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**San Diego County Board of Supervisors**
**LEON L. WILLIAMS, Supervisor**

# Facsimile Cover Sheet

Date 11/12/93

To Anthony J. Principi

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From Adrienne Brodeur

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Number of pages following cover sheet 5

Comments

Hope this information is useful. Let me know if I can be of further assistance.

Adri

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ATTACHMENT 3

INSTITUTIONAL ARRANGEMENTS FOR A REGIONAL AIRPORT OPERATOR/AUTHORITY

Currently, the San Diego Unified Port District, the County and some cities operate airports in the San Diego region. The Board requested further information on what organizational alternatives there might be for establishing a single regional airport authority to assume these operations and the operation of any new airport. In summary, the alternatives would be:

1. The Port District - Currently the Port's enabling legislation authorizes it to operate airports in its area of jurisdiction. (Harbors and Navigation Code Appendix Sections 4 and 5.) An amendment to the legislation would be required for the Port District to operate airports outside its present boundaries.

2. The County of San Diego - The county is authorized by Sections 26020, 50470 and 50474 of the Government Code to provide and maintain public airports in the unincorporated and incorporated area.

3. An Airport District - A countywide airport district may be formed pursuant to the California Airport District Act (Part 2 [commencing with Section 22001] of Div. 9 of the Public Utilities Code). The district is formed by election, and is governed by five elected directors.

4. A Joint Powers Authority - The County and various cities could establish an authority through a joint exercise of powers agreement. (Government Code Section 6500 et seq.)

5. A Statutorily Created Authority - The state through new legislation could provide for the establishment of an authority within the region which could be designed to meet the region's specific needs.

CHRONOLOGICAL ASSESSMENT
of
LINDBERGH ALTERNATIVES

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| 1947 | September | Proposed lease agreement for Joint use between United States of America and City of San Diego. Lease agreement signed and enacted. |
| 1952 | December | Termination of Lease Agreement between United States of America and City of San Diego by mutual consent. |
| 1958 | November | Letter from San Diego Mayor to Secretary of Navy, T. Gates, stating the need of another location for the already crowded Lindbergh field to NAAS Brown Field. |
| 1959 | February | Proposal to transfer Brown Field to City of San Diego. |
| 1962 | September | Brown Field transferred to City of San Diego. San Diego Union Paper reports; "Mayor Dail..."Hailed acquisition of Brown Field as a probable solution to San Diego's need for a commercial Jet-Age airport". |
| 1963 | July | Quitclaim Deed recorded between United States of America and City of San Diego, conveying approximately 894.614 acres including structures for the purpose of a civilian airport. |
| 1970 | October | FAA proposes to Southern California Airspace Utilization Committee the establishment of an airport for commercial carriers north of NAS Miramar. Commander Fleet Air Miramar rebuts said proposal with such conflicts as recoveries, flight patterns and departure patterns. |
| 1971 | April | Secretary of Defense and Department of Defense create project WIRE. Relating to the joint use of military facilities and land when not in conflict with military operations. |
| | May | The development of the Community Planning Liaison Officer to coordinate with the surrounding communities as to possible noise problems, buffer zones and community planning. |
| 1972 | July | Point Paper, Subject SANPAT Interim Report No. 3 by G. Louis Herz, continued discussion of joint use of San Diego military airfields and continued rebutal as to not being feasible. |
| 1973 | February | Daniel, Mann, Johnson & Mendenhall, conducting a series of studies as to feasibility of developing a new international airport at NAS Miramar. |
| 1974 | May | Letter addressed to Rear Admiral F. B. Gilkeson from Richard J. Huff, Executive Director, Comprehensive Planning Organization of the San Diego Region, subject; requesting Navy's position on Interim Report No. 4 of the SANPAT Study. |

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| 1974 | June | Navy's response: No possiblity of the relocation of NAS facilities. |
| | June | Joint Use Hearings, a total of five. Summary of written testimony received was opposed by majority of surrounding City Council members, coalition groups, and private residents in area. |
| | July | Letter to Mr. Roger Ruffin, SANPAT, from Arthur I. Mendolia, Assistant Secretary of Defense, subject; importance of NAS Miramar "The Navy's master jet base at Miramar is the nucleus of the Navy jet aviation base structure in the Southwestern United States. Location of the aircraft squadrons at Miramar is considered to be vital". |
| | August | Letter to Captain William Franklin from Councilman Jim Ellis, on his proposal for the solution to the SANPAT study. |
| | October | Joint messageform from ASN Washington, D.C. to Mr. James Hobel, Chairman, CPO, subject; Navy Department policy of restricting joint use commercial/military aircraft operations at major jet air stations. "Navy Department must remain opposed to the joint commercial use of NAS Miramar". |
| | October | City Resolution No. 211699 to share Miramar Naval Air Station as a joint military-civil airport at such time as the Department of Defense concurs. Approved and authenticated by Mayor Pete Wilson. |
| | October | Letter to Councilman Ellis from Vice Admiral Robert B. Baldwin restating that Miramar will not be disposed of now or in the foreseeable future. |
| 1978 | September | Comprehensive Planning Organization reopens joint useage with NAS Miramar and development of land around base. |
| 1979 | October | Letter to Senator Cranston from Vice Admiral W. L. McDonald again reaffirming the fact that NAS Miramar cannot be transferred or in any way used as new Airport for San Diego. |
| 1980 | February | Letter from Assistant Secretary of Navy J. A. Doyle, stating relocation of Miramar would be a detriment to national defense. |
| | February | NAS Miramar put on County ballot for site of future airport. |
| | March | NAS Miramar dropped from ballot. Navy won't budge on its position. |

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| 1981 | December | Another study for relocation of Lindbergh to Brown, Carmel, Mountain area or NAS Miramar. |
| 1982 | August | SANDAG Board of Directors proposed MCAS El Toro and MCB Camp Pendleton as future sites for commercial airport usage. Finally agreeing, not practical. |
| | October | Marine Corps Base Camp Pendleton responds to SANDAG's proposal. Emphasizing a definite NO to such a proposal. |
| 1983 | January | From U.S. General Accounting Office, a draft of proposed report of Evaluation of Potential joint Civil and Military use of Military Airfields. |
| | August | HH AEROSPACE DESIGN COMPANY does Study of Joint Military and Civil Use of NAS MIRAMAR. |
| 1984 | March | To Thomas P. O'Neill, Speaker of the House from Elizabeth Dole, Secy of Trans. and Caspar Weinberger, Secy of Defense, copy of DOD/DOT Plan for Joint use of Military Airfields. Although NAS Miramar is among studied Facilities, it is not recommended for joint use. |
| 1987 | February | Draft Scope of work Aviation Systems Plan Update as to additional site Alternatives for Commercial Aviation, Phase 1. |
| 1988 | November | COMMERCIAL AIRPORT SITE SELECTION STUDY FOR THE SAN DIEGO REGION. Phase 2 report Screening and Evaluation Criteria. |
| | December | SANDAG meeting to discuss Phase 1 and Phase 2 reports |
| 1989 | February | Comercial Airport Site Selection study for the San Diego Region. |
| | May | Joint or shared use of NAS Miramar dropped as options because of incompoatibility with military operations. |
| | August | Letter to Secretary of Navy Lawrence Garrett III from Ernie Cowan, Chairman SANDAG's Air Carrier Airport Site Selection Policy Advisory Committee, seeking advise as to using Navy property for civilian air carrier airport. |
| | August | Tierrasanta Community Council states its support in keeping NAS Miramar just where it is and not invest the billions of dollars it would take to move it. |

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| 1989 | September | Letter to Ernie Cowan, Chairman SANDAG from Dan Howard Under Secretary of the Navy confirming Rear Admiral Rogers letter supporting the position that no option will be pursued which will affect the operations of NAS Miramar and Pendleton. |
| | November | Letter to Kenneth Sulzer, Executive Director SANDAG from Congressman Jim Bates, Senator Wadie Deddeh, Assemblyman Steve Peace and others pertaining to joint use of NAS Miramar. |
| | November | Editorial in San Diego Union paper by Congressman Lowery, stating position on Airport issue and that Miramar is not a viable option, and that federal monies for a new San Diego airport are drying up. |
| | November | Communities of Scripps Ranch, Tierrasanta, Kearny Mesa, Clairemont University City, East Elliott and Mira Mesa present Resolutions to Captain Larry Pearson opposing any civil use of NAS Miramar. |
| | December | SANDAG study claims Miramar is viable alternative to Lindbergh Field. Opposition by Navy considered "Institutional Problem". All Miramar options would require relocation of Naval Facilities and air operations. |
| 1990 | January | In the State of County address Leon Williams, Chairman, of the San Diego County Board of Supervisors, states he will begin negotiations with congressional delegation to obtain NAS Miramar for an international airport. |
| | February | San Diego County Board of Supervisors vote to endorse the Miramar options in the SANDAG Report and to ask Navy and congressional delegates for joint use. |
| | | Congressman Bates says he will propose Bill to study Joint Use at NAS Miramar. |
| | | Congressman Lowery and three city councilmembers Judy McCarty, Linda Bernhardt, and Abbe Wolfsheimer - hold a press conference to declare their opposition to joint or civil use of NAS Miramar. Mr. Lowery states that any bill by Mr. Bates for joint use will be "DOA" in congress. |
| | March | Secretary of Defense, Cheney while visiting San Diego, states to press, "Miramar is one of our major airports and a major training facility. It's not a civilian airport and was not built as such...I'm not going to close anything in San Diego." |

4-26-90