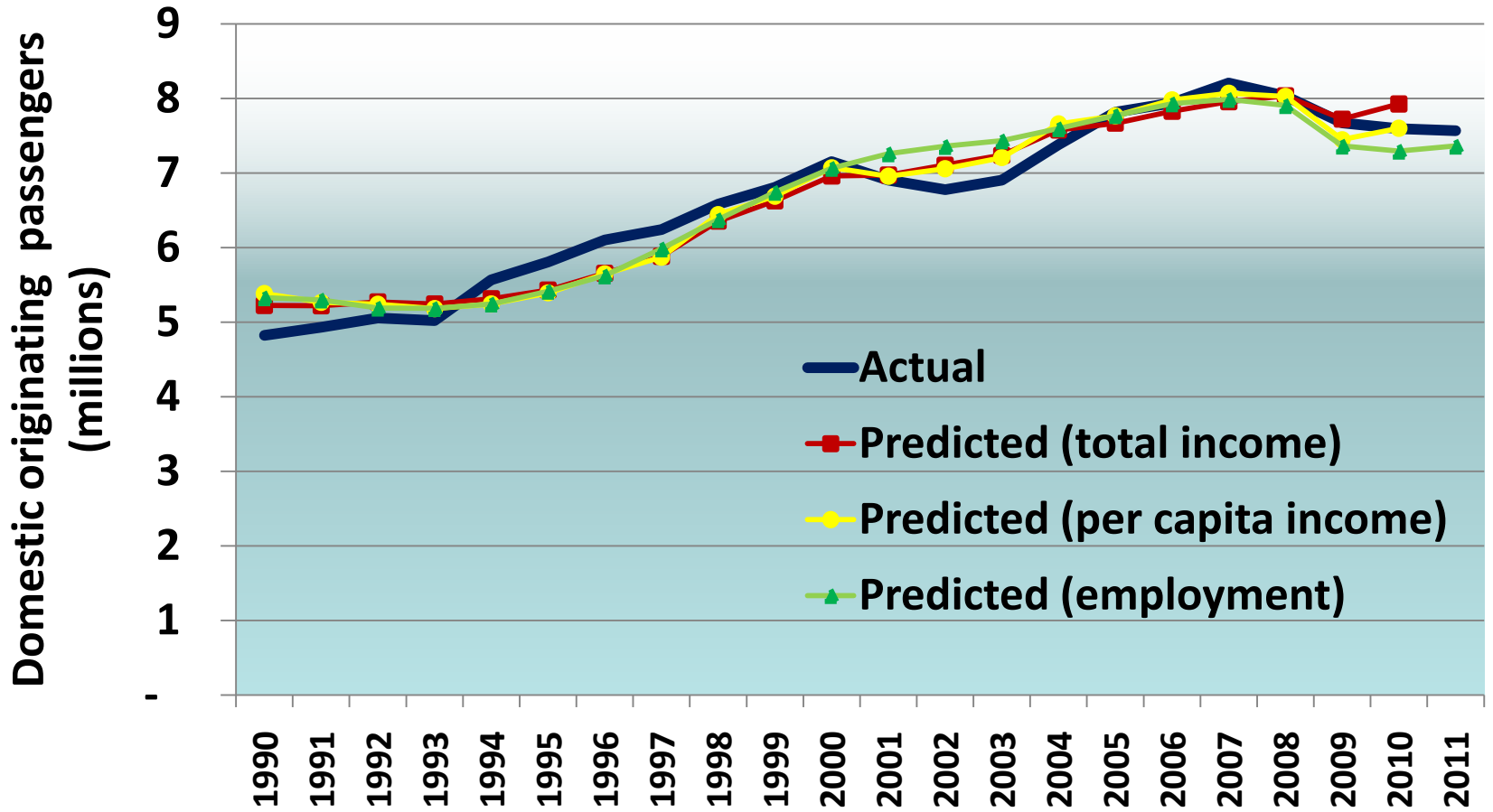
Regional Economic Activity—Per Capita Income

- In 2010, per capita personal income (2000 dollars) in the San Diego MSA averaged $35,725, 7.9% lower than forecast
- The national economic recession and financial credit crisis account for the variance



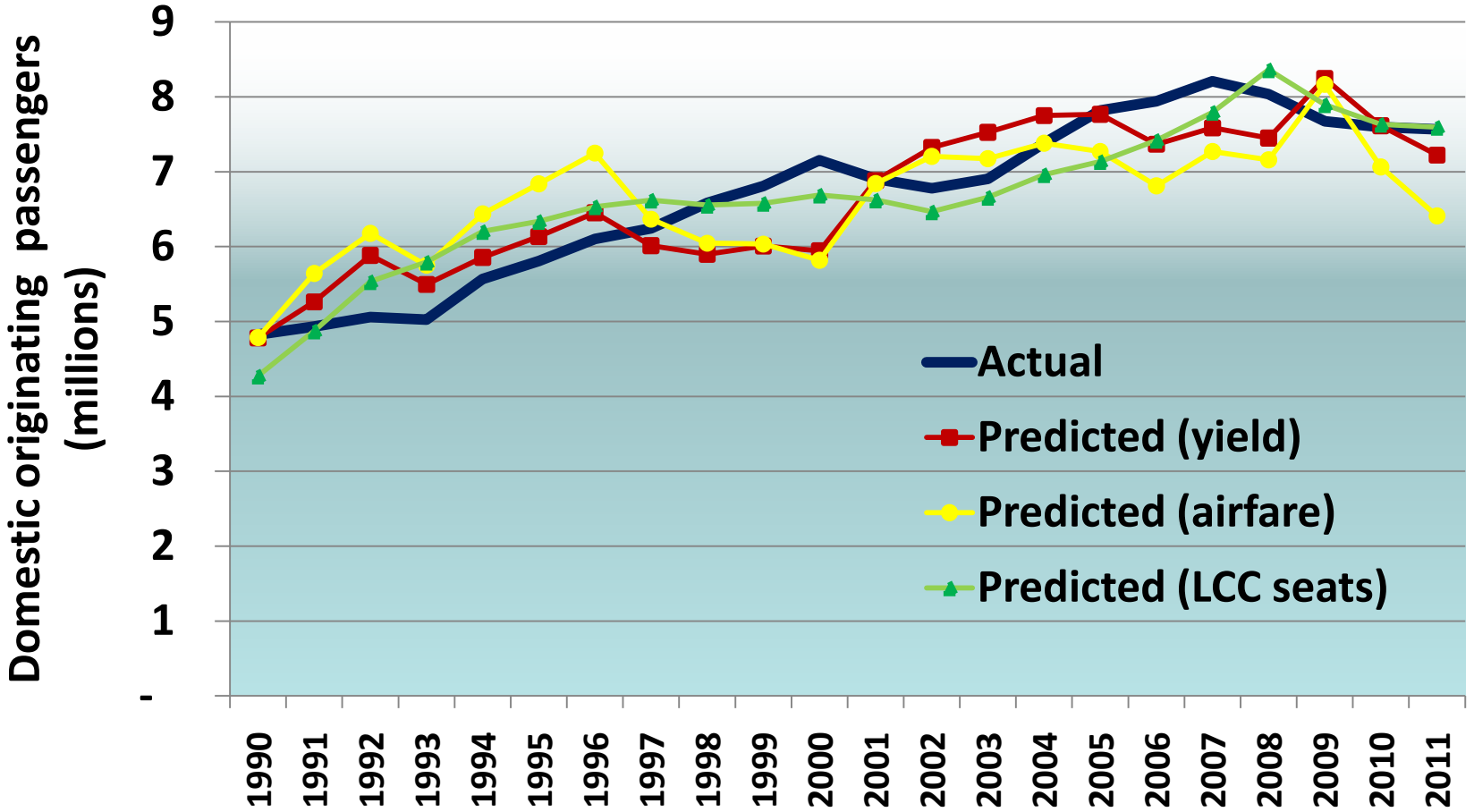
Key Drivers—
Regional Economic Activity

Regional economic activity (employment and income) accounts for more than 90% of the historical variation in SDIA passengers



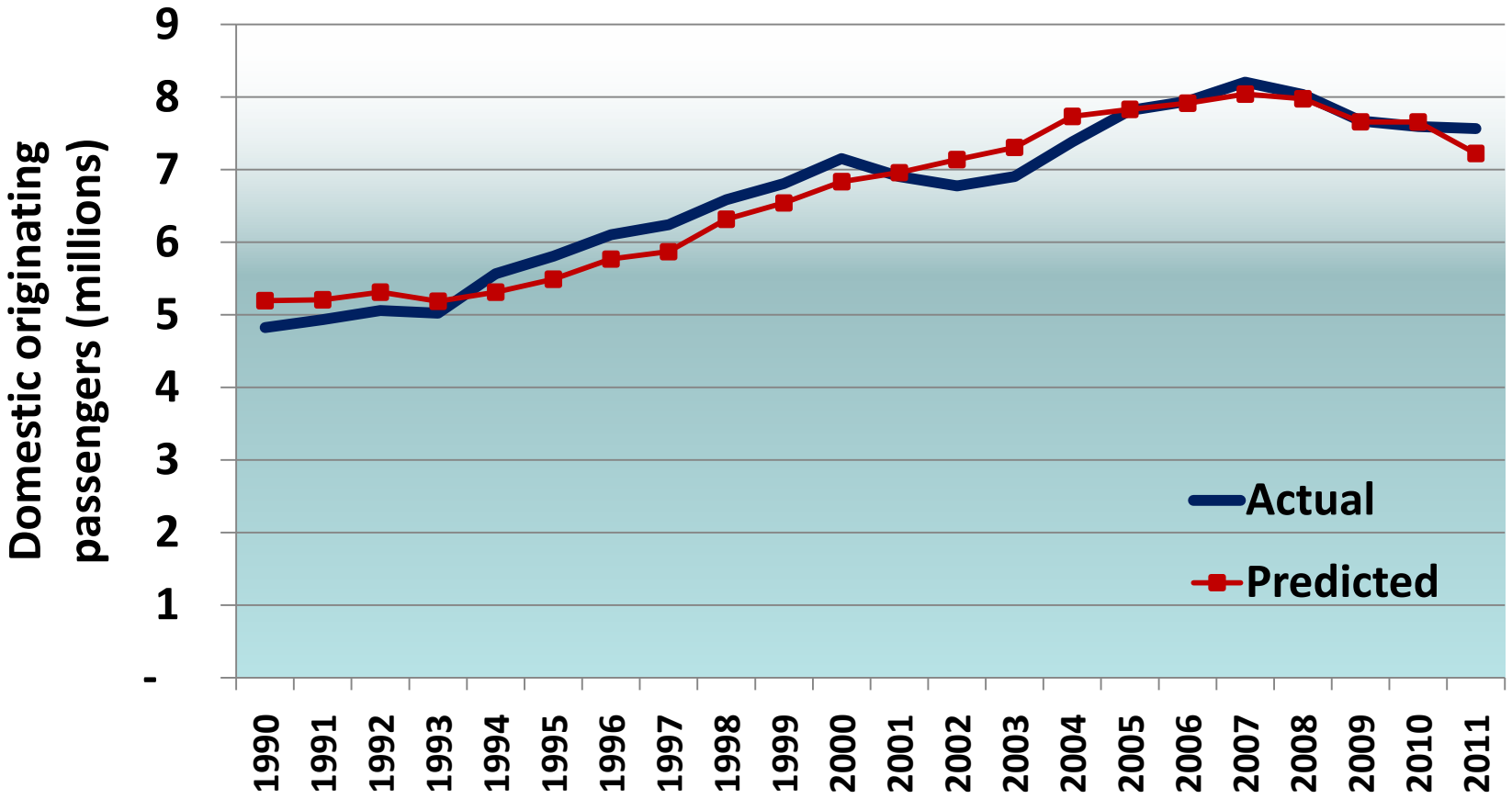
Key Drivers—Cost of Travel

The cost of travel (yield, airfares, and low cost carrier seats) accounts for 46%-82% of the historical variation in SDIA passengers



Key Drivers—Representative Model

Per capita personal income and yield together account for 93% of the historical variation in SDIA passengers

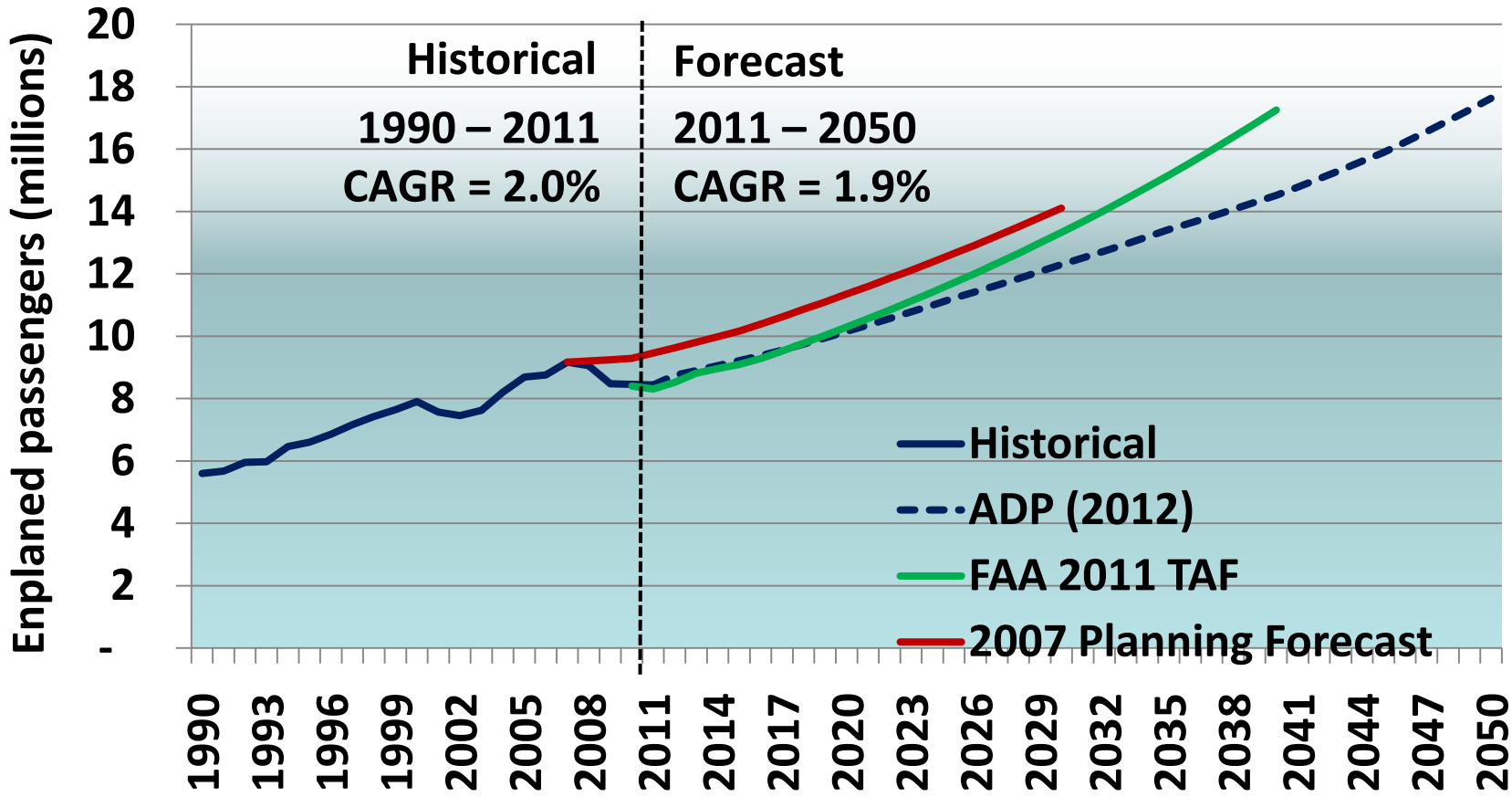


Key Assumptions

	2050 Value	Average Annual Increase Rate Between 2011 and 2050
Load factor	84.7%	0.2%
Seats per departure	157.8	0.4%
Airline yield excluding ancillary fees	9.89 cents	-0.9%
Oil prices (DoE forecasts)	$204 per barrel	1.8%
Employment (SANDAG forecast)	n.a.	0.9%
Per capita personal income in 2000 dollars (SANDAG forecasts)	n.a.	1.5%

SDIA Enplaned Passenger Preliminary Forecasts—Baseline

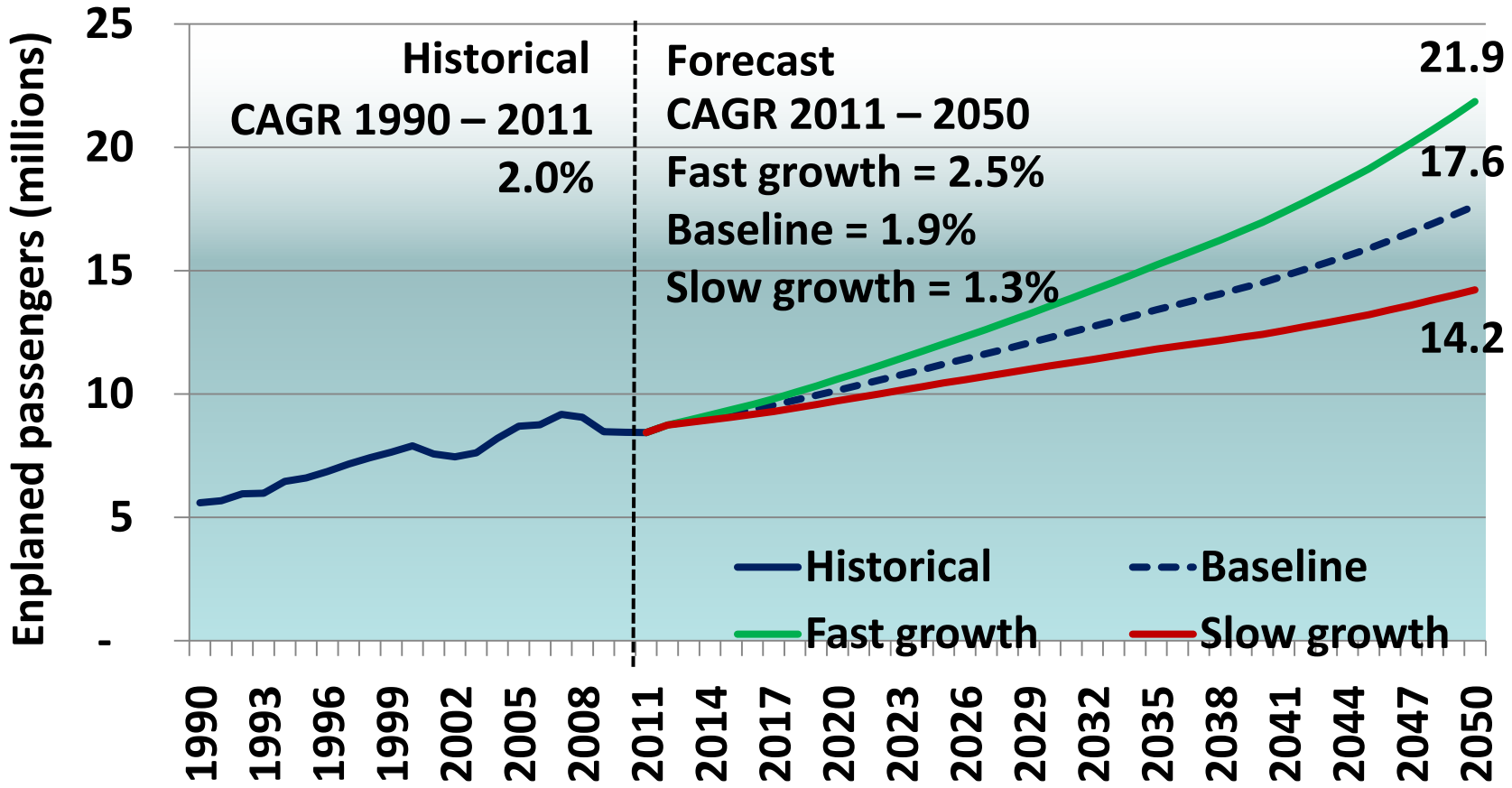
SDIA enplaned passengers are forecast to total 17.6 million in 2050, increasing an average of 1.9% per year between 2011 and 2050



SDIA Enplaned Passenger Preliminary Forecasts—Alternative Scenarios

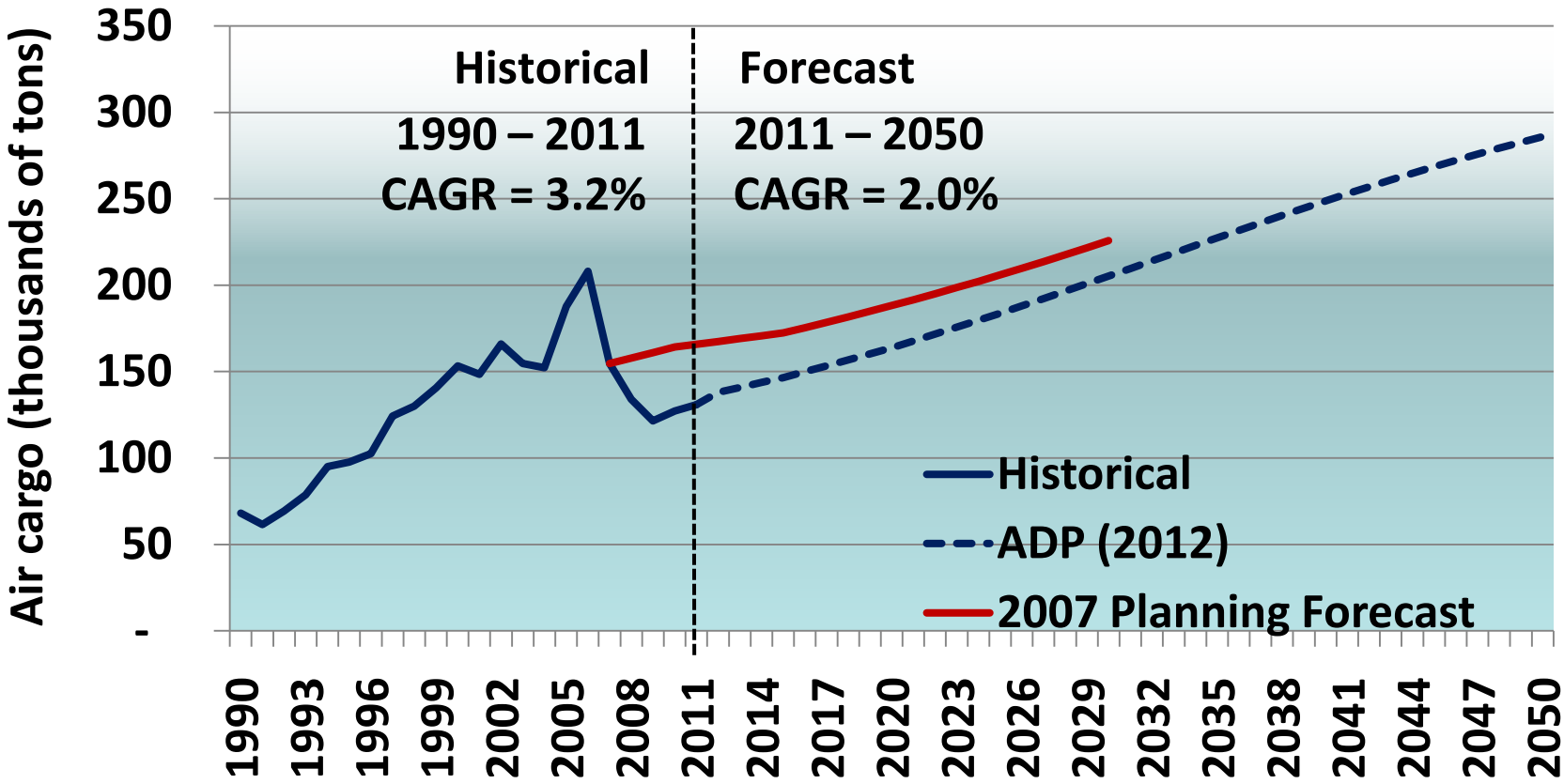
Fast growth = 0.5% per year faster economic growth than baseline

Slow growth = 0.5% per year slower economic growth



SDIA Air Cargo Preliminary Forecasts—Baseline

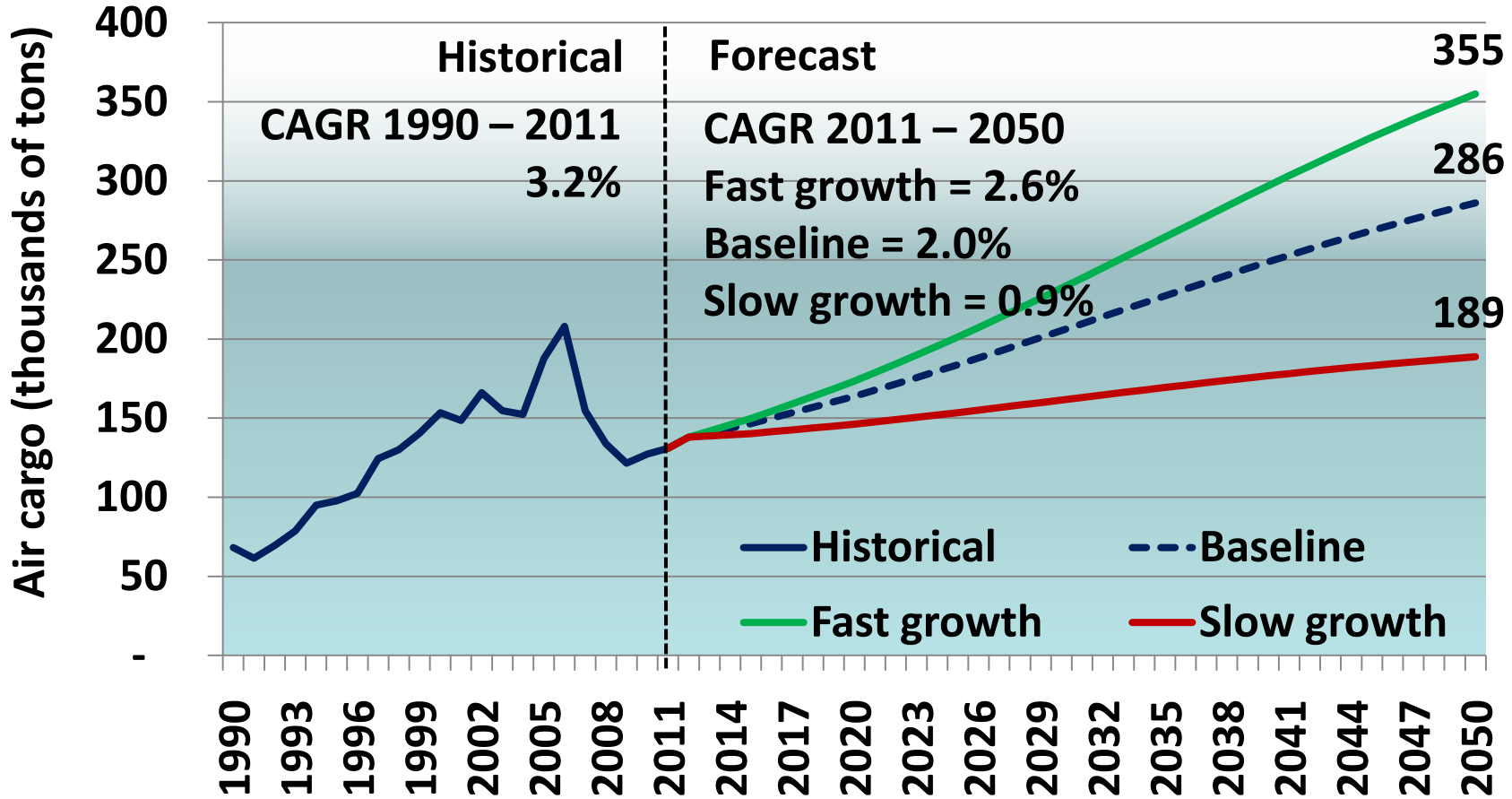
SDIA air cargo tonnage (air freight and mail) is forecast to total 286,000 tons in 2050, increasing an average of 2.0% per year between 2011 and 2050



SDIA Air Cargo Preliminary Forecasts—Alternative Scenarios

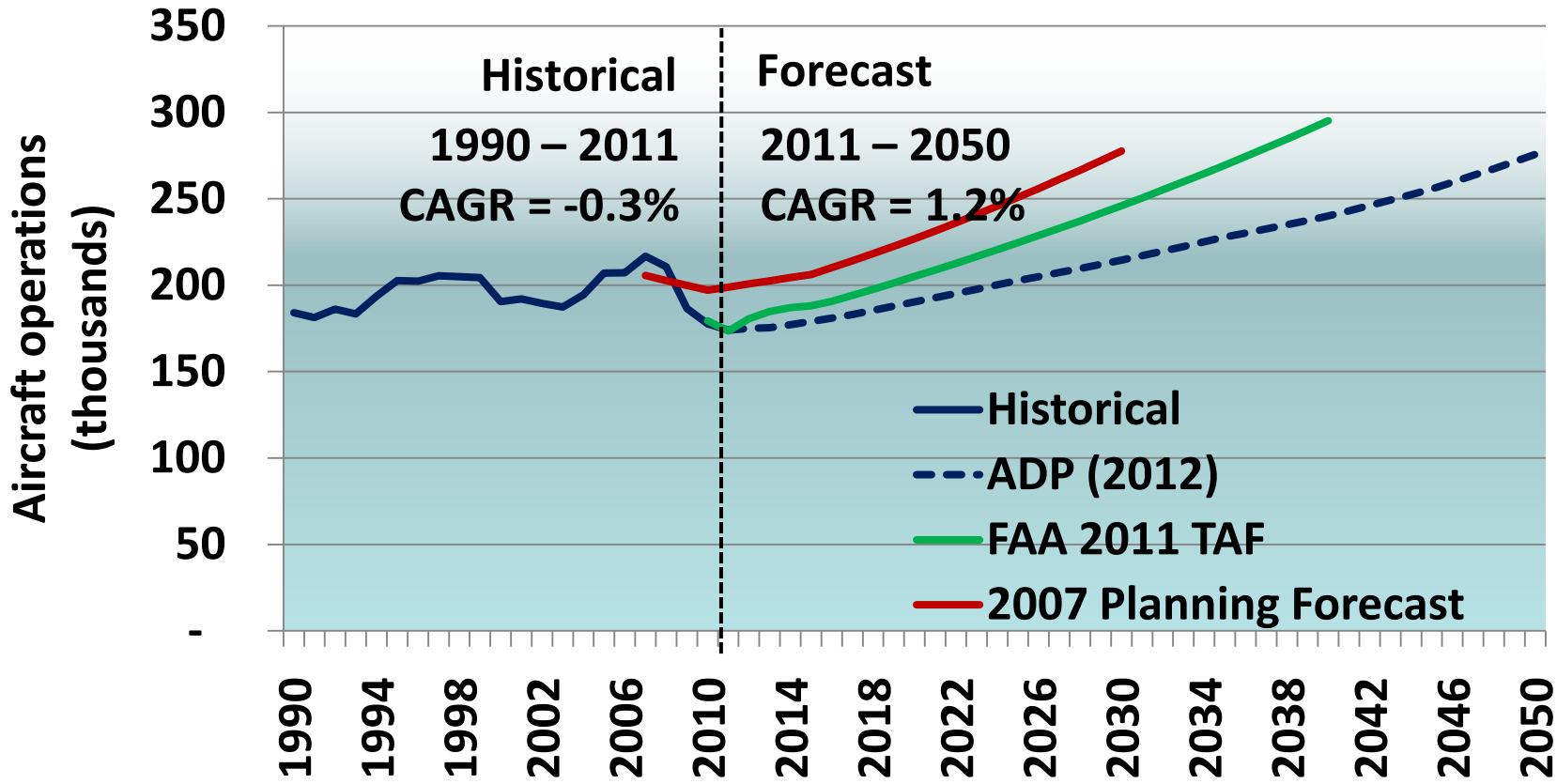
Fast growth = 0.5% per year faster economic growth than baseline

Slow growth = 0.5% per year slower economic growth

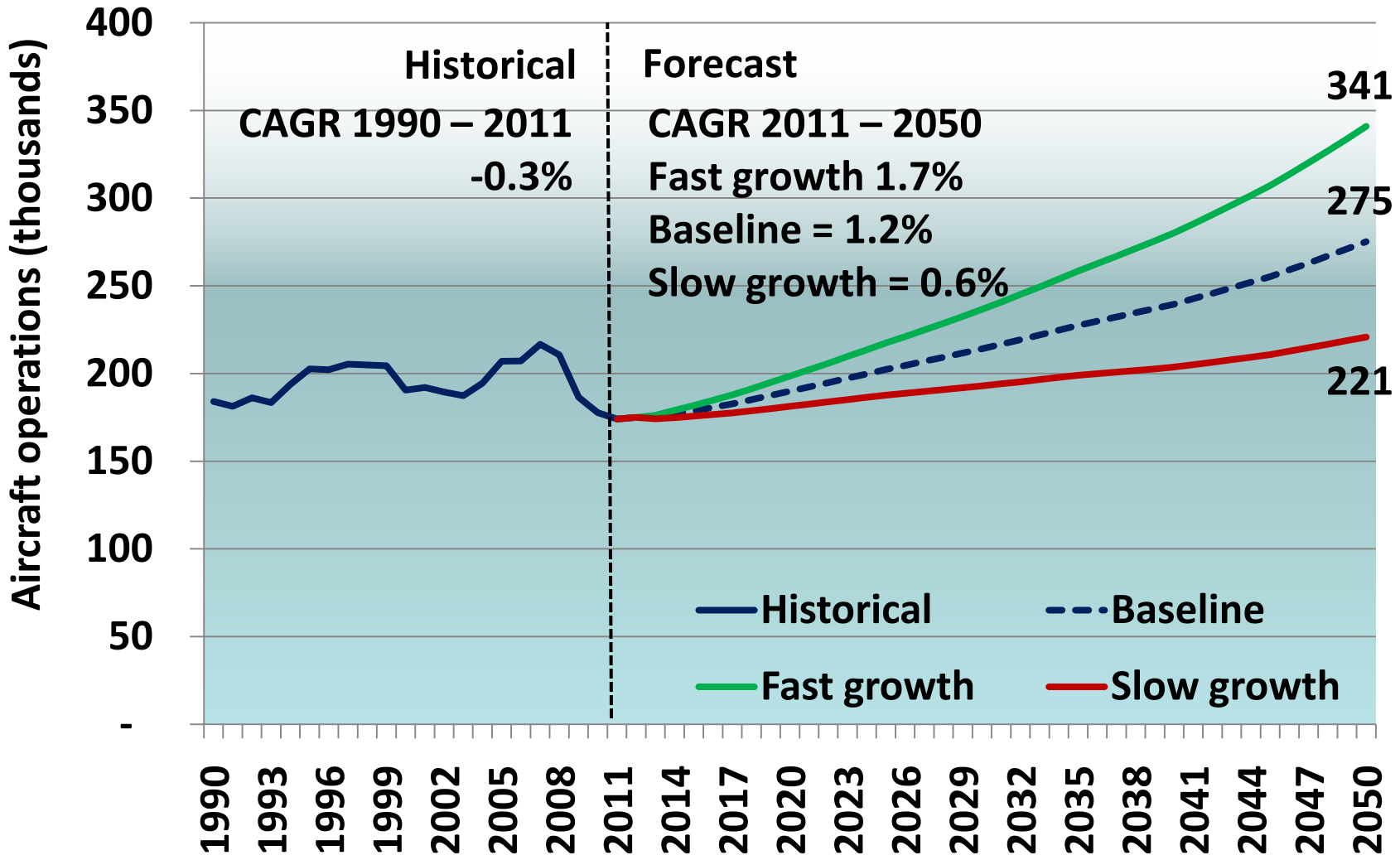


SDIA Commercial Aircraft Operation Preliminary Forecasts—Baseline

SDIA commercial aircraft operations are forecast to total 275,600 in 2050, increasing an average of 1.2% per year between 2011 and 2050



SDIA Commercial Aircraft Operation
Preliminary Forecasts—Alternative Scenarios



SECTION 4

Goals and Objectives

The Goal Setting Process

- Goals: Specific statements guiding future airport development
- Objectives: under each goal, objectives identify the specific items that would be important to achieve
- Goals and objectives were formulated based on discussions with the Board and the Authority and Technical Advisory Committees

Ground Access

- Goal: Improve access to the Airport and accommodate parking demand
- Objectives:
  - Provide enhanced vehicular access from I-5 to the Airport
  - Accommodate demand for short-term and long-term parking spaces on airport to ensure sufficient passenger satisfaction and appropriate revenue generation

Passenger Terminal Facilities

- Goal: Develop passenger terminal facilities to efficiently accommodate future activity levels and maintain high levels of passenger satisfaction
- Objectives
  - Maintain appropriate level of service on the curb front, security checkpoints, passenger holdrooms and bag claim areas
  - Optimize airport concessions to meet demand and generate revenue for the Airport
  - Minimize walking distances and mode changes from curbside to aircraft gate
  - Address Terminal 1 functional deficiencies, including replacement if necessary
  - Develop a plan that can be implemented in a phased manner
  - Make the terminal a showplace of functionality and design that reflects the loca feel and uniqueness of San Diego

Airfield/Airspace

- Goal: Plan for an operationally efficient airfield that meets FAA standards
- Objectives
  - Develop a plan that will allow for the phased reconstruction of Runway 09/27
  - Optimize airfield configuration for capacity and safety
  - Develop a plan to eliminate any existing modifications to standards as soon as feasibly practical and do not create conditions warranting additional modifications or waivers from the FAA
  - Provide flexibility to respond to future aircraft, technology, and industry changes

Sustainability

- Goal: Provide a plan that is fiscally and environmentally sustainable
- Objectives
  - Wherever prudent, make use of existing facilities through renewal or modernization to meet future demand
  - Ensure the development plan is fiscally responsible from both the capital and operational cost perspectives
  - Provide plans that will diversify airport revenues and strengthen the financial position of the Airport
  - Maximize funding resources through appropriate facility planning
  - Ensure consistency with SDCRAA's GRI initiative

Land Development

- Goal: Optimize the productive use of Airport properties
- Objectives:
  - Maximize non-airline revenues
  - Determine the highest and best use for the remaining north side and TDY properties
  - Identify opportunities for increased commercial utilization
  - Consider an intergovernmental office complex if sufficient property is available
  - Integrate the Airport with synergistic surrounding development

SECTION 5

Next Steps

Next Steps

- Finalize the facility requirements using passenger intercept survey results to validate analytical assumptions
- Finalize and submit forecast to FAA

THANK YOU