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Lindbergh News

December 1992

Airport Coalition Update

Since the last Airport Coalition Newsletter was published, much has occurred on the airport front. The following is a summary of significant events:

The Lindbergh Field CLUP (Comprehensive Land Use Plan) was adopted by the San Diego Association of Governments (SANDAG) in February 1992. "As the CLUP is implemented, it should reduce the adverse impacts from aircraft noise, limit the increase in the number of people exposed to airport approach hazards, and ensure that no structures are erected that are deemed by the FAA to be hazards and that no obstructions are erected that either individually or cumulatively cause an adverse safety affect on air navigation, as determined by the FAA." Toward that stated goal, the plan recommendations that are most important to our community include: (1) mandatory soundproofing of schools within the 65 CNEL, (2) voluntary acoustical insulation of residential properties, (3) adoption of an ordinance requiring noise insulation for new single family residences and remodels, and (4) studying the feasibility of acquiring parcels in the runway "object free area" (i.e. Laurel Travel Center). Airport Coalition Executive Board members John Turner and Nancy Palmtag along with Peninsula Community Planning Board Chairperson Hedy St. John worked on the CLUP.

Dismissal of Port District Lawsuits

In July 1992 the Federal Court accepted a stipulation for dismissal without prejudice for three years. The lawsuit can be reinstituted if the residents aren't satisfied with the Port District's efforts during that time frame. In exchange, the Port District is to do the following:

- Continue applying for Federal Funds to soundproof schools (based on positive evaluation of Loma Portal Elementary pilot project.)

- Complete sound attenuation project on one single family residence, which would serve as a demonstration project for the community.

- Conduct a community survey.

- Issue a formal policy statement reiterating the fact that Lindbergh Field is not adequate as the region's long term airport, and that the District encourages responsible local government authorities to move expeditiously to identify additional commercial air facilities. The following is a copy of the policy statement:

The Airport Coalition and the San Diego Unified Port District are pleased to announce that they have reached an agreement on the resolution of their litigation.

A stipulation dismissing the lawsuits brought against the District by members of the Airport Coalition has been signed by the parties and accepted by the Court. In exchange for these dismissals, discussions between the District and representatives of the community have begun regarding the continuation of the Port District's pilot program for sound attenuating schools in the vicinity of the airport, based on the evaluation of the initial project. The parties are also proceeding with a demonstration residential soundproofing project to sound attenuate an existing residence in the Loma Portal area to allow the District and the community to evaluate the potential benefits of such a program.

The Port District believes that this action represents an important and constructive step forward in a community-wide effort now proceeding in San Diego to address airport related issues. The Port District is committed to providing the best possible airport facilities at Lindbergh Field so long as it is the only major air carrier airport serving the San Diego region. To that end, the District will soon be considering important interim facilities improvements at the Airport.

However, as the Port District has stated in the past, the geographical constraints affecting Lindbergh Field prevent Lindbergh Field from meeting the projected demand for commercial air service generated in the San Diego region in light of the forecasted population growth and the related growth in demand for aviation services. The Port District has, and will continue to encourage responsible local and regional governmental authorities to proceed as expeditiously as possible to identify additional commercial air facilities necessary to meet the critically important air transportation needs of the San Diego community. Consistent with that position, the Port District has already supported Phase IA of the FAA funded Master Plan feasibility study for another commercial airport facility to serve the San Diego region.

The Airport Coalition wants to thank Ron Roberts for his leadership role toward resolving airport related problems.

Loma Portal Soundproofing Project

The schedule has slipped, and the project is now due to be completed by mid January 1993. The project evaluation report will be due by mid-March. Scheduling of other schools has not yet been set. The San Diego Unified School District has officially requested the Port District to apply for FAA funds to soundproof two schools annually.

Demonstration Residential Project

The Port District plans to purchase a single family residence that is currently for sale in the Loma Portal area. Plans are being made for the house to be open for evaluation before and after the soundproofing is accomplished to give residents the opportunity to determine its benefits. In addition, there will be a scoping study to inventory residential structures which have the potential to be included in such a program, along with a local community survey to determine the resident's actual level of interest in a sound attenuation program. The "demonstration" residence is due to be soundproofed by mid September 1993. It is anticipated that a long term residential soundproofing program will then be implemented.

Rebate on Lawsuit Donations

Airport Coalition incoming funds totaled $49K, consisting of 96% contributions and 6% interest income. Expenses totaled approximately $19K distributed 76% for the legal services of a Washington-based Lawfirm Cutler and Stanfield (recall all local representation was provided at no charge), 8% for printing and postage, 5% for state franchise tax, and 3% for office supplies and meeting expenses.

Approximately $24,000 will be returned to 269 donors. The amount will be about 48 cents on the dollar. You need to check with your accountant if you have a question about tax consequences. Donations ranged from $1020 to $10. Thanks to all who donated.

Peninsula Board Openings

If you are interested in serving on the Peninsula Planning Board, please call the Chairperson, Hedy St. John at 226-3274.

TwinPorts Update

There have been many conflicting news reports regarding the probable future of TwinPorts. Fortunately, the San Diego Tribune continues to editorialize favorably for an airport on Otay Mesa and has challenged Mayor Susan Golding to demonstrate strong leadership in planning a new airport. We remain optimistic that TwinPorts will be built. Recent events include:

The City Council, with SANDAG and the Port District as cosponsors, applied and received FAA Funding for a Master Plan feasibility study for a commercial airport on Otay Mesa. Phase 1 of the study is on-going. Part A was completed in May 1992 and showed that an airport is technically feasible in that location and that it will bring economic benefits to both the U.S. and Mexico. Part B is currently underway and includes additional technical and ground access work, along with preliminary environmental and land use planning information. The consultant and city staff plan to complete Phase I Part B by May 1993, when the building moratorium on property within the study area is due to expire. In addition to the FAA funded work, the US committee and the larger bilateral working group continues to meet. It is anticipated that an agreement will be reached recognizing the need and right of each country to intrude into each other's airspace, as well as identifying a preferred layout of runway(s) on both sides of the border.

IAP for Lindbergh Field

According to the Environmental Impact Report (EIR), the Immediate Action Program was designed by the District to relieve current and projected congestion at Lindbergh Field and is based upon improvements to the most critical passenger-processing elements of the airport facility. It is projected that with implementation of the Immediate Action Plan (IAP), the airport will be able to accommodate 14.7 million air passengers (MAP) and 220,102 air carrier and commuter operations in 1995. (The existing facilities at Lindbergh Field are estimated to have the capacity to accommodate approximately 12.2 MAP and 185,861 air carrier and commuter operations in 1995, while the demand in 1995 is estimated to be 16.7 MAP and 237,000 air carrier and commuter operations.) The IAP consists of several related facility improvements needed to support the projected increased passenger demand including: (1) Addition of a new eight-gate passenger terminal concourse; (2) Modification of existing parking and airport roadway improvements, including construction of a "flyover" connector to Harbor Drive and Harbor Drive interchange modifications; (3) Expansion of the airport fuel farm: (4) Regional access improvements including widening of Laurel Street between Harbor Drive and Pacific Highway; and (4) Associated Port Master Plan amendments as required.

The Peninsula Community Planning Board provided comments to the Draft Environmental Impact Statement (EIS)/EIR in late October. The substantive issues covered included Land Use Compatibility and Coastal Zone Management, the Proposed Fly Over, Airport Safety, Fuel Farm Safety, and Noise. While the Planning Board is unopposed to the implementation of the IAP, it is concerned about various elements of the program. If you would like a copy of the Board's comments, please call Nancy Palmtag at 224-0390 and leave a message.

Update on Noise Regulations

According to the 1992 Second Quarter Quarterly Report, the percentage of Stage 3 operations is now at 80%, a full 10% above the number agreed to by the Port District, the Airport Coalition, and other participants to the Intervenor's Agreement of 1988. As a result, the noise contours continue to shrink. The full phase-in of all Stage 3 operations will occur by 1999. The Port District continues to impose fines on those airlines in violation of the Airport Use Regulations, most of which have been time-of-day/night violations. While we realize that the single-event noise level of Stage 2 operations continues to be a very intrusive interruption to the day's activities, Airport Coalition is pleased with the 100% Stage 3 operations between 6:30 and 7:00 am and between 10:00 and 11:30 pm and the accelerated phase in of these quieter planes beyond agreement requirements.

Thanks to Councilman Ron Roberts

Our Councilman has supported the goals of the Airport Coalition since first taking office in December 1987. His constant efforts at bringing all parties together has resulted in the Intervenor's Agreement of 1988, the adoption of the FAR 150 Study in 1989, the completion and adoption of the SANDAG Airport Site Selection Study in 1990, and the completion and adoption of the Lindbergh Field Comprehensive Land Use Plan in 1991. In addition, Ron Roberts continues to actively pursue the feasibility of TwinPorts on Otay Mesa. Members of Airport Coalition and the Peninsula community send our deepest thanks to Councilman Roberts for the tremendous support he continues to give on this most important community matter.