

**CITY OF SAN DIEGO
AIRPORTS ADVISORY COMMITTEE
MINUTES**

Meeting of January 14, 2014

Montgomery Field Terminal, 3750 John J. Montgomery Drive, San Diego, CA 92123

MEMBERS PRESENT: J. H. Aldrich (Montgomery Field Aviation Lessee), Jackie Ander (Serra Mesa Community), Tom Dray (Montgomery Field Tower), Chairman Buzz Fink (Special Expertise), Buzz Gibbs (Kearny Mesa Community), Lisa Golden (Otay Mesa Community), Scott Hasson (Tierrasanta Community), Bob Hitchcock (Brown Field Aviation User Group), Rich Martindell (Special Expertise), Vice-Chair Chuck McGill (Montgomery Field Aviation User Group), David Ryan (Brown Field Aviation Lessee)

MEMBERS ABSENT: None

GUESTS PRESENT: Dan Golden, Richard Golden, Ray Richmond, Tom Ricotta, Larry Rothrock, Bryan Simmons

STAFF PRESENT: Chris Cooper, Ernie Gesell, Brandi Mulvey, Ernie Navarro (CD-6), Wayne Reiter, Mike Tussey

1. CALL TO ORDER

Chairman Fink called the meeting to order at 3:04 P.M. A quorum was present.

2. APPROVAL OF MINUTES

The minutes of the November 12, 2013 regular meeting were approved unanimously.

3. PUBLIC INPUT

EAA Chapter 14 President Larry Rothrock expressed his disapproval to a proposed County ordinance requiring certified flight instructors to verify the nationality of their students. Chairman Fink reminded Mr. Rothrock that this item is on the agenda for discussion.

Mr. Aldrich noted a power outage that occurred at Montgomery Field over the weekend that rendered several vehicle gates inoperable. He asked staff what arrangements were made for emergency vehicles, such as the fire department and ambulances, to gain access to the airport under those circumstances.

Montgomery Field Airport (MYF) Manager Ernie Gesell responded that type of failure was not anticipated. Since it was a planned power outage, the security guard opened the gates during the outage to allow access to the airport. When the power came back on, three of the vehicle gates would not open due to damage to the electronics caused by a surge. It was expected, when the power came back on, the gates would operate normally; therefore, no special arrangements were made.

Nonetheless, the MYF Manager and an Airport Operations Assistant responded to the emergency by coming in to repair or open the gates. Mr. Aldrich asserted that this scenario represented a serious shortcoming, and suggested making arrangements with emergency services to ensure access to the airport is assured in case of an emergency and Ernie agreed.

Ms. Golden asked if staff could investigate possible override features of the system. Airports Deputy Director Mike Tussey replied he would look into it.

Mr. Gibbs observed that if the fire department needs to get onto the airport in a real emergency, they will drive through the gate whether it is open or not.

4. NEW BUSINESS

Election of Officers

Section 203 of the By-Laws states: *“At its first meeting of each calendar year, the Committee shall select a Chairperson and Vice-Chairperson by majority vote.”*

Chairperson

Nominations were called for, and Mr. Gibbs nominated Mr. McGill, seconded by Mr. Aldrich. Mr. McGill nominated Mr. Fink, seconded by Ms. Ander. There were no further nominations. There was a vote by a show of hands, however it is uncertain whether the vote count was accurate. Subsequently, Mr. Fink inquired as to whether Mr. McGill wished to assume the Chairmanship, and if that were the case, Mr. Fink would withdraw his candidacy. Mr. McGill appeared to decline the offer.

Hence, due to the apparent lack of clarity, a second vote was called for, resulting in Mr. Fink winning a majority, 7-2.

Vice-Chairperson

Ms. Ander nominated Mr. McGill, seconded by Mr. Gibbs. There were no further nominations. Mr. McGill was unanimously voted Vice-Chairperson for 2014.

Proposed County Ordinance: Training of Foreign Students at County Airports – Rich Martindell

Last year, the County of San Diego proposed an ordinance requiring flight schools and flight instructors based at County airports to verify their foreign flight students met Federal security screening requirements. That ordinance was withdrawn, as it was determined to not be legally viable because it infringed on the U.S. Constitution. Since then, it was rewritten and determined to be consistent with the U.S. Constitution in its current format.

The advisory committees for Palomar, Gillespie and Fallbrook airports informed the County Board of Supervisors they were against the ordinance; nonetheless, the Board is moving forward with the vote.

The proposed ordinance requires flight schools and flight instructors to prove to the County they are complying with the applicable federal regulations they are already required to comply with. Mr. Martindell sees it as a redundant requirement. In addition, the ordinance does not define who a County airport-based flight instructor is, leaving it open to interpretation.

Mr. Martindell wanted to discuss this item to increase awareness, as well as explore a legitimate way the AAC could, within its authority, express its opinion to the County Board of Supervisors.

Mr. Gibbs asked what precipitated the creation of the ordinance. Mr. Martindell replied the anti-noise group at Gillespie Field used a GAO report that, in their opinion, implied the federal government is not doing their job to properly vet foreign flight students. Supervisor Jacobs made inquiries to the relevant federal agencies, and apparently was dissatisfied with the response.

Therefore, the proposed ordinance may be the result of her frustrations in dealing with the federal government.

According to Mr. Martindell, the GAO report, which is dated 2006 – 2011, states that the TSA and Immigrations have made a satisfactory effort, but there have been some shortfalls. During that time period there were 25,000 foreign students trained, but when the FAA records of license applications were compared to the TSA records of people who were vetted, the numbers did not match. One possible reason for the discrepancy is Department of Defense (DoD) students, who are vetted by DoD, not Homeland Security. Also during that time period, there was no check between the TSA for those who they vetted to be trained, and the Department of State to verify immigration status. Subsequent reports indicate steps are being taken to address those weaknesses. Some of those steps are classified.

Ms. Ander asked what TSA stood for. Mr. Martindell replied Transportation Security Administration. They are responsible for making sure that no unauthorized foreign students are trained, as well as checking passengers traveling on commercial flights.

Ms. Golden asked for a copy of the GAO report. Mr. Martindell replied the report is available online.

Ms. Golden asked what the ordinance will accomplish. Mr. Martindell replied there is no positive outcome; it will create a new bureaucracy in County government and place undue burden on flight schools. Flight schools and instructors do not have access to the information necessary to vet students. Chairman Fink added flight schools and instructors would have to certify to the County that they have followed the proper procedures.

Vice-Chair McGill does not see how the County can require him to prove he is in compliance with a federal regulation. The TSA runs a program for instructors who intend to train foreign students. After getting permission to train the student, instructors have to submit documentation and photos to the TSA, who then take fingerprints and perform a background check. The TSA requires instructors to keep records for five years, and inspects them annually. Vice-Chair McGill wonders what more should instructors be required to do, and pointed to the fact he completed his TSA training last week. Mr. Martindell echoed Vice-Chair McGill's sentiments; the County does not seem to understand the process flight instructors must go through, presently.

Vice-Chair McGill questioned if Montgomery Field would be included in the enforcement of the ordinance, since it is located within San Diego County, and the ordinance does not specify which airports it applies to.

Mr. Martindell added the ordinance seems to be the result of Supervisor Jacobs' frustrations in dealing with the federal agencies. A letter was sent to Congressman Duncan Hunter, who investigated the situation and found all of the flight schools and instructors at Gillespie Field to be compliant, with no need for the ordinance. Congressman Hunter's response had no effect on the County's decision to move forward.

Mr. Hasson viewed the website for Palomar airport and read the County's enforcement authority for non-compliance of the proposed ordinance. He first interpreted the Palomar Airport Advisory Committee's approval of the ordinance, but later found it subsequently voted against

the ordinance. Mr. Martindell noted that the pilot groups at the three County airports were against the ordinance.

Chairman Fink asked, rhetorically, what could possibly be gained by creating more bureaucracy. Mr. Martindell agreed, stating there was no value added because of the ordinance, and that it would cost money to enforce it.

Chairman Fink asked the Committee for their thoughts. Ms. Ander responded we are not a County airport, but a City airport. Chairman Fink stated the ordinance is unclear on the matter of airports, and that the existing wording is unclear as to whether it applies to all airports located in the county, or County-controlled airports.

Dr. Aldrich felt the proposal was ridiculous, and made a **motion** to write a letter stating the Airports Advisory Committee's recommendation is against the ordinance, as it is redundant. Mr. Gibbs seconded the motion.

Ms. Ander asked who the letter should be addressed to. A discussion ensued.

Mr. Tussey stated that while such a letter may have merit, if it were City sponsored, it would require review and approval from higher authority than was present at the meeting. Mr. Gibbs recommended the letter come from the AAC, not the City.

Chairman Fink suggested Mr. Martindell draft the letter, as he is the most familiar with the topic. The draft would then be circulated to the Committee members for their input, prior to being sent.

Mr. Martindell mentioned the ordinance will go to the Board of Supervisors for a vote on February 4th or 5th. The letter would need to be sent prior to that vote to have any impact. Chairman Fink suggested sending the letter to each Supervisor and copy the Mayor.

Ms. Golden suggested Vice-Chair McGill provide input to the letter, since he has personal experience with this topic. Vice-Chair McGill said he would provide input.

Council District 6 representative Ernie Navarro asked if the County will provide an opportunity for public input. Mr. Martindell replied that opportunity will be at the February 4th or 5th vote.

Chairman Fink suggested getting the word out to boost attendance when the vote occurs. Dr. Aldrich suggested taking the letter to the meeting as well. Mr. Martindell commented the organized pilot associations affiliated with the County airports will be requesting to make a formal presentation of up to 15 minutes. Chairman Fink stated that, if he can, he will attend the meeting with Mr. Martindell,

The Committee voted unanimously in favor of the motion.

5. STAFF & DEPUTY DIRECTOR'S REPORT

MYF General Update – MYF Airport Manager Ernie Gesell

- Regarding access through the gates during a power outage, staff will talk to the fire department immediately about how to enter the airport during future occurrences. In the meantime, there are manual coded pedestrian gates next to all coded vehicle gates. Once

inside, emergency crews can disengage the vehicle gate and open it manually.

In the event of an area-wide power outage, the vehicle gates will be left open during the duration of the outage. Montgomery Field is not a commercial-service airport, so there is no requirement to post guards at open gates.

When the gates failed to open after the recent planned outage, Mr. Gesell and Airport Operations Assistant Michael McKelvey came in on Saturday to investigate and test the failed gates: 5, 6 and 9. Apparently, there was a burned out component on the integrated circuit board in the Siemens equipment, indicating a lack of surge protection. Staff will communicate with Siemens to ensure surge protection is provided.

The rest of the gates were re-coded through the computer to ensure all of the access card codes are in the system.

The emergency generator came on during the outage, as expected, and ran for 6.9 hours, keeping the runway lights, beacon and windsock lit. The generator lacks the capacity to power the taxiway lights.

- Most of the access card requests have been vetted and the cards issued. There are still some cards that have not been picked up.
- While monitoring the access control computer, staff noticed several incorrect codes entered at gate 8, indicating someone without the code trying to enter. Video from that gate showed a master leaseholder approach and enter his code to let the person enter. That individual's card was deactivated pending a conversation with Mr. Gesell.

Mr. Gesell advised, if presented with this scenario, to please send the individual to Operations. If Operations is not in the office, have the individual park and walk through the pedestrian gate.

EAA Chapter 14 President Larry Rothrock commented that the keypads at Brown Field are oddly placed and sometimes the buttons will double-pulse, leaving drivers, who are authorized to be on the airport and have the code, frustrated. Mr. Gesell could not speak for Brown Field, but the system at Montgomery Field utilizes proximity cards, rendering it unnecessary to manually enter a code on the keypad, as well as gate entry redundancy.

- After discovering damage at gate 6 and MedImpact's hangar door, staff utilized video from the access control system to identify the delivery truck driver who caused the damage. Further research identified the operator, who verified the information provided by staff and will be paying for the repairs. Without the access control cameras, the airport and MedImpact would have absorbed the cost of the repairs. Mr. Ryan added the identification and research done by staff took less than 24 hours, and appreciated the response.
- On December 18, 2013, a Toyota 4-Runner rolled over while driving west on Aero Drive, destroying the electrical box for gate 4, just outside of Gibbs. The box is still awaiting repair.

- On Sunday, December 29, 2013, a Marigold tenant called to report a reckless motorcyclist driving on airport streets. Mr. Gesell handed out screenshots from the access control video to see if anyone could identify the driver.

Mr. Dray thanked Mr. Gesell and his staff for the heads up on the power outage.

MYF Tower Update – *MYF Tower Manager Tom Dray*

There were four runway incursions in December, two of which involving pilots who were correctly instructed to hold short of runway 28L, but read back cross runway 28L. There was no loss of separation in every case. While it was a low probability event, the consequences are serious, and the matter continues to be a focus point for tower staff. Expect tower staff to be strict in getting absolutely full, correct and complete read-back instructions.

Tom Ricotta asked if the read-back requirement is posted on the ATIS. Mr. Dray replied it is optional to put it on the ATIS, depending on the controller and the amount of information already posted. Completed read-back instructions are universally expected at controlled airports.

Mr. Martindell asked for an update on the tower modernization project. Mr. Dray replied administrative functions are scheduled to be transferred to the main tower on February 24, with air traffic control functions scheduled to be transferred on May 14.

Noise and Special Projects – *Airport Noise Abatement Officer Wayne Reiter*

The latest noise and operations reports have been released, both showing the 2013 totals. Total operations for Montgomery Field were up from 2012. Total operations for Brown Field were down from 2012.

MYF/SDM Property – *Supervising Property Agent Brandi Mulvey*

MYF:

- Corporate Helicopters is doing their due diligence on the Spiders location.
- A question was brought up at the last meeting about the hookah lounge located in the shopping area at the entrance to the airport. That type of business is allowed per the lease terms of the master leaseholder, as long as they obtain the appropriate permits from the police, which they have. The entertainment permit allows for entertainment on Friday and Saturday nights, indoors and no alcohol.

Dr. Aldrich asked if there was an opportunity for public input on the matter, and Ms. Ander asked if the Board of Health has looked into it. Ms. Mulvey replied she has passed along the input she has received, but the permits are processed by the police. Ms. Ander added she read about hookah lounges and found that users are breathing in carbon monoxide from the coal used to heat the liquid.

Mr. Hasson asked who determines the uses for that area. Ms. Mulvey replied there is a master tenant who controls the uses, as defined in their long-term lease with the airport. Mr. Hasson feels the hookah lounge and barber shop are not the best uses for that area and for the airport. Mr. Aldrich commented that not much can be done until the lease is up for renewal. Chairman Fink added the opportunities for input are when the lease is up

and if they want to negotiate changes to their lease. In addition, anyone may contact the police with input or questions about the permitting process.

SDM:

- A short-term lease is in the works for an aircraft/auto detailer in the former carpet building at the airport entrance. It will be a month-to-month lease that will include enhancements and repairs to the building.
- Letters will be sent to the master tenants that hangar inspections will commence soon. Mr. Hitchcock asked for the purpose of the inspections. Ms. Mulvey replied they will be looking for appropriate aviation use and safety compliance.

SDM General Update – SDM Airport Manager Chris Cooper

- Regarding contract towers, last night a trillion dollar spending bill was proposed, which includes \$140 million dedicated for contract towers, as well as protection of the towers from sequestration. The bill still needs to clear Congress before being signed by the president. The American Association of Airport Executives (AAAE) feels confident the bill will pass.
- The ASOS computer is scheduled to be moved from the terminal building to the control tower next week. This project has been nine-years in the making, and was recommended following the 2004 crash of a medical Learjet on Otay Mountain east of the airport. Once the computer is moved, weather information will be broadcast on a frequency when the tower is closed, like most other airports. There will be a NOTAM indicating the ASOS is out of service while the move takes place, which should be no more than one day.

Mr. Tussey asked Mr. Dray how many technical support personnel are at Montgomery Field. Mr. Dray replied there are three groups: environmental (physical plant), nav/comm. (radios) and surveillance (radar), but was unsure of exactly how many people there are.

AAC Vacancy Update – Airports Deputy Director Mike Tussey

No new updates to report.

Capital Improvement/Consultant Project Update – Airports Deputy Director Mike Tussey

- MYF Access Control: Need surge protection and a solution for the remote intercoms.
- MYF Rwy 5/23, Twy G: Contract amendment in the works; go to Council Feb/March.
- SDM Rwy 8L/26R Design: \$2.8 million grant expected in July for construction of the eastern 2,000 feet of the runway. Thursday meeting with design consultant for options.
- ADA Project for SDM and MYF: \$1.2 million worth of CIP upgrades to MYF and SDM terminals, restrooms and parking lots. Moving toward 100% design.

Mr. Dray asked when the Brown Field Runway 8L/26R project will occur and how long it will last. Mr. Tussey replied the design and processing will take a year and a half, minimum. Following the example used at Van Nuys airport, the runway will be re-marked to allow the portion of the runway that is not under construction to remain open while construction is taking

place at the opposite end during phase 1 and 2. The runway will need to be closed when the center section is eventually done during phase 3.

Mr. Hitchcock asked for an update on the Brown Field development. Mr. Tussey replied the EIR was challenged by an environmental group, as expected.

Mr. Hasson asked if the Committee to consider reciting the pledge of allegiance at the beginning of the meetings. Mr. Aldrich felt it was unnecessary.

6. ANNOUNCEMENTS

Ms. Ander announced a concert at the Serra Mesa library this Sunday at 2:00 P.M. It will be Mediterranean and classical music.

The next meeting will be on February 11 at the Montgomery Field Terminal.

7. ADJOURNMENT

The meeting was adjourned at 4:10 P.M.

Respectfully submitted,
Wayne J. Reiter