



**SAN DIEGO**  
INTERNATIONAL AIRPORT

LET'S GO.

# Gate Utilization at SAN

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# Current Conditions at SAN

One of Top 30 US Airports



Critical Economic Contribution



Growing Air Travel Demand



Inefficient Terminal 1





# Negotiation Considerations Regarding Facilities

- Provide Flexibility while Maintaining Control
- Ensure Fair Method of Allocation
- Enable Growth Opportunity for All Carriers
- Encourage Efficient Use

# Negotiations





# Results Regarding Gates

- Authority Designates Number and Location of Common Use Gates Each Year
- Preferential Gates – Based on Departing Seats, Maximum of Six
- Non-signatory Carriers Operate on Common Use

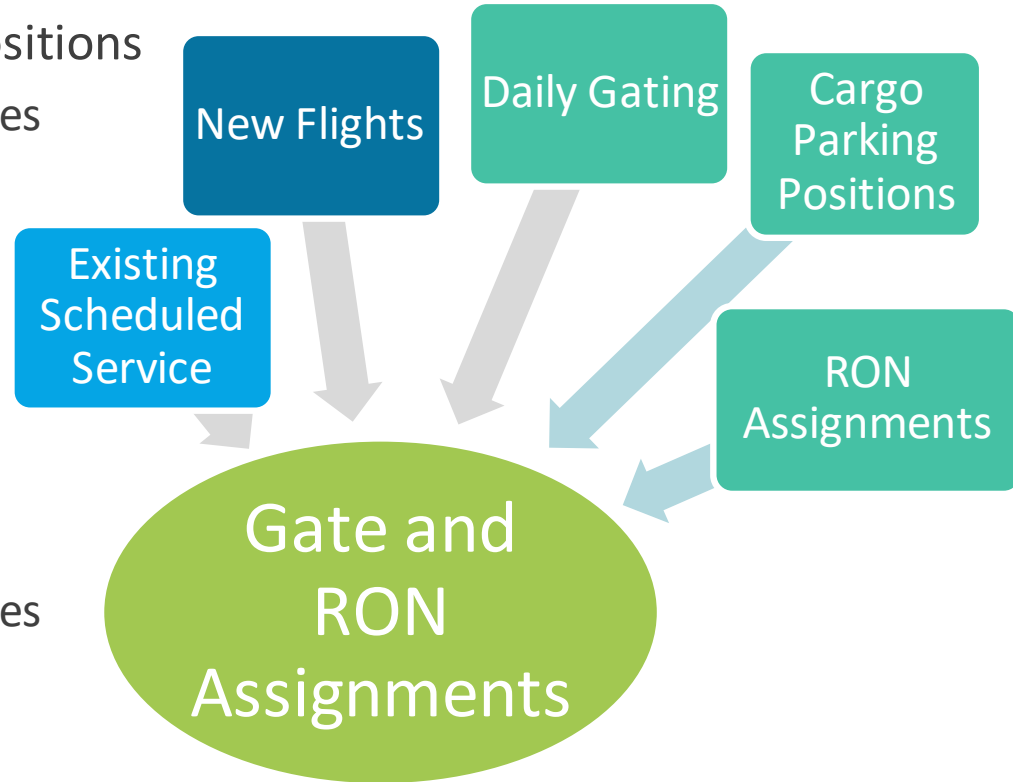
# Gate, Ticket Counter, and Aircraft Parking Rules

- Historically at SAN
  - Accommodative of airline requests
  - Limited data/analysis to plan and to support decisions
  - Insufficient enforceable structure for airlines to follow
- New Era of Facility Constraints
- Established Airline Rules Committee to Develop/Recommend Rules
  - Comprised of Authority staff and all interested airlines
  - Meet monthly
  - Authority CEO has the final say



# What The Rules Address

- Assignment of Gates and Parking Positions
  - Scheduling and Assignment Procedures
  - Gate Assignment Priorities
  - Cargo Parking Position Priorities
  - RON Assignment Priorities
  - Periods of Use and Buffer Periods
- Common Use Ticket Counters
  - Scheduling and Assignment Procedures
  - Position Assignment Priorities



# Amadeus Resource Management System (RMS)

- Implementing RMS to manage:
  - Gates
  - Baggage Handling
  - Ticket Counters
  - Aircraft Parking Positions
- Expected to provide optimal efficiency based on airline schedules
- Will use live flight feeds from each airline to gain real-time flight data
- Data to support decisions