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1461 Calle Altura
La Jolla, CA 92037
March 15, 1993

Mr. M. Larry Lawrence
c/o Hotel del Coronado
Coronado, CA 92118

Dear Mr. Lawrence:

It was refreshing to read about your remarks to the county supervisors on the "window of opportunity" for needed action to phase in a regional airport at Miramar. I have been pro-Miramar for years, and without any NIMBY interests either. The property is so logical for the majority of all of the county, that to consider anything else is an insult to most county citizens. Your "window of opportunity" suggestion could be the breakthrough for realistic airport planning. It's no accident that SANDAG consistently favored Miramar.

A March 1981 SANDAG report detailed a genuine "twin-port" concept for Miramar shared use with essentially two identical runway layouts adequately separated for mutual "operating comfort". I'm enclosing a copy of the plan detail. Note the addition of two new more northerly runways for take-offs for both the military and commercial airports. This has double benefits. It allows simultaneous take-offs and landings at both fields. And it moves the outbound pattern away from La Jolla and UCSD...excellent NIMBY solutions.

As evidenced by this week's news on military base closings, both Lindbergh and Miramar might be candidates for regional airport expansion. SANDAG long ago studied both possibilities. Reports in 1981 and 1990 provided in-depth details on noise impact, vehicle access, and the capacity outlook into year 2010; also runway alternatives. Because of its size, Miramar was far easier to work with than Lindbergh...which is "trapped" by MCRD on the north, NTC on the west, and the Convair plant on the east. Even if some of the closed NTC land could be swapped with MCRD to allow a second runway at Lindbergh, the Conviar plant makes a 12,000 foot runway impossible.

Furthermore, even with the Convair plant removed, the Point Loma noise problems stay at "full throttle". And the approach hazards, which force wasting about 2000 feet of landing runway plus Pacific Highway right at the runway edge, certainly are not good airport design. Removing the Convair plant does not solve these hazard problems.

Secrerary Les Aspin's downsizing plans for removal of the F-14's from Miramar and replacing them with Marine Corps aviation squadrons (including F-18 Hornets, KC-130 tankers, and over 100 helicopters) does away with the true Miramar shared use problem: Field Carrier Landing Practice. This change eliminates the need for Miramar's left-hand traffic pattern which is not compatible with normal commercial right-hand patterns. Why would Mayor Golding say: "It would be counterproductive to discuss a possible joint military and civilian use of Miramar...siting a new civilian airport in totally unrealated to Miramar's future"?

No wonder you said to the supervisors: "The brains and the ability are sitting right here, not over there at City Hall". Fortunitely, time seems not to be a problem yet for a replacement for Lindbergh...forecasts look for Lindbergh capacity saturation by about the year 2010. Airport Manager McDonald has said: "Currently, we are doing nicely, thank you". However, continued lack of any "lock-up" of future shared use at Miramar could become a true problem before this decade closes...hasn't Denver been working on their new airport for over ten years? Detailed Miramar planning and site preparation need to start soon...see enclosure map of vernal pool and landfill challenges. Work on these should not bother military operations at Miramar any more than the present trash land-fill operations do.

At your meeting with county supervisors, the subject of generating Pacific Rim commercial air activity came up. In my report collection is a 62-page detailed study dated September, 1989 for the San Diego Economic Development Corporation, which concludes (pages 19-21) there is not and likely never will be ample international traffic in San Diego to meet the needs to fill large long-haul aircraft departing from here. Our origin-destination status is San Diego's Achilles heel. It's a revenue problem, not a runway problem!

By the way, have you seen the letter to Mayor Tim Nader dated 1/26/93 from Mexico's Ambassador to the U.S.? This is an explicit rejection by Mexico of the Otay TwinPorts concept. (Copy enclosed.)

I would be more then happy to provide you excerpts or Xerox copies from any of my report collection:

Airport Systems Plan Update. SANDAG: 3/81

San Diego Airport Issues Assessment: Kurth & Company: 9/89

San Diego Air Carrier Airport Site Selection Study. SANDAG: 12/89

Evaluation Of Runway Operations At Brown Field. SANDAG: 2/90

Evaluation Of Lindbergh Field Alternatives. SANDAG: 3/90

FINAL San Diego Air Carrier Site Selection Study. SANDAG: 6/90

Cordially,

Bob Abell

Robert F. Abell
459-8685

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(#7) Excerpts from SANDAG March 1981 Airport Plan update

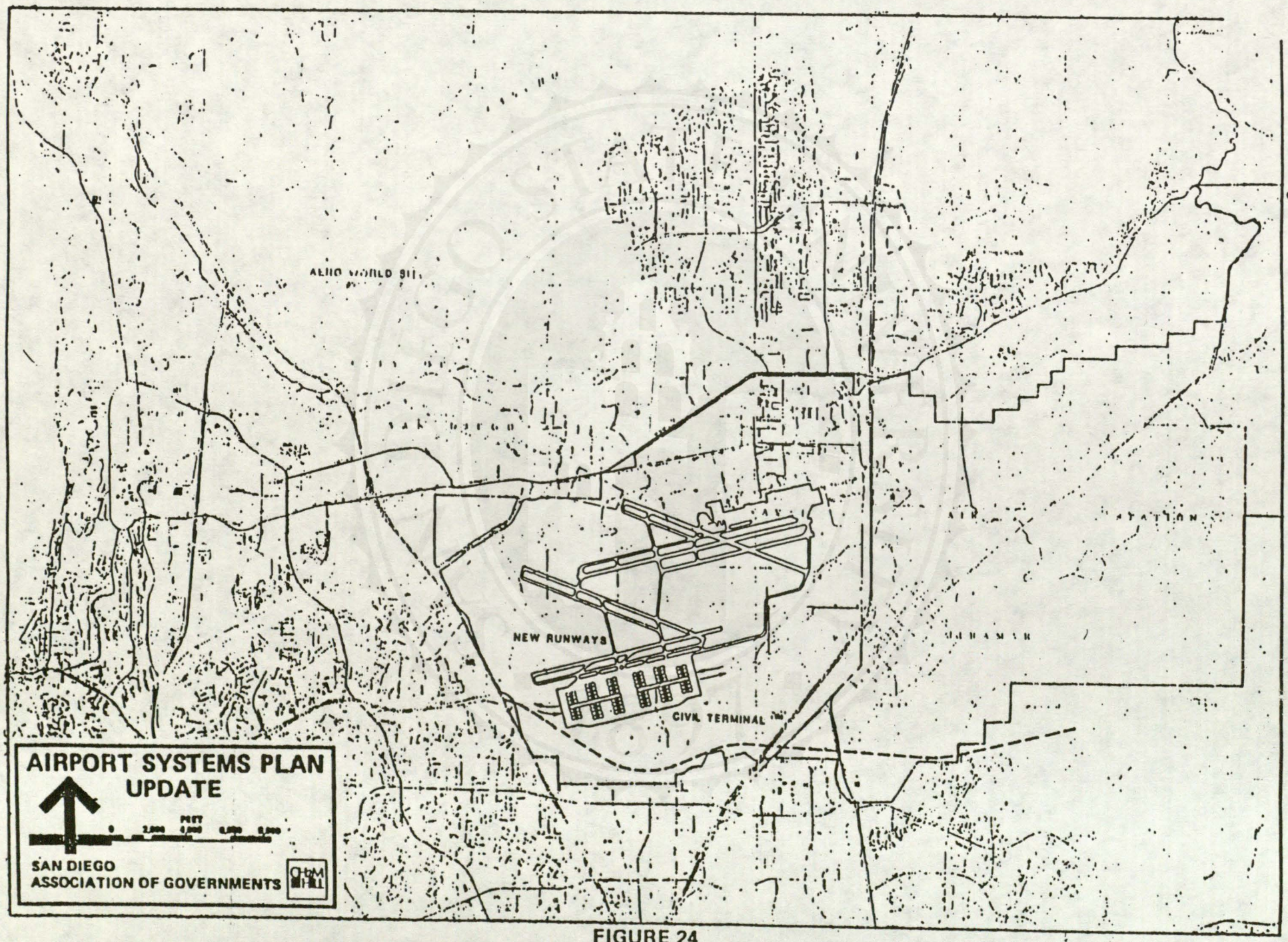


FIGURE 24
MIRAMAR SHARED USE CONCEPT

*Embajada de México*

Washington, D.C.,
January 26, 1993

The Honorable Tim Nader
Mayor
276 Fourth Avenue
Chula Vista, CA 91910

Dear Mayor Nader:

I refer to your recent visit to the Embassy of Mexico, and to your meeting with the Embassy's Deputy Chief of Mission, Ambassador Walter Astié-Burgos, to discuss the proposals for expanding the air and land facilities at the international border crossing of Mesa de Otay, between the States of Baja California and California.

In this regard, I wish to provide you with the following information:

The original proposal by the San Diego Association of Governments (SANDAG), to build a bi-national airport on the Mesa de Otay border line, has been rejected by the Government of Mexico. The co-sovereignty that such situation would entail makes the proposal unacceptable to Mexico for various reasons.

The second option --to construct a twin airport on the U.S. side-- is likely to elicit strong public opposition, considering the negative environmental effects and the serious problem for the operation of the Tijuana airport resulting from such construction. Mexico has already expressed its reasons for rejecting the idea of building shared runways across the border and a having a single control tower.

In his last official visit to California, President Salinas de Gortari offered the use of the expanded facilities of the Tijuana airport to absorb the air traffic that cannot be handled by the San Diego Airport. The Mexican proposal would require the construction of an international crossing for passengers, connecting the Mexican air terminal to access facilities on the U.S. side of the border.

Trusting that you will find this information useful to clarify our position on the aforementioned proposal, I am

Sincerely yours,

Jorge Montaño
Ambassador

c.c. The honorable Robert Filner