

San diego international airport architectural peculiarities

[Design](#), [Architecture](#)



The passenger growth will reach to 17.4 billion by 2030 and there is required more runway space to cater to this large number of passenger growth on an annual basis. The cargo will increase by 4.8 per cent annually whereas, the cargo operations will increase by slightly less momentum than the cargo. The master plan caters to all these issues in a direct and comprehensive manner. The current master plan has catered to all the airport facilities, tenants, airlines, off-airport or transit plan, process to involve public, retail enhancement plan, environmental plan and financial plan for all the facilities at the airport. The new plan has expanded the Terminal 2 West and provided space for 10 jets, constructed new apron, taxi lane, second-level curb, parking structure, vehicle circulation, new access road, hangars and apron based on 12.4 acres of land. It will reconstruct the taxiway C, demolish the standing facilities at the airport and relocate the SAN Park Pacific Highway ('Master Plan', 2012).