[MS-0398.031.002.001]

EXCERPTS FROM THE SANDAG FINAL SAN DIEGO AIR CARRIER AIRPORT SITE SELECTION STUDY (June, 1990)

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"...SANDAG is the designated Metropolitan Planning Organization for the San Diego Region. As such...has the responsibility to undertake systems-level planning for this region's aviation system and related facilities, including air carrier airports and general aviation airports.

The goal of the study as requested by the City of San Diego, is to identify a preferred site for the development of an air carrier airport to replace Lindbergh Field (San Diego International Airport) over the long term."

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"Operations at the NAS Miramar site...would produce minor interactions with Montgomery Field.

At the Otay Mesa site, Alternative A operations would have major interactions with operations at NAS North Island."

Page 11 and 12

"At NAS Miramar, it would cost about $1.3 billion to develop the airport if Alternative A were selected. It would cost about $1.4 billion to develop the airport if Alternative B were selected.

At Otay Mesa, it would cost about $2.2 billion to develop the airport if Alternative A were selected. It would cost about $1.8 billion to develop the airport if Alternative B were selected."

Page 13 and 14

"The number of people in residences that would be exposed to aircraft noise (65 CNEL) if NAS Miramar is used as a replacement to Lindbergh Field ranges from 20 to 5900.

The forecasted number of people that would be exposed to aircraft noise (65 CNEL) from an air carrier airport on Otay Mesa ranges from 4100 to 20,000 in the year 2010 depending on the alignment of the runways."

EXCERPTS FROM THE SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) BOARD OF DIRECTORS AGENDA REPORT NO.: R-48 (May 25, 1990)

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"Lindbergh Field should continue to be designated as the region's air carrier airport. If all, or a major portion, of NAS Miramar is no longer required as a national defense facility, the use of this facility as the region's air carrier airport should be aggressively pursued."

"RECOMMENDATION'S RATIONALE – The study has identified three viable alternatives to Lindbergh Field. All three would work better than Lindbergh. Two of the sites, NAS Miramar and East Miramar, are already in public ownership and thus could be viewed as effectively preserved for future use as a regional airport. Also, the region's decision-makers are well aware of the institutional question associated with Miramar: How long will the federal government continue to use it?"

Page 3 and 4

1. **Lindbergh Field has inadequate capacity to accommodate the region's long term future demand for air carrier service. Adding land to Lindbergh's existing boundaries will not increase its capability to meet the long term needs.**

   Lindbergh Field has 471 acres; it currently handles 11.5 million passengers annually, with approximately 200,000 aircraft operations. FAA analysis of aircraft capacity reveals that reasonable (5%/year) increases to a level of 230,000 operations will result in significant aircraft delays. SANDAG's consultants have evaluated several Lindbergh Field alternatives that involve the acquisition of the Marine Corps Recruit Depot (451 ACRES). While these alternatives provide some additional capacity to Lindbergh Field, the capacity of an enlarged Lindbergh Field is inadequate to meet this region's long term future needs.

2. **NAS Miramar, Otay Mesa, or East Miramar are the preferred alternatives for the relocation of Lindbergh Field. These sites have the requirements (land and airspace) to accommodate the San Diego region's long term future demand for air carrier service.**

   All reasonable alternative sites located west of the mountains were evaluated. The only area excluded from the study was Camp Pendleton. Thirteen candidate sites were identified and evaluated using the acceptance criteria. Of the thirteen sites, three sites were evaluated using comparative criteria. Those three sites are Otay Mesa, NAS Miramar, and East Miramar. Institutional questions are the primary considerations that need to be resolved regarding these sites for air carrier service, not technical airspace or airport design questions.

   Other site suggestions such as offshore or the desert do not meet the air carrier

demand for the San Diego region. For example, the environmental impacts and the costs of an offshore airport are much more significant than those associated with the land based sites.

Remote site alternatives, such as desert locations, might relieve capacity problems at Los Angeles International Airport (LAX), but they would not be a reasonable alternative to Lindbergh Field. For the traveling public residing in the San Diego region to use a desert airport, significant advancements in ground access transportation technology would be required to overcome the distance and topography. The use of Lindbergh Field to transport passengers by air to and from a desert airport would defeat the purpose of alleviating congestion at Lindbergh.

Geo.

August 15, 1991

To: Chula Vista City Council
From: Will W. Gildner
Via: Leonard Moore, Chula Vista City Councilmember

What: Create a new location for San Diego's Regional International Airport.
Where: At present site of NAS Miramar, San Diego, California.
How: Move all base activities and tenant squadrons now present at NAS Miramar to George Air Force Base site (Victorville, California).
Why: To solve a perplexing problem for the Metropolitan San Diego area and to maintain an economic platform for the Victorville area.

Facts:

1. George AFB, Victorville, California is scheduled to close as an active duty operating base in early 1992.
2. George has all the equipment and physical structures required to operate a jet fighter aircraft base.
3. San Diego representatives have been for many years, and currently are, searching for a new location for a regional airport as a replacement for Lindbergh Field.
4. NAS Miramar has many of the required facilities already in place to operate a commercial airport.

Advantages:

A. **Cost Savings**

George AFB switched to a Naval Air Station.

1. Save several hundred millions of "shut down" dollars.
2. Save all security, depreciation and maintenance dollars that would otherwise be required in the future.

Miramar converted to a commercial airport.

1. Save more hundreds of millions of dollars needed to construct a new airport.
2. Necessary time to put into operational use is kept to a minimum, thus many additional dollar savings.
3. Eliminate the dollars and time wasted in additional feasibility studies.
4. Possible lease of land from Department of Defense, thus saving taxpayer dollars required to purchase land and

surrounding air space from private ownership adequate for a regional airport .

B. **Location**

George AFB

1. The base is about the same distance from San Nicolas Island as is Miramar (aircraft carriers conduct air operations in the vicinity of the island). It is considerably closer to operations of carriers home ported in San Francisco Bay area. The flight distance and direction to MCAS Yuma and NAF El Centro, including the desert bombing ranges, are compatible from base..
2. Base operating areas remain intact, thus retaining local training air space.
3. High desert location lends itself to great flying weather and environment.
4. Personnel living conditions on base are equal to or better than Miramar.
5. Maintains an established and qualified working force and cash flow for area residents.

NAS Miramar.

1. Considered by many as the best location for an regional international airport. Certainly, the only one where a new airport, with all of the problems involved, does not have to be constructed.
2. Centrally situated for <u>all</u> of San Diego County residents.
3. In the middle of expanding San Diego light and "clean" industrial area and business centers.
4. More vacant land than any other possible site for future industrial and commercial development and for buffer zones from residential developments.

C. **Physical Aspects.**

George AFB

1. All necessary operational buildings, hangers, engine overhaul, fuel supply and storage, sewage, electrical and water systems are installed.
2. All administrative buildings and facilities available.
3. As much, if not more, on-base personnel housing.
4. An 18-hole golf course and all other recreational facilities on base.

5. Would not have to "secure" and close the base and, thus, have to meet government environmental requirements.
6. Excellent runway orientation.
7. Taxiways, aprons, parking ramps all more than adequate to handle any U.S. Navy aircraft.

NAS Miramar

1. Water, sewer, electrical, fuel supply systems are all installed and operating.
2. Runways, taxiways, aprons, parking ramps in and adequate to operate all commercial aircraft in use today.
3. Satisfactory aircraft control tower.
4. All approach control and instrument landing devices and communications systems for commercial aircraft in and operating.
5. Expansive area to the east for aircraft approaches.
6. Many existing buildings to be leased or sold for private commercial activities.
7. An 18-hole golf course for the public.
8. Railroad available (close-by, if "spurs" not already in place).
9. Perfect extension of S.D. trolley from University Towne Center station (yet to be built) to airline terminal.

<u>Disadvantages:</u>

George AFB

1. None

NAS Miramar

1. Have to move a long established Naval Air Station. But it has been done before.
2. None for the City and County of San Diego residents; only benefits for them and all taxpayers.

While this a new concept and proposal to a complicated situation, I feel it has exceptional merit and, if developed, would create the best regional international airport San Diego County could ever expect to have related to cost and location.

Sincerely,

Will W. Gildner