

SCENARIO #3

EXTERNAL AIRPORTS

This scenario would redirect domestic travel to airports located outside of the San Francisco Bay Area region. Specifically, this scenario would utilize existing facilities at:

- Sacramento
- Monterey County
- Stockton



External Airports

Air traffic from outside of the region would be served by external airports.

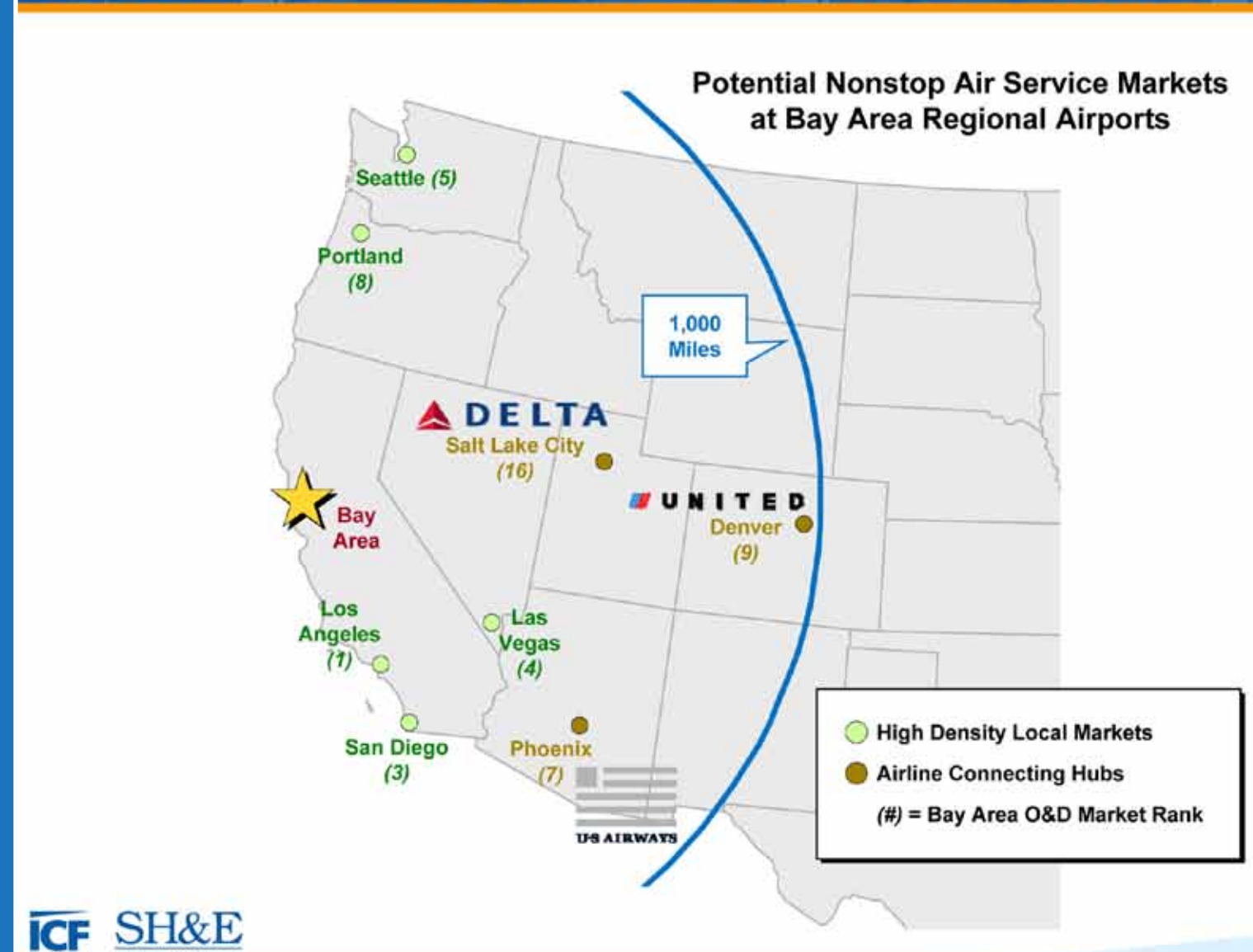
- Sacramento
- Monterey County
- Stockton

External Airports

This scenario has the potential to divert flights to and from destinations that:

- Require short trips (less than 1,000 miles);
- Have larger populations
 - Los Angeles
 - San Diego
 - Phoenix
 - Denver
 - Las Vegas
 - Denver
 - Portland
 - Seattle
- Are convenient (non-stop).

The Secondary Airports are Most Likely to Attract Service to High-Density, Short-Haul Markets and Airline Connecting Hubs

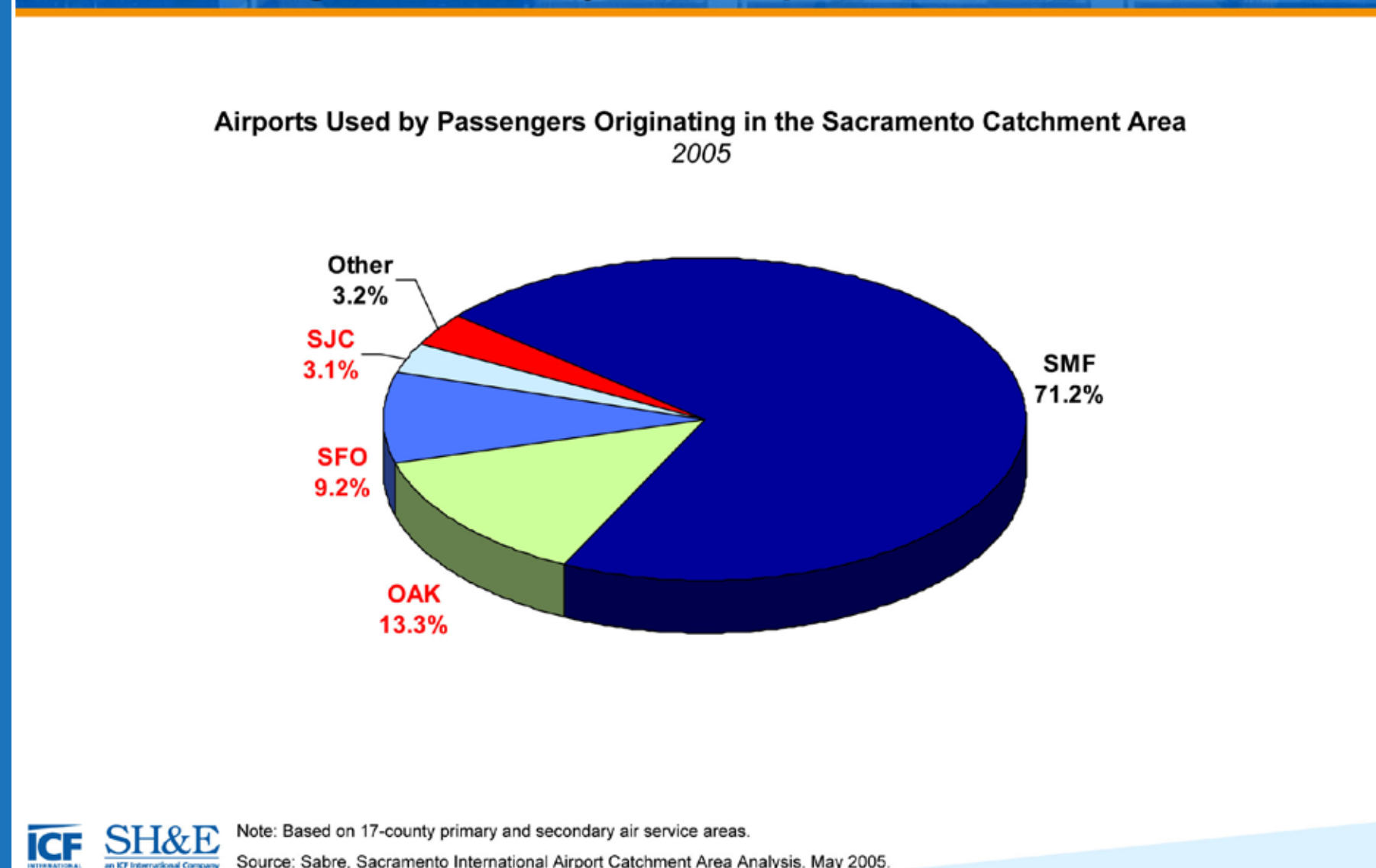


Air Service Assumptions

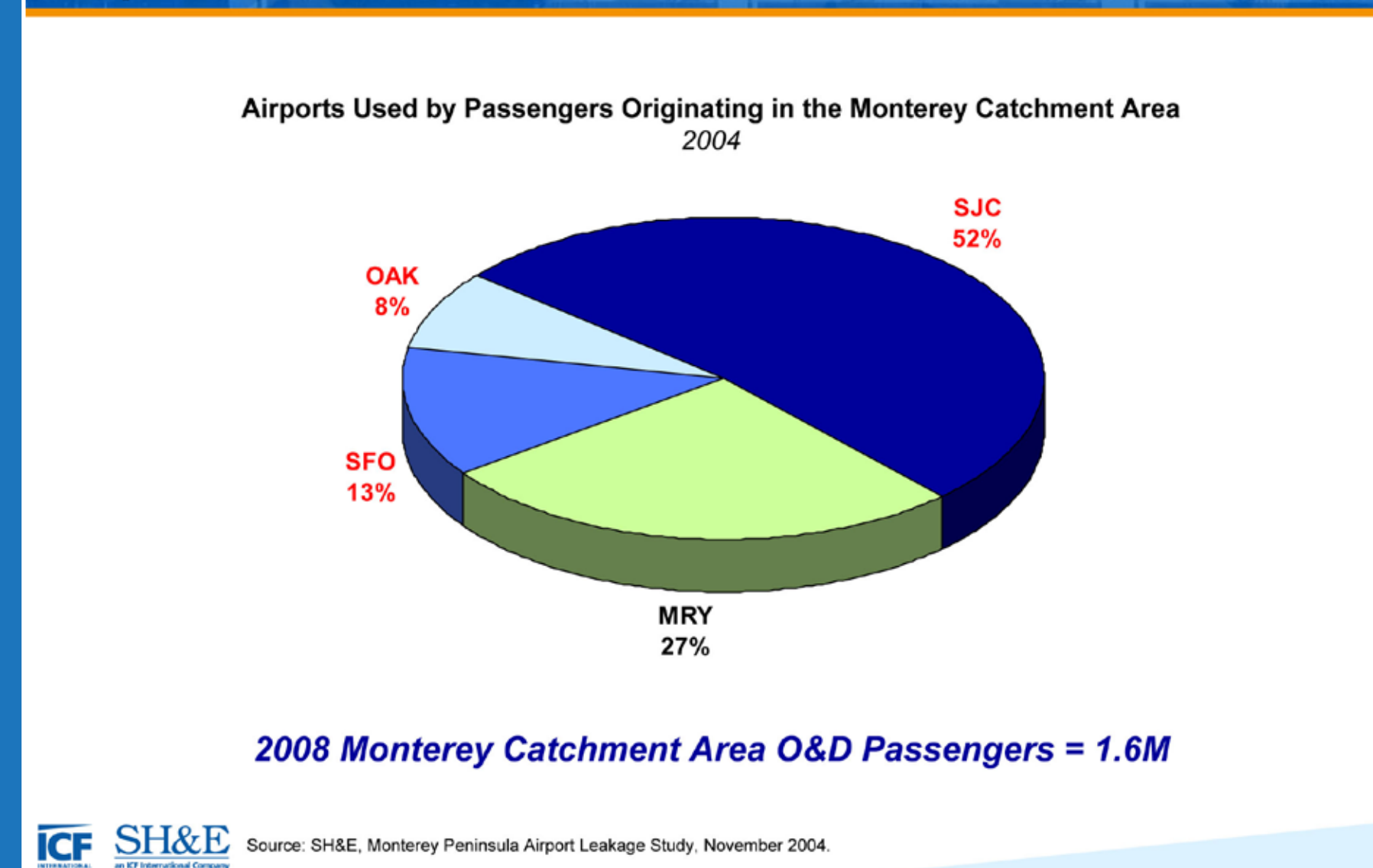
- Aircraft Type: Large Turboprop, Large Regional Jet
- Average Seat Capacity: 70
- Average Passenger Load Factor: 75%



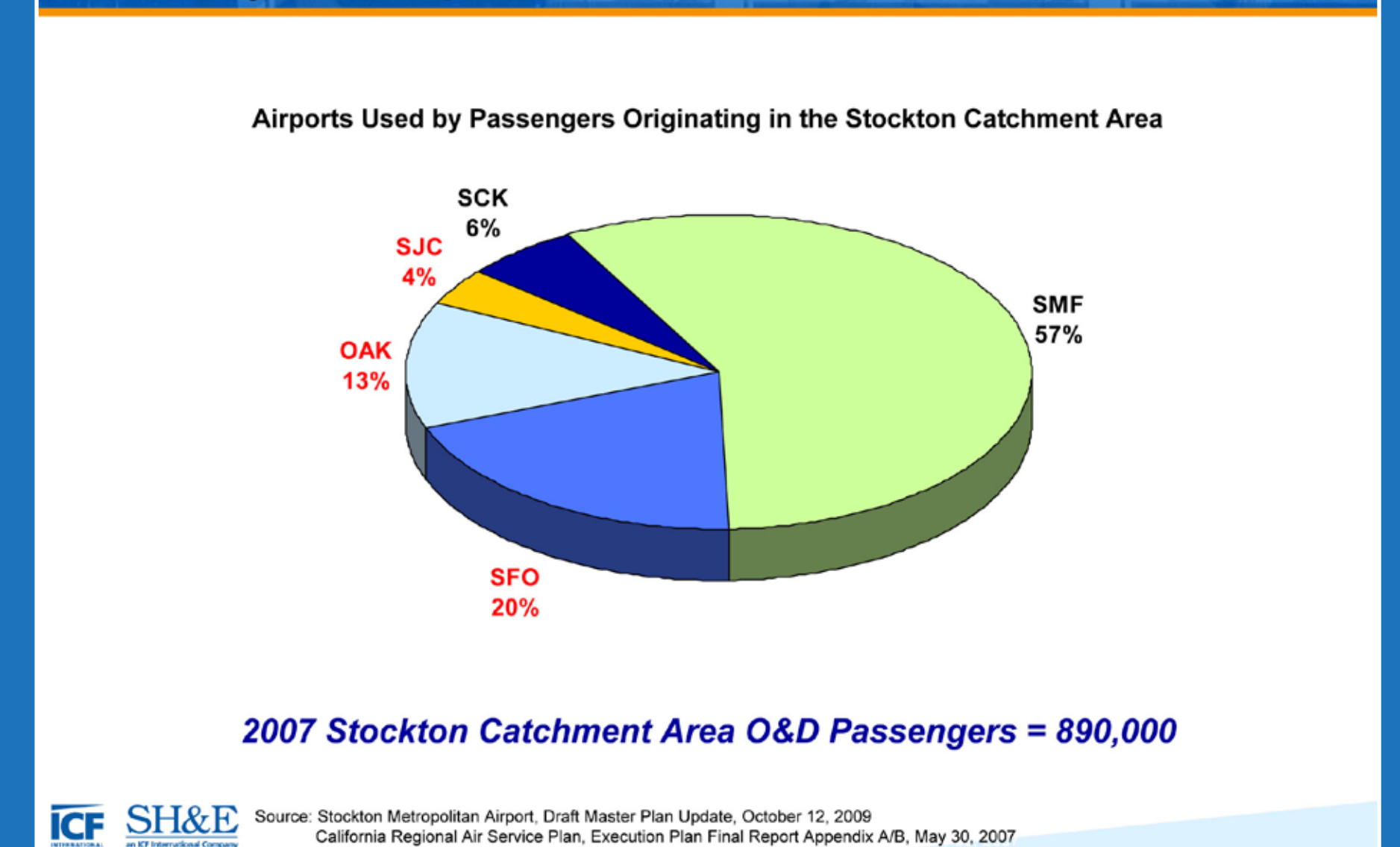
According to a Sacramento Leakage Study, 26% of Catchment Area Passengers Use a Bay Area Airport



73% of Monterey's Catchment Area Passengers Use a Bay Area Airport



Approximately 37% of Stockton's Catchment Area Passengers Use a Bay Area Airport



Anticipated Change

By 2035, this scenario has the potential to change aircraft traffic as follows;

- Reduce demand at the Bay Area airports by 1.7 million passengers.
- Reduce aircraft operations at Bay Area airports by 3–4%.