

## 10 JUNE 2026 Airports Advisory Committee (AAC) Meeting Agenda

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Date: Thursday, June 4, 2026 at 08:10 PM PDT

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Ms. Scott, and other respected City Officials,

This letter and the list of its recipients is being submitted for the 10 June 2026 AAC meeting public record.

For the second month in a row, the AAC is given an agenda with no new or old business except that of informational reports from staff. I can think of no other City Board, Committee or Commission that operates this way. MYF produces more flights per day than Lindbergh Field and has no new business for two months?

Respectfully, this agenda format appears to limit the AAC's ability to provide substantive input and curtails public participation in the airport's economic development processes. I recommend revising this practice going forward to ensure full transparency and compliance with the oversight goals of this committee. For example, some items from staff reports:

- Construction of the Fixed Based Operator (FBO) with San Diego Airpark (SDA) is underway. Staff continue to have discussions on development of other parcels. **What parcels, for what services, when is completion expected? What project number(s) is/are this/these? Have specific project plans been made publicly available or are only programmatic plans available?**
- Staff in discussion on amendments to existing ROE/leases and development agreement that would allow for short-term leases on the northside parcels. **What amendments, what parcels, are these the leases that were in holdover las month? What is the timeline for completion of these amendments? How are these leases expected to be different from the old lease, why are the amendments needed? Are CPG's being informed of changes to leases? When is the public comment period expected for these leases?**

### Airports Master Plans

o Weekly Meetings with Consultant and City Planning Department to streamline Environmental Impact Report updates. **Weekly meetings sure sound like new business. What environmental streamlining is being considered? As the Airport Layout Plan (ALP) and Airport Master Plan (AMP) have not been fully approved by the FAA and the Programmatic Environmental Impact Report (PEIR) has also not been approved by the city council, which specific **Statutory Exemptions, Categorical Exemptions, or Streamlining****

**Sections** under the California Environmental Quality Act (CEQA) Guidelines are being used to allow MYF's AMP projects to proceed - such as the FBO project for SDA?

FAA Owned Remote Transmitter Receiver (RTR) Replacement/Upgrade

o Awaiting USFWS Approval For Transparency's sake try spelling out acronyms, and has the USFWS placed environmental clearance of the RTR on hold or is this within a standard clearance period, how does this impact operations, when is it expected to cleared?

These are just some examples and there are at least two dozen more. Each of the staff report items that aren't new business could generate at least 5 questions that ought to be new business. The AAC should be given more information on what work EDD staff is processing, and what proposals are being considered. What about the leases that were in holdover last month, is work to renew these leases in holdover not considered new business? If not, then why is the City Council required to vote on renewing them? This **is new business** and saying it is not may be considered misleading and harmful to transparency.

Respectfully,

Kevin Sullivan  
Allied Gardens Resident



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