

## Terminal 2 Buildout Fact Sheet

### LOCATION

San Diego International Airport's total operation sits on 661 acres just 2 miles northwest of San Diego's thriving downtown. Its ocean-close location on Harbor Drive is roughly bounded by the Interstate 5 to the east, Liberty Station to the west, Marine Corp Recruit Depot to the north and San Diego Bay to the south.

### BACKGROUND

For more than 75 years, San Diego International Airport (SDIA) has served the air transportation needs of the San Diego region. With 22 airlines and 300 daily flights to 54 markets in the United States, Mexico and Canada, passengers routinely rank the airport among the best in the world for customer satisfaction.

The airport plays an essential role in the economic growth and well-being of the region by moving people, goods and services. For example:

- 18.3 million passengers passed through the airport in 2007
- SDIA contributes some \$9.9 billion annually in economic impact to the region
- 53 percent of the airport's passengers travel for leisure and 47 percent for business
- Approximately 115,000 jobs, or one of every 16 jobs in the region, are directly or indirectly related to operations at the airport

### SDIA'S FUTURE

SDIA's passengers are projected to increase to 27-33 million by 2030. At this pace, SDIA will experience severe congestion between 2015 and 2022. The new San Diego County Regional Airport Authority Board (SDCRAA), which took over in January 2007, is 100 percent committed to optimizing Lindbergh Field as the first part of its mission to develop a comprehensive regional solution for San Diego's air transportation needs. An extensive planning process is currently under way that will study choices and potential solutions to meet the regional demand for air transportation.

Right now, to accommodate this increase in demand, the Airport Authority Board is planning for immediate improvements to complete the development that started with the expansion of Terminal 2 in 1998. These improvements include:

- 10 new jet gates at Terminal 2 – The addition of 10 gates will accommodate the expected increase in travelers
- Additional parking for remain-over-night aircraft – The additional parking for remain-over-night (RON) aircraft will increase the efficiency of airport operations by eliminating the need to taxi aircraft from one side of the runway to the other
- Second-level roadway at Terminal 2 – A second-level roadway will provide separate departure and arrival areas at Terminal 2 to relieve the current congestion associated with the dual arrival and departure location
- Parking structure – A new structure will provide additional options for passengers and meeters and greeters to park their vehicles for short-term trips. The Draft EIR is evaluating an alternative with and without the parking structure
- Taxiway improvements on the north and south sides – Taxiway improvements will increase the flow of aircraft traffic by efficiently lining up aircraft waiting to take off

Looking ahead, the Airport Authority Board is also studying options and alternatives to meet San Diego's air transportation needs for the next 30 years and beyond. Some of the options being studied include:

**New terminal for additional/redesign of gates** – Additional analysis and plans will need to be developed in partnership with the airlines

**Transit and off-airport roadway improvements** – Plans are being developed in partnership with other agencies to improve the airport's connections to the surrounding transportation network

**Regional Aviation Strategic Plan** – The Airport Authority will be working with the San Diego Association of Governments and other airport operators in the county to determine the roles each airport can play in improving the region's air transportation infrastructure

**Beyond our borders** – The Airport Authority is reaching out to neighboring counties and Mexico to explore more productive interaction between all airports in the Southern California region

## COST AND FUNDING

Improvements to the airport are paid by user fees, not by local taxes and airport revenue bonds (bonds would be issued by the Airport Authority and later repaid with dedicated airport revenues). A financial plan will be forth coming upon the completion of the EIR certification.

## PLANNING PROCESS AND ENVIRONMENTAL REVIEW

As part of the planning process, the Airport Authority prepared a Draft Environmental Impact Report. This document is a comprehensive study of all of the outcomes and impacts associated with near-term plans to improve the airport. How the airport improvements will affect dozens of different areas – traffic/circulation, air quality, water quality, endangered species, soils, noise, public health and more – will be studied and explained. In addition, in many cases, the Draft Environmental Impact Report identified specific actions that need to be taken by the Airport Authority to modify, reduce or mitigate the impacts to the environment.

## PLANNING TIMELINE

October 2, 2007-February 4, 2008 – Draft Environment Impact Report was available for the public to review and submit comments to the planning team; public outreach and involvement opportunities for the airport included airport tours and community meetings

March-April 2008 – Airport Authority Board holds public hearing to review and discuss the Draft EIR. Public is invited to attend and provide public comment; after public meetings, the Board will vote on certification of the EIR. Once certified, it becomes the final EIR

Mid-2009 – Construction begins on new facilities

2012 – New gates, facilities, parking and improvements open to the public

## COMMUNITY INVOLVEMENT

The Airport Authority is committed to a two-way communications process involving the people who live here, work here and use the airport, to create a plan that best addresses the region's future aviation needs.

For updates, visit [www.sanplan.com](http://www.sanplan.com).

## CONTACT

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