



Regional Aviation Strategic Plan (RASP)

January 15, 2009



Overview

- 1. Background**
- 2. RASP Objectives / Tasks**
- 3. Next Steps**



Background RASP / AMAP Update

Senate Bill SB 10 (2007) states that **SDCRAA** is required to prepare the Regional Aviation Strategic Plan (RASP) by 2011.

The RASP will identify strategies to improve the performance of the San Diego regional airport system.

SB 10 also requires **SANDAG** to prepare an Airport Multimodal Accessibility Plan (AMAP) by 2013.

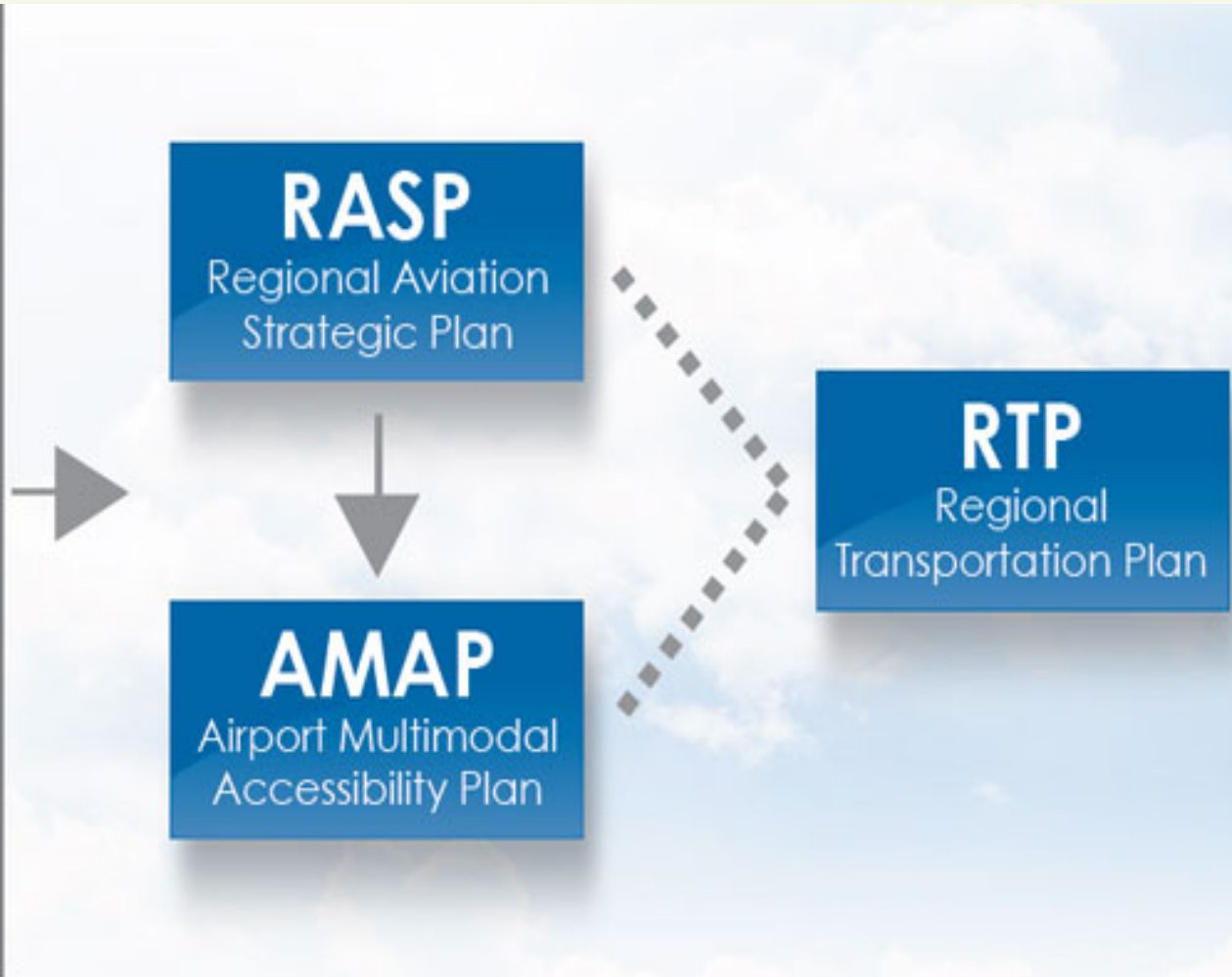
The AMAP will develop a multimodal strategy to improve surface transportation access to airports both within San Diego County and between neighboring regions.

SANDAG is to consider information from the RASP and AMAP in the next update to the Regional Transportation Plan (RTP). MOU signed June 2008 between SDCRAA and SANDAG to prepare RASP/AMAP.



Planning Processes

- Agua Caliente Airport
- Borrego Valley Airport
- Brown Field Municipal Airport
- Fallbrook Airport
- Gillespie Airport
- Jacumba Airport
- McClellan-Palomar Airport
- Montgomery Field
- Oceanside Municipal Airport
- Ocotillo Airport
- Ramona Airport
- San Diego International Airport





Regional Aviation Strategic Plan

Objectives

- Identify strategies to improve regional airport system performance.
- Consider each airport's capabilities and resources.
- Identify facilities to accommodate both air transportation system and ground access system demand at airports in San Diego County and neighboring regions (Riverside, San Bernardino, Imperial counties) and Tijuana/Baja.



RASP Tasks

- Phase 1 – Data Gathering and Model Development
 - ✓ Base Data and Inventory
 - ✓ Regional Aviation Demand Forecast Review (completed by Landrum & Brown in January 2009)
 - ✓ Existing Airport System Capacity
 - ✓ Aviation Demand Allocation Model
 - ✓ Airport System Baseline
- Phase 2 – System Concepts and Strategies
 - ✓ Alternative Airport System Concepts
 - ✓ Concept Evaluation
 - ✓ Implementation Strategies
- Phase 3 – RASP Implementation Plan
 - ✓ Aviation Facilities Improvement Program
 - ✓ Financing Strategies
 - ✓ Report and Summary Materials



Phase 1

Data Gathering and Model Development

The primary objectives of Phase 1 are to:

- Review, assess, and prepare critical base data for subsequent Phases
- Document the existing and planned capacity of airports and key ground transportation facilities in the San Diego region
- Review the aviation demand forecasts prepared as part of the Destination Lindbergh study, and utilize the findings as a key input to the Demand Allocation Model
- Develop the aviation Demand Allocation Model that will be used in subsequent Phases to assess the impact of forecasted growth on the regional airport system
- Identify airport facilities necessary to accommodate aviation demand



Phase 2

System Concepts and Strategies

This is Not Your Grandfather's System Plan:

- Traditional System Plans . . .
 1. Quantify future traffic for a region
 2. Assess demand/capacity at individual airports in a system
 3. Identify facilities to accommodate traffic (assuming no changes to demand patterns)

- This Strategic Plan will seek to *optimize* the regional aviation system through strategies and concepts that influence demand
 - ✓ Allocation of air carrier uses (international, commuter) to other airports
 - ✓ Allocation of air cargo to other airports
 - ✓ Allocation of general aviation to other airports



Next Steps

January/February 2009

- Launch of RASP Webpage at www.sdrasp.com
- Aviation Forecasts for San Diego County Airports

March 2009

- Presentation to RASP Subcommittee of Forecasts and Inventory

April 2009

- Report to Airport Advisory Committee



Comments