[MS-0398.030.016.017]

# EXECUTIVE SUMMARY
(Paragraph numbers refer to detail pages)

1. The financial and institutional support of San Diego County will be required for any commercial airport development at a new site. Financial support of all the voters of the county is needed to provide sufficient bonding capacity for a new airport. Institutional support is needed to reflect a consensus of all the residents of the county.

2. Because all of the remaining candidate airport sites are within the City of San Diego, the city believes that it is the natural lead agency for airport development. This assumption has proven to be wrong. The City has neither the financial resources nor the political disposition to lead the airport search. Representing only half of the county population, the city is subject to dissension and parochial politics.

3. SANDAG abdicated its responsibility as the regional planning agency when it allowed the city to take over the direction of the regional airport search.

4. It has already been demonstrated that the Congress, and Mr. Filner specifically, has a considerable impact on airport develoments in San Diego. Examples:

   a. Final say over FAA funding for planning studies

   b. Highway funds for access to a new airport

   c. UMTA funds for trolley allocations

   d. FAA airport construction funds

5. Responsible for the safety and operation of the nation's airways and airports system, the FAA will almost always come down on the side of building new runways and airports. It makes their job that much easier.

6. SANDAG reports that the Port can operate an airport off the tidelands properties. If this assessment is correct, the Port could be a major factor in future airport developments.

7. The navy has proven that Miramar is in fact expendable by proposing to turn the facility over to the marines. This is viewed as a breach of faith in some quarters, since San Diego's airport strategy has been driven by the non-availability of Miramar.

   Navy officials respond that the community never approached them with a clear-cut need for Miramar. In that regard, the navy points out that civilian attention was focused on a border airport, and no united effort was made on behalf of the region to approach the navy regarding Miramar.

8. The marines are hopeful that, at some future point, they can reach an agreement with the city to turn over Miramar, in return for a agreement not to touch MCRD. This is expected to be seriously considered in the 1995 BRAC round.

9. Of the various media in San Diego County, the Union-Tribune, Channel 10, and Roger Hedgecock are the major factors, and all are negative towards Miramar, particularly the newspaper. If the continuing rumor that the Union-Tribune is for sale comes to pass, there may be an abrupt change in the balance of power in the community.

   San Diego Dialogue, a creature of UCSD, is dedicated to any solution that will keep civilian aviation out of Miramar. Whether this means that UCSD has other uses in mind for part of the Miramar property is unclear.

10. CONCLUSION: There may be consensus on an interim airport program that provides for aircraft runways in Mexico and a terminal in Otay Mesa. The Miramar question will come to a head in the base closure round of 1995, and the County should be well prepared for that event. The individual or group that solves the airport dilemma will be looked to for regional leadership well into the next century.

George Mitchell
July, 1993

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# DIRECTOR OF COMMERCIAL AIRPORT EVALUATION

Background: The Board of Supervisors has determined that the County should take a more active role in the site selection, development and operation of a new regional commercial airport. To grow into that role, the County has identified the need for senior professional staff capability in commercial aviation and commercial airport evaluation.

Description: Will collect information on, evaluate and report on commercial airport development in San Diego County. He/she will make recommendations to the Board of Supervisors as to the direction of new commercial airport development. The Director will supervise a small staff charged with the collection of relevant data. The Director will interact with other government units concerned with airport development, as well as with community planning groups and the general public. The Director will coordinate funding requests for FAA assistance, as appropriate.

Qualifications:

Required:

1. A degree in transportation planning from a recognized college or university.
2. Minimum of fifteen (15) years experience in commercial airport/aviation analysis.
3. Record of senior supervisor/executive experience with a commercial airline or a commercial aviation research firm.
4. Recognized as an expert on commercial aviation in California.
5. Outstanding communications skills.

Desirable:

1. A U.S. military veteran and/or familiarity with the military, particularly the Navy.
2. Familiarity and/or interaction with local regional, state and federal agencies concerned with commercial airport analysis, development and operation.
3. Familiarity with the unique environment of commercial aviation in the San Diego region.