



THE CITY OF SAN DIEGO

DATE OF NOTICE: October 9, 2025

NOTICE OF AVAILABILITY

DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

CITY PLANNING DEPARTMENT

PUBLIC NOTICE: The City of San Diego (City), as Lead Agency, has prepared a draft Environmental Impact Report for the following proposed project and is inviting your comments regarding the adequacy of the document. The draft Environmental Impact Report and associated technical appendices have been placed on the City's California Environmental Quality Act (CEQA) web-site at <http://www.sandiego.gov/ceqa/draft>. Project documents have been placed on the City's Airports webpage at <https://www.sandiego.gov/airports/planning>.

HOW TO SUBMIT COMMENTS: Comments on this draft Program Environmental Impact Report must be received by close of business on November 23, 2025 to be included in the final document considered by the decision-making authorities. When submitting comments, please reference the project name and number (Montgomery Gibbs Executive Airport Master Plan PEIR). The City requests that all comments be provided electronically via email at: PlanningCEQA@sandiego.gov. However, if a hard copy submittal is necessary, it may be submitted to **Greg Johansen, Environmental Planner, City of San Diego Planning Department, 202 C. Street, 5th floor M.S. 413 San Diego, CA 92101.**

GENERAL PROJECT INFORMATION:

- Project Name: Montgomery Gibbs Executive Airport Master Plan Program EIR
- Project No. N/A
- SCH No. 20190209034
- Community Plan Area: Kearny Mesa
- Council District: 7

PROJECT DESCRIPTION: The City Airports Division owns and operates Montgomery Gibbs Executive Airport (MYF) as a general aviation airport located within the Kearny Mesa community north of Aero Drive, east of SR 163, south of Balboa Avenue, and west of Ruffin Road.

Airport planning occurs at the national, state, regional, and local level, with the goal of the master planning process to guide planning practices at the local level. The Airport is included in the National Plan of Integrated Airport Systems (NPIAS), which identifies airports that are significant to the national air transportation system and therefore eligible for grant funding under the FAA's Airport Improvement Program (AIP). In administering funding, the FAA uses the NPIAS, which supports the FAA's strategic goals for safety, system efficiency, and environmental compatibility by identifying the specific airport improvements that will contribute to the achievement of those goals. Due to MYF's proximity to downtown San Diego and the large population served, the Airport is classified by the NPIAS as a national reliever airport (FAA 2024a). A reliever airport is one that is in place to accommodate overflow and general aviation traffic that would otherwise cause congestion at a neighboring airport, in this case San Diego International Airport (SAN). At the state level, the California Aviation System Plan 2010 System Needs Assessment identified MYF as the

only Metropolitan General Aviation Airport in San Diego County. The SDCRAA developed the Regional Aviation Strategic Plan (RASP) to take a comprehensive look at the civilian airports in the San Diego County region. The RASP explored a scenario that proposed to preserve SAN's airfield capacity for commercial passenger service by making improvements and accommodating general aviation traffic at MYF, Gillespie Field Airport, and Brown Field Municipal Airport. The 2021 RASP Implementation Report documents the region's collective progress in implementing the RASP and its continued compatibility with the San Diego Association of Government's (SANDAG's) regional transportation planning efforts (SDCRAA 2021).

An AMP presents the community and airport's vision for a 20-year strategic development plan based on the forecast of activity. It is used as a decision-making tool and is intended to complement other local and regional plans. In 2017, the City began developing an update to the AMP for MYF to determine the extent, type, and schedule of development needed based on current projections. The AMP comprises six sections, including: Section 1, Inventory, Surveys, & Data Collection; Section 2, Forecast; Section 3, Facility Requirements; Section 4, Environmental Overview; Section 5, Alternatives; and Section 6, Economic Impact Analysis (C&S Engineers 2019).

The conceptual plan selected by the Airports Advisory Committee to implement the AMP is the Proposed Airport Plan. This plan is also referred to as the Preferred Plan within the AMP. For the purposes of the analysis within this PEIR, this plan is also referred to as the project. Airside improvements proposed at Brown Field include a new runway pad (which is currently lacking for the smaller runway), and would reconfigure several taxiways to bring them into compliance with current FAA design standards.

APPLICANT: City of San Diego, Airports Division

RECOMMENDED FINDING: The draft Program Environmental Impact Report determined the proposed project would result in potentially significant environmental effects in the following areas: Biological resources, Greenhouse Gas Emissions, Historical, Archaeological and Tribal Cultural Resources, Human Health, Public Safety, and Hazardous Materials, Land Use, and Noise.

AVAILABILITY IN ALTERNATIVE FORMAT: To request this Notice, the draft Environmental Impact Report, and/or supporting documents in alternative format, call the City Planning Department at (619) 235-5200 OR (800) 735-2929 (TEXT TELEPHONE).

For environmental review information, contact Greg Johansen at (619) 446-5372. For information regarding public meetings/hearings on this project, contact the Airport Program Manager, David Reed, at 858-573-1414. This notice was published in the SAN DIEGO DAILY JOURNAL and distributed on **October 9, 2025**.

Rebecca Malone, AICP
Program Manager
Planning Department