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POSITION PAPER FOR S.D. INTL AIRPORT FOUNDATION

Subject: MCAS El Toro- NAS Miramar- Lindbergh Field

* BRAC-93 recommended that MCAS El Toro be closed and that tenant units be transferred to NAS Miramar.

* DOD's plan called for transfer of Miramar tenant units to NAS Leemoore and NAS Fallon in order to accommodate the move of Marine Corps Aviation units from MCAS El Toro and MCAS (H) Tustin.

* BRAC-93 Recommendations were passed without change by the Congress and are now public law.

Discussion:

MCAS El Toro and MCAS (H) Tustin are first class Aviation facilities. During the decade of the 80's, over $550M was spent building barracks, hangars, housing, maintenance facilities, aircraft parking ramps, supply buildings, etc. The proposed closing of these facilities is the result of a badly flawed process which unnecessarily wastes billions of dollars by targeting the wrong bases.

The base closing scheme for the West Coast originated in the Department of the Navy Comptroller's Office. It defies conventional wisdom that rational people would advance a plan that seeks to move carrier aviation units hundreds of miles from the aircraft carriers and, at the same time waste billions of dollars in the process. But, it happened and DOD quickly approved this poorly drawn scenario.

Closing costs for the Marine Corps facilities and transfer of the tenant units has been revalidated at $1.28B. There is no money either budgeted or appropriated for the move. In fact, the $583M planned for housing at Miramar for Marines has been pushed back to FY 96. BRAC is to fund for base closures, but has no money for this purpose; nor does the Navy, currently in the process of decommissioning 27 squadrons, have any funds for the Marine units or Navy units to begin moving. Planning the moves continues. The Marines plan on units beginning to move to Miramar during the summer of 1994.

The operational problems with aircraft operations at Lindbergh are well documented. Repeated studies have delineated the hazards and shortfalls of conducting aircraft operations there and in the future. Additionally, it is essential that San Diego be prepared

for the trading boom associated with the passage of NAFTA and the just concluded GATT Agreement, and the rapid growth in aircraft operations that surely will follow.

Miramar presents a large open area for expansion, existing taxiways and runways, freeways for easy access on three sides , plus a rail head for rapid transit. While nothing is simple SANDAG should seize the moment by supporting every effort that seeks to acquire Miramar for civilian use while redeveloping Lindbergh. Resulting funds from the development of Lindbergh will help to defray the costs of the Navy move as well as the construction of the required facilities at Miramar.

Opponents of the move to Miramar of commercial aviation from Lindbergh have used as their principal argument, "That this sends the wrong signal to the military". It is not the case at all. This is a Navy plan from the very beginning. San Diegians would be saving the taxpayers billions of dollars by acquiring Miramar and keeping Marine Corps units at the El Toro-Tustin complex.

Conclusion:

The BRAC-93 process has opened a window of opportunity to acquire Miramar that must be seized. SANDAG should move quickly to support all efforts to acquire Miramar for a civil airport now. At a very minimum, a delegation should call on President Clinton, outline an overall plan for the subject moves, (with the attendant savings in billions of dollars) and ask for his support in acquiring NAS Miramar for civil use. SANDAG will only then learn if a viable alternative to Lindbergh Field has potential for further investigation.

TRAFFIC

21 million passengers forecast is running on computers now - possibly by tonight but surely by Monday A.M.

From existing counts at MNAS & Lindbergh Field

MNAS = 33733 ADT

Lindbergh = 48,000 ADT

3 to 4,000 ADT from Lindbergh already goes by MNAS on I-15

At the present time inbounds to Lindbergh in A.M. peak is 80% of inbounds to MNAS even though Lindbergh's ADT is greater.

At the present time outbounds from Lindbergh in PM peak is only 78% of outbounds of MNAS.

Therefore, if Lindbergh traffic today went to MNAS, the impact on the circulation system in AM and PM would be less than MNAS is today - even without a connection to I-805.

With the move to MNAS, a connection to 805 is planned. From preliminary data, we expect at least 1/3 of traffic to/from a commercial international airport at MNAS to travel west to I-805.