

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4421
(619) 767-2370

RECORD PACKET COPY



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Filed: August 23, 2005
49th Day: October 11, 2005
180th Day: February 19, 2006
Staff: DL-SD
Staff Report: September 20, 2005
Hearing Date: October 12-14, 2005

STAFF REPORT: CONSENT CALENDAR

Application No.: 6-05-82

Applicant: San Diego County Regional Airport Authority **Agent:** Ted Anasis

Description: Safety improvements consisting of upgrading the instrument approach for aircraft including the removal and reinstallation of electronics and antenna on the eastern and western ends of the main runway, and installation of an Engineered Material Arresting System, an area of crushable material designed to decelerate and stop an aircraft that has overrun its landing at the western end of the runway.

Site: San Diego International Airport, San Diego, San Diego County.
APN 760-062-01, 760-039-61, -58, -67.

Substantive File Documents: Draft Mitigated Negative Declaration SDCRAA #ND-05-01; FAA EMAS Advisory Circular AC 150/5220-22 at <http://www.faa.gov/arp/150acs.cfm?ARNav=acs>; Certified Port Master Plan; City of San Diego Certified LCP.

I. STAFF RECOMMENDATION:

The staff recommends the Commission adopt the following resolution:

MOTION: *I move that the Commission approve the coastal development permit applications included on the consent calendar in accordance with the staff recommendations.*

STAFF RECOMMENDATION TO ADOPT CONSENT CALENDAR:

Staff recommends a **YES** vote. Passage of this motion will result in approval of all the permits included on the consent calendar. The motion passes only by affirmative vote of a majority of the Commissioners present.

II. Standard Conditions.

See attached page.

III. Special Conditions.

The permit is subject to the following conditions:

III. Findings and Declarations.

The Commission finds and declares as follows:

A. Detailed Project Description/History. The proposed project consists of safety upgrades at San Diego International Airport consisting of two separate components: upgrading the Instrument Landing System (ILS) and installing an Engineered Material Arresting System (EMAS). The airport is located north of Harbor Drive in the City of San Diego.

The ILS upgrade will occur at both the east and west ends of the main runway, and consists of the removal and salvage of antennas and appurtenances for the localizers (homing beacons); installation of new runway localizers; removal and salvage of existing electronics and antenna, reinstallation of electronics in a new shelter and reinstallation of antenna and new wood platform, and new instrument approach lighting.

The existing Runway 9 localizer is approximately 80 feet wide (distance from the end of the runway to the back of the localizer). It consists of 14 antennas that are mounted horizontally, pointing to the west. Each antenna is approximately 10 feet long. The platform upon which the antennas are mounted is 14 feet above existing finished grade. The new RWY 9 localizer will be much narrower, with about 25 feet of localizer, platform and counterpoise platform. It will connect to the existing jet blast fence, and its back edge will be farther from the street. The existing Runway 27 localizer is similar in size to the proposed new RWY 9 localizer, and will be replaced with a facility essentially the same size.

The second component of the proposed project is installation of an EMAS. The FAA requires a 1,000 foot long Runway Safety Area (RSA) at the end of each runway for certain airports. If an airport cannot achieve this safety area length due to existing obstacles, FAA Order No. 5200.8 Runway Safety Area Program provides for EMAS as an option to consider. The proposed EMAS is an area of crushable material to be located at the west end of Runway 27 and is designed to decelerate and arrest an aircraft that has overrun its landing. The EMAS itself will consist of roughly four foot by four foot cast cellular cement blocks of varying heights.

The area proposed for the EMAS currently consists of both paved and unpaved packed dirt area. The proposed EMAS will have a 65 to 75-foot setback from the end of the runway and will be 315 feet in length. To accommodate the EMAS, a 250-foot wide by

395-foot long area will be paved, and the 315-foot by 218-foot EMAS will be placed on top of it. The proposed EMAS will be constructed in accordance with the FAA EMAS Advisory Circular AC 150/5220-22.

The EMAS installation will require the abandonment of an existing 8-inch drainage pipe on the south side of the proposed EMAS, which will be replaced with a new 12-inch drain. It will connect to the existing 54-inch storm drain that runs along the south side of the runway. Also proposed is a new drain and catch basin to drain the EMAS to the north. It will also be a 12-inch drain and will drain to the existing 54-inch drain that runs along the north side of the runway. The existing drains empty into the San Diego Boat Channel west of the airport. All new inlets will be filtered and the airfield is currently equipped with filtered inlets, oil-water separators, and other BMPs. A comprehensive hazardous waste plan has been prepared for the area where drainage structures are proposed to ensure no impacts to water quality will occur. The new drainage structures have been designed to accommodate the additional runoff anticipated from the proposed EMAS paving, and will include BMPs to avoid construction-related water quality impacts. The Commission's water quality staff have reviewed the proposed project and determined that adequate water quality protection will be provided.

Both systems will be located entirely within the existing airfield. Some of the proposed new lights may potentially be somewhat visible from nearby streets at night (e.g. Pacific Highway and Laurel Street), but will be located within the context of an existing airport facility and the proposed structures will be compatible with the surrounding existing airport structures and lighting.

There is no vegetation or other sensitive natural habitat at the site. The only protected biological resources present at the airport are the California least tern nesting areas located at the "ovals" at the southeastern corner of the airport. (The historical least tern nesting area on the west side of the airport has been abandoned and has not supported sensitive species for many years). The least tern ovals are located at the opposite end of the airfield over 9,000 feet east of the portions of the project occurring at the west end of the runway. The construction of the Runway 09 localizer antenna and shelter will occur approximately 750 feet from the ovals, and will not have any impact on the nesting areas.

B. Biological Resources. Coastal Act policies 30240 and 30251 restrict the alteration of natural landforms and protect sensitive habitats. Section 30231 of the Coastal Act requires that coastal waters are protected and runoff minimized.

The proposed development will not have an adverse impact on any sensitive habitat, and, as conditioned, will not result in erosion or adverse impacts to water quality, as adequate drainage controls will be provided. Thus, the project is consistent with the resource protection policies of Chapter 3 of the Coastal Act.

C. Community Character /Visual Quality. The development is located within an existing developed area and, as conditioned, will be compatible with the character and scale of the surrounding area and will not impact public views. Therefore, the

Commission finds that the development, as conditioned, conforms to Section 30251 of the Coastal Act.

D. Local Coastal Planning. The San Diego International Airport was previously under the coastal permit jurisdiction of the Port of San Diego and the standard of review for coastal development permits was the certified Port Master Plan. However, legislation that took effect in January 2003 transferred authority over airport property to the newly created Airport Authority. Thus, the airport is now within the Commission's permit jurisdiction. Although the Airport is not anticipated to be subject to a LCP, approval of this project would not prejudice the preparation of a LCP consistent with the requirements of Chapter 3. As discussed above, the proposed project is consistent with Chapter 3, including the visual protection policies of the Coastal Act.

E. California Environmental Quality Act. There are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment. Therefore, the Commission finds that the proposed project is the least environmentally damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

STANDARD CONDITIONS:

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

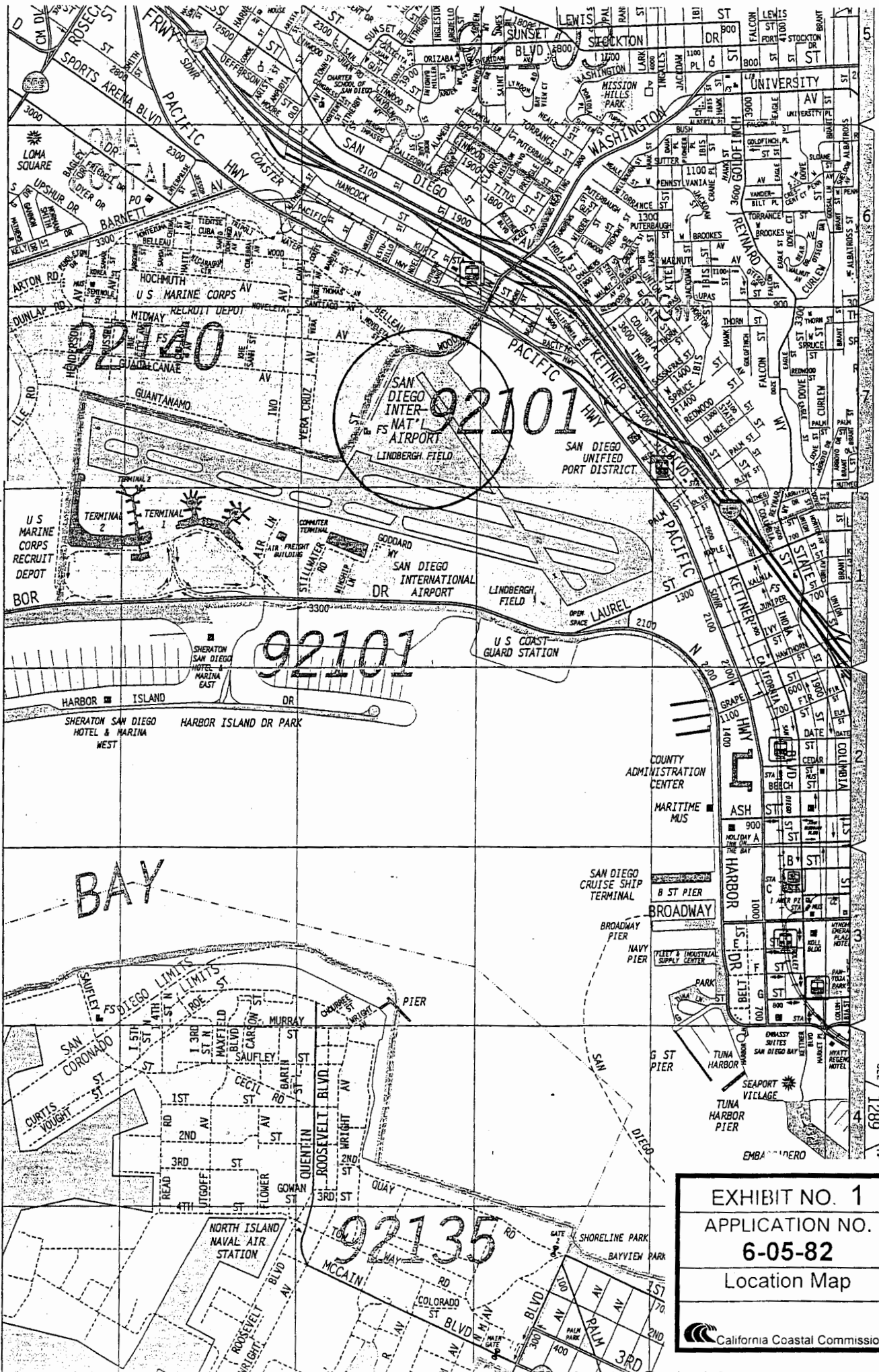
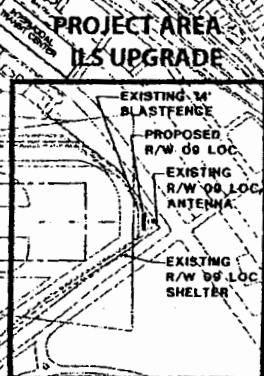
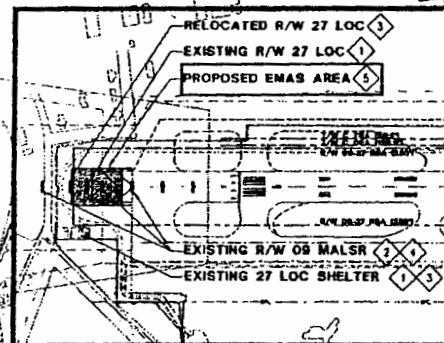


EXHIBIT NO. 1
APPLICATION NO.
6-05-82
Location Map



PROJECT AREA - ILS UPGRADE AND EMAS

SAN DIEGO BAY

0 800 1600

**San Diego International Airport
Install EMAS and Upgrade ILS
Project Number 05-01**

**Figure
2**



SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DATE: 10/1/91 BY: J. J. J. FOR: J. J. J.	SAN DIEGO INTERNATIONAL AIRPORT IMPROVE INSTRUMENT APPROACH IMPROVE RUNWAY SAFETY AREA FAA FACILITIES - SCOPE OF WORK PLAN	E0.1
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EXHIBIT NO. 2
APPLICATION NO.
6-05-82
Overall Site Plan

California Coastal Commission

1. FC
2. FC
3. FC
4. FC



REMOVE EXISTING
LOCALIZER ANTENNA
ARRAY

PROPOSED
RELOCATED
LOCALIZER
ANTENNA ARRAY

103+00

102+00

101+00

100+00

99+00

98+00

97+00

96+00

MODIFY EXISTING
APPROACH LIGHTS

120.70'

PROPOSED EMAS

417.00'

MODIFY EXISTING
APPROACH LIGHTS

PROPOSED EMAS
GRADE BEAM

PROPOSED EDGE OF
EMAS SUPPORT
SURFACE

PRIMARY AIRPORT CONTROL STATION
"AP 1973 SAN B-3"
BRASS DISK IN CONC. MONUMENT
NGS POINT ID = AD9362

LIMIT OF WORK (TYP.)

LIMIT OF ENVIRONMENTAL
IMPACT AREA (TYP.)

PLAN VIEW

California Coastal Commission

EMAS Detail

6-05-82

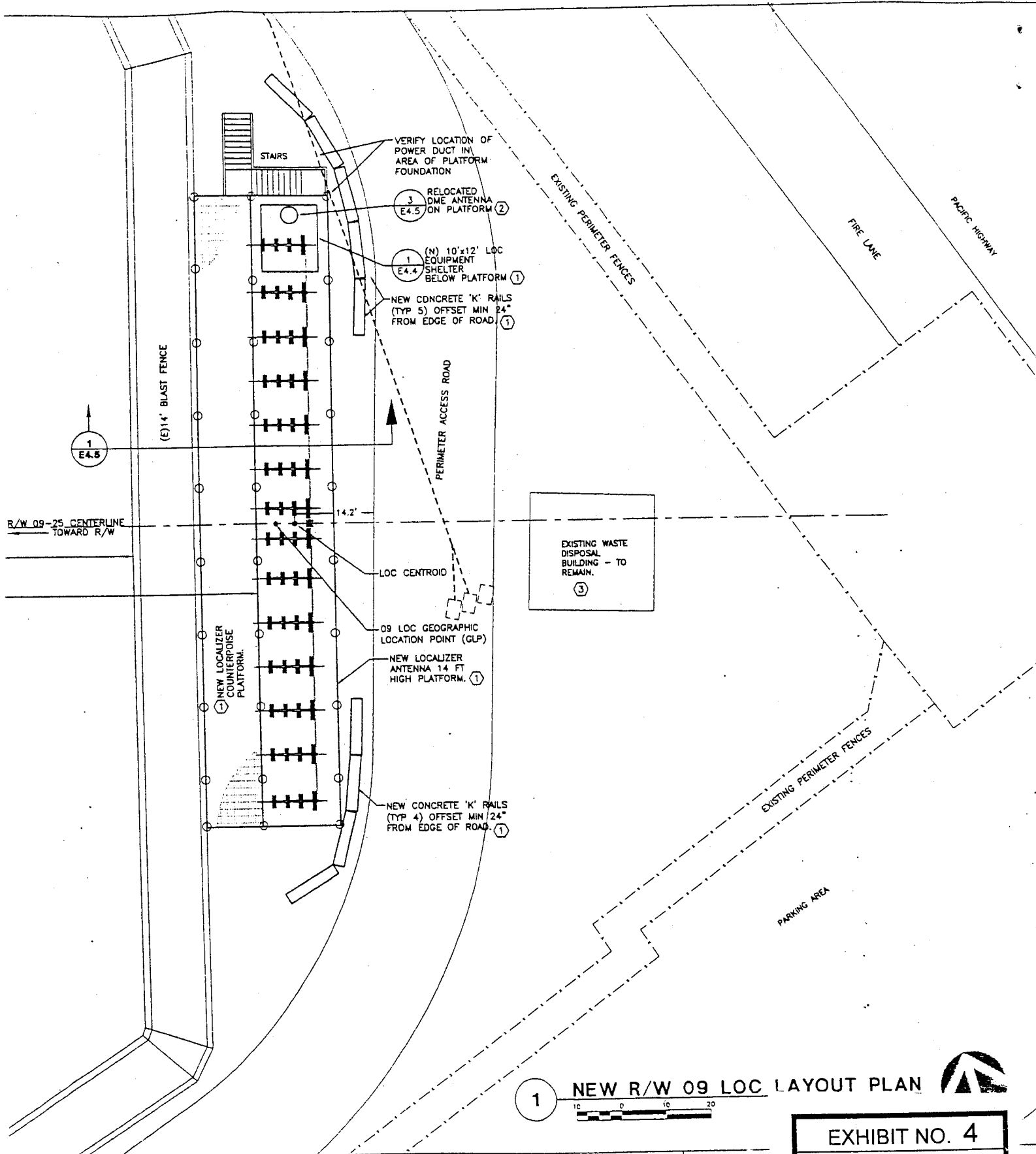
APPLICATION NO.

EXHIBIT NO. 3

DESIGNED

FOR

11/



1 NEW R/W 09 LOC LAYOUT PLAN



SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DESIGNED	ECL	2/28/05
DRAWN	ECL	2/28/05
CHECKED	DYE	2/28/05

EXHIBIT NO. 4

APPLICATION NO.

6-05-82

ILS Detail

(Partial)

California Coastal Commission