

**MINUTES
CITY OF SAN DIEGO
AIRPORTS ADVISORY COMMITTEE
Meeting of July 9, 2013
Montgomery Field Terminal Building**

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

MEMBERS ABSENT: Bob Hitchcock (Brown Field Aviation User Group), David Ryan (Brown Field Aviation Lessee) *excused*

GUESTS PRESENT: Nici Boon, Bob Golo, Ray Richmond, Tom Ricotta, Larry Rothrock

STAFF PRESENT: Chris Cooper, Ernie Gesell, Wayne Reiter, Mike Tussey

1. CALL TO ORDER

Chairman Fink called the meeting to order at 3:07 P.M. A quorum was present.

2. APPROVAL OF MINUTES

The minutes of the June 11, 2013 regular meeting were approved unanimously, as written.

3. PUBLIC INPUT

Larry Rothrock announced a meeting at 10:00 A.M. Saturday, July 20th at EAA Chapter 14, Brown Field, where author Gary Fogel will be speaking. Mr. Fogel authored a book entitled: *Quest for Flight. John J. Montgomery and the Dawn of Aviation in the West*. Lunch will be served at 11:30 A.M. for \$3. Chairman Fink added Mr. Fogel gave a similar presentation at a meeting of the Ultralight Association; the presentation was phenomenal.

Bob Golo suggested using a webcam to record the meetings, and then posting the video to the website, versus writing minutes. Chairman Fink replied that written minutes are still required for recording purposes.

4. RECOGNITION

Airports Deputy Director Mr. Tussey extended his compliments to Mr. Hasson and Mr. Martindell, who attended and spoke in support of DPC's project at the Planning Commission.

5. NEW BUSINESS

AAC December Luncheon Time/Place – Chairman Fink

Mr. Reiter advised Chairman Fink the 94th Aero Squadron was available on December 10 from 11:30 A.M. – 1:30 P.M., if the Committee chose that location. Vice-Chair McGill suggested Casa Machado. Ms. Golden, Mr. Aldrich and Ms. Ander suggested the 94th Aero Squadron.

Mr. Hasson made a **motion:** *To hold the December Luncheon on the second Tuesday of December (December 10) between 11:30 A.M. and 1:30 P.M. at the 94th Aero Squadron.*

Ms. Golden seconded the motion.

Discussion: Mr. Gibbs suggested holding off on this decision for another month, to see if another option among the 140 restaurants within a mile of the airport presents itself. Mr. Tussey replied such a delay could impact a successful reservation for a large group in December. Ms. Golden added there are few aviation-themed restaurants, but suggested using a different room than the Red Baron room, one that is less noisy and less cramped. Chairman Fink believes the Red Baron room suits the group well, but suggested having the music turned down during the event.

The motion was voted on, with the following results:

For the motion: Chairman Fink, Mr. Aldrich, Ms. Ander, Mr. Hasson and Ms. Golden
Against the motion: Vice-Chair McGill, Mr. Gibbs

The motion passed 5 – 2.

MYF Operations Committee Report – *Committee Chair Scott Hasson*

Mr. Hasson handed out, and then read, a list of items discussed at the July 1 meeting. Eight people attended the meeting: Scott Hasson, David Ryan, Rich Martindell, Buzz Gibbs, Nici Boon, Mike Tussey, Brandi Mulvey and Wayne Reiter. The items are not listed in order of importance or priority:

A. Airport entrance via John J. Montgomery Drive could be incorporated into existing street redesign. Next step, by whom?

Chairman Fink asked Mr. Hasson to elaborate. Mr. Gibbs replied City Streets is planning to install handicapped ramps on the corners of the airport side of the intersection, which will require the block walls to be relocated. This project could be an opportunity to enhance the appearance of the airport storefront.

B. Branding. Improving the visual image of the airport to non-aviation people. How do we show the airport and how do we get people to feel glad they are here?

C. Leases and RFP requirements: what does the airport need? Airports would welcome input from the community, pilot or other, to provide essential and other services through the RFP process.

D. Public viewing area. Is there a place on the airport that could be easily converted to attract non-airport people at minimal cost? Such area could be modeled after the viewing area at Van Nuys airport, and could include a picnic area for families. Ms. Ander asked where Van Nuys is. Mr. Hasson replied north of Los Angeles. Mr. Tussey suggested adding maintenance requirements to this item.

E. Public education explaining the benefits of the airport. This item could be prepared by non-airport staff, such as Real Estate Assets (READ).

F. Website. The City website or one maintained by a local pilot group.

G. Airport importance from a public relations and political standpoint.

- H. City processing. Not necessarily related to the Airports Division, but the current process is long, complicated and off-putting to potential tenants.
- I. Terminal building upgrade or replacement. This item may need private investment via an RFP. Is the terminal considered a historic building (over 45 years old)? Mr. Gibbs replied it was built in 1970 and is not considered historic. Chairman Fink added by the time a new terminal building is up for construction, it would likely be considered historic and require additional review.
- J. Extended runway/relocation of the displaced threshold (for Runway 28R). A difficult task requiring an EIR, but one with enormous (positive) implications to airport businesses.

Discussion and suggestions:

Bob Golo asked how the airport would be improved by increasing the displaced threshold. Mr. Gibbs replied relocating the displaced threshold east would provide 4,000 feet of landing distance on Rwy 28R, which many corporate flight departments require to be able to operate at Montgomery Field.

Ms. Golden asked if this issue had been looked at previously. Mr. Tussey replied the idea was mentioned in a master plan update, but as others pointed out, the issue was not seriously pursued. Mr. Tussey pointed out several obstacles to relocating the displaced threshold, including but not limited to: environmental, funding, Council Resolutions limiting the use of the runway extension and setting a maximum allowable weight, noise issues, and selling to the FAA the justification of extending a B-II runway.

Vice-Chair McGill asked what the runway weight bearing capacity is, by FAA rules, setting aside the Council Resolutions. Mr. Tussey replied 12,000 pounds, single-wheel, by FAA rules. There is no FAA rating for dual-wheel configuration. The Council Resolution did not attempt to emulate any FAA rating. The 20,000 pound restriction for all aircraft was calculated arbitrarily.

Vice-Chair McGill followed up by asking what is the heaviest aircraft that can use the airport, disregarding the Council Resolutions. Mr. Tussey replied the runway pavement would have to be tested, but the displaced threshold is rated for 30,000 pounds.

Mr. Gibbs stated he did not think there was a difference between 12,000 pounds and 30,000 pounds, as far as the FAA is concerned. Mr. Tussey felt that was an engineering question.

Referring back to item A on the list, Mr. Gibbs believes the airport entrance should be looked at first with a higher priority, since that project will be occurring in the near future. Ms. Ander added a project that occurred in her neighborhood which added new curb-cuts for pedestrian ramps, and replaced existing ramps that were only a few years old, due to code changes.

Ms. Golden asked how many tiedowns will be impacted when the block wall is removed. Mr. Gibbs replied it should not impact any.

Ray Richmond pointed to Palomar Airport as a good example of what new signage should look like.

Mr. Gibbs continued he would like to make the airport more attractive to the neighbors, similar to the industrial parks across the street with nice landscaping, signage and entrances, versus a mile-long stretch of chain linked fence and weeds.

Nici Boon commented on the list, indicating there are items that cost little or no money and can be accomplished by members of the aviation community volunteering their time. Other items will require investments, some small, others enormous. When the list is being prioritized, cost and where the money comes from should play a large part in the prioritization matrix. Ms. Boon also suggests communicating with Streets Division urgently, in case any changes need to be made to the existing project design. Such changes may not be simple.

Ms. Ander concurred with Ms. Boon, and added the new apartment complex going up at the southwest corner of the intersection will include a reconfiguration of the street. She suggested having someone from Streets explain the project at a meeting, and indicated she would bring it up at the next community council. Ms. Ander clarified the intersection is located in Kearny Mesa, not Serra Mesa, which is a different City Council district.

Ms. Boon suggested anyone willing to get involved in the outreach effort to the community, or anybody with expertise in websites, to email Mr. Hasson. Chairman Fink pointed out there are constraints on what can be done with the City website, per City policies. Ms. Boon stated she was referring to a Montgomery pilots association website, not the City's website.

Chairman Fink suggested consolidating items B, E and G into one item, since they are interrelated, while eliminating item H from the list, since it is beyond the scope of the MYF subcommittee. On item J, approval of the runway extension was contingent on the placement of constraints on future runway expansions, due to community concerns of larger and noisier aircraft using the airport in the future. A new project relocating the displaced threshold, and increasing the landing distance available, would require a buy-off from the community, since they were previously told, and assured through Council Resolutions, there would be no further expansions. An outreach effort would need to assure residents larger and noisier aircraft will not have a negative impact on their way of life.

Mr. Aldrich added the community would need to be aware of technological improvements, and that aircraft using the airport today are quieter than in the past.

Mr. Gibbs and Tom Ricotta noted the FAA will be grounding all Stage 2 aircraft next year, which will eliminate the possibility of older and noisier jets using the airport. Such information would be useful to convey to the community.

Mr. Rothrock asked why the community would want to accept more aircraft using the airport. Chairman Fink replied displacing the threshold would make the airport available to more aircraft, and believes the community would accept that, if they had assurances their lives would not be affected.

Mr. Richmond gave an example of Scottsdale airport, which increased their weight limit from 50,000 pounds to 100,000 pounds. Despite initial opposition from the community, a good public relations effort relieved the concerns posed by residents.

Vice-Chair McGill pointed out the number of operations has dropped considerably since the date of the Council Resolutions, and that increasing the landing distance by relocating the displaced threshold would not increase traffic beyond historical norms. Chairman Fink added the homeowners will likely want the levels to remain lower. Vice-Chair McGill continued the types of aircraft that would increase airport usage are quieter than many aircraft that currently use the airport, such as the one he flies.

Ms. Boon advised noise contours require complicated studies done by consultants, and despite public relations efforts, most people will not be able to understand or interpret what they are looking at. Regarding comments made by Chairman Fink about removing item H from the list, she recommended keeping the item, as City processing can impede new tenants, which in turn impedes new revenue to the enterprise fund. Current processing is too long, too expensive and too difficult to encourage potential respondents to an RFP. Chairman Fink clarified his suggestion by stating the recommendation, item H, should come from the full AAC, not the subcommittee.

Ms. Ander noted it has been a few years since someone from the airport attended a community meeting and made a presentation about proposed changes at the airport. Airport management should consider attending future meetings when a significant change that will benefit the community is planned to occur at the airport. As an example, Ms. Ander previously suggested posting an announcement at the library, but was dismissed because of possible opposition to the airport being voiced. She indicated the community is interested in what happens at the airport, and posting information at the library should be considered, which she would happily do.

Chairman Fink asked Mr. Hasson if it would be helpful for people to submit to him the top three items from the current list. Mr. Hasson replied with a request to include with the top three items an explanation of why they were selected. The data would be compiled to enable another subcommittee meeting prior to the September AAC.

Mr. Tussey suggested composing a matrix that gives a sense of proportion of what it will take to implement or adopt the items on the list, and the obstacles to overcome – environmental, political, etc. For instance, changing a resolution would be a policy issue or request from the mayor's office. Such a change would be required before a runway extension could be pursued.

As for airport staff attending community meetings, Mr. Tussey observed in the past an exquisite lack of interest in airport matters, save for Serra Mesa, who seemed most interested in whether the airport would close, and the property turned into a shopping center. Other communities only seem to be interested when there is a perceived problem, and the most vocal seem to be those under the approach – Tierrasanta and Allied Gardens.

Ms. Ander added she continues to hear rumors, which she disavows, that the airport is going to close and be replaced with housing and a shopping center. That idea was proposed some time ago under a different administration, apparently with influence over airport matters.

Mr. Rothrock suggested holding a community fair at the airport, similar but smaller in scale to Wings over Gillespie, where the EAA could give free rides to kids and local clubs could set up booths. Mr. Aldrich noted such an event has been successfully done before.

6. STAFF & DEPUTY DIRECTOR'S REPORT

MYF General Update – MYF Airport Manager Ernie Gesell

- On Sunday, June 23 at 9:10 P.M. a Cessna 172 taxied onto Twy Hotel from the Transient Ramp directly in front of a Cessna 182 that was already on Twy Hotel. Both aircraft were heading to the approach end of Rwy 28R. The C182 ran into the left rear of the C172, causing significant damage but resulted in no injuries. The propeller of the C182 struck the left wing and brace of the C172, stopping just short of the pilot's door. Mr. Gesell distributed copies of the incident report, which included pictures.

The C172, which had a low-time pilot and an instructor pilot on board, originated in Santa Monica as an instructional flight. The return trip was intended to be a transition flight. Apparently, the instructor was filing a flight plan at the time of the incident. While the incident occurred at night after the tower was closed, the area was well-lit by the Transient Ramp lights, leading to the impression nobody was looking out for other aircraft.

Fortunately, staff at Crownair Line Service was onsite or nearby and able to respond and assist in untangling the two aircraft. Mr. Gesell responded along with Airport Operations Assistant Michael McKelvey and the airport security guard to assist in the cleanup.

- As previously reported, accommodations were made for Mercy Air to operate heavy helicopters from a newly-marked area at the southwest end of Twy Golf. The area includes three helicopter parking spaces, one dimensionally-designed for a Bell 205 and two EC145-size spaces, along with a relocated non-movement area boundary line from Twy Lima 50 feet northeast on Twy Golf. This would allow ambulances to access the spaces from gate 12 near Spiders without having to contact the tower.

It was understood, after making the above-mentioned arrangements, Mercy Air would brief the ambulance companies on proper ground procedures prior to commencing operations. Unfortunately, this morning an ambulance driver accustomed to proceeding to Midport via gate 7 drove down Twy Golf to the new spaces set aside for Mercy Air, resulting in a Vehicle/Pedestrian Deviation (V/PD). A meeting is scheduled tomorrow with Mercy Air's operations manager to ascertain the reasons why the ambulance drivers were not properly briefed.

Mr. Ricotta commented about his struggles with ambulance crews at Brown Field, largely due to high staff turnover.

MYF Tower Update – MYF Tower Manager Tom Dray

- The cutover to the temporary tower occurred two weeks ago with very minor equipment problems. The most consistent problem is the glide slope alarm continues to give false warnings. A NOTAM has been issued stating the glide path is unmonitored. The signal is monitored automatically and will, as designed, turn itself off it goes out of tolerances. Unmonitored means there is no light or horn advising controllers if the signal turns off.

- Sunday afternoon, the tower experienced radio problems with a device called a voice-switch, forcing the tower to use backup radios. This led to a discovery not considered or tested for: transmitting on both backup radios simultaneously causes interference with the signal, due to the close proximity of the antennas, leading to blocked transmissions. The tower supervisor determined it was safer to close the tower and revert to an uncontrolled airport until the situation could be resolved. A controller remained in the tower with a handheld radio to monitor and give advisories. The voice-switch has since been fixed.

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

- Noise reminder letters were sent out at the beginning of the month to flight schools, flying clubs and FBO's, requesting pilots to be considerate of the residents surrounding the airport. Noise complaints historically increase during the summer months, due to increased flight activity and residents spending more time outside.
- The quarterly noise report for April – June should be complete by the end of the week.

MYF/SDM Property – *Airports Deputy Director Mike Tussey*

- By the next meeting, we should have an exclusive negotiating agreement signed with Corporate Helicopters.
- At Brown Field, a new contract is nearing completion with an existing tenant for car storage in an expanded area, which should increase revenue to the airport.

SDM General Update – *SDM Airport Manager Chris Cooper*

Last Monday, a Gulfstream 650 completed a world tour flight which began and ended at Brown Field. They were attempting to break a world speed record for the aircraft's weight class. While the specifics of the record will not be disclosed until it is official, the flight time was 41.9 hours.

DPC Brown Field Update – *DPC Project Manager Nici Boon*

Negotiations are coming to a close and the agreements should be finalized very shortly. The EIR, Site Development Permit (SDP) and Leasehold Development Agreement (LDA) are scheduled to go to Council on July 22 for certification and approval. Ms. Boon thanked Mr. Hasson and Mr. Martindell for attending and supporting the project at the Planning Commission, and would be grateful for the same, if not more support at Council.

Chairman Fink observed only the EIR on the docket, not the SDP and LDA. Ms. Boon replied she had requested a supplemental docket because the other documents are not complete. The EIR will not go to Council alone, it will be accompanied by the SDP and LDA, via supplemental docket. If the July meeting is missed, the next opportunity will be in September, which is not an attractive option.

Mr. Hasson asked if there will be a certain time the item will be heard. Ms. Boon replied it will not be known until the agenda is released, at which point the timeframe may narrow slightly.

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

- Acceptance of four FAA grants (MYF Rwy 5/23, Twy G; Twy C; Localizer; SDM Twy A) successfully cleared the Infrastructure Committee, and will be presented to the full council in September.
- A kick-off meeting for the MYF Access Control Project occurred on June 26th.
- Expect the MYF Rwy 5/23, Twy Golf Project to begin in six months.

Mr. Dray asked for an opinion on the potential impact sequestration may have on the Rwy 5/23 Project. Mr. Tussey replied the first grant has been received, which will be limited to the runway and as much of Twy Golf as can be afforded. The second grant, when it becomes available, will be used to complete the task, and possibly Twy Charlie.

Mr. Richmond asked for the target date for implementation of the Access Control Project. Mr. Tussey replied he does not have a precise date. The project manager, Michael Maria, has been out of the office due to health issues, and his supervisor is unable to give an exact schedule at this time. Chairman Fink asked if it would be safe to assume there will be at least a 30-day notice prior to implementation. Mr. Tussey replied that before the existing key pad entry system was replaced by the new card system, there would be a 30-day notice.

7. ANNOUNCEMENTS

Ms. Golden announced an appearance of Mr. Martindell on the local news channels, commenting as a subject matter expert on the recent aircraft accident in San Francisco. Mr. Martindell added he did an interview with NBC on Saturday and an interview with Fox on Monday.

Mr. Martindell announced a letter sent to the FSDO, Palomar Airport and Ramona Airport by an attorney representing a property owner north of Ramona, stating their intent to begin drone operations over their property. The letter stated the operations would stay outside of the national airspace. The FSDO has indicated the airspace above the property is part of the national airspace, and such operations are not authorized.

The next meeting of the AAC will be at Montgomery Field on September 10, 2013. *There will be no August meeting.*

8. ADJOURNMENT

The meeting was adjourned at 4:13 P.M.

Respectfully submitted,
Wayne J. Reiter